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Elizabeth Bruny, Council Member (District 5)

City of Bradbury Agenda Memo

TO: Honorable Mayor and Members of the City Council

FROM: Kevin Kearney, City Manager

INITIATED BY: David Gilbertson, City Engineer

DATE: December 13, 2022

SUBJECT: **Approval of Costs, Plans, Contract Specifications and Environmental Documents for the Bradbury Road Widening Project**

ATTACHMENTS:

- 1) Initial Study/Mitigated Negative Declaration (IS/MND) & Appendices
- 2) Street Improvement Plans
- 3) Contract Specifications
- 4) Retaining Wall Exhibit
- 5) Location Exhibit
- 6) Truck Turning Exhibit (existing)
- 7) Truck Turning Exhibit (proposed)
- 8) 28 Dovetail Lane: City & HOA Conditions of Approval
- 9) Received Comment Letters to Date

SUMMARY

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared to evaluate the Bradbury Road Widening Project's potential impacts to the environment and outlined required mitigation measures to reduce the impacts of the project on the community. The IS/MND has concluded its required public review period and is now ready for acceptance by the City Council. Plans and contract specifications have also been completed for the project with the exception of the specific type of retaining wall to be constructed along the north side of the roadway. Once the retaining wall details have been finalized, the plans and specifications will be ready to advertise for bid.

It is recommended that the City Council: 1) Approve the IS/MND Document and Mitigated Measures for the Bradbury Road Widening Project; 2) Approve the project's new total cost estimate of \$736,498; 3) Provide direction on the type of retaining wall to be constructed on the project; and 4) Approve the new plans and specifics and authorize the City Engineer to advertise and receive formal bids.

FOR CITY COUNCIL AGENDA 12-13

AGENDA ITEM # 2

BACKGROUND/ANALYSIS

The segment of Bradbury Road/Wild Rose Avenue between Winding Oak Lane and the main entrance to the Bradbury Estates is a narrow curvilinear two-lane roadway with limited shoulder areas due to the presence of large hedges, mature Oak trees, and a steep hillside. The current roadway width presents hazards and challenges to large moving trucks, horse trailers, and construction vehicles entering and exiting the Estates main entrance. This situation has been exacerbated due to the prohibition of large vehicles using the narrow Wild Rose bridge in Monrovia westerly of the main entrance. The widening of the roadway will provide a safer means of access for all vehicles using the main Bradbury Estates entrance.

The existing street width of approximately 23 feet will be increased to a uniform curb-to-curb street width of 36 feet. Due to the steep slope along the north side of the street, this widening will require the construction of a large retaining wall (up to a maximum height of 13 feet) along the 150 Deodar property frontage.

At the November 15, 2022 City Council Meeting, public testimony was received from several concerned residents. Some of the issues are identified as follows:

- *Are drainage improvements included in the project?* The project will contribute minimal amounts of additional storm runoff so the existing drainage patterns will be maintained and no drainage improvements are included, or needed, in the project.
- *The project will have detrimental impacts to the existing wildlife corridor.* Much of the natural hillside will be maintained in its current condition so the project will have a minimal impact to the existing wildlife corridor.
- *Why not improve the Lemon Avenue entrance to the Bradbury Estates in lieu of constructing this project?* The segment of Bradbury Road/Wildrose Avenue is substandard in width and does allow for safe passage of two-way traffic, especially large trucks and delivery vehicles. The proposed project will widen the roadway to provide improved ingress/egress to the main entrance for large vehicles thereby allowing this existing gate to be the primary entrance. The operation of the Lemon Avenue gate is the responsibility of the Bradbury Estates HOA and is not a part of this project.

Pursuant to CEQA guidelines, an Initial Study was performed to evaluate the potential for significant impacts on the environment caused by the project. The Initial Study consisted of an analysis of existing site conditions, a project overview and an environmental checklist used to assist in an evaluation of any potential environmental impacts. Supplemental documents included an Air Quality Study, Greenhouse Gas and Energy Impact Analysis, a General Biological Assessment, and a Tree Survey and Arborist Report.

Based on the projects initial study determination, it was determined that a Mitigated Negative Declaration (MND) be prepared for the project. The Initial Study/Mitigated Negative Declaration (IS/MND) was prepared to outline the details of the study as well as identify the mitigation measures the City of Bradbury would be required to implement to mitigate the project impacts to less than significant (Attachment #1).

The mitigation measures identified as a result of approval of the IS/MND can be found in Table 1 below. For full descriptions of each mitigation measure, please refer to Subsection 4.3 of the IS/MND.

TABLE 1 – IS/MND MITIGATION MEASURES	
ID NO.	SUMMARY OF MEASURES
BIO-1	A Tree Preservation and Planting Plan shall be implemented which includes the replacement of all removed prominent trees at a 1:1 ratio.
BIO-2	A Monitoring Plan shall be approved and implemented to monitor the trees preserved onsite and for the replacement trees.
BIO-3	Tree protection during construction which includes dripline fencing, grading and trenching restrictions near the root zones, as well as dumping and dust restrictions near trees.
BIO-4	Avoid construction during the nesting bird season and the implementation of a buffer zone should active nests be found at the time of construction.
BIO-5	Retain a Tree Risk Assessment Qualification (TRAQ) certified Arborist during ground disturbance and site preparation activities to evaluate individual tree and root systems to determine whether impacted trees shall be removed or preserved in place.
CUL-1	In the event of finding potentially unique archaeological resources, the City shall retain a qualified archaeologist to determine whether the find constitutes a “unique archaeological resource.”
PAL-1	Guidelines on the procedures in the event that potential paleontological resources are discovered.
TCR-1	Retain a Native American Artifacts Monitor prior to commencement of ground-disturbing activities.
TCR-2	Guidelines on procedures for unanticipated discovery of human remains and associated funerary objects.
TCR-3	Guidelines on procedures for burials and funerary remains.

With the above-mentioned mitigation measures in place, the City of Bradbury can properly mitigate significant impacts to Biological, Paleontological, Cultural and Tribal Cultural Resources of the project site.

The widening of the roadway on the north end of the project will have an impact to the existing hillside and its vegetation, which includes mature Coast Live Oak trees. Construction of the retaining wall will minimize the impacts but it is still anticipated that eleven (11) Oak trees will be impacted by construction. However, the final count of the trees to be removed will be determined at the time of construction by a TRAQ certified Arborist. **Mitigation Measure BIO-1** requires that the City replace the existing prominent and/or significant trees at a 1:1 ratio. The Bradbury Estates can accommodate approximately up to sixteen (16) trees within

its HOA boundary. The City of Duarte has agreed to accept any of the remaining replacement trees and will plant them along the Donald and Bernice Watson Trail. **Mitigation Measure BIO-2** requires that the City monitor the existing trees being protected and the newly planted Oak trees for a period of 12-months after construction.

Several of the mitigation measures require that the City contract with construction monitors during the grading operation. Per **Mitigation Measure BIO-5 & TCR-1**, the City must retain a TRAQ certified Arborist & a Native American Monitor before and during ground-disturbing activities. Per **Mitigation Measure CUL-1 & PAL-1**, the City must also retain a Certified Archaeologist & Paleontologist if certain conditions arise during the excavation phase of the project.

The construction of a retaining wall along the north side of the roadway will be required to not only minimize grading impacts but to also preserve the remainder of the hillside and maximize the preservation of its prominent trees. There are a few options for the proposed retaining wall type:

1. Soil-nail wall (rock faced, boulder faced, or form poured)
2. Decorative split face wall
3. MSE (gravity) wall
4. Decorative wall (stucco, rock face, decorative cap) to match the Bradbury Estates entrance walls.

Please refer to "*Retaining Wall Type Exhibit*" (Attachment #4) for illustrations of each retaining wall face type.

Three (3) existing SCE power poles will be impacted by the road widening. Staff is coordinating with SCE and a preliminary field walk has been performed with their representatives. Staff is awaiting a schedule from SCE for when the pole relocations will be completed.

There are three properties along the roadway that will be impacted by the widening project: **150 Deodar Lane, 28 Dovetail Lane and 302 Bradbury Road.**

150 Deodar Lane is located on the north side of Wild Rose Avenue on the northwestern portion of the project site. In addition to the removal of the Oak trees previously mentioned, approximately 90 linear feet of an existing chain link fence, topped with existing barbed wire will be relocated to the right-of-way line.

28 Dovetail Lane is located just east of Bradbury Road on the northeastern portion of the project site. An existing chain link fence and hedge are in conflict with the road widening. The existing hedge will be removed and disposed of. The existing chain link fabric and posts will be carefully removed and temporarily relocated to the right-of-way line for the remainder of the project. A re-development project has been conceptually approved for the property that will include the construction, by the property owner, of a permanent decorative CMU wall setback 10' from the right-of-way line. Once the CMU wall has been built, the property owner

will dispose of the relocated chain link fence and install parkway landscaping between the new CMU wall and the completed street curb and gutter.

The 28 Dovetail Lane project is conditioned to reimburse the City for the "fair share" of the cost of the street widening improvements based on their portion of the project frontage. These conditions are listed in Bradbury Planning Commission Resolution No. PC 22-31 (p. 5, #8 and p. 7, #20) and Bradbury Estates Community Services conditions of approval (Attachment #8) It is estimated that the reimbursed cost will be approximately \$28,000 for the fence relocation, hedge removal, AC pavement, curb & gutter, and other miscellaneous costs identified in the project bid documents.

302 Bradbury Road is located just east of Bradbury Road on the southeastern portion of the project site. An existing chain link fence and hedge, corral fencing, asphalt driveway and entry gate are in conflict with the road widening. The existing chain link fence, irrigation system, and hedge will be removed and replaced with approximately 290 linear foot of new chain link fence, new sprinkler heads, and a new row of 15-gallon hedges, planted at a spacing interval of 2' on center just inside of the property line. Approximately 140 linear feet of existing corral fence will be relocated to accommodate for the relocated chain link fence and hedge. Three (3) mature Avocado trees will be removed due to the road widening and will be replaced with three (3) new, 24"-box Avocado trees inside of the property at a location agreeable to the property owner. The existing asphalt driveway will be removed and a new drive approach and concrete driveway will be constructed. The existing entry gate will be relocated inside of the property and allow for adequate vehicular stacking between the widened roadway and the entry gate.

The property owner for 302 Bradbury Road has requested additional items for her residence:

- Add green or black privacy mesh wind screen to the relocated chain link fence. This is due to the loss of privacy with the removal of the mature hedge along the property frontage. This request has a minimal impact to the overall cost of the project.
- Plant an additional three (3) 24"-box Avocado trees for a total of six (6) trees. This request would increase the overall cost of the project by \$1,500.
- In lieu of planting a row of 15-gallon hedges at 2' intervals, plant 3 to 5 year-old Ficus Hedge Trees spaced at 3' intervals. These would be from 6' to 9' tall and would provide improved privacy screening. This request would result would increase the overall cost of the project by \$17,500.
- In lieu of reinstalling the existing corral fencing, stack the material in a location on the property for future re-installation by the property owner. This request would result in a cost savings to the project of \$3,000.

FINANCIAL REVIEW

After development of final plans and specifications and full analysis of the project impacts and costs, an updated estimate of the total project cost is broken down in the following table:

1.	CONSTRUCTION	\$475,275
2.	10% CONTINGENCY	\$47,528
3.	PLANS, SPECIFICIATIONS, AND COST ESTIMATE (PS&E) PREPARATION (<i>Spent to Date</i>)	\$46,932
4.	PLANS, SPECIFICIATIONS, AND COST ESTIMATE (PS&E) PREPARATION (<i>Remaining</i>)	\$8,704
5.	ENVIRONMENTAL DETERMINATION (CEQA) AND BIOLOGICAL ASSESSMENT (<i>Spent to Date</i>)	\$69,451
6.	ENVIRONMENTAL DETERMINATION (CEQA) AND BIOLOGICAL ASSESSMENT (<i>Remaining</i>)	\$19,774
7.	TRAQ ARBORIST & NATIVE AMERICAN MONITORING	\$17,390
8.	CM, INSPECTION, CONSTRUCTION STAKING AND MATERIALS TESTING	\$48,744
8.	MND FILING FEE w/ STATE OF CALIFORNIA	\$2,700
TOTAL		\$736,498

The total cost of the project is estimated at \$736,498. Of this total amount, \$116,383 has been spent in restricted funds to date. The total project cost estimate has escalated approximately 40% from the previous estimate of \$525,000 in 2021 due to numerous factors. Unit prices for asphalt, concrete, and other construction materials have increased significantly due to inflation and shortages in raw materials. Labor costs have also risen significantly due to inflation and higher demand for specialized laborers. In addition, costs have been included in the overall project budget due to private property improvements identified in the project plans as well as costs required by the mitigation measures.

In moving forward with the project, it is expected the remaining cost will be \$620,115. The chart below identifies the available restricted funds that would be utilized:

Fund 200 – Gas Tax Fund	\$3,395
Fund 201 – SB1 Fund	\$27,503
Fund 204 – Prop C Fund	\$26,961
Fund 208 – STPL Fund	\$1,052
Fund 210 – Measure R Fund	\$80,718
Fund 212 – Measure M Fund	\$76,808
TOTAL	\$216,437

Appropriations totaling \$403,678 would be requested from the available General Fund to meet the total Project Requirements. Total overall costs to the General Fund are expected to eventually be reduced to \$375,678 since the 28 Dovetail property is slated to reimburse the City for their 'fair share' of \$28,000.

PUBLIC NOTICE PROCESS

This item has been noticed through the regular agenda notification process. Copies of this report are available at City Hall.

STAFF RECOMMENDATION

It is recommended that the City Council:

1. Approve the IS/MND Document and Mitigation Measures for the Bradbury Road Widening Project;
2. Approve the project's new total cost estimate of \$736,498.
3. Provide direction on the type of retaining wall to be constructed on the project; and
4. Approve the new plans and specifications and authorize the City Engineer to advertise and receive formal bids.

ATTACHMENT #1



**BRADBURY ROAD
WIDENING PROJECT**
~~ADMIN DRAFT~~ **FINAL** INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Lead Agency:

City of Bradbury
600 Winston Avenue
Bradbury, CA 91008

Project Applicant:

City of Bradbury
600 Winston Avenue
Bradbury, CA 91008

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2 Park Plaza, Suite 1120
Irvine, California 92614

~~September~~ **November** 2022

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Appendix

- A Air Quality, Greenhouse Gas, and Energy Impact Analysis
- B General Biological Assessment
- C Tree Survey and Arborist Report
- D Mitigation, Monitoring, and Reporting Program (MMRP)

1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed Project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Bradbury, in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) is required for the Project.

This Initial Study informs City of Bradbury decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the Project. A “significant effect” or “significant impact” on the environment means “*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*” (Guidelines §15382). As such, the MND’s intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City of Bradbury to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

Existing Plans, Programs, or Policies (PPPs)

Throughout the impact analysis in this Initial Study, reference is made to requirements that are applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure is introduced.

1.2 DOCUMENT ORGANIZATION

This Initial Study and MND includes the following sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study and MND was prepared by the City of Bradbury to evaluate the proposed Project's potential to impact the physical environment.

Section 2.0 Project Setting

Provides information about the proposed Project's location.

Section 3.0 Project Description

Includes a description of the proposed Project's physical features and construction and operational characteristics.

Section 4.0 Environmental Checklist

Includes the Environmental Checklist and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.

Section 5.0 Response to Comments on the Public Review MND

Includes the comments received during the Project's public circulation period and subsequent responses.

Section ~~6~~5.0 General References

Includes the resources that were referenced in preparation of this IS and MND.

Section ~~7~~6.0 Document Preparers and Contributors

Includes the persons that prepared this IS and MND.

1.3 PUBLIC CIRCULATION OF THE DRAFT IS/MND

The Draft Initial Study Mitigated Negative Declaration (IS/MND) was publicly circulated from September 22, 2022 to October 24, 2022 in accordance with the provisions of CEQA. Comments received during public circulation period of the Draft IS/MND are included under Section 5.0, Response to Comment, of this document. Changes that have been made from to the Draft IS/MND and included in this Final IS/MND are marked within the document as ~~strike through~~ to denote deleted text and red underline to denote added text.

2 PROJECT SETTING

2.1 PROJECT LOCATION

The Project site is located in the San Gabriel Valley region of Los Angeles County, California on the boundary of and within both the City of Bradbury and the City of Monrovia. The site is within the United States Geological Survey (USGS) Azusa 7.5-Minute Series Quadrangle and is within Section 25, Township 1 North, Range 11 West. The City of Bradbury is approximately 16 miles northeast of downtown Los Angeles and 26 miles north of downtown Santa Ana. The regional location of the Project site is shown in Figure 1, *Regional Location*.

The Project site is located on Bradbury Road and Wildrose Avenue on the western border of the City of Bradbury and eastern border of the City of Monrovia. The Project site is bound by Deodar Lane to the north, Winding Oak Lane to the south, single family residential properties to the west, and Bradbury Estates community to the east. Regional access to the Project site is available by Interstate 210 (I-210) and I-605 via Mount Olive Drive and Royal Oaks Drive. The Project site and the surrounding area is shown in Figure 2, *Local Vicinity*.

2.2 EXISTING LAND USES

The 1.38-acre Project site is currently developed with a local roadway. The Project site generally follows the roadway bend from Bradbury Road (north-south) to Wildrose Avenue (west-east). The existing roadway is 24 feet in width. The roadway is flat with shrubs and trees directly abutting the east side of Bradbury Road and steep slopes extending north of Wildrose Avenue. Slopes north of Wildrose Avenue supports dense tree coverage and is bordered by a chain-link fence near the roadway. A single-family residential neighborhood is directly west of Bradbury Road, and the roadway ROW and includes curbs and gutters, sidewalks, and ornamental landscaping. Additional features include overhead utility lines, streetlights, and roadway signage. Existing conditions of the Project site is shown in Figures 3, *Aerial View*, Figures 4, *Existing Views of the Site from Bradbury Road*, and Figure 5, *Conceptual Site Plan*.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The existing land use designations of the site are as follows:

Table 1: Existing General Plan and Zoning

City	General Plan	Zoning
City of Bradbury	A-5 (Agriculture Residential Estate)	A-5 (Agriculture Residential Estate Zoning District)
City of Monrovia	Residential Low (5.8 dwelling units [du] per acre)	Residential Low

The City of Bradbury's Municipal Code Section 9.73.010, et al. describes that the A-5 zone provides for the development of single-family residential areas and to maintain the integrity of existing single-family residential areas within the City. The Residential Low zone in the City of Monrovia allows for large single-family residential lots with a minimum of 7,500 square feet.

2.4 SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within a developed, residential area within the cities of Bradbury and Monrovia as described below:

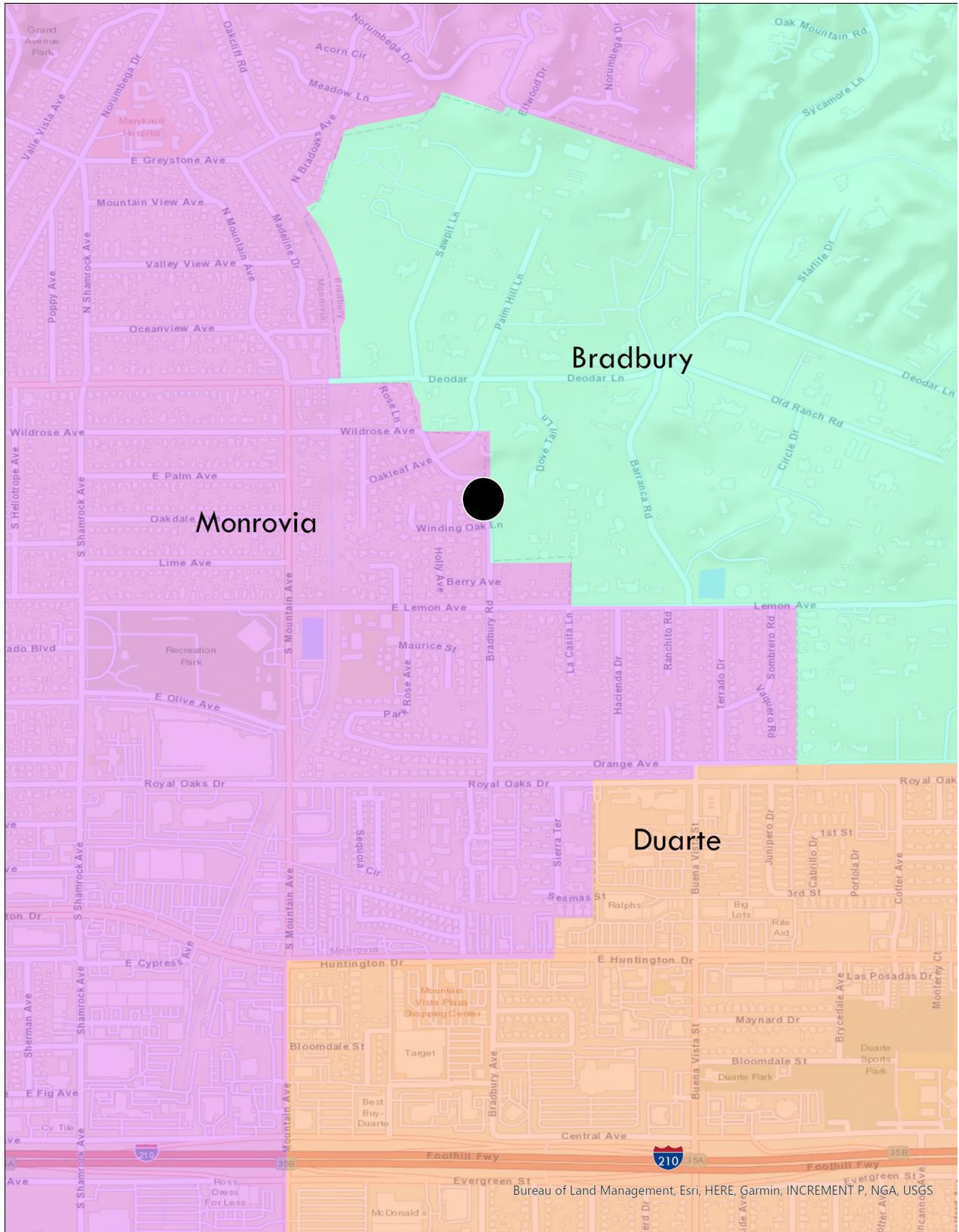
North: Bradbury Estates gated residential community is to the north of the site. The subdivision is designated as A-5 (Agriculture Residential Estate) in the General Plan and zoned A-5 (Agriculture Residential Estate Zoning District) in the City of Bradbury. The security gate is located on Deodar Lane just east of Wildrose Avenue. A steep grade with dense oak tree coverage delineates Bradbury Road from residences to the north, obstructing views to and from adjacent properties.

West: The City of Monrovia begins to the west of the Project site. Land use includes single family residences with driveway access to Bradbury Road/Wildrose Avenue. Adjacent residences are designated as Residential Low (5.8 du/acre) in the City of Monrovia General Plan and zoned as Residential Low.

South: Area south of the Project site is divided by Bradbury Road between the City of Monrovia (west) and the City of Bradbury(east). To the southwest, land use includes single family residences with driveway access to Bradbury Road/Wildrose Avenue. Adjacent residences are designated as Residential Low (5.8 du/acre) in the City of Monrovia General Plan and zoned as Residential Low. To the southeast, land use includes Bradbury Estates residences. The subdivision is designated as A-5 (Agriculture Residential Estate) in the General Plan and zoned A-5 (Agriculture Residential Estate Zoning District) in the City of Bradbury

East: Land use to the east of the Project site is also includes Bradbury Estates residences. A private driveway to recreational equestrian facility (part of Bradbury Estates) to the east is accessible via Bradbury Road. Shrubs and trees directly about the east side of Bradbury Road, screening views of private estates. The subdivision is designated as A-5 (Agriculture Residential Estate) in the General Plan and zoned A-5 (Agriculture Residential Estate Zoning District) in the City of Bradbury.

Regional Location



Bradbury Road Widening Project

Figure 1

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Local Vicinity



Bradbury Road Widening Project

Figure 2

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Aerial View of Site and Vicinity



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Existing Views



Northbound views of the northeastern boundary of the Project Site from Bradbury Road.



Southbound views of the southeastern boundary of the Project Site from Bradbury Road.



Westbound views of the northern boundary of the Project Site from Wildrose Avenue.

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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The Project would widen Bradbury Road (Wildrose Avenue) from 24 feet to 36 feet, maintaining one lane in each direction, from Winding Oak Lane to Deodar Lane (proposed Project). The road widening would extend north of Wildrose Avenue beyond the existing roadway limits. Several trees would be removed as a result of proposed widening. Existing slopes adjacent to the roadway would be regraded and a new retaining wall would be installed north of Wildrose Avenue. The Project would include associated hardscape and landscaping improvements along the roadway.

3.2 PROJECT FEATURES

Roadway Improvements

The proposed Project would widen the existing Bradbury Road from 24 feet to 36 providing one 18-foot lane in each direction. Existing roadway improvements along residences to the west (sidewalks, curbs, and gutters) would be maintained as part of the Project. The Project would include demolition of existing pavement, grading of the Project site, roadway pavement, and roadway restriping. See Figure 5, *Conceptual Site Plan*.

The Project would be accommodated within existing City-owned ROW. Partial ROW was acquired from private property to the north (accessor's parcel number [APN] 8527-026-025) to accommodate proposed widening and recorded with the County of Los Angeles. Substantial grading would be required along the slope to the north of Wildrose Avenue. Several oak trees would be removed as part of grading activity. A permanent retaining wall would be constructed between the roadway and the newly graded area. The retaining wall would be approximately 320 feet in length and would range from 5 to 13 feet in height above the ~~top of the slope~~ top of the Bradbury Road curb elevation.

Landscaping

The Project would include removal of 270 linear feet of existing berm, 390 linear feet of existing hedge, and up to 46 trees. Undeveloped grading area to the north and east of Bradbury Road would be revegetated following Project completion as feasible with trees and shrubs consistent with the City's *Design Guidelines* (1995) and existing vegetation along the roadway.

Utilities: Proposed utility work as part of the Project would include relocation of two existing power poles. Two poles and associated overhead power lines would be relocated to accommodate the proposed roadway widening along the eastern side of the roadway. The Project would not impact other existing utilities or propose new utilities.

3.3 CONSTRUCTION

Construction activities for the Project would occur over one phase lasting approximately 2 months and in the following stages: (1) demolition and removal of existing asphalt/pavement; (2) site preparation; (3) grading and excavation; (4) construction of retaining wall; (5) paving; and (6) architectural coating. Following the hardscape project improvements, (6) landscaping and any approved onsite tree replacement would be implemented. Table 2 details total working days for each phase of construction for analytical purposes. Construction activities would be limited to the

hours between 7:00 a.m. and 7:00 p.m. on weekdays pursuant to the City's Municipal Code Chapter 127.

Table 2: Construction Schedule

Construction Phase	Work Days
Demolition	10
Site Preparation	5
Grading	2
Retaining Wall	15
Paving	10
Architectural Coating	5
Landscaping	5

3.4 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approval and permits are anticipated from the City of Bradbury to be necessary for implementation of the proposed Project:

- Adoption of the Initial Study Mitigated Negative Declaration
- Tree Permit
- Plans and Specifications Approval

Additionally, the following discretionary approval and permit is anticipated from the City of Monrovia to be necessary for implementation of the proposed Project:

- Encroachment permit

4 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils/Paleontological	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

4.2 DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	City of Bradbury
	For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than

- significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
 - 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
 - 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
 - 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significant.
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4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

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

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

Less Than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view of visual setting.

The Project site is within a small urbanized and developed residential area on the border of the City of Bradbury and the City of Monrovia. The site is surrounded by Bradbury Estates, a gated residential community, to the north and east, single family residential units to the south, and single-family residences within the City of Monrovia to the west. There are no designated scenic highways within the City of Bradbury and the Project is not within a designated scenic vista in the City of Monrovia. Existing public viewpoints exist along Bradbury Road, where views of the San Gabriel Mountains can be seen to the north by pedestrians and motorists. However, the proposed Project would widen the existing Bradbury Road and maintain existing roadway improvements. Area to the east of the roadway would be graded and up to 46 trees could be removed as part of the Project. Overall, the Project would result in removal of visual obstruction from the roadway to the mountains. The Project would result in a less than significant impact on scenic vistas.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The closest Eligible State Scenic Highway is State Route 39, which is approximately four miles to the east of the Project site and runs through the city of Azusa through the San Gabriel Mountains (California Department of Transportation 2021). State Route 39 is not visible from the Project site, and thus, no impacts to scenic resources within a state scenic highway would occur.

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

Less than Significant Impact. The Project site is located in an urbanized area, within a residentially developed community within the City of Bradbury and City of Monrovia. The land uses of the Project site are designated A-5 (Agriculture Residential Estate) by the City of Bradbury General Plan and Residential Low (5.8 dwelling units [du] per acre) by the City of Monrovia. The site is zoned A-5 (Agriculture Residential Estate Zoning District) within the City of Bradbury and Residential Low within the City of Monrovia. The Project site is currently developed with Bradbury Road, residential driveways and lawn to the west, and lush natural vegetation consisting of trees and shrubs to the east. The visual quality of the Project site would be considered moderate to high and visual character is consistent with aesthetics of a typical suburban residential neighborhood.

As previously mentioned, the Project would widen the existing Bradbury Road. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. Visual changes that would result from the Project would be minor and Project improvements would be consistent with existing conditions. Undeveloped grading area to the north and east of Bradbury Road would be revegetated following Project completion as feasible with trees and shrubs consistent with the City's Design Guidelines (1995) and existing vegetation along the roadway. Furthermore, the proposed Project tree removal and landscaping improvements would be consistent with Chapter 118 of the City's Municipal Code and the City's tree ordinance, which specifies the requirements for removal, preservation, and replacement of prominent and significant trees. Additionally, the proposed roadway improvements and retaining wall would be compliant with engineering standards adopted by the City as included under the Caltrans HDM and SPPWC. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality and also would not degrade the existing visual character, and impacts would be less than significant.

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

Less than Significant Impact. The Project site is located within a developed residential area. Existing sources of light in the vicinity of the Project site includes streetlights and internal and external residential lighting along Bradbury Road, as well from vehicles driving along Bradbury Road.

Although construction activities would occur during daylight hours and construction activities could extend into the evening hours, as permitted by the City's noise ordinance under Municipal Code Chapter 127 (permitted construction activities from 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 7:00 p.m. on weekends). Any temporary lighting required during construction of the Project would be shielded and directed toward work activity areas and away from adjacent residences. Any construction related lighting would be temporary (approximately 2 months).

Therefore, construction of the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

The proposed Project does not include the construction of any structures, and thus would not create glare from finished surfaces such as window glass or other reflective materials. As previously described, the Project consists of the widening of a preexisting roadway. Thus, the Project would not create a new source of substantial light or glare. The roadway would be composed of nonreflective material consistent with the existing roadway material and would not be expected to cause glare. Additionally, the Project would not be capacity increasing and would not result in additional traffic or subsequent light from headlights. Thus, the Project would not create a new source of substantial light or glare and would not adversely affect day or nighttime views in the area. Potential impacts related to shade and shadow would be less than significant.

Existing Plans, Programs, or Policies

No PPP related to aesthetics are required.

Mitigation Measures

No mitigation measures related to aesthetics are required.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. The Project site is developed with roadway and surrounding land uses include single-family residential. The Project site and its vicinity are not designated for agricultural uses. The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as urban and built-up land. Thus, the site is not identified as Prime, Unique, or Farmland of Statewide Importance (California Department of Conservation 2021). Therefore, conversion of such farmland designations would not occur from implementation of the proposed Project. Therefore, the Project would result in no impact.

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

No Impact. The Project site is currently zoned A-5 (Agriculture Residential Estate Zoning District) within the City of Bradbury, which is designated as the Agriculture Residential Estate Zoning District. The City of Bradbury's Municipal Code Section, 9.73.010, describes that the A-5 zone provides for the development of single-family residential areas and to maintain the integrity of existing single-family residential areas within the City. Additionally, the A-5 (Agriculture Residential Estate Zoning District) permits agricultural uses such as nursery stock, orchards, vineyards, the raising of field crops, tree, berry and bush crops, or vegetable or flower gardening. As previously described, the Project proposes road widening, which would serve to maintain the integrity of the surrounding residential areas. The Project is zoned Residential Low within the City of Monrovia, which does not provide for agricultural uses. The Residential Low zone in the City of Monrovia allows for large single-family residential lots with a minimum of 7,500 square feet.

The Project is currently developed with roadway surrounded by residential development. The proposed Project would not conflict with existing zoning for agricultural use. In addition, the site is not subject to a Williamson Act contract. Thus, the proposed Project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract, and impacts would not occur.

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

No Impact. The Project site is an existing roadway that has a zoning designation of A-5 (Agriculture Residential Estate Zoning District). The site is not zoned for forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed Project would not result in impacts related to a conflict with existing forest land or timberland zoning.

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

No Impact. As previously mentioned, the Project would consist of roadway widening within a residentially developed area. A General Biological Assessment completed by Hernandez Environmental Services in 2021 for the Project identified 0.29 acre of coast live oak woodlands along the sloped area within the Project site north and east of the roadway. The Project is not identified as forest land within the City's General Plan, nor is it designated for future timber harvest by the California Department of Forestry and Fire Protection (California Department of Forestry

and Fire Protection 2021). There is no designated forest land on or adjacent to the Project site. Therefore, the Project would not result in the loss of forest land or conversion of forest land to a non-forest use.

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

No Impact. As previously described the Project would consist of the widening of a roadway within a residentially developed area. No farmland or forest land exists on or adjacent to the Project site. Therefore, the implementation of the proposed Project would not involve other changes in the existing environment which would result in the conversion of farmland to a non-agricultural use or the conversion of forest land to a non-forest use. Therefore, the Project would result in no impact.

Existing Plans, Programs, or Policies

There are no impacts reducing Plans, Programs, and Policies related to agriculture and forestry that are applicable to the Project.

Mitigation Measure

No mitigation measures related to agriculture and forestry are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Air Quality, Greenhouse Gas, and Energy Analysis, prepared by EPD Solutions, Inc., which is included as Appendix A. The Air Quality, Greenhouse Gas, and Energy Analysis analyzed a more conservative project, which included additional demolition of pavement. Therefore, actual emissions would be slightly less than what is analyzed below.

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

No Impact. The Project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The 2016 AQMP details goals, policies, and programs for improving air quality in the Basin.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD’s CEQA Air Quality Handbook (1993), for purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a project’s density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD’s attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The Project site is a previously developed site that is located on an existing roadway and extends

into adjacent residential land uses. The proposed Project would include demolition of existing pavement, grading of the Project site, roadway pavement, and roadway restriping in order to widen the existing Bradbury Road from 24 feet to 36 feet. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles.

Bradbury Road currently includes one lane in each direction. Proposed improvements would maintain one lane in each direction, and further, would not be capacity-increasing or growth-inducing. The operational capacity of the roadway would not change; therefore, the operational emissions of the Project would have a net zero change from the existing road. Therefore, the Project would result in no impact on implementation of the applicable air quality plan.

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

Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table 3. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table 33: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015 (Source: EPD, 2021 (Appendix A)).

As stated previously, the operational capacity of the roadway would not change; therefore, the operational emissions of the Project would have a net zero change from the existing road. The construction of the Project was assumed to include:

- Demolition (assumed 490 tons of debris);
- Site preparation to remove the trees and other shrubs;
- Grading to level the site, which includes 322 cubic yards of export;
- Paving for the asphalt and concrete (approximately 9,722 SF of pavement); and
- Architectural coating for the roadway striping.

The duration of construction would last about 2 months. The changes to the CalEEMod defaults include the following:

- The site preparation phase was extended from one day to five days due to the number of trees needing removal;
- The building construction phase was removed as there are no buildings to construct;
- All equipment hours were changed to eight hours assuming an eight hour work day;
- Acres graded during site preparation were moved to grading as that is when grading would occur;
- Applied SCAQMD Rule 1113 which requires Low volatile organic compound (VOC) paints with a maximum of 50gram/liters of VOC; and
- Applied SCAQMD Rule 403 which requires watering during grading activities to reduce fugitive dust.

Demolition is also assumed to be substantially less than assumed as a result of project changes, which would no longer necessitate asphalt removal, and therefore, would reduce demolition loads.

The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. Construction activities would generate emissions from the demolition of existing pavement, grading of the Project site, roadway pavement, and roadway restriping. In addition, the project would generate a need for construction worker vehicle trips to and from the Project site during the estimated 2 months of construction.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-2.

In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, would be required and is included as PPP AQ-3. As shown in Table 4, CalEEMod results provide that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table 4: Regional Construction Emissions Summary

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM-10	PM-2.5
2022						
Demolition	1.6	15.8	12.3	0.0	1.4	0.8
Site Prep	0.6	6.9	4.2	0.0	0.3	0.3
Grading	1.5	19.2	8.6	0.0	3.9	2.1
Paving	1.0	7.0	8.9	0.0	0.5	0.4
Architectural Coating	0.6	1.9	2.5	0.0	0.1	0.1
Maximum Daily Emissions	1.6	19.2	12.3	0.0	3.9	2.1
SCAQMD Significance Thresholds	75	100	550	150	150	55

Threshold Exceeded?	No	No	No	No	No	No
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Source: EPD, 2021 (Appendix A)

Project construction would not exceed any of the criteria pollutant thresholds applicable to the Project site. Therefore, the Project would result in a less than significant impact on any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD’s Final Localized Significance Threshold Methodology. According to the LST Methodology, “off-site mobile emissions from the project should not be included in the emissions compared to the LSTs” (Southern California Air Quality Management District 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The Project site is located in SRA 8, West San Gabriel Valley.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The closest sensitive receptor to the Project is a residence directly adjacent and west of Bradbury Road.

The localized thresholds from the mass rate look-up tables in SCAQMD’s Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily and were used to evaluate LSTs. Localized construction emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table 5. As shown in Table 5, with implementation of SCAQMD Rules 403 and 1113 (included as PPP AQ-2 and PPP AQ-3), the maximum daily construction emissions from the proposed Project would not exceed the applicable SCAQMD LST thresholds. Additionally, the impacts would be temporary, only lasting the duration of construction which would be anticipated to occur over a two month period.

Table 5: Localized Construction Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO _x	CO	PM-10	PM-2.5
2022				
Demolition	14.9	11.7	1.2	0.8
Site Prep	6.9	4.0	0.3	0.2
Grading	15.7	7.5	3.4	2.0
Paving	7.0	8.2	0.3	0.3
Architectural Coating	1.9	2.4	0.1	0.1
Maximum Daily Emissions	15.7	11.7	3.4	2.0
SCAQMD Significance Thresholds	89	623	5	3
Threshold Exceeded?	No	No	No	No

Source: EPD, 2021 (Appendix A)

As stated previously, the operational capacity of the roadway would not change and the operational emissions of the Project would have a net zero change from the existing road. Therefore, the Project would result in less than significant impacts on sensitive receptors.

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

Less Than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would include widening of a roadway and would not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by non-residential land uses are required to be in compliance with SCAQMD Rule 402, which would prevent nuisance odors (PPP AQ-1).

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with other emissions, such as odors, would not adversely affect a substantial number of people.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 402. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP AQ-2: Rule 403. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: Rule 1113. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

No mitigation measures related to air quality are required.

Sources

Air Quality, Greenhouse Gas, and Energy Impact Analysis. Prepared by EPD Solutions (EPD, 2021) (Appendix A).

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

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

No Impact. The Project site includes the existing Bradbury Road alignment, residential lot, and slopes containing coast live oak woodlands. A General Biological Assessment was prepared for the Project by Hernandez Environmental Services in 2021. The Project site is surrounded by residential development and woodlands. A survey of the Project site was conducted on August 11, 2021. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish

and Wildlife (CDFW), or California Native Plant Society (CNPS) were found to occur on the site during the site survey. Therefore, the Project would result in no impact on species identified as a candidate, sensitive, or special status species.

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

Less Than Significant Impact with Mitigation Incorporated. The Project site does not contain any state or federally jurisdictional water features or riparian habitat. The Project site contains two habitat types, including 1.09 acre of developed areas and 0.29 acre of coast live oak woodland habitat. The proposed Project would widen Bradbury Road (Wildrose Avenue) from 24 feet to 36 feet. Implementation of the proposed Project would result in impacts to approximately 0.65 acre of developed areas and 0.18 acre of coast live oak woodland habitat.

The City's General Plan includes Open-Space Policy No. 1: Protect and preserve oak woodlands and mandate replacement planting of native oaks where oak woodlands are proposed for alteration. Chapter 118 of the City's Municipal Code includes the City's tree ordinance, which specifies the requirements for removal, preservation, and replacement of native, prominent and/or significant trees. A Native Tree Survey and Arborist Report was prepared for the Project by Golden State Land & Tree Assessment in 2021 to classify the status of trees within and directly northeast of the Project site. The arborist assessed 44 native trees that were composed of two distinct species, coast live oak (*Quercus agrifolia*) and a single specimen of interior live oak (*Quercus wislizeni*), which may be a hybrid. Of the native trees surveyed, 39 qualify as a Prominent Trees Per Bradbury Municipal Code Section 9.11-030, having a diameter at breast height (DBH) of 6-inches or greater and an expected mature height of 15 feet or higher. In all, 19 of the trees onsite qualified for removal at the time of survey due to the trees being diseased, infested, or having a poor growth form. The other 25 trees were determined to be in fair to good health at the time of survey and would require mitigation, if removed.

A follow-up site visit was conducted by the City's contracted engineer, arborist, and landscape architects. Two additional trees were surveyed that had not been previously surveyed by the arborist. Both trees were recommended for removal. Overall, approximately 21 trees were proposed for removal due to being seriously diseased, dead, or a significant health or fire hazard risk and 25 trees were determined to be in fair to good health at the time of survey and would require mitigation, if removed. In total, up to 46 trees could be removed as part of the Project.

Removal of native or prominent trees on the Project would require permit approval by the Planning Commission prior to removal, including a no fee permit for diseased, infested, or trees having a poor growth form pursuant to the Chapter 118 of the Municipal Code. Native or prominent trees would be replaced at a 1:1 ratio either at an on-site or offsite location, pursuant to mitigation measure BIO-1. The City of Bradbury will replace all removed trees, with final number to be determined prior to grading (see Mitigation Measure BIO-5), at a 1:1 ratio with 15-gallon trees of the same species. Due to the limited amount of land available within the city, the Bradbury Estates would have capacity to accommodate approximately 16 trees to provide enough space for successful establishment and future growth of the trees. If additional replacement trees are required, the City of Bradbury will work with the City of Duarte to accommodate remaining trees.

The Project would preserve oak trees in-place within and surrounding the Project site wherever feasible. During construction, the road improvements have the potential to significantly impact the

substrate beneath many oaks outside of the proposed grading and pavement areas. Portions of root crowns would be impacted, possibly changing the nearby grade, hydrology, and other conditions. Given the degree of the resident trees' inherent lean to the south and their potential to fall towards the roadway, a post-installation inspection must be performed that includes a workplan for bracing (as needed) to mitigate potential tree failure. An arborist would be retained by the City and evaluate all trees that were preliminarily surveyed by the arborist prior to construction, as well as the two that were not previously surveyed. The arborist would be present during initial ground-disturbing activities to determine whether individual trees, or root systems, impacted during construction would necessitate removal of the tree based on the health, risk of failure, and other potential issues that could occur as a result of the project (measure BIO-5). Following construction, a monitoring plan would be implemented, per measure Mitigation Measure BIO-2. With implementation of mitigation measures BIO-1 through BIO-5, impacts would be less than significant.

Therefore, coast live oak woodland habitat removal would be completed in consistency with Chapter 118 of the City's Municipal Code and Open-Space Policy No. 1 within the City's General Plan and would be mitigated through tree replacement (Mitigation Measures BIO-1). Project impacts to riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service would be less than significant with mitigation.

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

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The Project site and adjacent areas are located within a developed urban area and do not contain natural wetlands. Therefore, the Project would not result in impacts to wetlands.

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

Less than Significant with Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. The Project site does not support conditions of migratory wildlife corridors or linkages. The Project site is developed and surrounded by a roadway and developed land uses. The site and surrounding areas do not provide function for wildlife movement. Additionally, the surrounding area is developed. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the Project would not result in impacts related to wildlife movement or wildlife corridors.

Migratory non-game native bird species are protected under the federal Migratory Bird Treaty Act. Additionally, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests. Trees and shrubs located on the Project site can be used by nesting songbirds or raptors during the nesting bird season of February 1 to September 15.

Therefore, Mitigation Measure BIO-4 has been included to require that if commencement of vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of Mitigation Measure BIO-4, potential impacts to nesting birds would be less than significant.

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

Less than Significant with Mitigation Incorporated. See Response to 4 b). Implementation of the Project would not conflict with local polices or ordinances protecting trees with implementation of mitigation measures BIO-1 through BIO-5.

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

No Impact. The Project site is developed area. The Project site does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would not result in impacts to biological habitat plans.

Existing Plans, Programs, or Policies

Bradbury Municipal Code Chapter 118: no removal or topping of existing prominent and/or significant trees is permitted on a building site without prior approval of the Planning Commission. A tree preservation and landscaping plan shall be included as part of the architectural review.

Mitigation Measures

A tree preservation and plan would be submitted to the City which would include the following measures.

Mitigation Measure BIO-1: Tree preservation and planting plan. City Planning Department and shall review, and the Planning Commission shall approve a tree preservation and planting plan which replaces native oak trees and prominent trees in accordance with Municipal Code Section 9.118.040, as follows:

- The City of Bradbury will replace all removed trees, final number to be determined (see Mitigation Measure BIO-5), at a 1:1 ratio with 15-gallon trees of the same species prior to project closeout;
- The Bradbury Estates will accommodate up to 16 replacement trees;
- The City of Bradbury and Bradbury Estates Homeowner's Association will be responsible, in partnership, for the maintenance of the trees in perpetuity once planted;
- The remaining replacement trees will be planted in the City of Duarte, at the Donald and Bernice Watson Recreation Trail, then to parks and medians, in that order of priority;
- The City of Bradbury will purchase and deliver trees to the City of Duarte, in which the City of Duarte will plant within (4) weeks of receipt;
- The City of Duarte will be responsible for the maintenance of the trees in perpetuity once planted.

Mitigation Measure BIO-2 - Monitoring Plan. An ongoing maintenance and monitoring plan shall be approved and implemented by the City of Bradbury Planning Department for trees preserved onsite and for replacement trees, to ensure long-term tree health, and to minimize potential tree failure.

Mitigation Measure BIO-3 - Tree Protection during Construction.

Construction plans shall include a note to require tree protection measures during construction, as follows:

1. Dripline fencing must be placed a minimum of 1 foot in radius from the tree per 1 inch of diameter at breast height (for example, 6-inch trunk = 6 feet protection radius/12 feet diameter).
2. Dripline fencing must be erected so that it is visible and structurally sound enough to deter construction equipment, foot traffic, and the storing of equipment under tree canopies.
3. Raising or lowering the grade in the root zone of trees can be fatal or ruin the health of trees for years to come. Grade change and soil compaction force out the oxygen and literally press the life out of the soil. A retaining wall can be used to minimize the amount of the root zone that is affected, but it is essential that the footing is not continuous. Gravel and aeration pipes should be placed inside the retaining wall before the fill is placed. Consult with a qualified civil engineer for proper design calculations.
4. Trenching within the protection zone must be avoided wherever possible. Most of the roots are in the top 1 to 2 feet of soil, and trenching can sever a large percentage of roots.
5. Oil from construction equipment, cement, concrete washout, acid washes, paint, and solvents are toxic to tree roots. Signs should be posted on the fencing around trees notifying contractors of the fines for dumping. Portable latrines that are washed out with strong detergents can damage the fine roots of the trees. Portable latrines should not be placed near trees, nor where frequent and regular foot traffic to them will compact the soil below the trees.
6. Construction creates large amounts of dust, and the oaks and any other trees to be preserved will need to be kept clean. Dust reduces photosynthesis on all trees. Strict dust control measures must be implemented during construction to minimize this impact, and an occasional rinsing with a solution of water and insecticidal soap will help control pests.

Mitigation Measure BIO-4 – Nesting Birds. The following measures shall be implemented to mitigate potential impacts on nesting birds:

- Project ground disturbing and vegetation clearing activities should occur outside of the bird nesting season of February 1 through September 15;
- If avoidance of ground disturbing and vegetation clearing activities cannot be implemented and these activities will occur during the bird nesting season, a qualified biologist shall conduct pre-construction nesting bird surveys during the nesting bird season within 3 days prior to vegetation removal and/or construction activities; and,
- If active nests are found during nesting bird surveys, they will be flagged and a 500-foot buffer for raptors and a 250-foot buffer for migratory song birds, shall be installed around the nests. The buffers must remain in place until the young have fledged and the nest becomes unoccupied.

Mitigation Measure BIO-5 – Tree Monitoring during Construction. A qualified arborist with Tree Risk Assessment Qualification (TRAQ) credential, and field experience with evaluation, maintenance, and care of Coast Live Oak (*Quercus agrifolia*) trees, will be retained by the City and present during initial ground distributing activities and site preparation activities. The arborist will determine

whether individual trees, or root systems, impacted during construction would necessitate removal of the tree based on the health, risk of failure, and other potential issues that could occur as a result of the project. The arborist may direct the installation of bracing and/or guying measures, corrective pruning, or other treatment for the protection in-place of trees (including root systems) impacted by the project. Trees originally considered for removal may be preserved with corrective measures if determined that preservation would not result in risk to public safety. Trees identified as potentially impacted during preliminary tree surveys will be subject to removal or preservation at the discretion of the arborist monitor during construction. Trees identified for removal would be subject to mitigation under Mitigation Measure BIO-1.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria:

- (1) listed in, or determined eligible for listing in, the California Register of Historical Resources;
- (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);
- (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or
- (4) determined to be a historical resource by the project’s Lead Agency.

According to the PRC, a resource is considered historically significant if it meets at least one of the following criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- 2) Associated with the lives of persons important to local, California or national history;
- 3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Several buildings and structures were listed as historically significant in the City of Bradbury’s General Plan Community Resources Element. The Community Resources Element identified the following structures as historically or architecturally significant:

- An old stone milk house and cistern at 1774 Royal Oaks Drive, North.
- A single-story prairie style home that was designed by the Frank Lloyd Wright studio at 5 Bradbury Hills Road.

- An old building referred to as Stone Carriage House at 555 Deodar Lane.
- An 1890's two-story Queen Ann Farmhouse at 2001 Gardi Street (City of Bradbury 2014).

As previously mentioned, the Project would widen the existing Bradbury Road. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. The Project would extend into a portion of a property to the north (APN 8527-026-025), that has been acquired by the City, to accommodate proposed widening. The Project area has been previously disturbed and graded for existing roadway and utility improvements. The Project would not include removal of any structures from the Project site or disturbance of any historic properties identified above. Therefore, the Project would not be anticipated to result in any impacts to a historical resource as defined in §15064.5.

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

Less than Significant Impact with Mitigation Incorporated. According to the City's General Plan, the City of Bradbury has historically served as a rural community of ranches and large homesteads. Aerial imagery available through Google Earth dating back to 1985 shows the Project site and surrounding area developed with residential land uses, similar to existing conditions.

As previously mentioned, the Project would widen the existing Bradbury Road. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. The Project would extend into a portion of a property to the north (APN 8527-026-025), that has been acquired by the City, to accommodate proposed widening. The Project area has been previously disturbed and graded for existing roadway and utility improvements. Ground-disturbing activities would require roadway removal, tree and shrub removal, and substantial re-grading of slopes adjacent to the roadway, which have the potential to contain native soils.

Project grading is anticipated to remain within the artificial fill material but has the potential to encroach into native soils that have not been previously disturbed and could contain archaeological resources. As a result, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. Mitigation Measure CUL-1 requires that work in the vicinity of a find be halted until the find can be assessed for significance by a qualified archaeologist to determine the appropriate treatment and documentation of the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f)). Mitigation Measure CUL-1 would reduce potential impacts to undiscovered archaeological resources to a less than significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. Existing regulation under the California Health and Safety Code, included as PPP CUL-1, outlines the procedures to undertake if human remains are found on the Project site. Compliance with existing regulations would ensure impacts related to potential disturbance of human remains are less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during Project construction, the Project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

Mitigation Measure CUL-1: Inadvertent Discoveries. Prior to the issuance of any permits ground-disturbing activities that cause excavation of soils (including as grading, excavation, and trenching), the City of Bradbury shall ensure that all Project grading and construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). If the discovered resource(s) appears Native American in origin, the Native American Monitor shall evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Air Quality, Greenhouse Gas, and Energy Impact Analysis, prepared by EPD Solutions, Inc., which is included as Appendix A.

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

Less Than Significant Impact.

During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project sites, construction worker travel to and from the Project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt.

Construction activities related to the roadway widening and associated improvements would not be expected to result in demand for fuel greater than other roadway projects in southern California. Construction does not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur are limited to an approximate two-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

The electric power used would be for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers. Natural gas is not anticipated to be needed for construction activities. The construction equipment associated with construction activities (off-road/heavy duty vehicles) would rely on diesel fuel as would vendor and haul trucks involved in delivering building materials and removing the demolition debris from the Project site. Construction workers would travel to and from the Project site throughout the duration of construction, and for a conservative analysis it is assumed that construction workers would travel in gasoline-powered passenger vehicles.

Table 6: Construction Equipment Fuel Usage, used the total fuel consumption and horsepower-hour data contained within the ARB OffRoad2017 emission model for specific types of diesel construction equipment. Total fuel consumption is a conservative analysis and would likely overstate the amount of fuel usage, as specific construction equipment is not expected to operate during the duration of the construction activity (i.e., crane). Table 7: Estimate Construction Vehicle Fuel Usage, summarizes the Project's construction vehicle fuel usage based on vehicle miles traveled and fuel usage factors contained in the ARB EMFAC2017. The trips included are worker vehicles, vendor vehicles, and haul vehicles. Table 8: Total Construction Fuel Usage, shows the overall fuel consumption for construction of the proposed Project.

Table 6. Construction Equipment Fuel Usage

Activity	Equipment	Number	Hours per day	Horsepower	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition	Concrete/Industrial Saws	1	8	81	0.73	10	4730	0.041910092	198
	Rubber Tired Dozers	1	8	247	0.4	10	7904	0.02058395	163
	Tractors/Loaders/Balckhoes	1	8	97	0.37	10	2871	0.019134328	64
Site Preparation	Graders	1	8	187	0.41	5	3067	0.021157546	65
	Tractors/Loaders/Balckhoes	1	8	97	0.37	5	1436	0.019134328	27
Grading	Rubber Tired Dozers	1	8	247	0.4	2	1581	0.02058395	33
	Graders	1	8	187	0.41	2	1227	0.021157546	26
	Tractors/Loaders/Balckhoes	1	8	97	0.37	2	574	0.019134328	11
Paving	Pavers	1	8	130	0.42	5	2184	0.021518869	47
	Rollers	1	8	80	0.38	5	1216	0.019841433	24
	Tractors/Loaders/Balckhoes	1	8	97	0.37	5	1436	0.019134328	27
Architectural Coating	Air Compressors	1	8	78	0.48	5	1498	0.027625227	41
Total									726

Table 7. Estimated Construction Vehicle Fuel Usage

Construction Source	Number	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	88	1,760	6.57	268	0
Worker Vehicles	42	3,469	27.75	0	125
Total				1,323	125

As seen in Table 8, Project construction would consume 994 gallons of diesel fuel and 125 gallons of gasoline. Project construction would not include unusual characteristics that would make the construction fuel and energy consumption associated with construction of the Project less efficient compared with other similar construction sites throughout the state. The consumption would also be temporary and localized. Construction contractors are required to demonstrate compliance with

applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process. In addition, compliance with existing CARB idling restrictions, which is included as PPP E-1, would reduce fuel combustion and energy consumption. Therefore, impacts related to construction energy usage would be less than significant.

Table 8. Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	268	125
Off-road Construction Equipment	726	0
Total	994	125

As stated previously, the operational capacity of the roadway would not change and energy consumption of the Project wouldn't change. Therefore, the Project would result in less than significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

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

No Impact. The Project would include widening of a roadway. Project operation would not include the operation of facilities or other stationary structures that require the consumption of energy. Mobile sources, such as vehicles and trucks, require energy consumption; however, mobile sources are not applicable to a state or local plan for renewable energy. Therefore, the Project would result in no impact.

Existing Plans, Programs, or Policies

PPP ENG-1: CalGreen Compliance. The Project is required to comply with the CalGreen Building Code as included in the City's Municipal Code (Chapter 150.001) to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation Measures

No mitigation measures related to energy are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

No Impact. The Project site is within an area designated as Alquist Priolo Fault Zone within the Sierra Madre Fault Zone according to the California Geological Survey Earthquake Zones of Required Investigation Map (California Geological Survey 2021). The nearest fault, Duarte Fault, is directly beneath the proposed Project site. The Project would include widening of an existing roadway. The Project would not include the development of land uses that would subject additional persons to risks associated with rupture of a known earthquake fault. Therefore, the Project would not directly or indirectly cause potential risk of loss, injury, or death involving the rupture of a known earthquake fault. No impact would occur.

ii. **Strong seismic ground shaking?**

Less than Significant Impact. The Project site is located within a seismically active region of Southern California. As mentioned previously, the Project site directly overlays the Duarte Fault. Thus, strong ground shaking can be expected at the site. The amount of motion expected at the Project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

The Project proposes widening of the existing Bradbury Road from 24 to 36 feet. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. The Project would require grading of the adjacent vegetated slope directly north of the roadway to accommodate proposed widening. A retaining wall would be implemented to support the proposed grade of the modified slope to minimize slope failure risk due to inundation, erosion, or other disruptive events. The Project would not require the construction of stationary structures that would be subject to strong seismic ground shaking. The proposed roadway would be constructed in consistency with the adopted engineering standards, which includes the Caltrans Highway Design Manual (HDM), Standard Plans for Public Works (SPPWC), standards identified within Chapter 145, Design Standards, of and the City's Municipal Code. Therefore, the Project would result in a less than significant impact on strong seismic ground shaking.

iii. **Seismic-related ground failure, including liquefaction?**

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

According to the California Geological Survey Earthquake Zones of Required Investigation Map, the Project site is not located within a Liquefaction Zone. The nearest liquefaction zone is located approximately 0.5 mile to the north. As previously mentioned, the Project proposes widening of the existing Bradbury Road from 24 to 36 feet. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. The Project

would require grading of the adjacent vegetated slope directly north of the roadway to accommodate proposed widening and construction of a retaining wall. A retaining wall would be implemented to support the proposed grade of the modified slope to minimize slope failure risk due to inundation, erosion, or other disruptive events. Grading would be consistent with Sec. 9.121.070, Soil and grading requirements, of the City's Municipal Code. The Project would not require the construction of other buildings or stationary structures that would be subject to seismic-related ground failure. With compliance with existing regulations, impacts related to seismically related ground failure and liquefaction would be less than significant.

iv. Landslides?

Less Than Significant Impact. Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

The site is relatively flat to the south and hilly to the north with elevations ranging from approximately 617 feet above mean sea-level (AMSL) to 643 AMSL. Topography surrounding the site is generally flat with relatively steep slopes to the north approaching the foothills of the San Gabriel Mountains. As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the California Geological Survey Earthquake Zones of Required Investigation Map identifies the Project as outside of a landslide zone. The nearest landslide zone is approximately 0.7 mile to the north of the Project site. The Project site includes steep slopes to the north of Bradbury Road that would be regraded to accommodate proposed roadway widening. A retaining wall would be implemented to support the proposed grade of the modified slope to minimize slope failure risk due to inundation, erosion, or other disruptive events. Grading would be consistent with Sec. 9.121.070, Soil and grading requirements, of the City's Municipal Code. Therefore, the Project would result in less than significant impacts related to seismically induced landslides.

b) Result in soil erosion or the loss of topsoil?

Less than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Excavations and grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water.

The City's Municipal Code Chapter 4, Stormwater and Urban Runoff Pollution Control, implements the requirements of the Los Angeles Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175, as amended, (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for construction activities for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. Additionally, the Project area would be mostly paved, except for adjacent slopes, which would be supported by a retaining wall and

revegetated following construction to reduce erosion potential of exposed soils. With compliance with the City's Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's project review by the Department of Public Works, construction impacts related to erosion and loss of topsoil would be less than significant.

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?

Less than Significant Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv., the topography of the Project site ranges from flat to hilly and includes a steep slope north of Bradbury Road. The Project site is outside of areas determined to be susceptible to landslide or liquefaction; however, the Project is subject to risk of seismic related strong ground shaking. Steep slopes to the north of Bradbury Road would be graded as part of the Project to accommodate proposed roadway widening. A retaining wall would be implemented to support the proposed grade of the modified slope to minimize slope failure risk due to inundation, erosion, or other disruptive events. Grading would be consistent with Sec. 9.121.070, Soil and grading requirements, of the City's Municipal Code to ensure geologic stability of the roadway and adjacent slopes.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. As discussed above, the Project site is not within a liquefaction zone, and high groundwater is not located at the Project site. Therefore, the site has a low potential for lateral spreading. Therefore, impacts related to lateral spreading would be less than significant.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in basin is lowered. The Project site overlies the Main San Gabriel Basin of the San Gabriel Basin, which is adjudicated with prescribed pumping allocations per water purveyor to ensure that a general lowering of the water within the basin would not occur. In addition, the Project would not involve groundwater pumping from the Project area. Therefore, impacts related to subsidence would not occur from implementation of the Project.

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

Less than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Project site slopes from north to south and is not subject to pooling water. The soils in the United States are assigned to four groups (A, B, C, and D) to classify infiltration properties of the soil. According to the Natural Resources Conservation Service Web Soil Survey, the Project site is predominately soil class “A”, soils having high infiltration rates (Natural Resources Conservation Service 2021). Therefore, the Project site has low expansive soil potential. Therefore, impacts related to expansive soils would be less than significant.

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?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. The Project would include widening of Bradbury Road and would not require wastewater disposal. Therefore, no impacts related to the use of such facilities would occur from implementation of the project.

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

Less than Significant with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological “sensitivity” is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

The Project site has the potential to be underlain by paleontological resources according to the City’s General Plan due to sensitivity of the City and surrounding vicinity. As described previously, the Project site has been disturbed from previous development activities that include transportation and residential uses, which reduces the potential of existing resources onsite. Slopes to the north likely contain a mixture of disturbed soils and native soils and lower depths. The proposed Project would include demolition of existing asphalt, grading of the Project site, roadway pavement, and roadway restriping in order to widen the existing Bradbury Road from 24 feet to 36 feet. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. Construction would require substantial grading to accommodate proposed widening of Bradbury Road. Project grading has the potential to encroach into native soils that have not been previously disturbed and could contain paleontological resources. Therefore, Mitigation Measure PAL-1 has been included to provide procedures to be followed in the unlikely event that potential paleontological resources are discovered during grading or excavation activities. Mitigation Measure PAL-1 requires that work shall cease within 50 feet of a find until a qualified paleontologist has evaluated the find in accordance with federal and state regulations. Mitigation Measure PAL-1 would reduce potential impacts to undiscovered paleontological resources to a less than significant level.

Existing Plans, Programs, or Policies

PPP WQ-1: SWPPP. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City’s Municipal Code Section 9.109.050. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of

erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.

Mitigation Measures

Mitigation Measure PAL-1: Paleontological Resources. Prior to issuance of a grading permit, the City of Bradbury shall verify that all Project grading and construction plans and specifications state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City or County List of Qualified Paleontologists has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. GREENHOUSE GAS EMISSIONS.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The discussion below is based on the Air Quality, Greenhouse Gas, and Energy Impact Analysis, prepared by EPD Solutions, Inc., which is included as Appendix A. The Air Quality, Greenhouse Gas, and Energy Analysis analyzed a more conservative project, which included additional demolition of pavement. Therefore, actual emissions would be slightly less than what is analyzed below.

Explanation

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO₂ and N₂O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO₂, where CO₂ is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

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

Less than Significant Impact. Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as

a whole. GCC is not confined to a particular Project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from residential projects are related to vehicle trips.

The City has not established local CEQA significance thresholds for GHG emissions; however, the SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent of emissions from development, which is 3,000 metric tons carbon dioxide equivalent (MTCO_{2e}) per year (SCAQMD 2008). This approach is widely used by cities in the South Coast Air Basin, including the City of Bradbury. As such, this threshold is utilized herein to determine if GHG emissions from this Project would be significant.

Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Construction GHG emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table 9. As shown, the Project has the potential to generate a total of approximately 1 MTCO_{2e} per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table 9: Project Construction Emissions

Activity	Annual GHG Emissions (MTCO _{2e})
Construction Amortized over 30 Years	1
Operation	0
Total Emissions	1
Significance Threshold	3,000
Threshold Exceeded?	No

Source: EPD, 2021 (Appendix A)

Project operation would not include the generation of GHG from stationary sources. Bradbury Road currently includes one lane in each direction. The Project would widen the existing; however, additional lanes would not be added and the Project would not be capacity-increasing. Therefore, the Project would result in a less than significant impact on the generation of GHG.

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

No Impact. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous

response, the Project would not exceed thresholds related to GHG emissions. In addition, the Project would not include the operational generation of GHG on site. Therefore, implementation of the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to greenhouse gas emissions that are applicable to the Project.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injuries to the health and safety of persons or harmful to the environment if released into the home, workplace,

or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, and grease. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements that are implemented by the City during building permitting for construction activities. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Project operation would not include land uses or activities that require routine transport, use, or disposal of hazardous materials. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

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

Less than Significant Impact.

While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction would be implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Through implementation of the City's Municipal Code Section 9.109.050 (and included as PPP WQ-1), risk of significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during Project construction would result in a less than significant impact.

Project operation would not include land uses or activities that require the generation or transport of hazardous materials. Therefore, operation of the Project would not result in 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 public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

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

Less than Significant Impact. The Bradoaks Elementary School is located approximately 0.25 mile southwest of the Project site. However, as described previously, construction of the Project would involve the use, storage, and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards. Project operation would not include the generation or transport of hazardous materials. Therefore, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

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?

No Impact. According to the California Department of Toxic Substances Control EnviroStor database, the Project site is not located on or nearby any hazardous material sites listed, pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project.

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

No Impact. The City of Bradbury is not located within any airport land use plan or within two miles of public use airport. The nearest airport, San Gabriel Valley Air Port is approximately 5.3 miles to the southwest of the Project site. Therefore, the Project would not result in a safety hazard for people residing or working in the Project areas, and no impacts would occur.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Bradbury Road is a two-lane roadway (one lane in each direction) within the Project site. Bradbury Road is identified as a primary evacuation route within the City General Plan and provides access to East Lemon Avenue in the event of an evacuation. Temporary roadway closure of Bradbury Road may be required during some construction activities, including asphalt removal and replacement. Construction is anticipated to last approximately two months. Full roadway closure would be minimized to the least amount of time feasible. Detour would be available via Mountain Avenue approximately 850 feet west of the Project site. Following Project completion, operation of Bradbury Road would be fully restored. The City would coordinate any required roadway closures with emergency service providers in both the City of Bradbury and Monrovia (PPP HAZ-1). Therefore, impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

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

No Impact. According to the California Fire Hazard Severity Zones Mapping, the Project site is not within a Very High Fire Hazard zone. The Project site includes of coast live oak woodlands; however, the Project would result in the removal of trees and shrubs, which would reduce overall fire risk within the Project site. The Project site is located within an urbanized and widening of Bradbury Road would not result in increased exposure of people or structures to loss, injury, or death involving wildland fires. Therefore, the Project would result in no impact related to exposure of people structures to risk of wildland fires.

Existing Plans, Programs, or Policies

PPP HAZ-1: The City of Bradbury will coordinate with emergency service providers within the City of Bradbury and the City of Monrovia regarding planned roadway closures and possible detour routes. The duration of full roadways closures would be minimized to the maximum extent feasible.

Mitigation Measures

No mitigation measures related to hazards and hazardous materials are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. HYDROLOGY AND WATER QUALITY. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

**Less Than Significant Impact.
Construction**

The Project would include demolition of existing pavement, grading of the Project site, roadway pavement, and roadway restriping. Grading activities would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP). Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's plan check and permitting process are included as PPP WQ-1, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

Transportation land uses result in pollutants such as oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. The Project would include widening of Bradbury Road from 24 feet to 36 feet. The roadway currently includes one lane in each direction. The proposed Project would maintain one lane in each direction and would not result in the addition of roadway capacity, which could increase mobile source pollutant loads. Additionally, sediment is considered a pollutant that could degrade surface water. The northern portion of the Project site includes steep slopes with exposed soils that are subject to potential erosion. The Project would include construction of a retaining wall to support slopes and stabilize soils from potential erosion, minimizing the discharge of sediment into receiving waterbodies. Therefore, the Project would result in a less than significant impact on surface or ground water quality.

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

Less Than Significant Impact. The Project would include grading of the Project site, roadway pavement, and roadway restriping in order to widen the existing Bradbury Road from 24 feet to 36 feet. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. Proposed improvements would increase impervious surface area by minimal amount to accommodate roadway widening. Area adjacent to the roadway would remain pervious and allow infiltration of stormwater, facilitating the recharge

of groundwater. Operation of the Project would not require the pumping or construction of groundwater. Therefore, the Project would result in a less than significant impact on groundwater recharge.

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

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

Less Than Significant Impact.

The Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur.

Construction

Construction of the Project would require grading of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included by PPP WQ-1. The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous above). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The Project proposes widening of the existing Bradbury Road from 24 to 36 feet. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. Proposed improvements would increase impervious surface area by minimal amount. Area adjacent to the roadway would remain pervious and allow infiltration of stormwater. The northern portion of the Project site includes steep slopes with exposed soils that are subject to potential erosion. The Project would include construction of a retaining wall to support slopes and stabilize soils from potential erosion, minimizing the discharge of sediment into receiving waterbodies. The Project site currently drains into roadway storm drains located at lower elevations south of the Project site along Bradbury Road via sheet flow and conveyance of curbs and gutters. The Project would maintain existing drainage patterns. Therefore, the proposed Project would not alter the existing drainage pattern in the Project area and would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

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

Less Than Significant Impact. As described in the previous response, the Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In

addition, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Increases to impervious surface area would result in the addition of stormwater runoff rates and volume. Proposed improvements would increase impervious surface area by minimal amount. Area adjacent to the roadway would remain pervious and allow infiltration of stormwater. Street and road projects including construction of 10,000 square feet or more of impervious surface are required to implement green street infrastructure in accordance with United States Environmental Protection Agency (USEPA) guidance. The Project would not result in more than 10,000 square feet of impervious surface area. Therefore, the Project would result in less than significant impacts on the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

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

Less Than Significant Impact. As described in the previous responses, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

Proposed improvements would increase impervious surface area by minimal amount. Additionally, the Project would not increase roadway capacity that could increase mobile source pollutants on site. Thus, operation of the proposed Project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the plan check and permitting process.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The Project site is located in Zone D per the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1415F (FEMA 2021). The site is identified as Zone D because it is located in an area in which flood hazards are undetermined, but possible. The Project would include the widening of a roadway and would not include construction of structures or facilities that would impede existing flood flows. The Project site currently drains into roadway storm drains located at lower elevations south of the Project site along Bradbury Road via sheet flow and conveyance of curbs and gutters. The Project would maintain existing drainage patterns. Therefore, the proposed Project would not impede or redirect flood flows, and impacts would be less than significant.

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

No Impact. A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The site also is not subject to flooding hazards associated with a seiche because there are no large body of surface water located near the Project site to result in effects related to a seiche, which could result in release in pollutants due to inundation of the site.

The Pacific Ocean is located over 30 miles west of the Project site; consequently, there is no potential for the Project site to be inundated by a tsunami that could release pollutants. Additionally, the Project site is not within vicinity of an inland water body. The nearest water body is 1.7 miles south and downstream of the Project site. Therefore, the Project would have low susceptibility to seiche risk.

Mudflows are often triggered by periods of heavy rainfall. Earthquakes, subterranean water flow and excavation can also trigger mudflows. The Project site includes steep slopes north of Bradbury Road. Adjacent slopes, which would be supported by a proposed retaining wall would be implemented to support the proposed grade of the modified slope to minimize slope failure risk due to inundation, erosion, or other disruptive events. Proposed retaining wall and revegetation would reduce risk of mudflow on the Project site. Therefore, the Project would result in a less than significant impact related to risk of mudflow. Thus, implementation of the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow that could release pollutants due to inundation of the Project site. No impact would occur.

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

No Impact. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the project permitting and approval process (pursuant to PPP WQ-1 and PPP WQ-2), potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

As described previously, Project operation would not require the consumption or pumping of groundwater resources. Therefore, the proposed Project would not result in the obstruction or conflict with a groundwater management plan, and no impacts would occur.

Existing Plans, Programs, or Policies

PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the City's Municipal Code Chapter 52 and the Los Angeles Regional Water Quality Control Board National Pollution Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175 (MS4 Permit). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Bradbury staff to confirm compliance.

Mitigation Measures

No mitigation measures related to hydrology and water quality are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. LAND USE AND PLANNING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road were built through an established community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such could include lack of, or disruption of, access to services, schools, or shopping areas. It could also include the creation of blighted buildings or areas due to the division of the community.

While the building of a major roadway could divide a community, the Project intends to widen an existing roadway. The roadway serves the communities of Bradbury and Monrovia, and does not divide either community. The Project would not alter the nature of the Project site. Therefore, the widening of the existing roadway would not physically divide an established community, and no impact would result.

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

No Impact. As described previously, the Project would widen an existing roadway within a developed and urbanized area. The Project would not change the nature of the current land use, nor does it propose any changes to the current land use and zoning designations. As previously mentioned, the Project would widen the existing Bradbury Road. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. The Project would extend into a portion of a property to the north (APN 8527-026-025), that has been acquired by the City. Proposed widening would not result in the removal of any structures and remaining portion of the residential parcel would continue to function as a single family residential property.

General Plan

The City of Bradbury’s General Plan land use designation of the site is A-5 (Agriculture Residential Estate), which does not have the purpose of avoiding or mitigating an environmental effect. The Agriculture Residential Estate land use designation has the allowable permitted land use of single-

family homes and related infrastructure as well as for agricultural uses on parcels of at least five acres.

The City of Monrovia’s General Plan land use designation for the site is Low Residential. This land use classification is intended for application to areas that are or are to be developed primarily with single family dwellings. This designation allows for the construction of a maximum of 5.8 dwelling units per acre of land. Other uses such as parks, schools, and churches oriented toward serving the needs of low density detached single family neighborhoods are also allowed. As the Project would not alter the density of any lots, the Project would be consistent with the standards provided by the City of Monrovia.

In addition, the city General Plan Land Use Element denotes that the Bradbury Estates are under the jurisdiction of a Community Services District (CSD), which was formed in order to maintain infrastructure within the community. The General Plan provides requirements for maintenance of the community under the CSD, which includes provisions for the construction, opening, widening, extending, straightening, surfacing, and maintaining in whole or part of any street in the district. Thus, road widening is both accounted for and expected within the Bradbury estates as per the General Plan.

In addition to the General Plan designation, the following goals and objectives from the City’s General Plan are applicable to the Project.

Table 10. Consistency with City Plans and Policies

Goal or Objective	Project Consistency
Circulation-Transportation Goal 1: The Circulation-Transportation Element seeks to maintain safe and efficient circulation systems that do not impact the rural residential character of the City.	Consistent. The Project would include widening of Bradbury Road to enhance safety and the efficient movement of vehicles.
Circulation-Transportation Objective 2: Strive for the creation of new transportation facilities for motorists, equestrians, pedestrians, and bicyclists. Emphasize design standards that result in the construction of circulation and transportation systems that are safe and efficient, and sensitive to the needs of the disabled and City’s unique rural residential.	Consistent. The Project would include widening of Bradbury Road to enhance safety and the efficient movement of vehicles. The proposed roadway would be constructed in consistency with standards identified within <u>the adopted engineering standards, which includes the Caltrans HDM, SPPWC, and the City’s Municipal Code, Chapter 145, Design Standards, of the City’s Municipal Code.</u>
Circulation-Transportation Policy 1: All public roadways and roadway improvements will be constructed to the City of Bradbury local street standards so as to preserve the rural residential character of the City.	Consistent. The proposed roadway would be constructed in consistency with <u>the adopted engineering standards, which includes the Caltrans HDM, SPPWC, and the City’s Municipal Code,</u> standards identified within Chapter 145, Design Standards, of the City’s Municipal Code.
Open-Space Policy No. 1: Protect and preserve oak woodlands and mandate replacement planting of native oaks where oak woodlands are proposed for alteration.	Consistent. The Project would preserve and protect oak trees in-place wherever feasible. Permits would be submitted to the City for all oak trees proposed for removal in consistency with Chapter 118 of the City’s Municipal Code. Trees that meet the requirements for prominent and/or significant trees would be replaced with trees of equal size, significance, and prominence.
Open-Space Policy No. 2: Protect water quality.	Consistent. As discussed in Section 10 of this report, the Project would not result in significant water quality impacts. Project construction would implement a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance

	with the City’s Municipal Code Section 9.109.050 to avoid and minimize potential water quality impacts to receiving water bodies.
Open-Space Policy No. 3: Mandatory replacement planting of native trees and oaks.	Consistent. The Project would preserve and protect oak trees in-place wherever feasible. Permits would be submitted to the City for all oak trees proposed for removal in consistency with Chapter 118 of the City’s Municipal Code. Trees that meet the requirements for prominent and/or significant trees would be replaced with trees of equal size, significance, and prominence.
Open-Space Policy No. 5: Prevention of soil erosion.	Consistent. As discussed in Section 7 of this report, the Project would not result in significant erosion impacts. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil.
Open-Space Policy No. 6: Preservation of historically or culturally significant sites.	Consistent. As discussed in Section 5 of this report, the Project would not result in significant impacts to historically or culturally significant sites. The Project would require grading activities that could disturb potentially native, previously undisturbed soils that may contain undiscovered cultural resources. However, in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code.
Open-Space Policy No. 7: Protect wildlife and their habitats, including rare and endangered species.	Consistent. As discussed in Section 4, the Project would result in less than significant impacts to biological resources. A biological survey did not identify rare and endangered species or suitable habitats within the Project site. The Project would include tree removal, which could impact nesting birds. However, with implementation of identified measures, impacts to nesting birds would be less than significant.
Open-Space Policy No. 8: Protections of rare and endangered plants.	Consistent. A total of 8 plant species listed as state and/or federal Threatened, Endangered, or Candidate species, or 1B.1 listed plants on the CNPS Rare Plant Inventory have been found to have a potential to exist on the Project site. However, during biological surveys conducted for the Project, none of the species were discovered. The Project would not result in impacts to rare and endangered plants.
Open-Space Policy No. 9: Protect areas of outstanding scenic beauty.	Consistent. Existing public viewpoints exist along Bradbury Road, where views of the San Gabriel Mountains can be seen to the north. As discussed in Section 1, the Project would result in less than significant impacts on views from the roadway.
Open-Space Action No. 1: Protect water quality.	Consistent. As discussed in Section 10 of this report, the Project would not result in significant water quality impacts. Project construction would implement a

	Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City's Municipal Code Section 9.109.050 to avoid and minimize potential water quality impacts to receiving water bodies.
Open Space Action No. 2: Avoid drainage run-off where possible.	Consistent. As discussed in Section 10 of this report, BMPs would be implemented during Project construction, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase, and that pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level. The Project would result in a minimal increase in impervious surface area. Therefore, runoff impacts as a result of additional impervious surface area would be less than significant.
Open Space Action No. 4: Prevent soil erosion.	Consistent. As discussed in Section 7 of this report, the Project would not result in significant erosion impacts. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil.
Noise Policy 11: Prohibit significant noise-generation activities on land located near sensitive noise receptors.	Consistent. The Project would result in less than significant noise impacts as discussed in Section 13. Project construction would be consistent with noise ordinances applicable to the Project related to construction activity. Project operation would not include the implementation of additional noise-generating sources.
Noise Policy 12: Evaluate the noise impacts generated by existing and future projects located in surrounding communities that impact or may impact the Bradbury ambient noise level.	Consistent. The Project would result in less than significant noise impacts as discussed in Section 13. Project construction would be consistent with noise ordinances applicable to the Project related to construction activity. Project operation would not include the implementation of additional noise-generating sources.
Noise Policy 14 – Ensure that construction noise does not cause an adverse impact the residents of the City.	Consistent. The Project would result in less than significant noise impacts as discussed in Section 13. Project construction would be consistent with noise ordinances applicable to the Project related to construction activity.

Therefore, the Project would be consistent with the proposed General Plan goals, policies, and objectives, including land use designations, and the Project would not conflict with any land use plan.

Zoning

The Project site is currently zoned as A-5 (Agriculture Residential Estate Zoning District) within the City of Bradbury, and designated Residential Low within the City of Monrovia.

The City of Bradbury's Municipal Code Section 9.73 describes that the A-5 zone provides for the development of single-family residential areas and to maintain the integrity of existing single-

family residential areas within the City. The Code outlines the permitted uses allowable under the A-5 designation. The allowable uses include single-family dwellings, open spaces, nursery stock, orchards, vineyards, the raising of field crops, tree, berry and bush crops, or gardening, small residential care facilities, and supportive and transitional housing.

The City of Monrovia's Municipal Code Section 17.12 describes that the Residential Low zone. This zone allows for large single-family residential lots with a minimum of 7,500 square feet. As previously mentioned, the Project does not propose the development of any structures, and thus does not conflict with any related development standards. The Project would not alter any existing The Code provides the minimum setbacks for front yard and side yard lot lines from neighboring streets, which are 25 feet and 10 feet, respectively. The Project would not encroach on the existing setbacks, and would not conflict with any development standards provided.

Thus, the proposed project would not conflict with any applicable zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect, and the project would result in no impact.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to land use and planning that are applicable to the project.

Mitigation Measures

No mitigation measures related to land use and planning are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. MINERAL RESOURCES. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARMA) provides for the protection of the State’s mineral resources. SMARMA mandates the classification of lands with valuable mineral resources for this purpose. The State Mining and Geology Board (SMGB) created four mineral resource zones (MRZ 1-4) designations to establish for these classifications. There are no MRZ zones in the City of Bradbury. Therefore, development of the site would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

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

No Impact. As described above, the Project site is not located within a region of known mineral significance. The site has General Plan designations of A-5 (Agriculture Residential Estate) and Residential Low. The site is within an urbanized area developed with a residential housing, and does not support mineral extraction activities onsite. Therefore, implementation of the Project would not result in the loss of locally important mineral resources, and impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to mineral resources that are applicable to the Project.

Mitigation Measures

No mitigation measures related to mineral resources are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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13. NOISE. Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Less than Significant Impact. Noise is defined as any unwanted sound. Environmental factors that impact noise levels include wind direction and speed, temperature and humidity, topography, and landscaping. The City of Bradbury includes allowable noise levels in Sec. 9.127.040, Allowable noise levels, of the City Municipal Code. Section 9.127.080 provides activities exempt from the specific noise standards, which includes “Construction or demolition work conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 7:00 p.m. on weekends, excluding holidays.” Additionally, the City of Monrovia Municipal Code Section 9.44.040, Allowable Noise Levels, identifies ambient noise level standards for various land uses. Section 9.44.080 provides activities exempt from the specific noise standards, which includes “Construction or demolition work conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays.”

The Project proposes widening of the existing Bradbury Road from 24 to 36 feet. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. The nearest sensitive uses are residences, approximately 25 feet to the west of the Project site, within the City of Monrovia. Project construction activities are anticipated to include demolition, site preparation, grading, paving, and architectural coating. Construction of the proposed project would occur over a two-month period. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. During Project construction, noise increases would be exempt from ambient noise level standards as provided by the City of Bradbury and City of Monrovia Municipal Codes. Since the nearest residences to the Project site are to the west within the City of

Monrovia, therefore, dependent on the day, the more prudent noise standard would be applied. In general, both cities allow for construction from 7:00 a.m. to 7:00 p.m. on weekdays, the City of Monrovia Municipal Code Section 9.44.040 allows construction-generated noise level increases from the hours 9:00 a.m. to 6:00 p.m. on weekends, and the City of Bradbury Municipal Code Sec. 9.127.040 prohibits construction noise on holidays. Therefore, the Project would result in a less than significant impact on temporary increases in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies.

The Project site consists of a two-lane roadway (Bradbury Road) in a residential area. Existing noise sources are limited to typical residential activities and traffic along Bradbury Road. The Project would not be capacity-increasing, and therefore, would not result in the addition of traffic-related noise generation sources. As the Project would not be changing the nature of the existing site, the environmental factors typically responsible for creating noise would not be altered. The Project would extend into a portion of a property to the north (APN 8527-026-025), that has been acquired by the City, to accommodate proposed roadway widening. Proposed Bradbury Road would be shifted 12 feet closer to the existing residence located on APN 8527-026-025. However, the existing residence is accommodated by a large lot and would maintain an approximately 400-foot buffer from the roadway. Therefore, Project operation would result in a less than significant impact on permanent increases in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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

Less than Significant Impact. The City does not have quantified vibration standards applicable to the proposed Project. Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels.

The nearest residences are approximately 25 feet to the west of the Project site within the City of Monrovia. Project construction activities are anticipated to include demolition, site preparation, grading, paving, and architectural coating. Construction of the proposed Project would occur over a two-month period. Construction would not require the use of equipment known to generate high levels of ground borne vibration, such as pile drivers or large bulldozers. As discussed above, the more prudent noise standard, City of Monrovia Municipal Code Section 9.44.040, would be applied, which would limit construction-generated ground borne vibration between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays. Therefore, impacts related to construction vibration would be less than significant.

Existing ground borne vibration within the Project site includes traffic sources, such as large trucks and tractors. As discussed previously, the Project would not be capacity-increasing, and therefore, would not result in the addition of traffic-related ground borne vibration. Therefore, impacts related to operational vibration would be less than significant.

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

noise levels?

No Impact. There are no airports within two miles of the Project site. The nearest airport, San Gabriel Valley Air Port is approximately 5.3 miles to the southwest of the Project site. Similarly, the Project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the Project area to excessive noise levels related to an airstrip. No impacts related to airport or airstrip noise would occur from implementation of the Project.

Existing Plans, Programs, or Policies

PPP NOI-1: Construction Hours. Per City of Monrovia Municipal Code Section 9.44.080, construction or demolition work will be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays. Per the City of Bradbury Municipal Code Section 9.44.040, construction or demolition work will be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 7:00 p.m. on weekends, excluding holidays. Dependent on the day, the more prudent noise restriction shall be applied.

Mitigation Measures

No mitigation measures related to noise are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. POPULATION AND HOUSING.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

No Impact. The Project site is located within an urbanized and developed community within the City of Bradbury. As previously discussed, the Project would widen the existing Bradbury Road. The Project would not develop any buildings or housing that would result in an increase in population. Thus, there would be no impacts related to unplanned population growth.

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

No Impact. As previously discussed, the Project would widen an existing roadway, and would not encroach on existing residences. Thus, the Project would not result in displacement of people or housing. No impacts would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to population and housing are applicable to the Project.

Mitigation Measures

No mitigation measures related to population and housing are required.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. PUBLIC SERVICES.

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in substantial adverse physical impacts associated with the provision of 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:

- Fire protection?**
- Police protection?**
- Schools?**
- Parks?**
- Other public facilities?**

Fire Protection – No Impact. The Monrovia Fire Department and the Los Angeles County Fire Departments currently provide services to the Project site and surrounding area. The Fire Departments provide services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The closest Monrovia Fire Department is Station 101, approximately 1 mile east of the Project site at 141 E Lemon Ave, Monrovia, CA 91016. The closest Los Angeles County Fire Department is Station 44, which is approximately 1.5 miles south of the Project site at 1105 Highland Ave, Duarte, CA 91010.

The proposed Project would not develop any housing or buildings that would increase demand for fire protection. The Project would consist of the widening of a roadway, which would provide adequate fire access. As part of the permitting process, the Project plans would be reviewed by

the City's Building and Safety Division to ensure that the fire protection requirements are met and adequate emergency access is provided. Thus, no impacts would occur.

Police Protection - No Impact. The City of Monrovia Police Department provides policing services to the area that encompasses the Project site. The department is located at 140 E Lime Ave, Monrovia, CA 91016, approximately 1.3 miles east of the Project site. As discussed previously, the Project would not develop any buildings or housing that would increase demand for police protection. Thus, no impacts would occur.

Schools – No Impact. The Project site is located in the City of Bradbury and the City of Monrovia. The City of Bradbury is served by the Duarte Unified School District. The City of Monrovia is served by the Monrovia Unified School District. The Project area is served by both districts.

As discussed, the Project would not develop any buildings or housing that would increase demand for schools. The Project would widen Bradbury Road and would not introduce new students to the area. Thus, no impacts would occur.

Parks – No Impact.

The City of Bradbury is located in the foothills of the San Gabriel Mountains. The 1,216 acre community is developed with open space and sensitive hillside preservation in mind, and limits residential housing to large, low density parcels. In addition, the Project area is served by several parks that provide adequate recreation areas to the existing population. Recreation Park is located at 620 S Shamrock Ave, Monrovia, CA 91016, approximately 0.5 miles away from the Project site. Additionally, Lucinda Garcia Park is 2 miles from the Project site at 502 W Olive Ave, Monrovia, CA 91016.

As discussed previously, the Project would consist of widening an existing roadway and would not develop any buildings or housing that would increase the need for parks. Thus, there would be no additional demand for parks and no impacts would occur.

Other Public Facilities – No Impact. The proposed Project would widen Bradbury Road which is an existing roadway. The Project would not increase the number of residents within the City. Thus, the Project would not result in increased need for any additional services, such as public libraries, post offices, etc. No impacts would occur.

Existing Plans, Programs, or Policies

No Existing Plans, Programs, or Policies are required.

Mitigation Measures

No mitigation measures related to public services are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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16. RECREATION.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

No Impact. The City of Bradbury is located in the foothills of the San Gabriel Mountains. The 1,216-acre community is developed with open space and sensitive hillside preservation in mind, and limits residential housing to large, low-density parcels. In addition, the Project area is served by several parks that provide adequate recreation areas to the existing population. Recreation Park is located at 620 S Shamrock Ave, Monrovia, CA 91016, approximately 0.5 miles away from the Project site. Additionally, Lucinda Garcia Park is 2 miles from the Project site at 502 W Olive Ave, Monrovia, CA 91016.

As discussed previously, the Project would widen the existing Bradbury Road (Wildrose Avenue), would not cause an increase in population, nor increase demand for neighborhood and regional parks. The Project does not consist of the development of any buildings that would increase the demand for parks. Thus, impacts would not occur.

b) Include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. As described above, the Project would widen the existing Bradbury Road (Wildrose Avenue) and would not include development such as buildings or housing that would require the construction or expansion of recreational facilities. Thus, no impacts would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to recreation are applicable to the project.

Mitigation Measures

No mitigation measures related to recreation are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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17. TRANSPORTATION. Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. Construction activities associated with the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from, the Project site. However, these activities would only occur for an estimated time period of two months. The increase of trips during construction activities would be limited and would generate less than significant traffic related impacts.

The Project would include widening the existing Bradbury Road from 24 feet to 36. Additionally, the Project would include removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. A retaining wall would be constructed along the slopes to the south of Bradbury Road to accommodate grading required for proposed roadway widening. As discussed in Table 10, Consistency with City Plans and Policies, the Project would be consistent with existing transportation-related goals and policies adopted by the City. Therefore, the project would result in less than significant impacts on the circulation system, including transit, bicycle, and pedestrian facilities.

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

No Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHG emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA

Guidelines that became effective on July 1, 2020 and requires that Vehicle Miles Traveled (VMT) be evaluated for impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for its evaluation.

As previously discussed, the Project site consists of a two-lane roadway (Bradbury Road) in a residential area. The Project includes widening of the existing roadway from 24 feet to 36 feet. The Project would not be capacity-increasing, and therefore, would not result in the addition of VMT. Therefore, the project would result in no impact on VMT.

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

No Impact. The Project would include widening of Bradbury Road to enhance safety and the efficient movement of vehicles. The proposed roadway would be constructed in consistency with [the adopted engineering standards, which includes the Caltrans HDM, SPPWC, and the City's Municipal Code](#). ~~standards identified within Chapter 145, Design Standards, of the City's Municipal Code.~~ Proposed improvements would not include a non-standard geometric design or incompatible use. Therefore, the Project would result in no impact related to geometric design feature.

d) Result in inadequate emergency access?

Less Than Significant Impact. Bradbury Road is a two-lane roadway (one lane in each direction) within the Project site. Bradbury Road is identified as a primary evacuation route within the City General Plan and provides access to East Lemon Avenue in the event of an evacuation. Temporary roadway closure of Bradbury Road may be required during some construction activities, including asphalt removal and replacement. Construction is anticipated to last approximately two months. Full roadway closure would be minimized to the least amount of time feasible. Detour would be available via Mountain Avenue approximately 850 feet west of the Project site. Following Project completion, operation of Bradbury Road would be fully restored. The City would coordinate any required roadway closures with emergency service providers in both the City of Bradbury and Monrovia (PPP HAZ-1). Therefore, impacts related to inadequate emergency access would be less than significant.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to transportation that are applicable to the project.

Mitigation Measure

No mitigation measures related to transportation are required.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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18. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

No Impact. The Project does not include existing structures and would not require the demolition or removal of any listed, or eligible for listing, resources in the California Register of Historical Resources. Therefore, the Project would result in no impact to a historical resource.

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

Less than Significant Impact With Mitigation.

Assembly Bill 52

Chapter 532, Statutes of 2014 (Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or

included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.” Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

A search of the Sacred Lands File (SLF) was requested for the project to the Native American Heritage Commission (NAHC). The NAHC responded stating that the SLF was positive. The NAHC recommended that the City contact the Gabrieleno Band of Mission Indians – Kizh Nation.

The City sent letters to the following tribes on February 9, 2022 to invite them to request consultation pursuant to AB 52:

- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council (two letters to two contacts)
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians (two letters to two contacts)

One response was received from the Gabrieleno Band of Mission Indians - Kizh Nation on February 16, 2022 via email correspondence indicating the Project is within ancestral tribal territory. No other correspondence was received from the other notified tribes requesting tribal consultation. The City received tribal measures from Gabrieleno Band of Mission Indians - Kizh Nation on May 3, 2022, which were accepted and included as mitigation to the project (Mitigation Measures TCR-1 through TCR-3). Tribal consultation was closed on July 14, 2022.

Specific tribal cultural resources were not identified within the Project site. However, the Project site is considered sensitive to tribal cultural resources due to historic occupation as ancestral tribal territory and could yield tribal cultural resources during Project construction. With implementation of Mitigation Measures TCR-1 through TCR-3, a tribal monitor would be present during Project construction and specific processes would be followed in the event of an unanticipated discovery. Therefore, the Project would result in less than significant impacts with implementation of mitigation.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Listed previously in Section 5, Cultural Resources.

Mitigation Measures

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-

disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains:

A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site

but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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19. UTILITIES AND SERVICE SYSTEMS.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed Project is within an urbanized, developed area of Bradbury. The proposed Project would widen Bradbury Road and would not require or result in the construction of new or expanded water or wastewater treatment facilities. The Project does not include the development of any buildings that would require water or wastewater infrastructure nor relocate any existing lines. Thus, there would be no impacts as a result of the Project.

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

Less than Significant Impact. As mentioned previously, the proposed Project would widen Bradbury Road and would not include the development of any buildings that would require an operational water supply. However, the proposed Project would use a minimal amount of water during grading for soil compaction and dust control. Water usage would be temporary in nature and would not have a significant impact on water supplies. Thus, impacts would be less than significant.

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

Less than Significant Impact. The proposed Project would not generate wastewater flows as it does not include any buildings that would be occupied or produce wastewater. As mentioned previously, the Project includes widening Bradbury Road which would not produce wastewater or require wastewater services. Thus, no impacts would occur as a result of the Project.

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

Less than Significant Impact. The City of Bradbury is served by Burrtec Waste Industries, Inc., which hauls solid waste to the Puente Hills Material Recovery Facility (MRF). The solid waste is then delivered to the Orange County Landfill system. The City of Bradbury has diverted at least 50% of its solid waste in compliance with state law. The proposed Project would not include demolition of any existing buildings or produce waste from packaging of construction materials. The Project would widen Bradbury Road and would not generate solid waste during construction or operation. Thus, no impacts would occur as a result of the Project.

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

No Impact. The proposed Project would result in a road widening that would not generate solid waste. The Project does not include any buildings or development that would generate solid waste. Thus, impacts would not occur as a result of the Project.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

No mitigation measures related to utilities and service systems are required.

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

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

No Impact. According to the California Fire Hazard Severity Zones Mapping, the Project site is not within a Very High Fire Hazard zone. The Project includes road widening and does not include housing or buildings that would exacerbate fire conditions. In addition, utilities such as overhead powerlines would be accessible by fire department vehicles. The Project plans would be reviewed by the LA County Fire Department to ensure the road widening allows for fire access pursuant to the requirements of the California Fire Code included as Section 4.03.010 of the City’s Municipal Code. As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan and impacts not occur as a result of the Project.

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

No Impact. As described in the previous response, the Project site is not located within a Very High Fire Hazard Severity Zone. Onsite elevations range from 617 to 643 feet above mean sea level. As mentioned above, the Project site does not include housing or buildings that would exacerbate fire conditions. Therefore, no impacts would occur as a result of the Project.

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

No Impact. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone. The Project site is located within an urbanized area within the City of Bradbury. The Project involves road widening and relocating two power poles to accommodate the road widening. However, the Project would not include installation or maintenance of associated infrastructure that may exacerbate fire risk. Therefore, no impacts would occur as a result of the Project.

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

No Impact. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone. As mentioned previously, onsite elevations range from 617 to 643 feet above mean sea level. The area adjacent to the northeast of Bradbury Road has a gentle slope. However, the other areas adjacent to the Project site are relatively flat urban sites that do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. In addition, the Project would not generate slopes and would connect to existing drainage facilities. Thus, the Project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Therefore, impacts would not occur as a result of the Project.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to wildfires that are applicable to the Project.

Mitigation Measures

No mitigation measures related to wildfires are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant With Mitigation Incorporated. As described in Section 4, *Biological Resources*, the Project site is located within a developed area containing existing roadway, residential lot, and slopes containing coast live oak woodland. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) occur on the site. The proposed Project would widen the existing Bradbury Road. As no sensitive species or habitats are located within the urban and developed site, implementation of the Project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or impact a plant or animal community.

However, the Project site contains trees that could be used for nesting by common bird species that are protected by the federal MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515. These bird species are protected during the avian nesting and breeding season, which occurs between February 1 and September 15. Therefore, Mitigation Measure BIO-4 has been included to require a nesting bird survey if construction commences during nesting season. Mitigation Measure BIO-4 would reduce potential impacts to a less than significant level.

As described in Section 5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as “historical resources” as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource.

Regarding archaeological resources, Project grading of slopes north of Bradbury Road could result in an inadvertent discovery of archaeological resources. As a result, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. Additionally, the project site is sensitive to tribal cultural resources, and therefore, Mitigation Measures TCR-1 through TCR-3 were included to provide tribal monitoring and procedures for handling inadvertent discoveries. With implementation of Mitigation Measures CUL-1 and TCR-1 through TCR-3 impacts related to important examples of the major periods of California history or prehistory would be less than significant.

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

Less than Significant with Mitigation Incorporated. The Project would widen the existing Bradbury Road from 24 feet to 36 feet. As described above, all of the potential impacts related to implementation of the Project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that are imposed by the City that effectively reduce environmental impacts. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant with implementation of the previously identified mitigation measures related to biological resources, cultural resources, and paleontological resources.

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

Less than Significant Impact. The Project proposes widening the existing Bradbury Road from 24 feet to 36 feet. The Project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. This includes potential impacts such as air quality, GHG, noise, and geologic hazards related to construction, demolition, and the proposed residential activities. All resource topics associated with the proposed Project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to result in no impacts or less-than-significant impacts. Therefore, the proposed Project would result in less than significant direct and indirect environmental effects on human beings.

5 RESPONSE TO COMMENTS ON THE PUBLIC REVIEW MND

This section of the Final Mitigated Negative Declaration (MND) contains responses to the comments that the City of Bradbury (Lead Agency) received on the Public Review MND (SCH No. 2022090411) for the Bradbury Road Widening Project during the public review period, which began September 22, 2022 and closed October 24, 2022. This document has been prepared in accordance with California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (Cal. Code Regs., tit. 14, § 15000 et seq.) and represents the independent judgment of the Lead Agency. This document, together with the Public Review MND, the Revisions to the Public Review MND, and the Mitigation Monitoring and Reporting Program comprise the Final MND. The following public comments were submitted to the City of Bradbury:

1. Susana Rangel, Received October 4, 2022 (1 page)
2. California Department of Transportation, Received October 6, 2022 (2 pages)
3. Pearl Haslwanter, Received October 17, 2022 (1 page)
4. David Pilcher, Received October 23, 2022 with additional comment October 24, 2022

The public comments and responses to comments are included in the public record and are available to the Lead Agency decision-makers for their review and consideration prior to making their decision whether to approve the proposed Project. Pursuant to State CEQA Guidelines Section 15074(b) Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration, none of the comments provide substantial evidence that the Project will have significant environmental effects which would require preparation of an Environmental Impact Report. Further, none of the information in the letters or responses constitute the type of significant new information that requires recirculation of the Bradbury Roadway Widening Project MND for further public review under State CEQA Guidelines Section 15073.5 Recirculation of a Negative Declaration Prior to Adoption. None of this new material indicates that the Project will result in a significant new environmental impact not previously disclosed in the Industrial Parkway Project MND. Additionally, none of this information indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in State CEQA Guidelines Section 15073.5.

This Response to Comments includes revisions to the Public Review Draft MND based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. These revisions do not alter any impact significance conclusions as disclosed in the MND. Changes made to the MND are identified here in ~~strikeout~~ text to indicate deletions and in **underlined** text to signify additions.

Although State CEQA Guidelines Section 15088 does not require a Lead Agency to prepare written responses to comments received, the City of Bradbury has elected to prepare the following written responses with the intent of providing a comprehensive and meaningful evaluation of the proposed Project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

Comment 1. Susana Rangel, Received October 4, 2022

From: [Susana Rangel](#)
To: [Kevin Kearney](#)
Subject: Bradbury street widening project
Date: Tuesday, October 4, 2022 1:13:35 PM

To :

Mr. Kevin Kearney,
City Manager,
City of Bradbury,
600 Winston Ave
Bradbury CA 91008

Dear Mr. Kearney,

I live on the corner of Wildrose Ave and Bradbury Rd. These roads are scheduled to be widened. Bradbury road is relatively straight and curves into Wildrose Ave. As a result drivers tend to drive fast as the road curves around. This poses a great danger to the residents who live here and bicyclist who frequent the route. On one occasion a speeding car jumped onto the curb damaging the parkway landscape on my property.

1.1

I want to request that speed-bumps are included in the scope of work and built along the road during the street widening project to slow down the speeding vehicles. I fear that the road widened road will encourage speeding and there will be injuries or property damage if nothing is done to slow traffic down.

1.2

Thank you.

Sincerely,

Susana Rangel

Response to Comment 1.1: This comment expresses the commenter's concerns regarding the safety of residents and bicyclists along Bradbury Road and Wildrose Avenue due to speeding cars. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 1.2. The commenter requests speed-bumps to be included as part of the Project to slow down vehicle traffic. The comment suggests that the widening of Bradbury Road will encourage speeding, which could result in property damage and injuries.

Response 17 c) within the IS/MND discusses the potential for the Project to increase hazards due to a geometric design feature and/or incompatible uses. The existing Bradbury Road and Wildrose Avenue curve is currently incompatible for existing vehicular uses. The purpose of the Project is to improve the safety and the efficient movement of vehicles along Wildrose Avenue and Bradbury Road. The Project design would be compliant with standards set forth by the Caltrans Highway Design Manual (HDM) and the Standard Plans for Public Works (SPPWC) and City's Municipal Code. Response 17 c) has been revised to specify design would be compliant with Caltrans HDM and SPPWC. No additional specific issues with the IS/MND are raised, and therefore, no further response is provided.

Comment 2. California Department of Transportation, Received October 6, 2022

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

October 6, 2022

Kevin Kearney, City Manager
City of Bradbury
600 Winston Avenue
Bradbury, CA 91008

RE: Bradbury Road Widening Project
SCH # 2022090411
Vic. LA-210/PM R35.25
GTS # LA-2022-04077-MND

Dear Kevin Kearney:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed Project would widen the existing Bradbury Road roadway from 24 feet to 36 feet providing one 18-foot lane in each direction, from Winding Oak Lane to Deodar Lane. The road widening would extend beyond the north side of the existing roadway limits of Wildrose Avenue and beyond the east side of the existing roadway limits of Bradbury Road. Existing roadway improvements along residences to the west (sidewalks, curbs, and gutters) would be maintained as part of the Project, however, the Project would include demolition of the existing roadway pavement, grading of the Project site, roadway paving, and roadway restriping. The Project would not require grading, demolition, or paving within the City of Monrovia.

2.1

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

2.2

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Provide a safe and reliable transportation network that serves all people and respects the environment

Kevin Kearney, City Manager
October 6, 2022
Page 2 of 2

The Project site consists of a two-lane roadway (Bradbury Road) in a residential area. The Project includes widening the existing roadway from 24 feet to 36 feet. Additionally, the Project would include the removal of berms, shrubs, and trees, landscaping improvements, and relocation of two power poles. A retaining wall would be constructed along the slopes to the south of Bradbury Road to accommodate the grading required for the proposed roadway widening. The Project would not be capacity-increasing, and therefore, would not result in the addition of VMT. Therefore, the project would result in no traffic impact on VMT. 2.3

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large-size truck trips be limited to off-peak commute periods. 2.4

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2022-04077AL-MND. 2.5

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

Response to Comment 2.1: The comment provides the agency's Project understanding. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 2.2: The comment establishes that under Senate Bill 743, beginning July 1, 2020, all Projects must use vehicle miles travelled (VMT) as the primary metric to analyze transportation impacts for future transportation projects. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 2.3: The commenter reiterates the Project's proposed improvements and makes the determination that the Project would not be capacity increasing, and further, would not result in an increase to VMT. This is consistent with Response 17 b) within the IS/MND. Therefore, no further response is provided.

Response to Comment 2.4: This comment provides a reminder that all transportation of heavy construction equipment and materials that requires the use of oversize-transport vehicles on State highways requires a transportation permit from Caltrans. Additionally, the commenter recommends that large size truck trips be conducted during off-peak commute periods. This comment has been noted and coordination will be conducted between the City and Caltrans as necessary. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 2.5: Contact information is provided for the City to direct any questions to. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Comment 3. Pearl Haslwanter, Received October 17, 2022

OCT 17 2022

October 13, 2022

City of Bradbury
Mr. Kevin Kearney, City Manager
600 Winston Avenue
Bradbury, CA. 91008

Re: Mitigated Negative Declaration for Widening Bradbury Road

Dear Mr. Kearney:

In response to your notice on widening Bradbury Road, I find it very unfortunate that you plan on making a residential area road into a commercial road in order for you to have large trucks, cement trucks and other large equipment accessible to Bradbury. The air pollution and dust flying everywhere from the trucks and other equipment right now has not been very good. With enlarging this road, what is it going to do to our environment? How much worse is the pollution going to get? 3.1

Also, the city should be ashamed of taking out approximately 46 trees including Oak trees. I thought that the State of California was trying to preserve these trees not destroy them. I have also heard, Bradbury is going to be building prox. 13 mansions taking out another 300 or so trees including Oaks from the forest area. It's ashamed everything comes down to money. And the retaining wall, you plan on building on Wildrose, sure sounds cold taking away from what we have now. Are you planning on putting plants in front of this 320 foot wall or is it just going to be an ugly wall? 3.2

As long as you will be destroying our natural area, can you put in decent and adequate parking for your security. They are very nice and try to work with everyone but they still should have parking in Bradbury by where they work. Not taking parking places from homeowners and their company. 3.3

Also, during construction, how are the trucks, etc that are working up in Bradbury going to get in and out? Will they be using Wildrose off of Mountain going over a bridge?? Remember, 3 tons is the maximum. Even now, on some days, trucks, cement trucks, etc. are going over this bridge not paying any attention to the maximum limit. 3.4

I know this letter is a waste of my time because I know how Bradbury is but I think people should be aware of how other people feel. 3.5

Sincerely,

Pearl J. Haslwanter
1025 Oakleaf Avenue
Monrovia, CA. 91016

Response to Comment 3.1: This comment states that it is unfortunate the City is converting the residential road into a commercial road to allow large trucks, cement trucks, and other large equipment access to Bradbury. Further, the commenter describes poor air pollution and dust conditions as a result of trucks and equipment. The commenter asks what the environmental impacts would be as a result of the proposed Bradbury Road widening, specifically regarding air pollution.

The preparation of the Draft IS/MND was conducted pursuant to CEQA Statute and CEQA Guidelines and impacts related to the Project were compared to applicable thresholds from SCAQMD and the CEQA Guidelines Appendix G threshold. Section 3, Air Quality, of the IS/MND includes a discussion regarding potential impacts of the Project on air quality. The discussion summarizes findings from the Air Quality, Greenhouse Gas, and Energy Analysis that was prepared for the Project. The Project would include implementation of several Plans, Programs, or Policies (PPP) that are required by the South Coast Air Quality Management District (SCAQMD). Project air quality PPPs include dust control measures and the prohibition of air contaminants that could impact the public. Impacts to nearby sensitive receptors (which includes residents) are analyzed under threshold Section 3 c) of the IS/MND. As described under Section 3 c) of the IS/MND, Project construction and operation would result in less than significant impacts the Project would result in less than significant air quality impacts on sensitive receptors.

Response to Comment 3.2: The commenter states that the City should be ashamed of removing approximately 46 trees, including Oak trees. The commenter expresses their understanding that the State is trying to preserve these trees, not destroy them. Additionally, the commenter says they heard the City is planning to build approximately 13 mansions, which would remove another 300 or so trees, including Oaks, from a forest area. The commenter states that it is a shame everything comes down to money.

This portion of the comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

The comment explains the commenter's dissatisfaction with the removal of the existing grade, and subsequent implementation of the proposed 320-foot long retaining wall. The commenter asks whether landscaping will be included along the wall or whether the wall will be aesthetically displeasing.

Existing slopes adjacent to the roadway would be regraded and a new retaining wall would be installed north of Wildrose Avenue. The Project would include associated hardscape and landscaping improvements along the roadway. The retaining wall would be approximately 320 feet in length and would range from 5 to 13 feet in height above the roadway. Language was revised on page 15 of this IS/MND to clarify the proposed retaining wall height would be from the top of the Bradbury Road curb elevation, not the top of the slope.

Response to Comment 3.3: The comment requests adequate parking be implemented for security since the natural area will be destroyed. The commenter expresses the security personnel are very nice to work with and should have parking near where they work. By providing security parking, the commenter states there would be more available parking for the homeowners and visitors.

The Project includes widening of a roadway. Parking is not required or proposed as part of the Project. Therefore, parking was not discussed in the IS/MND. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 3.4: The commenter asks how construction vehicles would access the Project site, and whether access will be provided via Wildrose Avenue from Mountain Avenue and require use of the bridge. The comment states that the bridge has a weight maximum of 3 tons, and trucks that currently use the bridge sometimes do not pay attention to the limit.

The Contractor will be developing a Traffic Control Plan for the Project that the City will approve to maintain public safety. Construction vehicles would likely access the Project site from the south from Bradbury Road and would comply with the maximum weight limits of transportation facilities used to transport equipment and materials for the Project.

Response to Comment 3.5: The commenter states this letter is a waste of their time because they know how Bradbury is, but people should be aware of others' feelings. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Comment 4 David Pilcher, Received October 23, 2022

Kevin Kearney-City Manager

600 Winston Ave

Bradbury, CA 91008

Dear Sir;

I am writing to express my shock and vehement opposition to the City of Bradbury's Notice of Intention for the proposed Bradbury Widening project on behalf of the Monrovia residents and homeowners directly impacted by the proposal. As directly affected property owners, we are particularly disturbed by this proposal to denude Wildrose Ave and Bradbury Road of the natural features of the land, including up to 46 mature and historic trees, many of them protected native oak trees and other native flora of the area to grade the north slope of Wildrose Ave, an action which will completely disrupt the bucolic character of the neighborhood by supplanting with a 12' road widening and a permanent retaining wall of 320 feet in length and ranging from 5 to 13 feet above the road. Such a proposal is ill-conceived and completely unnecessary.

4.1.1

The Wildrose/Bradbury Rd confluence is a landmark of our neighborhood and part of the original access road to the Bradbury Estate of 2,750 acres purchased by Louis Bradbury for his ranch. It has been in service since the late 19th century up until the present day without any substantial modification and there is no positive or worthwhile need for the widening, other than Bradbury Estates unilateral and selfish motives to facilitate a wider roadway for the movement of more traffic and heavy equipment into the Estates. While this may be a convenience for contractors and residents of Bradbury, it will be a complete expropriation of the residents of Wildrose Ave of

4.1.2

their unspoiled surroundings, views, and environment of the natural flora, fauna, and beauty of the area, which we now enjoy and what drew us to our neighborhood to begin with. Your plan is to pave this over and put up an unsightly, permanent 13 foot retaining wall and increase traffic through our community. That is rude and insensitive to area residents.

4.1.2

The area is also an ecosystem for native species birds, animals, and plant life which are also part of the character of the neighborhood. We often enjoy seeing deer, bears, coyotes, raccoons, and other native animals roaming and living in the area, as well as majestic red-tailed hawks, eagles, owls, doves, and squirrels nesting and roosting in the area. There several large stands of magnificent bougainvillea that beautify the neighborhood that would be removed as well. For a wall.

4.1.3

Not only will this be catastrophic for the aesthetics of the area we now enjoy, but it will also undoubtedly affect our property values in an adverse manner, which is unacceptable. You cannot just cavalierly ruin the character and aesthetics of our neighborhood and cause significant loss of property values for your convenience to build ever larger estates up the hill. This is only fortified by the fact that Bradbury already has an acceptable entrance on Lemon Ave east of Bradbury Road, with both a wider street entry and gate opening that has not been used since its construction. It would require about the same level of modification to open and is far more reasonable than completely disrupting the neighborhood as this proposed project would.

4.1.4

The proposed project is directly across the road from several of our properties and in our direct view. At 5 to 13 feet high and 320 feet in length respectively, such a wall will be a glaring, unsightly, and unwelcome structure much like a freeway noise barrier and eliminate the now pastoral environs of the adjoining Bradoaks neighborhood of

4.1.5

Monrovia, as well as blocking our mountain and ridgeline views. The Bradoaks area of Monrovia consists of mostly low slung, mid-century California ranch style one story homes under 3,000 sq. ft. This proposal would completely overwhelm the existing architecture and character of the neighborhood, as well as negatively impacting property values. 4.1.5

And finally, there are valid concerns about smog, exhaust build-up from heavy traffic, and water runoff from the Estates, particularly since a new drainage channel was constructed across Wildrose Ave near the guardhouse several years ago to facilitate drainage from the Estates. Still, during heavy rain, the front yards of our properties on the south side of Wildrose are routinely flooded. 4.1.6

Bradbury has proposed this plan with utmost disregard for the surrounding property owners and needs to seriously reassess the impacts on the neighborhood and environment, and the peace and well-being of residents before they pave over it and wall it off. Many residents now enjoy walking, jogging, cycling or simply driving down the winding road and appreciating the scenery and surroundings on Wildrose Ave and Bradbury Road. That will be destroyed, paved over with asphalt, and punctuated with a large retaining wall where there once was the natural beauty of the area filled with mature trees, mountain wildlife, and birds. 4.1.7

I also have my doubts that this proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15303 (New Construction) and Section 15332 (In-Fill Development) of the CEQA Guidelines dubious at best since no one has attempted to consult the California Natural Resources Agency, which I fully plan to do. Having lived here for over 25 years I am personally aware that the site is a habitat for numerous species of wildlife, flora, and nesting birds. It is home to a potentially historic 4.1.8

California Coastal Oak, a protected species. According to a previous report by the Planning commission in 2016 on proposed construction at 28 Dovetail Lane, which will also be affected. It noted in part: "The most notable and critical element on this project (property) is an extremely large (90" trunk diameter) protected Coast Live Oak tree (*Quercus agrifolia*), which has excellent form and structure. The project Arborist stated in his Protected Oak Tree Report "This is probably the most valuable tree I have seen in my 25 years of being in the horticulture industry". His preliminary research showed that this tree may qualify as a state or even national champion in the Big Tree Registry, based on a point system." That same report also noted "Therefore, it is appropriate for the Commission to discuss the success of this project in meeting the requirements of Chapter 9.04.050. Two questions arise - 1) what neighborhood is this project in? [Bradbury Estates/Bradoaks] and 2) is this architecture and design compatible with that neighborhood? [Absolutely not]

4.1.8

There is an argument to be made that 28 Dovetail is fully within the Bradbury Estates and does not have any relevance to the neighborhood along Bradbury Road. However, the extent to which the proposed guest house (or retaining wall) will be visible to residents on Bradbury Road or could affect that opinion. The Commission should discuss whether the neighborhood compatibility findings should apply to just the Bradbury Estates, or to the Bradbury Road area as well. This may make a difference in making the compatibility findings."

4.1.9

I would remind the City that according to Section 15300.2 of the CEQA Act specifically states: 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly

4.1.10

sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

4.1.10

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of historical resources.

Note: Authority cited: Section 21083, Public Resources Code;
References: Sections 21084 and 21084.1, Public Resources Code;
Wildlife Alive v. Chickering (1977) 18 Cal.3d 190; League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland (1997) 52 Cal.App.4th 896; Citizens for Responsible Development in

West Hollywood v. City of West Hollywood (1995) 39 Cal.App.4th 925; City of Pasadena v. State of California (1993) 14 Cal.App.4th 810; Association for the Protection etc. Values v. City of Ukiah(1991) 2 Cal.App.4th 720; and Baird v. County of Contra Costa (1995) 32 Cal.App.4th 1464

Discussion: In McQueen v. Mid-Peninsula Regional Open Space (1988) 202 Cal. App. 3d 1136, the court reiterated that categorical exemptions are construed, shall not be unreasonably expanded beyond their terms, and may not be used where there is substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts which threaten the environment.

Public Resources Code Section 21084 provides several additional exceptions to the use of categorical exemptions. Pursuant to that statute, none of the following may qualify as a categorical exemption: (1) a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources within a scenic highway (this does not apply to improvements which are required as mitigation for a project for which a negative declaration or EIR has previously been adopted or certified; (2) a project located on a site included on any list compiled pursuant to Government Code section 65962.5 (hazardous and toxic waste sites, etc.); and (3) a project which may cause a substantial adverse change in the significance of a historical resource.

4.1.11

Given these additional stipulations, I find it hard to believe that this project is “categorically exempt” as assumed now and MUST be reconsidered. The site is on a popular, well known and published scenic bike route. It contains a potentially historic oak. It is a natural habitat for native flora and fauna. I would argue it is not categorically exempt

under these circumstances according to Section 15300.2 of the CEQA Act, and the appropriate environmental studies need to be completed before the project goes any further.

4.1.10

Sincerely,

David E. Pilcher, CPCU, ARM, AIC, AAI

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**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE
BRADBURY ROAD WIDENING PROJECT**

TO: Responsible and Interested Parties – Distribution List FROM: City of Bradbury
Kevin Kearney, City Manager
600 Winston Avenue
Bradbury, CA 91008
September 22, 2022

In accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, the City of Bradbury (City) (as lead agency) has prepared a Draft Mitigated Negative Declaration (Draft MND) to address the environmental effects associated with the proposed Bradbury Road Widening Project located on the western border of the City of Bradbury and the eastern border of the City of Monrovia, on Bradbury Road and Wildrose Avenue. The Project is seeking an Encroachment Permit to widen the Bradbury Road (Wildrose Avenue) roadway from 24 feet to 36 feet, to provide one 18-foot wide lane in each direction, from Winding Oak Lane to Deodar Lane. The Project would be accommodated within existing, 53-foot, City-owned right-of-way (ROW). In accordance with Section 15072 of the CEQA Guidelines, the City has prepared this Notice of Intent to provide responsible and interested parties with information about the Project details regarding the public comment period, document availability, and public meetings.

Project Title: Bradbury Road Widening Project
Project Applicant: City of Bradbury

Project Description:

The proposed Project would widen the existing Bradbury Road roadway from 24 feet to 36 feet providing one 18-foot lane in each direction, from Winding Oak Lane to Deodar Lane. The road widening would extend beyond the north side of the existing roadway limits of Wildrose Avenue and beyond the east side of the existing roadway limits of Bradbury Road. Existing roadway improvements along residences to the west (sidewalks, curbs, and gutters) would be maintained as part of the Project, however, the Project would include demolition of the existing roadway pavement, grading of the Project site, roadway paving, and roadway restriping. The Project would not require grading, demolition, or paving within the City of Monrovia.



The Project would be accommodated within existing City-owned right-of-way (ROW). Partial ROW was previously acquired from private property to the north (accessor's parcel number [APN] 8527-026-025) and recorded with the County of Los Angeles. Grading would be required along the slope to the north side of Wildrose Avenue. Up to 46 trees could be removed as part of the grading activity. A permanent retaining wall would be constructed between the newly graded/widened roadway and the remaining slope area. The retaining wall would be approximately 320 feet in length and would range from 5 to 13 feet in height above the widened roadway.

California Government Code Section 65962.5

The proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; 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.

Project Location:

The Project site is comprised of 1.38-acres and has a City of Bradbury General Plan Land Use designation of Agriculture Residential Estate (A-5) and a City of Monrovia General Plan Land Use designation of Residential Low Density.
Bradbury Road Widening Project
September 22, 2022
City of Bradbury Notice of Intent

(5.8 dwelling units/acre) (west of the centerline of Bradbury Road); refer to Table 1, Existing General Plan Land Use and Zoning. The Project site is located on Bradbury Road and Wildrose Avenue on the western border of the City of Bradbury and eastern border of the City of Monrovia. The Project site is bound by Deodar Lane to the north, Winding Oak Lane to the south, single family residential properties to the west, and the Bradbury Estates community to the east. Regional access to the Project site is available by Interstate 210 (I-210) and I-605 via Mount Olive Drive and Royal Oaks Drive.

Table 1: Existing General Plan Land Use and Zoning

City	General Plan	Zoning
City of Bradbury (east of the centerline of Bradbury Road)	A-5 (Agriculture Residential Estate)	A-5 (Agriculture Residential Estate Zoning District)
City of Monrovia (west of the centerline of Bradbury Road)	Residential Low (5.8 dwelling units [du] per acre)	Residential Low

Public Comment Period:

The 30-day public comment period for the Mitigated Negative Declaration begins on Thursday, September 22, 2022 and closes on Monday, October 24, 2022. Please submit comments no later than 5:00 p.m. on Monday, October 24, 2022 to Kevin Kearney, City Manager, at 600 Winston Avenue, Bradbury, CA 91008 or by email at KKearney@CityofBradbury.org.

Document Availability:

Copies of the Mitigated Negative Declaration and Initial Study are available for public review at the following locations:

- **City of Bradbury Website:**
<https://www.cityofbradbury.org/>
- **City of Bradbury – City Hall**
600 Winston Avenue
Bradbury, CA 91008

The City has tentatively scheduled the Project for a City Council meeting on November 15, 2022 at 7:00 p.m. If you need special accommodations to participate in this meeting, or have any other questions about the meeting, please contact the City Manager’s Office at 1 (626) 358-3218 at least 48 hours prior to the scheduled meeting.



(East view of Wildrose to be affected)



(North view of Bradbury Rd area to be affected)



(North view of proposed area to be affected from my front porch)



(North view of proposed area to be affected from my residence)



(North Wildrose Bradbury curve to be affected #2)



(View of proposed area to be affected from my residence)



(View of proposed area to be affected)



(Wildrose Bradbury curve to be affected)

Response to Comment 4.1.1: The commenter expresses opposition to the City's Notice of Intent (NOI) on behalf of the Monrovia residents and homeowners directly impacted by the proposed Project. The opposition is regarding proposed removal of up to 46 mature and historic trees, including native Oak and other native flora as a result of grading that would occur on the north slope of Wildrose Avenue. The commenter states removal of existing vegetation and replacement with widened roadway and a retaining wall 320 feet in length and 5 to 13 feet above the road would disrupt the bucolic character of the neighborhood. The Project is considered ill-conceived and completely unnecessary.

The Project IS/MND discusses impacts to quality and character of the Project site in Section 1, Aesthetics, under threshold c). Because the Project is considered within an urbanized area, impacts to quality and character are determined by the Project's consistency with applicable zoning and regulations governing scenic quality, as specified within the CEQA Guidelines Appendix G thresholds. The Project would result in the removal of trees, and therefore, the City would be subject to Chapter 118 of the City's Municipal Code, which requires completion and approval of a tree removal permit (and planting plan as necessary) by the City's Planning Commission prior to removal of the trees. As discussed under Response 1 c) of the Draft IS/MND, the proposed Project softscape would comply with the City's tree ordinance and Design Guidelines. Additionally, the proposed Project roadway improvements and retaining wall would be consistent with the applicable engineering design standards adopted by the City as included within the Caltrans HDM and the SPPWC. Response 1 c) was revised to specify the Project would comply with Caltrans HDM and SPPWC engineering standards. Retaining wall final design and aesthetic treatment would be reviewed and approved by the City to be visually compatible with the existing setting. Therefore, the Project would have a less than significant impact on visual character and quality of public views of the site and its surroundings.

Response to Comment 4.1.2: The comment states that the Wildrose/Bradbury Road confluence is a landmark of the neighborhood and part of the original access to Bradbury Estate. Bradbury Road has been in service since the late 19th century without any substantial modification, and widening is unneeded. The commenter identifies the purpose for widening Bradbury Road selfish motives of Bradbury Estates to facilitate more traffic and access of heavy equipment to the estates. The comment states the Project would be convenient for contractors and residents of Bradbury but would be expropriation of the Monrovia residents along Wildrose Avenue due to diminishment of existing unspoiled surroundings, views, and the natural biological environment through removal of existing vegetation and construction of a 13-foot retaining wall. The commenter calls these actions rude and insensitive to surrounding residents.

The preparation of the Draft IS/MND was conducted pursuant to CEQA Statute and CEQA Guidelines and impacts related to the Project were compared to applicable thresholds from SCAQMD and the CEQA Guidelines Appendix G threshold. Impacts to private views (e.g. views from residences and other private properties) are not considered under CEQA. Impacts to public views are discussed under Response 1 c) of the Draft IS/MND. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 4.1.3: The commenter states that the Project area is an ecosystem for native bird species, animals, and plant life. These resources are considered contributions of the neighborhood's character. The comment describes resident enjoyment seeing deer, bears, coyotes, raccoons, and other native animals roaming and living in the area, as well as majestic red-tailed

hawks, eagles, owls, doves, and squirrels nesting and roosting in the area. The comment states there are large stands of bougainvillea that would be removed as a result of Project implementation.

Project impacts to biological resources are discussed under Section 4, Biological Resources, of the Draft IS/MND. As discussed under Section 4, the IS/MND analyzed biological impacts to designated special status species, sensitive natural communities, protected wetlands, migratory fish and wildlife corridors, conflicts with local policies and ordinances, and conflicts with an adopted habitat conservation plan. A General Biological Assessment was prepared for the Project to assess potential biological impacts. A survey of the Project site was conducted on August 11, 2021. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) were found to occur on the site during the site survey. Trees within the Project site could contain nesting birds that could be impacted by proposed tree removal. However, the Project would include implementation of Mitigation Measure BIO-4, which would ensure nesting birds not be disturbed. The City has a local tree ordinance that protects certain locally significant trees. As stated above, the Project would comply with the City's tree ordinance and tree removal requirements. Mitigation Measures BIO-1 through 3 and 5 would be implemented to minimize potential tree impacts, implement tree replacement, and ensure compliance. Therefore, as determined under Section 4 of the IS/MND, the Project would have a less than significant impact on biological resources. Further, bougainvillea are not considered a protected plant species, and therefore, impacts were not analyzed within the IS/MND.

Response to Comment 4.1.4: The comment states the Project impacts to aesthetics and character of the neighborhood would adversely affect property values, while Bradbury Estates would be benefited. The commenter notes an alternative entrance to Bradbury Estates via Lemon Avenue east of Bradbury Road, which a wider street entry and gate opening that has not been utilized since its construction. The commenter proposes that the Lemon Avenue entrance could be modified to be used as an entrance, which would require the same amount of effort, would be more reasonable, and less disruptive to the neighborhood than the proposed Project.

Response to Comment 4.1.1 above discusses Project impacts to aesthetic character. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 4.1.5: The comment establishes that the Project is located directly across the road from the commenters' properties and within direct view. The comment states that the proposed retaining wall would be glaring, unsightly, and unwelcome, similar to a freeway noise barrier. Implementation would eliminate the pastoral environs of the adjoining Bradoaks neighborhood and block existing mountain and ridgeline views from the residences. The commenter describes that the Bradoaks area consists of low slung, mid-century California ranch style one story homes under 3,000 square feet. The Project would overwhelm the existing architecture and character, negatively impacting property values.

As stated previously under Response to Comment 4.1.2, impacts to private views (e.g. views from residences and other private properties) are not considered under CEQA. Impacts to public views are discussed under Response 1 c) of the Draft IS/MND. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 4.1.6: The comment expresses concerns regarding smog, exhaust build-up from heavy traffic, and water runoff from the Estates. A new drainage channel was constructed across Wildrose Avenue near the guardhouse to facilitate drainage from the Bradbury Estates. The commenter states that during heavy rain, the front yards of the properties on the south side of Wildrose are routinely flooded.

The preparation of the Draft IS/MND was conducted pursuant to CEQA Statute and CEQA Guidelines and impacts related to the Project were compared to applicable thresholds from SCAQMD and the CEQA Guidelines Appendix G threshold. Section 3, Air Quality, of the IS/MND includes a discussion regarding potential impacts of the Project on air quality. The discussion summarizes findings from the Air Quality, Greenhouse Gas, and Energy Analysis that was prepared for the Project. Impacts to nearby sensitive receptors (which includes residents) are analyzed under threshold Section 3 c) of the IS/MND. As described under Section 3 c) of the IS/MND, Project construction and operation would result in less than significant impacts the Project would result in less than significant air quality impacts on sensitive receptors.

Section 10, Hydrology and Water Quality, threshold c) ii) of the IS/MND analyzes the Project's potential to increase the rate or amount of surface runoff that could result in flooding on- or off-site. As described in the IS/MND, the Project would result in a negligible increase in impervious surface area, and existing drainage would accommodate the Project's stormwater runoff. Therefore, the Project would result in a less than significant impact.

Response to Comment 4.1.7: The comment states that the Project was propose with disregard for surrounding property owners and would reassess the impacts the neighborhood and environmental, as well as the wellbeing of the residents prior to implementation. The comment states that residents enjoy the roadway for walking, jogging, cycling, and driving due to the scenery and surroundings on Wildrose Avenue and Bradbury Road. The comment expresses that the additional paving and retaining proposed by the Project would destroy, pave over, and remove mature trees, mountain wildlife, and birds.

As discussed above under Response to Comment 4.1.3, the Project would result in less than significant impacts with mitigation on biological resources. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 4.1.8: The commenter expresses doubt that the Project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA). The commenter states that no one has attempted to consult the California Natural Resources Agency and they intend to.

The commenter has lived in Monrovia for 25 years and is aware that the Project site is a habitat for numerous species of wildlife, flora, and nesting birds. The comment also states the Project site is home to a potentially historic California Coastal Oak, which is a protected species. The comment quotes a previous 2016 report by the Planning Commission regarding another project on Dovetail Lane. The quote is a statement by the project arborist within the project Oak Tree Report that states that 'the Coast Live Oak tree is the most valuable tree that they have seen in their horticultural career, and the tree may even qualify for Big Tree Registry'. The comment further quotes the report, which states 'the commission should discuss the success of the project in meeting the requirements of Chapter 9.04.050., which is stated to also be affected by the Project'. The commenter notes that the Dovetail Lane project was fully within the Bradbury Estates and concern was raised that because

the guest house proposed by the project would be visible to residents on Bradbury Road, the Planning Commission should discuss whether the Project's compatibility with the surrounding neighborhood should not only apply to Bradbury Estates, but the residences along Bradbury Road as well. This commenter draws similarities between the Dovetail Lane project and the Project currently being proposed.

The environmental document prepared pursuant to CEQA for the Project is an IS/MND, not a Categorical Exemption. The IS/MND prepared for the Project discusses tree removal impacts in Section 4, Biological Resources. The Project proposes to remove up to 46 trees as a result of the Project. An Arborist Report was prepared for the Project, which include a Project site survey. The report includes the species, height, diameter, location, and health of each tree identified during the Project tree survey. Mitigation measures BIO-1 through BIO-3 and BIO-3 have been included to require a tree preservation and planting/replacement plan, require monitoring of the replacement trees, protect trees that are preserved in place during Project construction, and to provide tree monitoring during Project construction (to identify trees that should be removed or replaced based on safety risk). Therefore, tree removal proposed by the Project would result in a less than significant impact with mitigation.

As discussed in Response to Comment 4.1.1, the Project would result in a less than significant impact on visual character and quality of public views of the site and its surroundings (Section 1, Aesthetics, threshold c). Further, impacts to private views (e.g. views from residences and other private properties) are not considered under CEQA. Therefore, no further response is provided.

Response to Comment 4.1.9: The comment includes language from Section 15300.2 of the California Code of Regulations regarding exceptions for the use of Categorical Exemptions. Additionally, the commenter includes case law supporting exceptions in the application of Categorical Exemptions. The commenter states that they find it hard to believe that the Project is categorically exempt and must be reconsidered. The Project site is a popular, scenic site with natural habitat for flora and fauna. Further, circumstances under Section 15300.2 apply to the Project and environmental studies need to be completed before the Project can move forward.

The environmental document prepared for the Project was conducted pursuant to CEQA Statute and CEQA Guidelines. The level of documentation prepared was an IS/MND, not a Categorical Exemption. The comment does not raise a specific issue with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Comment 4 (Additional Comments). David Pilcher, Received October 24, 2022

Dear Mr. Feik, Mayor Shevlin, and Council Members,

As you may know, the City of Bradbury has unilaterally proposed a street widening project on our bordering boundary roads of East Wildrose Ave and Bradbury Road. The project will widen the confluent roadways on our northeastern border with them from 24' to 36', but far more disturbing to Bradoaks residents, it will require the denuding of north bank of Wildrose, grading the existing slope and removing most of the natural features of the land, including up to 46 mature and historic trees, many of them protected native oak trees and other native flora of the area to grade the north slope of Wildrose Ave, as well as the northeastern block of Bradbury Road. This reckless plan will completely disrupt the bucolic character of the neighborhood by supplanting with a 12' road widening and a permanent retaining wall of 320 feet in length and ranging from 5 to 13 feet above the road. Such a proposal is ill-conceived and completely **the northeastern block of Bradbury Road. This reckless plan will completely disrupt the bucolic character of the neighborhood by supplanting with a 12' road widening and a permanent retaining wall of 320 feet in length and ranging from 5 to 13 feet above the road. Such a proposal is ill-conceived and completely unnecessary.**

4.2.1

While the border is in Bradbury proper, many of our Bradoaks residences (such as mine) are directly across the street and facing the proposed alterations to our now scenic roads and neighborhood. If they are allowed to go forward it will completely change the character of our neighborhood from a scenic drive popular with dog walkers, joggers, cyclists and motorists as a pleasant leafy, thoroughfare to something resembling a freeway on/off ramp and ruin a substantial part of the charm of Bradoaks that drew us to this particular part of Monrovia.

4.2.2

In addition, it will increase the traffic substantially, particularly for heavy trucks and equipment hauling building materials into Bradbury through our now peaceful surroundings, fouling the air with diesel exhaust and crowding out visitors with dirt and noise. Gone will be the cycling, walking and jogging route as it is now. Accordingly, this will drive down our property values with the loss of the peaceful and enjoyable environs that make this neighborhood one of the more attractive and desirable places in Monrovia to live and have an equally adverse effect on Monrovia in general, wiping out one of one of the more scenic areas of our town. Bradbury will be doing us and our city a grave injustice by blighting the natural beauty of the area and driving down home values in the entire Bradoaks community. Bradbury alone stands to gain from the selfish convenience of a wider road entry to their gated estates for their own expansion and self-serving purposes, without giving due consideration to the people of Bradoaks and Monrovia's interests in the matter and the severe impact to our environment and

4.2.3

the value or enjoyment of Bradoaks adjoining neighborhoods.

4.2.3

The residents of Bradoaks are predictably disturbed and outraged by Bradbury's unilateral conclusion to blight our neighborhoods for their convenience. They already have an alternate entrance on east Lemon that sits unused, ostensibly because the road to it isn't suitable for the heavy trucks and equipment they wish to use it for. BS. Wildrose is a very narrow 2 lane road with no street parking allowed because there isn't room. I doubt that our street is intended or suitable for it either, and merely widening it will NOT reinforce the structural integrity in the least. It would be far more reasonable to simply adapt the already wider Lemon Ave route for heavier traffic (and probably about the same cost) that this reckless idea of clearing Wildrose and Bradbury Rd of the natural features we now enjoy as our scenery by uprooting a small forest of trees, flora and fauna and building a 320-foot wall.

4.2.4

I am attaching my letter of objection written on behalf of the residents of our neighborhood to the Bradbury City manager, Kevin Kearney, and imploring you as the civic stewards of our city and neighborhoods to assist and advocate with the citizens of Monrovia to stop this cruel and invasive plan to permanently blight our neighborhood from going forward.

4.2.5

Sincerely,

David E. Pilcher, CPCU, ARM, AIC, AAI
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626 533 5679
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david@davidpilcher.com

Response to Comment 4.2.1: The commenter expresses opposition to the City's Notice of Intent (NOI) on behalf of the Monrovia residents and homeowners directly impacted by the proposed Project. The opposition is regarding proposed removal of up to 46 mature and historic trees, including native Oak and other native flora as a result of grading that would occur on the north slope of Wildrose Avenue. The commenter states removal of existing vegetation and replacement with widened roadway and a retaining wall 320 feet in length and 5 to 13 feet above the road would disrupt the bucolic character of the neighborhood. The Project is considered ill-conceived and completely unnecessary.

The Project IS/MND discusses impacts to quality and character of the Project site in Section 1, Aesthetics, under threshold c). Because the Project is considered within an urbanized area, impacts to quality and character are determined by the Project's consistency with applicable zoning and regulations governing scenic quality, as specified within the CEQA Guidelines Appendix G thresholds. The Project would result in the removal of trees, and therefore, the City would be subject to Chapter 118 of the City's Municipal Code, which requires completion and approval of a tree removal permit (and planting plan as necessary) by the City's Planning Commission prior to removal of the trees. As discussed under Response 1 c) of the Draft IS/MND, the Project would comply with the City's tree ordinance and Design Guidelines (1995) for landscaping as applicable. Construction of a retaining wall would be necessary to reinforce the existing slope adjacent to the roadway. The Project would be consistent with the applicable zoning and design standards for the Project site, which includes the Caltrans HDM and SPPWC. Response 1 c) was revised to specify the Project would comply with Caltrans HDM and SPPWC engineering standards. Therefore, the Project would have a less than significant impact on visual character and quality of public views of the site and its surroundings.

Response to Comment 4.2.2: The comment states that the Project is within the City of Bradbury and directly across the street and visible from Bradoaks (Monrovia) residences. The commenter states that the Project would completely change the character of the neighborhood from a scenic drive, trafficked by dog walkers, joggers, cyclists, and motorists to the appearance of a freeway on/off ramp. The commenter explains the Project would ruin a substantial part of the Bradoaks charm that drew residents to the area.

As discussed under Section 1, Aesthetics, thresholds a) and b), the Project is not within a designated scenic vista or highway within the City of Bradbury or Monrovia. As discussed above, the Project IS/MND discusses impacts to visual character and quality of public views of the Project site in Section 1, Aesthetics, under threshold c). Because the Project is considered within an urbanized area, impacts to quality and character are determined by the Project's consistency with applicable zoning and regulations governing scenic quality, as specified within the CEQA Guidelines Appendix G thresholds. The applicable zoning and regulations considered for the Project include the City of Bradbury design standards and ordinances included within the City's Municipal Code and the City's Design Guidelines, as applicable. As determined within the IS/MND, the Project would comply with applicable zoning and regulations governing scenic quality, and therefore, would have a less than significant impact on visual character and quality of public views of the site and its surroundings.

Response to Comment 4.2.3: The comment states that the Project will increase traffic, specifically heavy trucks. The additional truck traffic would increase diesel exhaust, which would crowd out visitors with dirt and noise and disrupt the current use for cycling, walking, and jogging.

The commenter expresses that the Project would decrease property values due to the loss of peace and enjoyable environs. The Project would impact one of the more scenic areas of Monrovia and have an adverse effect on Monrovia in general. The commenter states the City of Bradbury would be unjustly blight the natural beauty of the Bradoaks community. The comment explains that the City of Bradbury would be gaining a selfish convenience due to implementation of the roadway widening as an entry to the gated Bradbury Estates without giving consideration to the people of Bradoaks and the severe impacts to the City of Monrovia's environment, value, and enjoyment.

The preparation of the Draft IS/MND was conducted pursuant to CEQA Statute and CEQA Guidelines. As discussed under Section 3, Air Quality, of the IS/MND, Bradbury Road currently includes one lane in each direction. Proposed improvements would maintain one lane in each direction, and further, would not be capacity-increasing or growth-inducing. The operational capacity of the roadway would not change; therefore, the operational emissions of the Project would have a net zero change from the existing road.

As discussed under Section 13, Noise, threshold a), the Project site consists of a two-lane roadway (Bradbury Road) in a residential area. Existing noise sources are limited to typical residential activities and traffic along Bradbury Road. The Project would not be capacity-increasing, and therefore, would not result in the addition of traffic-related noise generation sources.

Property values are not included as an environmental topic under CEQA. The preparation of the Draft IS/MND was conducted pursuant to CEQA Statute and CEQA Guidelines. The Project was found to have a less than significant impact with mitigation as specified within Section 4.2, Determination, of the IS/MND. The comment does not raise any other specific issues with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 4.2.4: The commenter expresses outrage that the City of Bradbury has blighted their neighborhood. The comment notes an unused entrance to Bradbury Estates on Lemon Avenue, presumably because the road is unsuitable for heavy trucks and equipment. The commenter states that Wildrose Avenue is a narrow two-lane street that doesn't have room for on-street parking. The commenter suggests that Wildrose is not structurally suitable for heavy trucks and equipment and widening the road will not improve structural suitability. The commenter states that it would be more reasonable to adapt Lemon Avenue to be used as an entrance. This alternative would avoid construction of the proposed retaining wall and clearing the site of natural features, flora, fauna, and a small forest as part of the Project.

The roadway would be constructed according to the design standards of the City of Bradbury and adopted engineering standards, which includes the Caltrans HDM and SPPWC. Response 17 c) was revised to specify the Project would comply with Caltrans HDM and SPPWC engineering standards. The Project (roadway widening) design would be reviewed by the City's Public Works Department for consistency with applicable standards and structural suitability for the existing use. The comment does not raise any other specific issues with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

Response to Comment 4.2.5: The commenter states that they are attaching their comment letter of objection written on behalf of the residents of their neighborhood and have addressed it to, City Manager, Kevin Kearney. The comment requests the City to stop the proposed Project, which would blight their neighborhood.

The comment does not raise any specific issues with the adequacy of the Draft Initial Study Mitigated Negative Declaration (IS/MND). Therefore, no further response is provided.

56 GENERAL REFERENCES

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- EPD Solutions, Inc. 2021. "Construction Air Quality and greenhouse Gas Analysis for the Bradbury Road Widening Project."
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- Hernandez Environmental Services. 2021. "General Biological Assessment for Bradbury Road Extension."
- Natural Resources Conservation Service. 2021. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.
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6.7 DOCUMENT PREPARERS AND CONTRIBUTORS

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CEQA Document Preparer:

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Air Quality, Greenhouse Gas, and Energy Impact Analysis, Appendix A

Environment Planning Development Solutions, Inc.
Alex J. Garber

General Biological Assessment, Appendix B

Hernandez Environmental Services
Elizabeth Gonzalez, Associate Biologist

Tree Survey and Arborist Report, Appendix C

Golden State Land & Tree Assessment
George J Wirtes, MS, RCA #738

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ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: Danielle Thayer
From: Alex J. Garber
Date: 10/27/2021
Re: Construction Air Quality and Greenhouse Gas Analysis for the Bradbury Road Widening Project

This technical memorandum presents an analysis of the Air Quality and Greenhouse Gases (GHG) emissions of the Bradbury Road Widening project in the City of Bradbury. The project would consist of removing and replacing 7,140 square feet (SF) of asphalt/concrete and adding an additional 2,582 SF of asphalt/concrete. In addition to the paving, the project proposes to remove 44 trees. The analysis will compare the Southern California Air Quality Management District (SCAQMD) air quality criteria pollutants¹ and GHG emissions from the construction of the project. No operation was analyzed as the project would not increase the vehicle capacity of the road.

Methodology

As stated previously, the operational capacity of the roadway would not change; therefore, the operational emissions of the project would have a net zero change from the existing road. The construction of the project would include:

- Demolition of the existing road, totaling 490 tons of debris
- Site preparation to remove the trees and other shrubs
- Grading to level the site, which includes 322 cubic yards of export
- Paving for the asphalt and concrete
- Architectural coating for the roadway striping.

The duration of construction would last about 1 month. The changes to the CalEEMod defaults include the following:

- The site preparation phase was extended from one day to five days due to the number of trees needing removal
- The building construction phase was removed as there are no buildings to construct
- All equipment hours were changed to eight hours assuming an eight hour work day
- Acres graded during site preparation were moved to grading as that is when grading would occur
- Applied SCAQMD Rule 1113 which requires Low volatile organic compound (VOC) paints with a maximum of 50gram/liters of VOC

¹ Criteria pollutants are the only air pollutants with national air quality standards that define allowable concentrations of these substances in ambient air. Criteria pollutants include carbon monoxide (CO), oxides of nitrogen (NO_x), sulfur dioxide (SO_x), and particulate matter (PM₁₀ and PM_{2.5}). Note that ozone is another criteria pollutant; however, in terms of defining significance thresholds, ozone is represented as a threshold by its precursor components, oxides of nitrogen (NO_x) and reactive organic gases.

- Applied SCAQMD Rule 403 which requires watering during grading activities to reduce fugitive dust

Construction Air Quality Analysis

SCAQMD has both regional² and localized³ thresholds for development projects. The regional thresholds for development projects, pursuant to the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Significance Thresholds, with daily emissions that exceed any of the indicated thresholds is considered to result in an individually and cumulatively significant air quality impact. The localized thresholds for development projects were derived using the SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Threshold⁴ and Appendix C of the SCAQMD 2008 Final Localized Significance Threshold Methodology (Source Receptor Area (SRA) 9). The thresholds from Appendix C are for one-, two-, or five-acre sites, and distances of sensitive receptors for 25 to 500 meters. The closest sensitive receptor from the project is a residence to the west and south along Bradbury Road about 5 meters from the street; therefore, the most restrictive (25 meter) thresholds were used. For construction, approximately 1 acre is anticipated to be graded per day; therefore, the thresholds for 1 acre were used. Table 1 presents the SCAQMD regional significance thresholds for the criteria pollutants⁵.

Table 1. SCAQMD Construction Emissions Significance Thresholds

Air Pollutant	Maximum Daily Emissions (pounds/day)	Maximum Daily Emissions (pounds/day)
	Regional	Local (SRA 9)
ROGs	75	-
NO _x	100	89
CO	550	623
SO ₂	150	-
PM ₁₀	150	5
PM _{2.5}	55	3

Source: SCAQMD Air Quality Significance Thresholds Revision April 2019, SCAQMD Final Localized Significance Threshold Methodology 2008

The estimated regional construction emissions can be found in Table 2, and the estimated local construction emissions can be found in Table 3. The regional emissions include the estimated project emissions that would be generated from onsite sources (such as off-road construction equipment and fugitive dust) and offsite sources (vehicle travel leaving and arriving at the site), while the local emissions are only onsite sources. As shown in Table 2 and Table 3, the project would have less than significant regional air quality impacts.

² SCAQMD Air Quality Significance Thresholds Revision April 2019: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

³ SCAQMD 2008: Final Localized Significance Threshold Methodology. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-1st-methodology-document.pdf>

⁴ SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2od-guidance.pdf> (aqmd.gov)

⁵ SCAQMD Air Quality Significance Thresholds Revision April 2019: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

Table 2. Regional Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM-10	PM-2.5
2022						
Demolition	1.6	15.8	12.3	0.0	1.4	0.8
Site Prep	0.6	6.9	4.2	0.0	0.3	0.3
Grading	1.5	19.2	8.6	0.0	3.9	2.1
Paving	1.0	7.0	8.9	0.0	0.5	0.4
Architectural Coating	0.6	1.9	2.5	0.0	0.1	0.1
Maximum Daily Emissions	1.6	19.2	12.3	0.0	3.9	2.1
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Table 3. Localized Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO _x	CO	PM-10	PM-2.5
2022				
Demolition	14.9	11.7	1.2	0.8
Site Prep	6.9	4.0	0.3	0.2
Grading	15.7	7.5	3.4	2.0
Paving	7.0	8.2	0.3	0.3
Architectural Coating	1.9	2.4	0.1	0.1
Maximum Daily Emissions	15.7	11.7	3.4	2.0
SCAQMD Significance Thresholds	89	623	5	3
Threshold Exceeded?	No	No	No	No

Energy

The State CEQA Guidelines do not have specific thresholds for Energy consumption. Rather, the question in Appendix G: VI Energy (a) asks, “[Does the proposed project] Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?”. Therefore, for the purpose of this analysis, a significant impact would occur if:

- The Project design and/or location encourages wasteful, inefficient, and unnecessary consumption of energy, especially fossil fuels such as coal, natural gas, and petroleum, as well as the use of fuel by vehicles anticipated to travel to and from the project.

The following assumptions were used to calculate the energy consumption of the proposed project:

- The project’s construction energy consumption would be provided by Southern California Edison Company.
- Construction equipment fuel consumption derived from ARB Offroad2017 emission model
- Fuel Consumption from vehicle travel derived from ARB EMFAC2017 emission model
- Electrical and natural gas usage derived from the CalEEMod model

Construction

Electricity and Natural Gas Usage:

The electric power used would be for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers. Natural gas is not anticipated to be needed for construction activities.

Petroleum Fuel Usage:

The construction equipment associated with construction activities (off-road/heavy duty vehicles) would rely on diesel fuel as would vendor and haul trucks involved in delivering building materials and removing the demolition debris from the project site. Construction workers would travel to and from the project site throughout the duration of construction, and for a conservative analysis it is assumed that construction workers would travel in gasoline-powered passenger vehicles.

Table 4: *Construction Equipment Fuel Usage*, used the total fuel consumption and horsepower-hour data contained within the ARB OffRoad2017 emission model for specific types of diesel construction equipment. It should be noted that the total fuel consumption is a conservative analysis and would likely overstate the amount of fuel usage, as specific construction equipment is not expected to operate during the duration of the construction activity (i.e. crane). Table 5: *Estimate Project Vehicle Fuel Usage*, summarizes the project's construction vehicle fuel usage based on vehicle miles traveled and fuel usage factors contained in the ARB EMFAC2017. The trips included are worker vehicles, vendor vehicles, and haul vehicles. Table 6: *Total Construction Fuel Usage*, shows the overall fuel consumption for construction of the proposed project.

As seen in Table 6, the project construction would consume 994 gallons of diesel fuel and 125 gallons of gasoline. The proposed construction has no unusual characteristics that would make the construction fuel and energy consumption associated with construction of the project less efficient compared with other similar construction sites throughout the state. The consumption would also be temporary and localized. Therefore, the construction of the project would result in a less than significant impact for inefficient, wasteful, or unnecessary energy use, and no mitigation would be required.

Table 4. Construction Equipment Fuel Usage

Activity	Equipment	Number	Hours per day	Horsepower	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition	Concrete/Industrial Saws	1	8	81	0.73	10	4730	0.041910092	198
	Rubber Tired Dozers	1	8	247	0.4	10	7904	0.02058395	163
	Tractors/Loaders/Backhoes	1	8	97	0.37	10	2871	0.019134328	64
Site Preparation	Graders	1	8	187	0.41	5	3067	0.021157546	65
	Tractors/Loaders/Backhoes	1	8	97	0.37	5	1436	0.019134328	27
Grading	Rubber Tired Dozers	1	8	247	0.4	2	1581	0.02058395	33
	Graders	1	8	187	0.41	2	1227	0.021157546	26
	Tractors/Loaders/Backhoes	1	8	97	0.37	2	574	0.019134328	11
Paving	Pavers	1	8	130	0.42	5	2184	0.021518869	47
	Rollers	1	8	80	0.38	5	1216	0.019841433	24
	Tractors/Loaders/Backhoes	1	8	97	0.37	5	1436	0.019134328	27
Architectural Coating	Air Compressors	1	8	78	0.48	5	1498	0.027625227	41
Total									726

Table 5. Estimated Construction Vehicle Fuel Usage

Construction Source	Number	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	88	1,760	6.57	268	0
Worker Vehicles	42	3,469	27.75	0	125
Total				1,323	125

Table 6. Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	268	125
Off-road Construction Equipment	726	0
Total	994	125

Greenhouse Gas Analysis

The construction of the proposed project involves emissions of CO₂ and other greenhouse gasses. For the purpose of this analysis, all GHG emissions are calculated CO₂ equivalents (CO₂e), as reported by CalEEMod and utilized by SCAQMD. The SCAQMD 2010 Minutes of the GHG CEQA Significance Threshold Stakeholder Working Group #15 methodology was used to determine the projects impact to GHG. To analyze construction GHG emissions, the total CO₂e emissions were amortized over 30 years, and added to the operational emissions of the project. The total construction emissions are estimated to be 21 MTCO₂e. Since the project would not increase roadway capacity, the increased operational GHG emissions would be zero. Table 7 shows the proposed project's GHG emissions from the construction and operation. As seen in Table 7, the GHG emissions of the proposed project is estimated to be 1 MTCO₂e. Therefore, the proposed project would have a negligible impact on GHG emissions.

Table 7. Existing Total GHG Emissions

Activity	Annual GHG Emissions (MTCO ₂ e)
Construction Amortized over 30 Years	1
Operation	0
Total Emissions	1
Significance Threshold	3,000
Threshold Exceeded?	No

If you have any questions about this analysis, please contact me at (717) 756-1997 or at alex@epdsolutions.com.

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Bradbury Road Widening Construciton

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	9.72	1000sqft	0.22	9,722.00	0
Other Non-Asphalt Surfaces	2.35	1000sqft	0.05	2,353.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Project does not include any buildings. Site prep extended to account for the removal of trees.

Off-road Equipment - Assumed 8hr work day.

Grading - All grading to take place durring the grading phase.

Demolition -

Architectural Coating - SCAQMD Rule 1113

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Consumer Products - Construction analysis only.

Area Coating - Construction analysis only.

Landscape Equipment - Construction analysis only.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	1.00	5.00
tblConstructionPhase	PhaseEndDate	4/14/2022	7/7/2022
tblConstructionPhase	PhaseEndDate	11/8/2021	6/14/2022
tblConstructionPhase	PhaseEndDate	11/11/2021	6/23/2022
tblConstructionPhase	PhaseEndDate	4/7/2022	6/30/2022
tblConstructionPhase	PhaseEndDate	11/9/2021	6/21/2022
tblConstructionPhase	PhaseStartDate	4/8/2022	7/1/2022
tblConstructionPhase	PhaseStartDate	10/26/2021	6/1/2022
tblConstructionPhase	PhaseStartDate	11/10/2021	6/22/2022
tblConstructionPhase	PhaseStartDate	4/1/2022	6/24/2022
tblConstructionPhase	PhaseStartDate	11/9/2021	6/15/2022
tblConsumerProducts	ROG_EF	1.98E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-11
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblGrading	AcresOfGrading	0.50	0.00
tblGrading	MaterialExported	0.00	322.00
tblLandscapeEquipment	NumberSummerDays	250	1

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tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00

2.0 Emissions Summary

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/14/2022	5	10	
2	Site Preparation	Site Preparation	6/15/2022	6/21/2022	5	5	
3	Grading	Grading	6/22/2022	6/23/2022	5	2	

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4	Paving	Paving	6/24/2022	6/30/2022	5	5
5	Architectural Coating	Architectural Coating	7/1/2022	7/7/2022	5	5

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2

Acres of Paving: 0.27

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 725 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	8.00	78	0.48
Paving	Cement and Mortar Mixers	4	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	1	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	48.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

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Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.2400e-003	0.0000	5.2400e-003	7.9000e-004	0.0000	7.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6200e-003	0.0747	0.0586	1.1000e-004		3.7400e-003	3.7400e-003		3.5000e-003	3.5000e-003	0.0000	9.1724	9.1724	2.2400e-003	0.0000	9.2285
Total	7.6200e-003	0.0747	0.0586	1.1000e-004	5.2400e-003	3.7400e-003	8.9800e-003	7.9000e-004	3.5000e-003	4.2900e-003	0.0000	9.1724	9.1724	2.2400e-003	0.0000	9.2285

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3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1000e-004	4.2500e-003	9.5000e-004	1.0000e-005	4.1000e-004	3.0000e-005	4.4000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.4824	1.4824	8.0000e-005	2.4000e-004	1.5545
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.8500e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4506	0.4506	1.0000e-005	1.0000e-005	0.4546
Total	2.8000e-004	4.3900e-003	2.8000e-003	1.0000e-005	9.6000e-004	3.0000e-005	9.9000e-004	2.6000e-004	3.0000e-005	2.9000e-004	0.0000	1.9330	1.9330	9.0000e-005	2.5000e-004	2.0091

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.0400e-003	0.0000	2.0400e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6200e-003	0.0747	0.0586	1.1000e-004		3.7400e-003	3.7400e-003		3.5000e-003	3.5000e-003	0.0000	9.1724	9.1724	2.2400e-003	0.0000	9.2285
Total	7.6200e-003	0.0747	0.0586	1.1000e-004	2.0400e-003	3.7400e-003	5.7800e-003	3.1000e-004	3.5000e-003	3.8100e-003	0.0000	9.1724	9.1724	2.2400e-003	0.0000	9.2285

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3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1000e-004	4.2500e-003	9.5000e-004	1.0000e-005	4.1000e-004	3.0000e-005	4.4000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.4824	1.4824	8.0000e-005	2.4000e-004	1.5545
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.8500e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4506	0.4506	1.0000e-005	1.0000e-005	0.4546
Total	2.8000e-004	4.3900e-003	2.8000e-003	1.0000e-005	9.6000e-004	3.0000e-005	9.9000e-004	2.6000e-004	3.0000e-005	2.9000e-004	0.0000	1.9330	1.9330	9.0000e-005	2.5000e-004	2.0091

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4500e-003	0.0173	9.9000e-003	2.0000e-005		6.4000e-004	6.4000e-004		5.9000e-004	5.9000e-004	0.0000	2.1376	2.1376	6.9000e-004	0.0000	2.1549
Total	1.4500e-003	0.0173	9.9000e-003	2.0000e-005	0.0000	6.4000e-004	6.4000e-004	0.0000	5.9000e-004	5.9000e-004	0.0000	2.1376	2.1376	6.9000e-004	0.0000	2.1549

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3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1127	0.1127	0.0000	0.0000	0.1137
Total	4.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1127	0.1127	0.0000	0.0000	0.1137

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4500e-003	0.0173	9.9000e-003	2.0000e-005		6.4000e-004	6.4000e-004		5.9000e-004	5.9000e-004	0.0000	2.1376	2.1376	6.9000e-004	0.0000	2.1549
Total	1.4500e-003	0.0173	9.9000e-003	2.0000e-005	0.0000	6.4000e-004	6.4000e-004	0.0000	5.9000e-004	5.9000e-004	0.0000	2.1376	2.1376	6.9000e-004	0.0000	2.1549

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1127	0.1127	0.0000	0.0000	0.1137
Total	4.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1127	0.1127	0.0000	0.0000	0.1137

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.1000e-003	0.0000	7.1000e-003	3.4300e-003	0.0000	3.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4200e-003	0.0157	7.5400e-003	2.0000e-005		6.7000e-004	6.7000e-004		6.2000e-004	6.2000e-004	0.0000	1.6053	1.6053	5.2000e-004	0.0000	1.6183
Total	1.4200e-003	0.0157	7.5400e-003	2.0000e-005	7.1000e-003	6.7000e-004	7.7700e-003	3.4300e-003	6.2000e-004	4.0500e-003	0.0000	1.6053	1.6053	5.2000e-004	0.0000	1.6183

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.5400e-003	7.9000e-004	1.0000e-005	3.4000e-004	2.0000e-005	3.7000e-004	9.0000e-005	2.0000e-005	1.2000e-004	0.0000	1.2353	1.2353	7.0000e-005	2.0000e-004	1.2954
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0727
Total	1.2000e-004	3.5600e-003	1.0900e-003	1.0000e-005	4.3000e-004	2.0000e-005	4.6000e-004	1.1000e-004	2.0000e-005	1.4000e-004	0.0000	1.3074	1.3074	7.0000e-005	2.0000e-004	1.3681

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7700e-003	0.0000	2.7700e-003	1.3400e-003	0.0000	1.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4200e-003	0.0157	7.5400e-003	2.0000e-005		6.7000e-004	6.7000e-004		6.2000e-004	6.2000e-004	0.0000	1.6053	1.6053	5.2000e-004	0.0000	1.6183
Total	1.4200e-003	0.0157	7.5400e-003	2.0000e-005	2.7700e-003	6.7000e-004	3.4400e-003	1.3400e-003	6.2000e-004	1.9600e-003	0.0000	1.6053	1.6053	5.2000e-004	0.0000	1.6183

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.5400e-003	7.9000e-004	1.0000e-005	3.4000e-004	2.0000e-005	3.7000e-004	9.0000e-005	2.0000e-005	1.2000e-004	0.0000	1.2353	1.2353	7.0000e-005	2.0000e-004	1.2954
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0727
Total	1.2000e-004	3.5600e-003	1.0900e-003	1.0000e-005	4.3000e-004	2.0000e-005	4.6000e-004	1.1000e-004	2.0000e-005	1.4000e-004	0.0000	1.3074	1.3074	7.0000e-005	2.0000e-004	1.3681

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0174	0.0205	3.0000e-005		8.7000e-004	8.7000e-004		8.1000e-004	8.1000e-004	0.0000	2.7503	2.7503	7.9000e-004	0.0000	2.7700
Paving	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.2200e-003	0.0174	0.0205	3.0000e-005		8.7000e-004	8.7000e-004		8.1000e-004	8.1000e-004	0.0000	2.7503	2.7503	7.9000e-004	0.0000	2.7700

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0174	0.0205	3.0000e-005		8.7000e-004	8.7000e-004		8.1000e-004	8.1000e-004	0.0000	2.7503	2.7503	7.9000e-004	0.0000	2.7700
Paving	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.2200e-003	0.0174	0.0205	3.0000e-005		8.7000e-004	8.7000e-004		8.1000e-004	8.1000e-004	0.0000	2.7503	2.7503	7.9000e-004	0.0000	2.7700

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	4.6900e-003	6.0500e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	0.8511	0.8511	6.0000e-005	0.0000	0.8525
Total	1.5200e-003	4.6900e-003	6.0500e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	0.8511	0.8511	6.0000e-005	0.0000	0.8525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0225	0.0225	0.0000	0.0000	0.0227
Total	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0225	0.0225	0.0000	0.0000	0.0227

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	4.6900e-003	6.0500e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	0.8511	0.8511	6.0000e-005	0.0000	0.8525
Total	1.5200e-003	4.6900e-003	6.0500e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	0.8511	0.8511	6.0000e-005	0.0000	0.8525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0225	0.0225	0.0000	0.0000	0.0227
Total	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0225	0.0225	0.0000	0.0000	0.0227

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Other Non-Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Bradbury Road Widening Construciton - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

Bradbury Road Widening Construciton - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

Bradbury Road Widening Construciton - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Bradbury Road Widening Construciton - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Bradbury Road Widening Construcion
Los Angeles-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	9.72	1000sqft	0.22	9,722.00	0
Other Non-Asphalt Surfaces	2.35	1000sqft	0.05	2,353.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Project does not include any buildings. Site prep extended to account for the removal of trees.

Off-road Equipment - Assumed 8hr work day.

Grading - All grading to take place durring the grading phase.

Demolition -

Architectural Coating - SCAQMD Rule 1113

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Consumer Products - Construction analysis only.

Area Coating - Construction analysis only.

Landscape Equipment - Construction analysis only.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	1.00	5.00
tblConstructionPhase	PhaseEndDate	4/14/2022	7/7/2022
tblConstructionPhase	PhaseEndDate	11/8/2021	6/14/2022
tblConstructionPhase	PhaseEndDate	11/11/2021	6/23/2022
tblConstructionPhase	PhaseEndDate	4/7/2022	6/30/2022
tblConstructionPhase	PhaseEndDate	11/9/2021	6/21/2022
tblConstructionPhase	PhaseStartDate	4/8/2022	7/1/2022
tblConstructionPhase	PhaseStartDate	10/26/2021	6/1/2022
tblConstructionPhase	PhaseStartDate	11/10/2021	6/22/2022
tblConstructionPhase	PhaseStartDate	4/1/2022	6/24/2022
tblConstructionPhase	PhaseStartDate	11/9/2021	6/15/2022
tblConsumerProducts	ROG_EF	1.98E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-11
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblGrading	AcresOfGrading	0.50	0.00
tblGrading	MaterialExported	0.00	322.00
tblLandscapeEquipment	NumberSummerDays	250	1

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00

2.0 Emissions Summary

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005	0.0000	2.8200e-003

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005	0.0000	2.8200e-003

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/14/2022	5	10	
2	Site Preparation	Site Preparation	6/15/2022	6/21/2022	5	5	
3	Grading	Grading	6/22/2022	6/23/2022	5	2	
4	Paving	Paving	6/24/2022	6/30/2022	5	5	
5	Architectural Coating	Architectural Coating	7/1/2022	7/7/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2

Acres of Paving: 0.27

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 725 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	8.00	78	0.48
Paving	Cement and Mortar Mixers	4	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Rollers	1	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	48.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.0486	0.0000	1.0486	0.1588	0.0000	0.1588			0.0000			0.0000
Off-Road	1.5242	14.9461	11.7226	0.0210		0.7478	0.7478		0.7000	0.7000		2,022.1779	2,022.1779	0.4947		2,034.5445
Total	1.5242	14.9461	11.7226	0.0210	1.0486	0.7478	1.7963	0.1588	0.7000	0.8587		2,022.1779	2,022.1779	0.4947		2,034.5445

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0224	0.8062	0.1880	2.9800e-003	0.0840	5.9900e-003	0.0900	0.0230	5.7300e-003	0.0288		326.7723	326.7723	0.0174	0.0519	342.6565
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
Total	0.0570	0.8314	0.5816	4.0000e-003	0.1958	6.7100e-003	0.2025	0.0527	6.3900e-003	0.0591		430.1165	430.1165	0.0202	0.0544	446.8168

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4089	0.0000	0.4089	0.0619	0.0000	0.0619			0.0000			0.0000
Off-Road	1.5242	14.9461	11.7226	0.0210		0.7478	0.7478		0.7000	0.7000	0.0000	2,022.1779	2,022.1779	0.4947		2,034.5445
Total	1.5242	14.9461	11.7226	0.0210	0.4089	0.7478	1.1567	0.0619	0.7000	0.7619	0.0000	2,022.1779	2,022.1779	0.4947		2,034.5445

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0224	0.8062	0.1880	2.9800e-003	0.0840	5.9900e-003	0.0900	0.0230	5.7300e-003	0.0288		326.7723	326.7723	0.0174	0.0519	342.6565
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
Total	0.0570	0.8314	0.5816	4.0000e-003	0.1958	6.7100e-003	0.2025	0.0527	6.3900e-003	0.0591		430.1165	430.1165	0.0202	0.0544	446.8168

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.0000	0.2573	0.2573	0.0000	0.2367	0.2367		942.5179	942.5179	0.3048		950.1386

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0173	0.0126	0.1968	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		51.6721	51.6721	1.4100e-003	1.2500e-003	52.0801
Total	0.0173	0.0126	0.1968	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		51.6721	51.6721	1.4100e-003	1.2500e-003	52.0801

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.0000	0.2573	0.2573	0.0000	0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0173	0.0126	0.1968	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		51.6721	51.6721	1.4100e-003	1.2500e-003	52.0801
Total	0.0173	0.0126	0.1968	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		51.6721	51.6721	1.4100e-003	1.2500e-003	52.0801

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1008	0.0000	7.1008	3.4275	0.0000	3.4275			0.0000			0.0000
Off-Road	1.4168	15.7269	7.5417	0.0183		0.6747	0.6747		0.6207	0.6207		1,769.553 2	1,769.553 2	0.5723		1,783.861 0
Total	1.4168	15.7269	7.5417	0.0183	7.1008	0.6747	7.7755	3.4275	0.6207	4.0482		1,769.553 2	1,769.553 2	0.5723		1,783.861 0

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0932	3.3590	0.7832	0.0124	0.3501	0.0250	0.3750	0.0960	0.0239	0.1199		1,361.551 2	1,361.551 2	0.0723	0.2160	1,427.735 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	0.1209	3.3792	1.0981	0.0133	0.4395	0.0255	0.4650	0.1197	0.0244	0.1441		1,444.226 5	1,444.226 5	0.0746	0.2180	1,511.063 6

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7693	0.0000	2.7693	1.3367	0.0000	1.3367			0.0000			0.0000
Off-Road	1.4168	15.7269	7.5417	0.0183		0.6747	0.6747		0.6207	0.6207	0.0000	1,769.553 2	1,769.553 2	0.5723		1,783.861 0
Total	1.4168	15.7269	7.5417	0.0183	2.7693	0.6747	3.4440	1.3367	0.6207	1.9574	0.0000	1,769.553 2	1,769.553 2	0.5723		1,783.861 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0932	3.3590	0.7832	0.0124	0.3501	0.0250	0.3750	0.0960	0.0239	0.1199		1,361.551 2	1,361.551 2	0.0723	0.2160	1,427.735 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	0.1209	3.3792	1.0981	0.0133	0.4395	0.0255	0.4650	0.1197	0.0244	0.1441		1,444.226 5	1,444.226 5	0.0746	0.2180	1,511.063 6

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7729	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234		1,212.6660	1,212.6660	0.3478		1,221.3616
Paving	0.1153					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8882	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234		1,212.6660	1,212.6660	0.3478		1,221.3616

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
Total	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7729	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234	0.0000	1,212.6660	1,212.6660	0.3478		1,221.3616
Paving	0.1153					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8882	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234	0.0000	1,212.6660	1,212.6660	0.3478		1,221.3616

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
Total	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.3360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090		375.2641	375.2641	0.0244		375.8749
Total	0.6088	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090		375.2641	375.2641	0.0244		375.8749

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4600e-003	2.5300e-003	0.0394	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		10.3344	10.3344	2.8000e-004	2.5000e-004	10.4160
Total	3.4600e-003	2.5300e-003	0.0394	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		10.3344	10.3344	2.8000e-004	2.5000e-004	10.4160

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.3360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090	0.0000	375.2641	375.2641	0.0244		375.8749
Total	0.6088	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090	0.0000	375.2641	375.2641	0.0244		375.8749

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4600e-003	2.5300e-003	0.0394	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		10.3344	10.3344	2.8000e-004	2.5000e-004	10.4160
Total	3.4600e-003	2.5300e-003	0.0394	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		10.3344	10.3344	2.8000e-004	2.5000e-004	10.4160

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Other Non-Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Unmitigated	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Bradbury Road Widening Construcion

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	9.72	1000sqft	0.22	9,722.00	0
Other Non-Asphalt Surfaces	2.35	1000sqft	0.05	2,353.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Project does not include any buildings. Site prep extended to account for the removal of trees.

Off-road Equipment - Assumed 8hr work day.

Grading - All grading to take place durring the grading phase.

Demolition -

Architectural Coating - SCAQMD Rule 1113

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Consumer Products - Construction analysis only.

Area Coating - Construction analysis only.

Landscape Equipment - Construction analysis only.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	1.00	5.00
tblConstructionPhase	PhaseEndDate	4/14/2022	7/7/2022
tblConstructionPhase	PhaseEndDate	11/8/2021	6/14/2022
tblConstructionPhase	PhaseEndDate	11/11/2021	6/23/2022
tblConstructionPhase	PhaseEndDate	4/7/2022	6/30/2022
tblConstructionPhase	PhaseEndDate	11/9/2021	6/21/2022
tblConstructionPhase	PhaseStartDate	4/8/2022	7/1/2022
tblConstructionPhase	PhaseStartDate	10/26/2021	6/1/2022
tblConstructionPhase	PhaseStartDate	11/10/2021	6/22/2022
tblConstructionPhase	PhaseStartDate	4/1/2022	6/24/2022
tblConstructionPhase	PhaseStartDate	11/9/2021	6/15/2022
tblConsumerProducts	ROG_EF	1.98E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-11
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblGrading	AcresOfGrading	0.50	0.00
tblGrading	MaterialExported	0.00	322.00
tblLandscapeEquipment	NumberSummerDays	250	1

Bradbury Road Widening Construciton - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00

2.0 Emissions Summary

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005	0.0000	2.8200e-003

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005	0.0000	2.8200e-003

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/14/2022	5	10	
2	Site Preparation	Site Preparation	6/15/2022	6/21/2022	5	5	
3	Grading	Grading	6/22/2022	6/23/2022	5	2	
4	Paving	Paving	6/24/2022	6/30/2022	5	5	
5	Architectural Coating	Architectural Coating	7/1/2022	7/7/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2

Acres of Paving: 0.27

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 725 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	8.00	78	0.48
Paving	Cement and Mortar Mixers	4	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Rollers	1	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	48.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.0486	0.0000	1.0486	0.1588	0.0000	0.1588			0.0000			0.0000
Off-Road	1.5242	14.9461	11.7226	0.0210		0.7478	0.7478		0.7000	0.7000		2,022.1779	2,022.1779	0.4947		2,034.5445
Total	1.5242	14.9461	11.7226	0.0210	1.0486	0.7478	1.7963	0.1588	0.7000	0.8587		2,022.1779	2,022.1779	0.4947		2,034.5445

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0218	0.8389	0.1913	2.9800e-003	0.0840	6.0000e-003	0.0900	0.0230	5.7400e-003	0.0288		326.8681	326.8681	0.0173	0.0519	342.7566
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0370	0.0279	0.3614	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
Total	0.0589	0.8668	0.5526	3.9500e-003	0.1958	6.7200e-003	0.2025	0.0527	6.4000e-003	0.0591		424.7484	424.7484	0.0202	0.0545	441.5049

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4089	0.0000	0.4089	0.0619	0.0000	0.0619			0.0000			0.0000
Off-Road	1.5242	14.9461	11.7226	0.0210		0.7478	0.7478		0.7000	0.7000	0.0000	2,022.1779	2,022.1779	0.4947		2,034.5445
Total	1.5242	14.9461	11.7226	0.0210	0.4089	0.7478	1.1567	0.0619	0.7000	0.7619	0.0000	2,022.1779	2,022.1779	0.4947		2,034.5445

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0218	0.8389	0.1913	2.9800e-003	0.0840	6.0000e-003	0.0900	0.0230	5.7400e-003	0.0288		326.8681	326.8681	0.0173	0.0519	342.7566
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0370	0.0279	0.3614	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
Total	0.0589	0.8668	0.5526	3.9500e-003	0.1958	6.7200e-003	0.2025	0.0527	6.4000e-003	0.0591		424.7484	424.7484	0.0202	0.0545	441.5049

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.0000	0.2573	0.2573	0.0000	0.2367	0.2367		942.5179	942.5179	0.3048		950.1386

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0185	0.0140	0.1807	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		48.9402	48.9402	1.4200e-003	1.3400e-003	49.3742
Total	0.0185	0.0140	0.1807	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		48.9402	48.9402	1.4200e-003	1.3400e-003	49.3742

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.0000	0.2573	0.2573	0.0000	0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0185	0.0140	0.1807	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		48.9402	48.9402	1.4200e-003	1.3400e-003	49.3742
Total	0.0185	0.0140	0.1807	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		48.9402	48.9402	1.4200e-003	1.3400e-003	49.3742

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1008	0.0000	7.1008	3.4275	0.0000	3.4275			0.0000			0.0000
Off-Road	1.4168	15.7269	7.5417	0.0183		0.6747	0.6747		0.6207	0.6207		1,769.553 2	1,769.553 2	0.5723		1,783.861 0
Total	1.4168	15.7269	7.5417	0.0183	7.1008	0.6747	7.7755	3.4275	0.6207	4.0482		1,769.553 2	1,769.553 2	0.5723		1,783.861 0

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0909	3.4953	0.7970	0.0124	0.3501	0.0250	0.3751	0.0960	0.0239	0.1199		1,361.950 3	1,361.950 3	0.0722	0.2161	1,428.152 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	0.1206	3.5176	1.0861	0.0132	0.4395	0.0256	0.4651	0.1197	0.0245	0.1441		1,440.254 6	1,440.254 6	0.0745	0.2182	1,507.151 2

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7693	0.0000	2.7693	1.3367	0.0000	1.3367			0.0000			0.0000
Off-Road	1.4168	15.7269	7.5417	0.0183		0.6747	0.6747		0.6207	0.6207	0.0000	1,769.553 2	1,769.553 2	0.5723		1,783.861 0
Total	1.4168	15.7269	7.5417	0.0183	2.7693	0.6747	3.4440	1.3367	0.6207	1.9574	0.0000	1,769.553 2	1,769.553 2	0.5723		1,783.861 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0909	3.4953	0.7970	0.0124	0.3501	0.0250	0.3751	0.0960	0.0239	0.1199		1,361.950 3	1,361.950 3	0.0722	0.2161	1,428.152 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	0.1206	3.5176	1.0861	0.0132	0.4395	0.0256	0.4651	0.1197	0.0245	0.1441		1,440.254 6	1,440.254 6	0.0745	0.2182	1,507.151 2

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7729	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234		1,212.6660	1,212.6660	0.3478		1,221.3616
Paving	0.1153					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8882	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234		1,212.6660	1,212.6660	0.3478		1,221.3616

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
Total	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7729	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234	0.0000	1,212.6660	1,212.6660	0.3478		1,221.3616
Paving	0.1153					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8882	6.9732	8.2160	0.0133		0.3466	0.3466		0.3234	0.3234	0.0000	1,212.6660	1,212.6660	0.3478		1,221.3616

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
Total	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.3360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090		375.2641	375.2641	0.0244		375.8749
Total	0.6088	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090		375.2641	375.2641	0.0244		375.8749

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-003	2.7900e-003	0.0361	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		9.7880	9.7880	2.8000e-004	2.7000e-004	9.8748
Total	3.7000e-003	2.7900e-003	0.0361	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		9.7880	9.7880	2.8000e-004	2.7000e-004	9.8748

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.3360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090	0.0000	375.2641	375.2641	0.0244		375.8749
Total	0.6088	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090	0.0000	375.2641	375.2641	0.0244		375.8749

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-003	2.7900e-003	0.0361	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		9.7880	9.7880	2.8000e-004	2.7000e-004	9.8748
Total	3.7000e-003	2.7900e-003	0.0361	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		9.7880	9.7880	2.8000e-004	2.7000e-004	9.8748

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Other Non-Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Unmitigated	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003
Total	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6400e-003	2.6400e-003	1.0000e-005		2.8200e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Bradbury Road Widening Construcion - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation



**GENERAL BIOLOGICAL ASSESSMENT
FOR THE
BRADBURY ROAD EXTENSION PROJECT**

**CITY OF BRADBURY
LOS ANGELES COUNTY, CALIFORNIA**

Prepared for:

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Figure 1 – Location Map

Figure 2 – Vicinity Map

Figure 3 – Site Plans

Figure 4 – Habitat Map

Figure 3 – Impacts Map

APPENDICES

Appendix A - Species List

Appendix B - Species Potential List

Appendix C - Site Photographs

Appendix D - Soils Map

1.0 Introduction

HES was contracted by RKA Consulting Group, to prepare a General Biological Assessment (GBA) for the approximate 1.38-acre project area located within the City of Bradbury, Los Angeles, California. The purpose of this GBA is to identify any biological resources that may be present or have the potential to be present on or adjacent to the project area.

1.1 Project Location

The project site is located on Bradbury Road and Wildrose Avenue on the western border of the City of Bradbury adjacent to the City of Monrovia. The project site is bound by Deodar Lane to the north, Winding Oak Lane to the south, single family residential properties to the west, and Bradbury Estates community to the east. Regional access to the project site is available by Interstate 210 (I-210) and I-605 via Mount Olive Drive and Royal Oaks Drive. Specifically, the project area is located within the Azusa (Duarte) land grant in the of the *Azusa* United States Geological Survey (USGS) 7.5' topographic quadrangle (Figure 2, *Vicinity Map*). The center point latitude and longitude for the project area are 34°08'58.4454" N and 117°58'55.6026" W.

1.2 Project Description

The project would widen Bradbury Road (Wildrose Avenue) from 24 feet to 36 feet, maintaining one lane in each direction, from Winding Oak Lane to Deodar Lane. Proposed widening would require right-of-way (ROW) acquisition north of Wildrose Avenue beyond the existing roadway ROW limits. Approximately 7,140 square feet of asphalt concrete pavement would be removed and replaced, and 2,582 square feet of pavement would be added as part of the roadway widening. Several oak trees would be removed as a result of the proposed widening. Existing slopes adjacent to the roadway would be regraded and a new retaining wall would be installed north of Wildrose Avenue. The project would also include associated hardscape and landscaping improvements along the roadway. Refer to Figure 3, *Site Plans*.

2.0 Methodology

2.1 Literature Review

HES conducted a literature review and reviewed aerial photographs and topographic maps of the project location and surrounding areas. The following USGS quads were used to query the California Natural Diversity Database (CNDDDB): *Azusa, Mt. Wilson, El Monte, Baldwin Park, San Dimas, Glendora, Crystal Lake, Waterman Mtn., and Chilao Flat*. Additional resources reviewed during the literature search included the United States Fish and Wildlife (USFWS) Endangered Species Lists, and the California Native Plant Society's (CNPS) Rare plant lists to obtain species information for the project area.

2.2 Field Survey

On August 11, 2021, HES conducted a field survey of the approximate 1.38-acre project area. Ambient temperature at 8:10 AM was 73° Fahrenheit, sunny, with winds ranging from 0 to 2 miles per hour from the southwest. The purpose of the field survey was to document the existing habitat conditions, obtain plant and animal species information, view the surrounding uses, assess the potential for state and federal waters, assess the potential for wildlife movement corridors, and assess for the presence of critical habitat constituent elements.

The 1.38-acre project area was surveyed by walking linear transects approximately 50 feet apart were walked for 100 percent coverage. All species observed were recorded and Global Positioning System (GPS) way points were taken to delineate specific habitat types, species locations, state or federal waters, or any other information that would be useful for the assessment of the project area. A comprehensive list of all plant and wildlife species that were detected during the field survey within the project area is included in Appendix A. Sensitive plant and wildlife species with the potential to occur within the project area are listed in Appendix B. Representative site photographs were taken and are included within Appendix C.

3.0 Existing Conditions and Results

3.1 Environmental Setting

The project area is located within the city of Bradbury in Los Angeles County, California. The project area consists of the existing Bradbury Road alignment, developed areas, and coast live oak woodlands. Onsite elevations range from 617 feet above mean sea-level (AMSL) to 643 AMSL. Surrounding land uses include residential and agricultural development.

3.2 Soils

Two soil classes are identified to occur on the project area by the USDA Web Soil Survey. Onsite mapped soils are described in Table 1.

Table 1
Onsite Soil Types

Unit Name	Unit Symbol	Slope
Urban land-Soboba complex	1006	0 to 5 percent slopes
Urban land-Azuvina-Montebello complex	1138	0 to 5 percent slopes

3.3 Plant and Habitat Communities

The project area contains two habitat types, including 1.09 acre of developed areas and 0.29 acre of Coast live oak woodland habitat (Figure 4, *Habitat Map*). Following is a description of each habitat type:

Developed Areas

The project area contains approximately 1.09 acres of developed areas. These areas include single family residential properties and paved roads. Vegetation in these areas consists of ornamental species including Trailing lantana (*Lantana montevidensis*), Avocado tree (*Persea americana*), paperflower (*Bougainvillea* sp.), and Japanese privet (*Ligustrum japonicum*).

Coast live oak woodland

The project area contains approximately 0.29 acre of coast live oak woodland dominated by coast live oak (*Quercus agrifolia*). Other species noted within this habitat include, laurel sumac (*Malosma*), southern California walnut (*Juglans californica*), and poison oak (*Toxicodendron diversilobum*).

4.0 Sensitive Biological Resources

4.1 Special Status Species

A total of 55 sensitive species of plants and 51 sensitive wildlife species have the potential to be present on, or in the vicinity, of the project area. This includes those listed, or candidates for listing by the USFWS, the California Department of Fish and Wildlife (CDFW), and the CNPS. All habitats with the potential to be used by sensitive species were evaluated during the site visit and a determination has been made for the presence or probability of presence within this report. This section will address those species listed as Candidate, Rare, Threatened, or Endangered under the state and federal endangered species laws. Sensitive species which have a potential to occur will also be discussed in this section. Other special status species are addressed within Appendix B.

4.1.1 *Special Status Plants*

A total of 8 plant species listed as state and/or federal Threatened, Endangered, or Candidate species, or 1B.1 listed plants on the CNPS Rare Plant Inventory have been found to have a potential to exist on the project area, as determined within Appendix B. The site visit was not conducted during the blooming season for the majority of these plant species.

Braunton's milk-vetch

Braunton's milk-vetch (*Astragalus brauntonii*) is a federally listed Endangered species and is ranked 1B.1 in the CNPS Rare Plant Inventory. It is usually found in recently burned or disturbed

areas, usually on sandstone with carbonate layers. It requires shallow soils to defeat pocket gophers and open areas, preferably on hilltops, saddles, or bowls between hills. Its habitat includes chaparral, coastal scrub, valley, and foothill grassland. No habitat for this species is present on the project area. **This species is not present.**

Thread-leaved brodiaea

The thread-leaved brodiaea (*Brodiaea filifolia*) is a federally Threatened, state Endangered and a CNPS 1B.1 listed plant. This species is usually associated with annual grassland and vernal pools and is often surrounded by shrubland habitats. Its habitats include chaparral, cismontane woodlands, coastal sage scrub, valley and foothill grasslands, vernal pools and wetland. No habitat for this species is present on the project area. **This species is not present.**

Southern tarplant

Southern tarplant (*Centromadia parryi ssp. australis*) is ranked 1B.1 in the CNPS Rare Plant Inventory. It is found in marshes and swamps (margins), valley and foothill grassland, vernal pools. No habitat for this species exists on the project area. **This species is not present.**

Parry's spineflower

Parry's spineflower (*Chorizanthe parryi var. parryi*) is ranked 1B.1 in the CNPS Rare Plant Inventory. The species occurs in dry, sandy soils on dry slopes and flats. Its habitat includes coastal scrub, chaparral, cismontane woodland, valley, and foothill grassland. No habitat for this species is present on the project area. **This species is not present.**

Slender-horned spineflower

Slender-horned spineflower (*Dodecahema leptoceras*) is a federally and state listed Endangered species and is ranked 1B.1 in the CNPS Rare Plant Inventory. This species is typically found near flood deposited terraces and washes. Its habitat includes chaparral, cismontane woodland, and coastal scrub (alluvial fan sage scrub). No habitat for this species is present on the project area. **This species is not present.**

San Gabriel Mountains dudleya

San Gabriel Mountains dudleya (*Dudleya densiflora*) is ranked 1B.1 in the CNPS Rare Plant Inventory. It is found in chaparral, coastal scrub, cismontane woodland, lower montane coniferous forest, riparian forest. No habitat for this species is present on the project area. **This species is not present.**

Mesa horkelia

Mesa horkelia (*Horkelia cuneate var. puberula*) is ranked 1B.1 in the CNPS Rare Plant Inventory. It is typically found in sandy or gravelly sites. Its habitat includes chaparral, cismontane woodland,

and coastal scrub. No habitat for this species is present on the project area. **This species is not present.**

Brand's star phacelia

Brand's star phacelia (*Phacelia stellaris*) is ranked 1B.1 in the CNPS Rare Plant Inventory. Its habitat includes coastal dunes and coastal scrub. No habitat for this species is present on the project area. **This species is not present.**

4.1.3 Special Status Wildlife

A total of 13 animal species are listed as threatened, endangered, or candidate species under state and federal endangered species laws, or for special consideration under the California Environmental Quality Act. Following are descriptions of the 13 species and their potential of occurring on the site. (Note: Included in this list are California Species of Special Concern and other sensitive species that are present or have a potential to be present.)

Arroyo Toad

Arroyo Toad (*Anaxyrus californicus*) is a federally listed Endangered species. The most favorable breeding habitat for this species consists of slow-moving shallow pools, nearby sandbars, and adjacent stream terraces. There is no habitat for this species on the project area. **The species is not present.**

Crotch bumble bee

Crotch bumble bee (*Bombus crotchii*) is a state Candidate Endangered species. Its located in coastal California east to the Sierra-Cascade crest and south into Mexico. Its food plan genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*. There is no habitat for this species on the project area. **This species is not present.**

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is a state listed Threatened species. The species favors open grasslands for foraging but also occurs in agricultural settings. They rely on scattered stands of trees near agricultural fields and grasslands for nesting sites. There is no suitable nesting habitat for this species on the project. **The species is not present.**

Santa Ana sucker

Santa Ana sucker (*Catostomus santaanae*) is a federally listed Threatened species. Its habitat includes aquatic and south coast flowing waters. This species prefers sand-rubble-boulder bottoms, cool and clear water, and algae. It is endemic to Los Angeles Basin south coastal streams. The project area does not contain suitable habitat for this species. **This species is not present.**

Western yellow-billed cuckoo

Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federally listed Threatened and state listed Endangered species. This species typically nests in riparian jungles of willows, often mixed with cottonwoods, with a lower story of blackberry, nettles, or wild grape. It is found in riparian forest habitat. The project area does not contain suitable habitat for this species. **This species is not present.**

Southwestern willow flycatcher

Southwestern willow flycatcher (*Empidonax traillii extimus*) is federally and state listed as Endangered. The species breeds in dense riparian habitats along rivers, streams, or other wetlands. Vegetation can be dominated by dense growths of willows, seep willow (*Baccharis* sp.), tamarisk (*Tamarix* sp.) or other large trees. The project does not have suitable habitat for this species. **This species is not present.**

Quino checkerspot butterfly

Quino checkerspot butterfly (*Euphydryas editha quino*) is a federally listed Endangered species. This species is found in sunny openings within grassland, chaparral and coastal sage scrub. The species requires high densities of host/food plants which include, California plantain (*Plantago erecta*), woolly plantain (*P. insularis*), Coulter's snapdragon (*Antirrhinum coulterianum*), Chinese houses (*Collinsia concolor*), and owl's clover (*Castilleja exserta*). No suitable habitat for this species is present on site. **This species is not present.**

California black rail

California black rail (*Laterallus jamaicensis coturniculus*) is state listed as Threatened. The species is found in habitats such as brackish marsh, freshwater marsh, marsh and swamps, salt marshes, and wetlands. They prefer freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. The project does not have suitable habitat for this species. **This species is not present.**

Coastal California gnatcatcher

Coastal California gnatcatcher (*Polioptila californica californica*) is a federally listed Threatened species and CDFW Species of Special Concern. The species range is limited to the California coast and is found only in coastal sage scrub. There is no suitable habitat on site. **This species is not present.**

Foothill yellow-legged frog

Foothill yellow-legged frog (*Rana boylei*) is state listed as Endangered and CDFW Species of Special Concern. This species is found in partly shaded, shallow streams and riffles with a rocky

substrate in a variety of habitats. The project does not have suitable habitat for this species. **This species is not present.**

Southern mountain yellow-legged frog

Southern mountain yellow-legged frog (*Rana muscosa*) is a federally and state listed Endangered species. It is found in aquatic habitat. This species is always encountered within a few feet of water. Tadpoles may require two to four years to complete their aquatic development. The project area does not contain suitable habitat for this species. **This species is not present.**

Bank swallow

Bank swallow (*Riparia riparia*) is a state listed Threatened species. It nests primarily in riparian and other lowland habitats west of the desert. This species requires vertical banks or cliffs with fine-textured or sandy soils near streams, rivers, lakes, or oceans to dig nesting holes. Its habitat includes riparian scrub and riparian woodland. The project area does not have suitable habitat for this species. **This species is not present.**

Least Bell's vireo

Least Bell's vireo (*Vireo bellii pusillus*) is a federal and state listed Endangered species. This species is found in riparian forest, riparian scrub, and riparian woodland. Nesting habitat of this species is restricted to willow and/or mulefat dominated riparian scrub along permanent or nearly permanent streams. The project area does not contain suitable habitat for this species. **This species is not present.**

4.2 Critical Habitat

The project area is not within or adjacent to any federal critical habitat for endangered species.

4.3 Nesting Birds

Migratory non-game native bird species are protected under the federal Migratory Bird Treaty Act. Additionally, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests. Trees and shrubs located on the site can be used by nesting songbirds or raptors during the nesting bird season of February 1 to September 15.

4.4 Wildlife Movement Corridors

Wildlife movement corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations.

The project area is not located within a designated wildlife corridor or linkage. However, the project area was evaluated for its function as a wildlife corridor that species use to move between wildlife habitat zones. The project area consists of developed areas with adjacent coast live oak woodland. No hillsides or riparian areas occur on site. Furthermore, the project area is surrounded by residential development. No wildlife movement corridors are located on site.

4.5 State and Federal Jurisdictional Drainages

The project area does not contain any California Department of Fish and Wildlife (CDFW), United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional water features.

5.0 Project Impacts

5.1 Impacts to Habitats

The project area contains two habitat types, including 1.09 acre of developed areas and 0.29 acre of coast live oak woodland habitat. The proposed project would widen Bradbury Road (Wildrose Avenue) from 24 feet to 36 feet. Implementation of the proposed project would impact approximately 0.65 acre of developed areas and 0.18 acre of coast live oak woodland habitat.

5.3 Migratory Nesting Birds

The project area contains shrubs and trees that can support nesting songbirds or raptors during the nesting bird season of February 1 through September 15. Potential impacts to nesting birds may occur if ground disturbing activities or vegetation removal occur during the bird nesting season. Implementation of the measures identified in the Recommendations section of this report will ensure that potential impacts to nesting birds are less than significant.

5.4 Impacts to Critical Habitat

The project area is not located within designated federal critical habitat. No impacts to critical habitat would occur.

5.5 Impacts to Wildlife Movement Corridors

The project area is not located within a designated wildlife corridor or linkage. However, the project area was evaluated for its function as a wildlife corridor that species use to move between wildlife habitat zones. The project area consists of developed areas with adjacent coast live oak woodland. No hillsides or riparian areas occur on site. Furthermore, the project area is surrounded by residential development. The project site does not contain any wildlife movement corridors. No impacts are expected.

5.6 Conflict with Local Policies or Ordinances Protecting Biological Resources

The project area contains trees that may fall under the Bradbury Development Code, Chapter 118 - Tree Preservation and Protection regulations. Any development project that has the potential to remove prominent and/or significant trees will require a permit and submittal of a tree preservation and planting plan. The proposed project will result in the removal of coast live oak trees; therefore, a permit will be required.

5.7 Conflicts with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan

No impacts to any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation plan are anticipated.

5.8 State and Federal Drainages

The project area does not contain any state or federally jurisdictional water features. No impacts to state and federal drainages would occur.

6.0 Recommendations

Implementation of the following measures will mitigate any potential impacts resulting from project activities.

Nesting Birds

- Project ground disturbing and vegetation clearing activities should occur outside of the bird nesting season of February 1 through September 15;
- If avoidance of ground disturbing and vegetation clearing activities cannot be implemented and these activities will occur during the bird nesting season, a qualified biologist shall conduct pre-construction nesting bird surveys during the nesting bird season within 3 days prior to vegetation removal and/or construction activities; and,
- If active nests are found during nesting bird surveys, they will be flagged and a 500-foot buffer for raptors and a 250-foot buffer for migratory song birds, shall be installed around the nests. The buffers must remain in place until the young have fledged and the nest becomes unoccupied.

7.0 Certification

“CERTIFICATION: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this biological evaluation, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.”

DATE 9/30/2021

SIGNED



PROJECT MANAGER

Fieldwork Performed By:

Elizabeth Gonzalez

Associate Biologist

8.0 References

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FIGURES



Figure 1
 Location Map
 Bradbury Road Extension
 City of Bradbury
 Los Angeles County, California

Legend

 Project Area Boundary



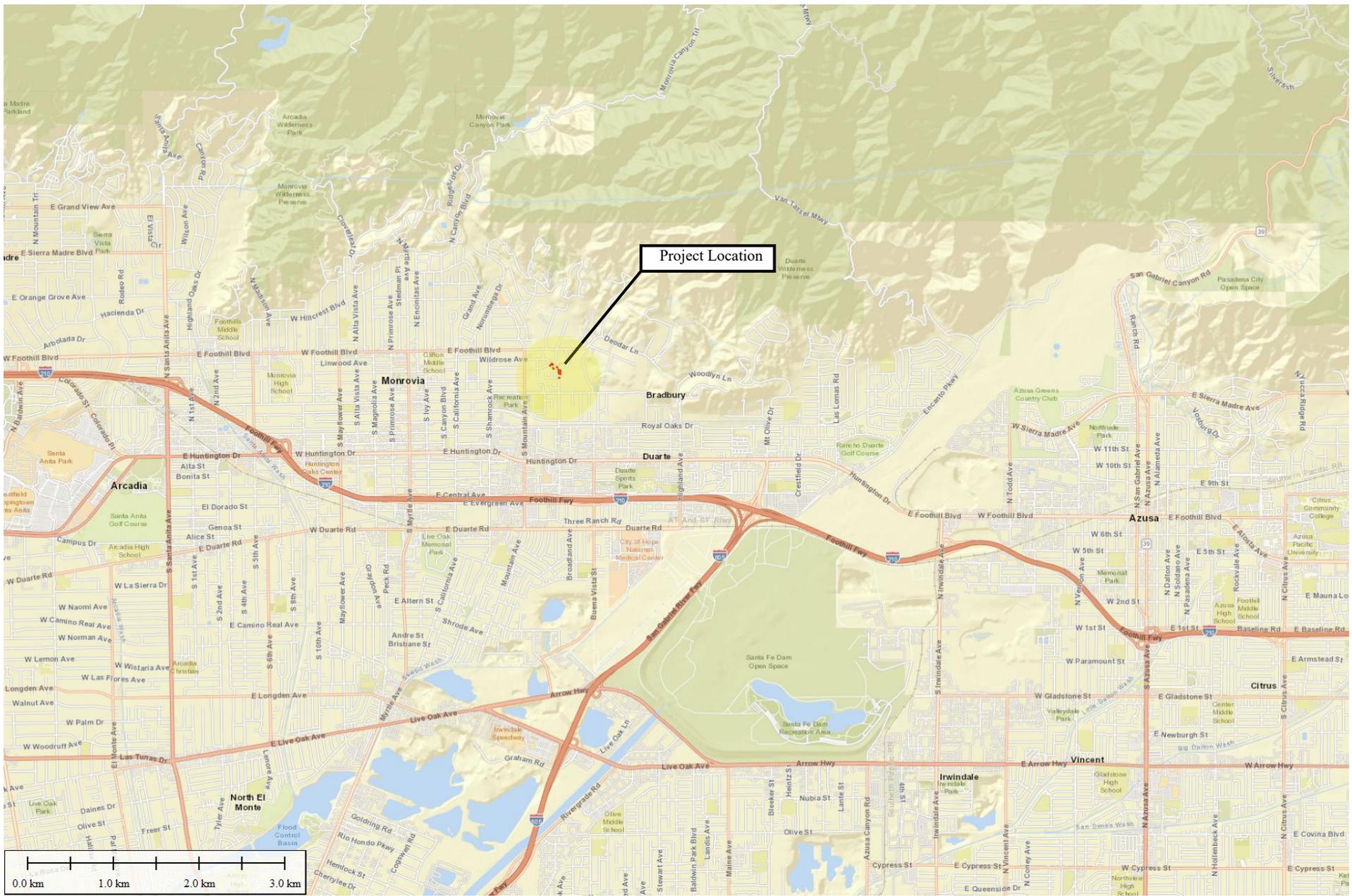
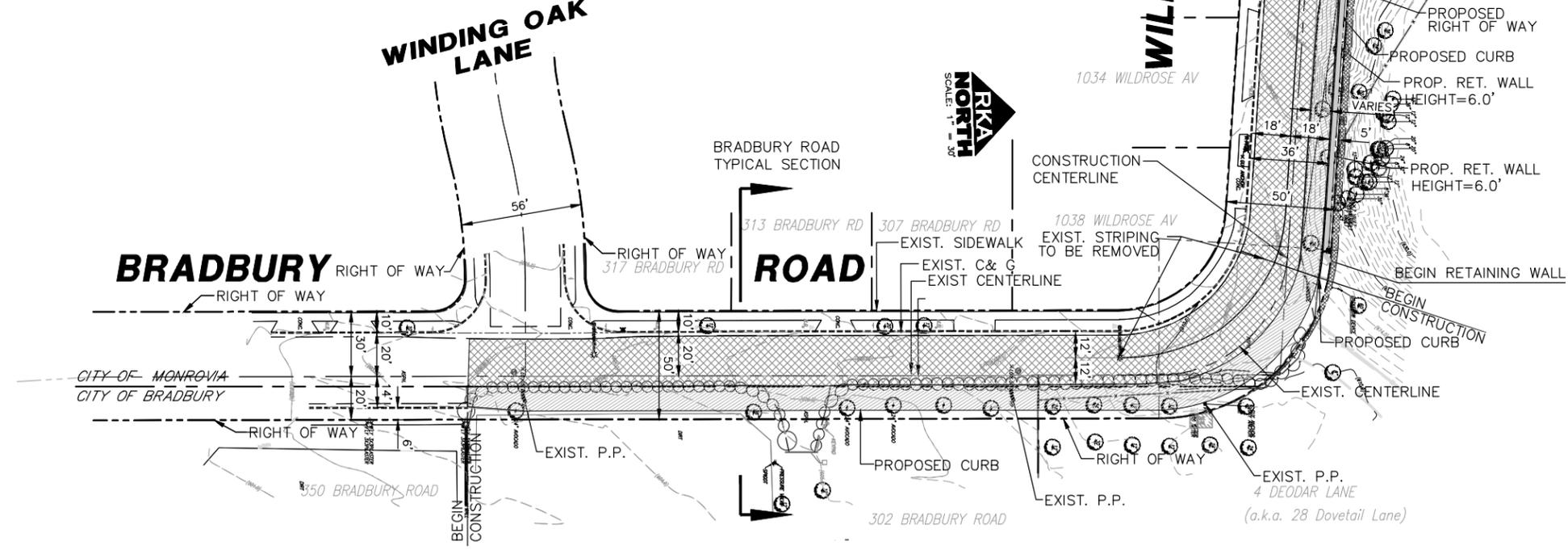
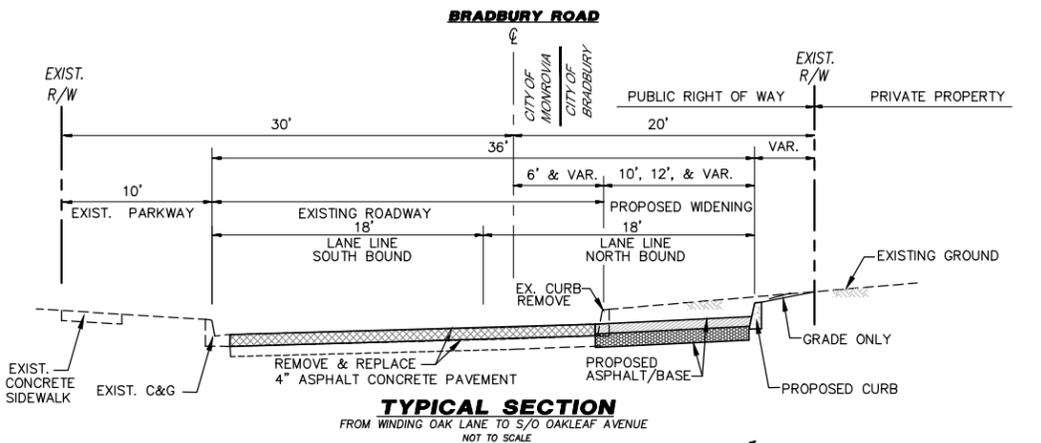
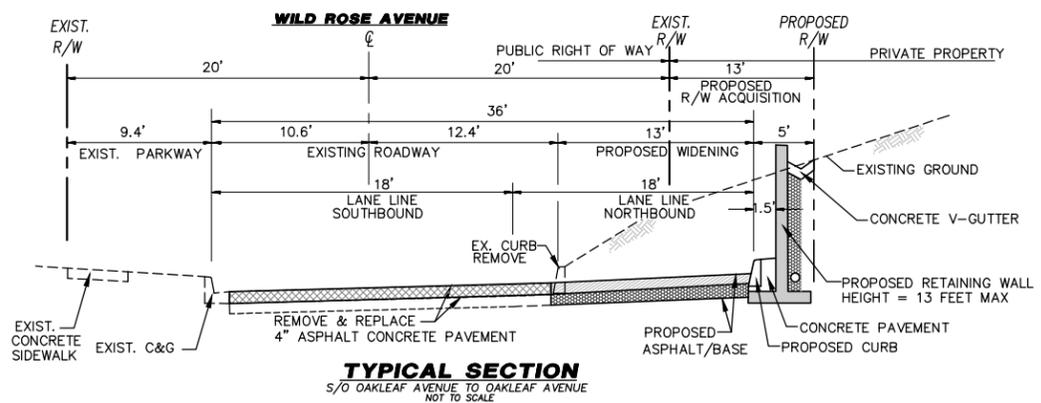


Figure 2
 Vicinity Map
 Bradbury Road Extension
 City of Bradbury
 Los Angeles County, California

Legend

 Project Area Boundary



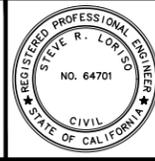


- LEGEND**
- REMOVE AND REPLACE 4" ASPHALT CONCRETE PAVEMENT AREA = 7140 SF
 - PROPOSED STREET WIDENING 4" AC/4" CMB AREA = 2582 SF
 - PROPOSED RETAINING WALL
 - PROPOSED RIGHT-OF-WAY ACQUISITION

DIG ALERT
 CALL BEFORE YOU DIG
 SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIGALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" WILL BE VALID. FOR YOUR DIGALERT ID. NUMBER CALL UNDERGROUND SERVICE ALERT TOLL FREE TWO WORKING DAYS BEFORE YOU DIG.
 1-800-422-4133
 CAUTION: REMEMBER THAT THE USA CENTER NOTIFIES ONLY THOSE UTILITIES BELONGING TO THE CENTER. THERE COULD BE OTHER UTILITIES PRESENT AT THE WORK SITE. THE CENTER WILL INFORM YOU OF WHOM THEY WILL NOTIFY.

DATE	DESCRIPTION	APP'D	DATE

APPROVED BY:
 DOMINIC C. MILANO
 CITY ENGINEER



RKA CONSULTING GROUP
 398 S. LEMON CREEK DRIVE, SUITE E, WALNUT, CA 91789
 (909) 894-9702 • (926) 391-8023 • FAX (909) 894-2658
 WWW.RKAGROUP.COM

STEVE R. LORISO RCE 64701 DATE

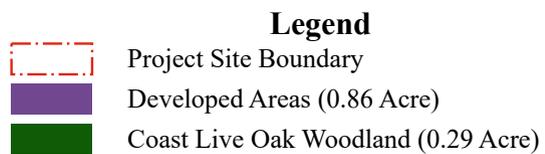
STREET IMPROVEMENT PLANS
 BRADBURY ROAD WIDENING
 WINDING OAK LANE TO OAKLEAF AVENUE

SHEET
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DRAWING NAME: X:\CAD\303035 - BRADBURY ROAD WIDENING\STRADD - PHASE 1 & FILING DESIGNED BY: INITIALS DRAWN BY: INITIALS REVIEWED BY: SCL
 JOB NO.: ### PLAN SET: ###
 PRINT DATE: 12/14/20
 LAST REVISION ON: 12/14/2020 1:04:48 PM Lohm



Figure 4
 Habitat Map
 Bradbury Road Extension
 Los Angeles County, California



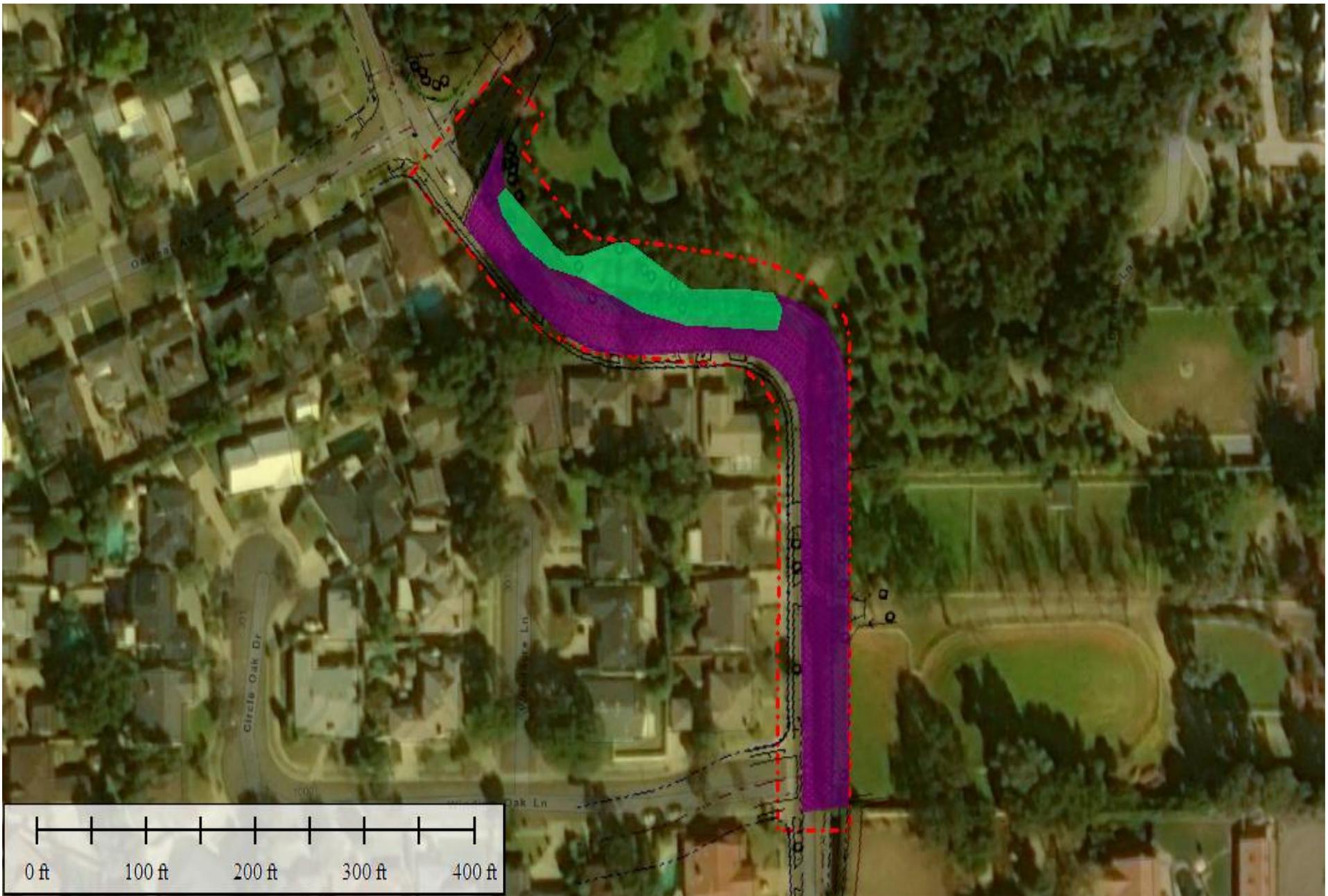


Figure 5
 Impacts Map
 Bradbury Road Extension
 City of Bradbury
 Los Angeles County, California

- Legend**
-  Project Area Boundary
 -  Impacts to Developed Areas (0.65 Acre)
 -  Impacts to Coast Live Oak Woodland (0.18 Acre)



APPENDIX A

Species List

Plant List

<i>Quercus agrifolia</i>	Coast live oak
<i>Toxicodendron diversilobum</i>	Poison oak
<i>Ligustrum</i>	Tree privet
<i>Malosma</i>	Laurel sumac
<i>Lantana montevidensis</i>	Trailing lantana
<i>Persea americana</i>	Avocado tree
<i>Ailanthus altissima</i>	Tree of heaven
<i>Datura stramonium</i>	Jimson weed
<i>Ligustrum japonicum</i>	Japanese privet
<i>Sambucus nigra</i>	Black Elderberry
<i>Ulmus parvifolia</i>	Chinese elm
<i>Platanus</i> sp.	Sycamore tree
<i>Hedera helix</i>	Common ivy
<i>Bougainvillea</i> sp.	Paperflower
<i>Juglans californica</i>	Southern California walnut

Animal List

<i>Mimus polyglottos</i>	Northern mockingbird
<i>Sayornis nigricans</i>	Black Phoebe

APPENDIX B

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Anomobryum julaceum	slender silver moss	Bryophytes	None	None	4.2	Broadleaved upland forest Lower montane coniferous forest North coast coniferous forest	Broadleafed upland forest, lower montane coniferous forest, north coast coniferous forest.	Moss which grows on damp rocks and soil; acidic substrates. Usually seen on roadcuts. 100-1000 m.	No suitable habitat is present on site. This species is not present.
Arctostaphylos glandulosa ssp. gabrielensis	San Gabriel manzanita	Dicots	None	None	1B.2	Chaparral	Chaparral.	Rocky outcrops; can be dominant shrub where it occurs. 960-2015 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Astragalus brauntonii	Braunton's milk-vetch	Dicots	Endangered	None	1B.1	Chaparral Coastal scrub Limestone Valley & foothill grassland	Chaparral, coastal scrub, valley and foothill grassland.	Recent burns or disturbed areas; usually on sandstone with carbonate layers. Soil specialist; requires shallow soils to defeat pocket gophers and open areas, preferably on hilltops, saddles or bowls between hills. 3-640 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Botrychium crenulatum	scalloped moonwort	Ferns	None	None	2B.2	Bog & fen Lower montane coniferous forest Marsh & swamp Meadow & seep Upper montane coniferous forest Wetland	Bogs and fens, meadows and seeps, upper montane coniferous forest, lower montane coniferous forest, marshes and swamps.	Moist meadows, freshwater marsh, and near creeks. 1185-3110 m.	No suitable habitat is present on site. This species is not present.
Brodiaea filifolia	thread-leaved brodiaea	Monocots	Threatened	Endangered	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland Vernal pool Wetland	Chaparral (openings), cismontane woodland, coastal scrub, playas, valley and foothill grassland, vernal pools.	Usually associated with annual grassland and vernal pools; often surrounded by shrubland habitats. Occurs in openings on clay soils. 15-1030 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
California Walnut Woodland	California Walnut Woodland	Woodland	None	None		Cismontane woodland			No suitable habitat is present on site. This species is not present.
Calochortus clavatus var. gracilis	slender mariposa-lily	Monocots	None	None	1B.2	Chaparral Coastal scrub Valley & foothill grassland	Chaparral, coastal scrub, valley and foothill grassland.	Shaded foothill canyons; often on grassy slopes within other habitat. 210-1815 m.	No suitable habitat is present on site. This species is not present.
Calochortus palmeri var. palmeri	Palmer's mariposa-lily	Monocots	None	None	1B.2	Chaparral Lower montane coniferous forest Meadow & seep	Meadows and seeps, chaparral, lower montane coniferous forest.	Vernally moist places in yellow-pine forest, chaparral. 195-2530 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Calochortus plummerae	Plummer's mariposa-lily	Monocots	None	None	4.2	Chaparral Cismontane woodland Coastal scrub Lower montane coniferous forest Valley & foothill grassland	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest.	Occurs on rocky and sandy sites, usually of granitic or alluvial material. Can be very common after fire. 60-2500 m.	No suitable habitat is present on site. This species is not present.
Calochortus striatus	alkali mariposa-lily	Monocots	None	None	1B.2	Chaparral Chenopod scrub Meadow & seep Mojavean desert scrub Wetland	Chaparral, chenopod scrub, Mojavean desert scrub, meadows and seeps.	Alkaline meadows and ephemeral washes. 70-1600m.	No suitable habitat is present on site. This species is not present.
Calochortus weedii var. intermedius	intermediate mariposa-lily	Monocots	None	None	1B.2	Chaparral Coastal scrub Valley & foothill grassland	Coastal scrub, chaparral, valley and foothill grassland.	Dry, rocky calcareous slopes and rock outcrops. 60-1575 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Canyon Live Oak Ravine Forest	Canyon Live Oak Ravine Forest	Riparian	None	None		Riparian forest			Not present
Carex occidentalis	western sedge	Monocots	None	None	2B.3	Lower montane coniferous forest Meadow & seep Wetland	Lower montane coniferous forest, meadows and seeps.	1645-2320 m.	No suitable habitat is present on site. This species is not present.
Castilleja gleasoni	Mt. Gleason paintbrush	Dicots	None	Rare	1B.2	Chaparral Lower montane coniferous forest Pinon & juniper woodlands	Lower montane coniferous forest, chaparral, pinyon and juniper woodland.	On open flats or slopes in granitic soil. Restricted to the San Gabriel Mountains. 975-1950 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Centromadia parryi</i> ssp. <i>australis</i>	southern tarplant	Dicots	None	None	1B.1	Marsh & swamp Salt marsh Valley & foothill grassland Vernal pool Wetland	Marshes and swamps (margins), valley and foothill grassland, vernal pools.	Often in disturbed sites near the coast at marsh edges; also in alkaline soils sometimes with saltgrass. Sometimes on vernal pool margins. 0-975 m.	No suitable habitat is present on site. This species is not present.
<i>Chorizanthe parryi</i> var. <i>parryi</i>	Parry's spineflower	Dicots	None	None	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	Coastal scrub, chaparral, cismontane woodland, valley and foothill grassland.	Dry slopes and flats; sometimes at interface of 2 vegetation types, such as chaparral and oak woodland. Dry, sandy soils. 90-1220 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Cladium californicum</i>	California saw-grass	Monocots	None	None	2B.2	Alkali marsh Freshwater marsh Meadow & seep Wetland	Meadows and seeps, marshes and swamps (alkaline or freshwater).	Freshwater or alkaline moist habitats. -40-2150 m.	No suitable habitat is present on site. This species is not present.
<i>Claytonia peirsonii</i> ssp. <i>peirsonii</i>	Peirson's spring beauty	Dicots	None	None	1B.2	Subalpine coniferous forest Upper montane coniferous forest	Upper montane coniferous forest, subalpine coniferous forest.	Granitic scree slopes, often with a sandy or fine soil component and granitic cobbles. 1510-2745 m.	No suitable habitat is present on site. This species is not present.
<i>Cuscuta obtusiflora</i> var. <i>glandulosa</i>	Peruvian dodder	Dicots	None	None	2B.2	Marsh & swamp Wetland	Marshes and swamps (freshwater).	Freshwater marsh. 15-280 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Dodecahema leptoceras</i>	slender-horned spineflower	Dicots	Endangered	Endangered	1B.1	Chaparral Cismontane woodland Coastal scrub	Chaparral, cismontane woodland, coastal scrub (alluvial fan sage scrub).	Flood deposited terraces and washes; associates include Encelia, Dalea, Lepidospartum, etc. Sandy soils. 200-765 m.	No suitable habitat is present on site. This species is not present.
<i>Drymocallis cuneifolia</i> var. <i>ewanii</i>	Ewan's woodbeauty	Dicots	None	None	1B.3	Lower montane coniferous forest Meadow & seep Wetland	Lower montane coniferous forest, meadows and seeps.	Edges of seeps and springs, small waterways. 2270-2450 m.	No suitable habitat is present on site. This species is not present.
<i>Dudleya cymosa</i> ssp. <i>crebrifolia</i>	San Gabriel River dudleya	Dicots	None	None	1B.2	Chaparral	Chaparral.	On granite cliffs and outcrops, surrounded by scrub. 365-1250 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Dudleya densiflora	San Gabriel Mountains dudleya	Dicots	None	None	1B.1	Chaparral Cismontane woodland Coastal scrub Lower montane coniferous forest Riparian forest	Chaparral, coastal scrub, cismontane woodland, lower montane coniferous forest, riparian forest.	In crevices and on decomposed granite on cliffs and canyon walls. 270-1100 m.	No suitable habitat is present on site. This species is not present.
Dudleya multicaulis	many-stemmed dudleya	Dicots	None	None	1B.2	Chaparral Coastal scrub Valley & foothill grassland	Chaparral, coastal scrub, valley and foothill grassland.	In heavy, often clayey soils or grassy slopes. 1-910 m.	No suitable habitat is present on site. This species is not present.
Eriogonum kennedyi var. alpigenum	southern alpine buckwheat	Dicots	None	None	1B.3	Alpine Alpine boulder & rock field Subalpine coniferous forest	Alpine boulder and rock fields, subalpine coniferous forest.	Dry granitic gravel. 2500-3415 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Fimbristylis thermalis</i>	hot springs fimbristylis	Monocots	None	None	2B.2	Meadow & seep Wetland	Meadows and seeps (alkaline).	Near hot springs. 115-1585 m.	No suitable habitat is present on site. This species is not present.
<i>Galium grande</i>	San Gabriel bedstraw	Dicots	None	None	1B.2	Broadleaved upland forest Chaparral Cismontane woodland Lower montane coniferous forest	Cismontane woodland, chaparral, broadleaved upland forest, lower montane coniferous forest.	Open chaparral and low, open oak forest; on rocky slopes; probably undercollected due to inaccessible habitat. 425-1450 m.	No suitable habitat is present on site. This species is not present.
<i>Horkelia cuneata</i> var. <i>puberula</i>	mesa horkelia	Dicots	None	None	1B.1	Chaparral Cismontane woodland Coastal scrub	Chaparral, cismontane woodland, coastal scrub.	Sandy or gravelly sites. 15-1645 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Imperata brevifolia</i>	California satintail	Monocots	None	None	2B.1	Chaparral Coastal scrub Meadow & seep Mojavean desert scrub Riparian scrub Wetland	Coastal scrub, chaparral, riparian scrub, mojavean desert scrub, meadows and seeps (alkali), riparian scrub.	Mesic sites, alkali seeps, riparian areas. 3-1495 m.	No suitable habitat is present on site. This species is not present.
<i>Lepidium virginicum</i> var. <i>robinsonii</i>	Robinson's pepper-grass	Dicots	None	None	4.3	Chaparral Coastal scrub	Chaparral, coastal scrub.	Dry soils, shrubland. 4-1435 m.	No suitable habitat is present on site. This species is not present.
<i>Lilium parryi</i>	lemon lily	Monocots	None	None	1B.2	Lower montane coniferous forest Meadow & seep Riparian forest Upper montane coniferous forest Wetland	Lower montane coniferous forest, meadows and seeps, riparian forest, upper montane coniferous forest.	Wet, mountainous terrain; generally in forested areas; on shady edges of streams, in open boggy meadows & seeps. 625-2930 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Linanthus concinnus	San Gabriel linanthus	Dicots	None	None	1B.2	Chaparral Lower montane coniferous forest Upper montane coniferous forest	Lower montane coniferous forest, upper montane coniferous forest, chaparral.	Dry rocky slopes, often in Jeffrey pine/canyon oak forest. 1310-2560 m.	No suitable habitat is present on site. This species is not present.
Lupinus peirsonii	Peirson's lupine	Dicots	None	None	1B.3	Joshua tree woodland Lower montane coniferous forest Pinon & juniper woodlands Upper montane coniferous forest	Joshua tree woodland, pinyon and juniper woodland, lower montane coniferous forest, upper montane coniferous forest.	Decomposed granite slide and talus, on slopes and ridges. 1400-2380 m.	No suitable habitat is present on site. This species is not present.
Muhlenbergia californica	California muhly	Monocots	None	None	4.3	Chaparral Coastal scrub Lower montane coniferous forest Meadow & seep	Coastal scrub, chaparral, lower montane coniferous forest, meadows and seeps.	Usually found near streams or seeps. 100-2000 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Nemacladus secundiflorus</i> var. <i>robbinsii</i>	Robbins' nemacladus	Dicots	None	None	1B.2	Chaparral Valley & foothill grassland	Chaparral, valley and foothill grassland.	Dry, sandy or gravelly slopes. Openings. 360-1710 m.	No suitable habitat is present on site. This species is not present.
Open Engelmann Oak Woodland	Open Engelmann Oak Woodland	Woodland	None	None		Cismontane woodland			Not present.
<i>Opuntia basilaris</i> var. <i>brachyclada</i>	short-joint beavertail	Dicots	None	None	1B.2	Chaparral Joshua tree woodland Mojavean desert scrub Pinon & juniper woodlands	Chaparral, Joshua tree woodland, Mojavean desert scrub, pinyon and juniper woodland.	Sandy soil or coarse, granitic loam. 425-2015 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Oreonana vestita</i>	woolly mountain-parsley	Dicots	None	None	1B.3	Lower montane coniferous forest Subalpine coniferous forest Upper montane coniferous forest	Subalpine coniferous forest, upper montane coniferous forest, lower montane coniferous forest.	High ridges; on scree, talus, or gravel. 800-3370 m.	No suitable habitat is present on site. This species is not present.
<i>Orobanche valida</i> ssp. <i>valida</i>	Rock Creek broomrape	Dicots	None	None	1B.2	Chaparral Pinon & juniper woodlands	Chaparral, pinyon and juniper woodland.	On slopes of loose decomposed granite; parasitic on various chaparral shrubs. 975-1985 m.	No suitable habitat is present on site. This species is not present.
<i>Parnassia cirrata</i> var. <i>cirrata</i>	San Bernardino grass-of-Parnassus	Dicots	None	None	1B.3	Limestone Lower montane coniferous forest Meadow & seep Upper montane coniferous forest Wetland	Lower montane coniferous forest, upper montane coniferous forest, meadows and seeps.	Mesic sites, streamsides, sometimes calcareous. 1245-2440 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Phacelia stellaris	Brand's star phacelia	Dicots	None	None	1B.1	Coastal dunes Coastal scrub	Coastal scrub, coastal dunes.	Open areas. 3-370 m.	No suitable habitat is present on site. This species is not present.
Pseudognaphalium leucocephalum	white rabbit-tobacco	Dicots	None	None	2B.2	Chaparral Cismontane woodland Coastal scrub Riparian woodland	Riparian woodland, cismontane woodland, coastal scrub, chaparral.	Sandy, gravelly sites. 35-515 m.	No suitable habitat is present on site. This species is not present.
Ribes divaricatum var. parishii	Parish's gooseberry	Dicots	None	None	1A	Riparian woodland	Riparian woodland.	Salix swales in riparian habitats. 65-300 m.	No suitable habitat is present on site. This species is not present.
Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	Scrub	None	None		Coastal scrub			Not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Scutellaria bolanderi ssp. austromontana	southern mountains skullcap	Dicots	None	None	1B.2	Chaparral Cismontane woodland Lower montane coniferous forest	Chaparral, cismontane woodland, lower montane coniferous forest.	In gravelly soils on streambanks or in mesic sites in oak or pine woodland. 425-2000 m.	No suitable habitat is present on site. This species is not present.
Senecio aphanactis	chaparral ragwort	Dicots	None	None	2B.2	Chaparral Cismontane woodland Coastal scrub	Chaparral, cismontane woodland, coastal scrub.	Drying alkaline flats. 20-1020 m.	No suitable habitat is present on site. This species is not present.
Southern California Arroyo Chub/Santa Ana Sucker Stream	Southern California Arroyo Chub/Santa Ana Sucker Stream	Inland Waters	None	None					Not present,
Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	Riparian	None	None		Riparian forest			Not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
Southern Cottonwood Willow Riparian Forest	Southern Cottonwood Willow Riparian Forest	Riparian	None	None		Riparian forest			Not present.
Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	Riparian	None	None		Riparian woodland			Not present.
Symphyotrichum defoliatum	San Bernardino aster	Dicots	None	None	1B.2	Cismontane woodland Coastal scrub Lower montane coniferous forest Marsh & swamp Meadow & seep Valley & foothill grassland	Meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, valley and foothill grassland.	Vernally mesic grassland or near ditches, streams and springs; disturbed areas. 3-2045 m.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Rare Plant Rank	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Symphotrichum greatae</i>	Greata's aster	Dicots	None	None	1B.3	Broadleaved upland forest Chaparral Cismontane woodland Lower montane coniferous forest Riparian woodland	Chaparral, cismontane woodland, broadleaved upland forest, lower montane coniferous forest, riparian woodland.	Mesic canyons. 335-2015 m.	No suitable habitat is present on site. This species is not present.
<i>Thelypteris puberula</i> var. <i>sonorensis</i>	Sonoran maiden fern	Ferns	None	None	2B.2	Meadow & seep Wetland	Meadows and seeps.	Along streams, seepage areas. 60-930 m.	No suitable habitat is present on site. This species is not present.
<i>Viola pinetorum</i> ssp. <i>grisea</i>	grey-leaved violet	Dicots	None	None	1B.2	Meadow & seep Subalpine coniferous forest Upper montane coniferous forest	Subalpine coniferous forest, upper montane coniferous forest, meadows and seeps.	Dry mountain peaks and slopes. 1580-3700 m.	No suitable habitat is present on site. This species is not present.
Walnut Forest	Walnut Forest	Forest	None	None		Broadleaved upland forest			Not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Accipiter cooperii	Cooper's hawk	Birds	None	None	CDFW_WL-Watch List IUCN_LC-Least Concern	Cismontane woodland Riparian forest Riparian woodland Upper montane coniferous forest	Woodland, chiefly of open, interrupted or marginal type.	Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains; also, live oaks.	No suitable habitat is present on site. This species is not present.
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	Birds	None	None	CDFW_WL-Watch List	Chaparral Coastal scrub	Resident in Southern California coastal sage scrub and sparse mixed chaparral.	Frequents relatively steep, often rocky hillsides with grass and forb patches.	No suitable habitat is present on site. This species is not present.
Anaxyrus californicus	arroyo toad	Amphibians	Endangered	None	CDFW_SSC-Species of Special Concern IUCN_EN-Endangered	Desert wash Riparian scrub Riparian woodland South coast flowing waters South coast standing waters	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc.	Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Anniella stebbinsi	Southern California legless lizard	Reptiles	None	None	CDFW_SSC- Species of Special Concern USFS_S- Sensitive	Broadleaved upland forest Chaparral Coastal dunes Coastal scrub	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.	Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Antrozous pallidus	pallid bat	Mammals	None	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive WBWG_H-High Priority	Chaparral Coastal scrub Desert wash Great Basin grassland Great Basin scrub Mojavean desert scrub Riparian woodland Sonoran desert scrub Upper montane coniferous forest Valley & foothill grassland	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting.	Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Arizona elegans occidentalis	California glossy snake	Reptiles	None	None	CDFW_SSC- Species of Special Concern		Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California.	Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	No suitable habitat is present on site. This species is not present.
Aspidoscelis tigris stejnegeri	coastal whiptail	Reptiles	None	None	CDFW_SSC- Species of Special Concern		Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland & riparian areas.	Ground may be firm soil, sandy, or rocky.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Atractelmis wawona	Wawona riffle beetle	Insects	None	None		Aquatic	Aquatic; found in riffles of rapid, small to medium clear mountain streams; 2000-5000 ft elev.	Strong preference for inhabiting submerged aquatic mosses	No suitable habitat is present on site. This species is not present.
Batrachoseps gabrieli	San Gabriel slender salamander	Amphibians	None	None	IUCN_DD-Data Deficient USFS_S-Sensitive	Talus slope	Known only from the San Gabriel Mtns. Found under rocks, wood, and fern fronds, and on soil at the base of talus slopes.	Most active on the surface in winter and early spring.	No suitable habitat is present on site. This species is not present.
Bombus crotchii	Crotch bumble bee	Insects	None	Candidate Endangered			Coastal California east to the Sierra-Cascade crest and south into Mexico.	Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
<i>Buteo swainsoni</i>	Swainson's hawk	Birds	None	Threatened	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Great Basin grassland Riparian forest Riparian woodland Valley & foothill grassland	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees.	Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	No suitable habitat is present on site. This species is not present.
<i>Catostomus santaanae</i>	Santa Ana sucker	Fish	Threatened	None	AFS_TH-Threatened IUCN_VU-Vulnerable	Aquatic South coast flowing waters	Endemic to Los Angeles Basin south coastal streams.	Habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, and algae.	No suitable habitat is present on site. This species is not present.
<i>Coccyzus americanus occidentalis</i>	western yellow-billed cuckoo	Birds	Threatened	Endangered	BLM_S-Sensitive NABCI_RWL-Red Watch List USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	Riparian forest	Riparian forest nester, along the broad, lower flood bottoms of larger river systems.	Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Corynorhinus townsendii	Townsend's big eared bat	Mammals	None	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive WBWG_H-High Priority	Broadleaved upland forest Chaparral Chenopod scrub Great Basin grassland Great Basin scrub Joshua tree woodland Lower montane coniferous forest Meadow & seep Mojavean desert scrub Riparian forest Riparian woodland Sonoran desert scrub Sonoran thorn woodland Upper montane coniferous forest Valley & foothill grassland	Throughout California in a wide variety of habitats. Most common in mesic sites.	Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/ Absence
Crotalus ruber	red-diamond rattlesnake	Reptiles	None	None	CDFW_SSC- Species of Special Concern USFS_S- Sensitive	Chaparral Mojavean desert scrub Sonoran desert scrub	Chaparral, woodland, grassland, & desert areas from coastal San Diego County to the eastern slopes of the mountains.	Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	No suitable habitat is present on site. This species is not present.
Cypseloides niger	black swift	Birds	None	None	CDFW_SSC- Species of Special Concern IUCN_LC-Least Concern NABCI_YWL- Yellow Watch List USFWS_BCC- Birds of Conservation Concern		Coastal belt of Santa Cruz and Monterey counties; central & southern Sierra Nevada; San Bernardino & San Jacinto mountains.	Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/ Absence
Empidonax traillii extimus	southwestern willow flycatcher	Birds	Endangered	Endangered	NABCI_RWL-Red Watch List	Riparian woodland	Riparian woodlands in Southern California.		No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Emys marmorata	western pond turtle	Reptiles	None	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	Aquatic Artificial flowing waters Klamath/North coast flowing waters Klamath/North coast standing waters Marsh & swamp Sacramento/San Joaquin flowing waters Sacramento/San Joaquin standing waters South coast flowing waters South coast standing waters Wetland	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation.	Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Ensatina eschscholtzii klauberi	large-blotched salamander	Amphibians	None	None	CDFW_WL-Watch List USFS_S-Sensitive		Found in conifer and woodland associations.	Found in leaf litter, decaying logs and shrubs in heavily forested areas.	No suitable habitat is present on site. This species is not present.
Eumops perotis californicus	western mastiff bat	Mammals	None	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern WBWG_H-High Priority	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	Many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc.	Roosts in crevices in cliff faces, high buildings, trees and tunnels.	No suitable habitat is present on site. This species is not present.
Euphydryas editha quino	quino checkerspot butterfly	Insects	Endangered	None		Chaparral Coastal scrub	Sunny openings within chaparral & coastal sage shrublands in parts of Riverside & San Diego counties.	Hills and mesas near the coast. Need high densities of food plants Plantago erecta, P. insularis, and Orthocarpus purpurescens.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Falco columbarius	merlin	Birds	None	None	CDFW_WL-Watch List IUCN_LC-Least Concern	Estuary Great Basin grassland Valley & foothill grassland	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands & deserts, farms & ranches.	Clumps of trees or windbreaks are required for roosting in open country.	No suitable habitat is present on site. This species is not present.
Gila orcuttii	arroyo chub	Fish	None	None	AFS_VU-Vulnerable CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Aquatic South coast flowing waters	Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave & San Diego river basins.	Slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates.	No suitable habitat is present on site. This species is not present.
Glyptostoma gabrielense	San Gabriel chestnut	Mollusks	None	None			Terrestrial		No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Gonidea angulata	western ridged mussel	Mollusks	None	None		Aquatic	Primarily creeks & rivers & less often lakes. Originally in most of state, now extirpated from Central & Southern Calif.		No suitable habitat is present on site. This species is not present.
Icteria virens	yellow-breasted chat	Birds	None	None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Riparian forest Riparian scrub Riparian woodland	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses.	Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Lasiurus blossevillii	western red bat	Mammals	None	None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern WBWG_H-High Priority	Cismontane woodland Lower montane coniferous forest Riparian forest Riparian woodland	Roosts primarily in trees, 2-40 ft above ground, from sea level up through mixed conifer forests.	Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	No suitable habitat is present on site. This species is not present.
Lasiurus cinereus	hoary bat	Mammals	None	None	IUCN_LC-Least Concern WBWG_M-Medium Priority	Broadleaved upland forest Cismontane woodland Lower montane coniferous forest North coast coniferous forest	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding.	Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Lasiurus xanthinus	western yellow bat	Mammals	None	None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern WBWG_H-High Priority	Desert wash	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats.	Roosts in trees, particularly palms. Forages over water and among trees.	No suitable habitat is present on site. This species is not present.
Laterallus jamaicensis coturniculus	California black rail	Birds	None	Threatened	BLM_S-Sensitive CDFW_FP-Fully Protected IUCN_NT-Near Threatened NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	Brackish marsh Freshwater marsh Marsh & swamp Salt marsh Wetland	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays.	Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Lepus californicus bennettii	San Diego black-tailed jackrabbit	Mammals	None	None	CDFW_SSC-Species of Special Concern	Coastal scrub	Intermediate canopy stages of shrub habitats & open shrub / herbaceous & tree / herbaceous edges.	Coastal sage scrub habitats in Southern California.	No suitable habitat is present on site. This species is not present.
Myotis thysanodes	fringed myotis	Mammals	None	None	BLM_S-Sensitive IUCN_LC-Least Concern USFS_S-Sensitive WBWG_H-High Priority		In a wide variety of habitats, optimal habitats are pinyon-juniper, valley foothill hardwood & hardwood-conifer.	Uses caves, mines, buildings or crevices for maternity colonies and roosts.	No suitable habitat is present on site. This species is not present.
Myotis volans	long-legged myotis	Mammals	None	None	IUCN_LC-Least Concern WBWG_H-High Priority	Upper montane coniferous forest	Most common in woodland and forest habitats above 4000 ft. Trees are important day roosts; caves and mines are night roosts.	Nursery colonies usually under bark or in hollow trees, but occasionally in crevices or buildings.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Myotis yumanensis	Yuma myotis	Mammals	None	None	BLM_S-Sensitive IUCN_LC-Least Concern WBWG_LM-Low-Medium Priority	Lower montane coniferous forest Riparian forest Riparian woodland Upper montane coniferous forest	Optimal habitats are open forests and woodlands with sources of water over which to feed.	Distribution is closely tied to bodies of water. Maternity colonies in caves, mines, buildings or crevices.	No suitable habitat is present on site. This species is not present.
Neotamias speciosus speciosus	lodgepole chipmunk	Mammals	None	None		Chaparral Upper montane coniferous forest	Summits of isolated Piute, San Bernardino, & San Jacinto mountains. Usually found in open-canopy forests.	Habitat is usually lodgepole pine forests in the San Bernardino Mts & chinquapin slopes in the San Jacinto Mts.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Nyctinomops femorosaccus	pocketed free-tailed bat	Mammals	None	None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern WBWG_M-Medium Priority	Joshua tree woodland Pinon & juniper woodlands Riparian scrub Sonoran desert scrub	Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc.	Rocky areas with high cliffs.	No suitable habitat is present on site. This species is not present.
Nyctinomops macrotis	big free-tailed bat	Mammals	None	None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern WBWG_MH-Medium-High Priority		Low-lying arid areas in Southern California.	Need high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Ovis canadensis nelsoni	desert bighorn sheep	Mammals	None	None	BLM_S-Sensitive CDFW_FP-Fully Protected USFS_S-Sensitive	Alpine Alpine dwarf scrub Chaparral Chenopod scrub Great Basin scrub Mojavean desert scrub Montane dwarf scrub Pinon & juniper woodlands Riparian woodland Sonoran desert scrub	Widely distributed from the White Mtns in Mono Co. to the Chocolate Mts in Imperial Co.	Open, rocky, steep areas with available water and herbaceous forage.	No suitable habitat is present on site. This species is not present.
Palaeoxenus dohrni	Dohrn's elegant eucnemid beetle	Insects	None	None					No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Phrynosoma blainvillii	coast horned lizard	Reptiles	None	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Chaparral Cismontane woodland Coastal bluff scrub Coastal scrub Desert wash Pinon & juniper woodlands Riparian scrub Riparian woodland Valley & foothill grassland	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes.	Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	No suitable habitat is present on site. This species is not present.
Polioptila californica californica	coastal California gnatcatcher	Birds	Threatened	None	CDFW_SSC-Species of Special Concern NABCI_YWL-Yellow Watch List	Coastal bluff scrub Coastal scrub	Obligate, permanent resident of coastal sage scrub below 2500 ft in Southern California.	Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Rana boylei	foothill yellow-legged frog	Amphibians	None	Endangered	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened USFS_S-Sensitive	Aquatic Chaparral Cismontane woodland Coastal scrub Klamath/North coast flowing waters Lower montane coniferous forest Meadow & seep Riparian forest Riparian woodland Sacramento/San Joaquin flowing waters	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats.	Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Rana muscosa	southern mountain yellow-legged frog	Amphibians	Endangered	Endangered	CDFW_WL-Watch List IUCN_EN-Endangered USFS_S-Sensitive	Aquatic	Federal listing refers to populations in the San Gabriel, San Jacinto and San Bernardino mountains (southern DPS). Northern DPS was determined to warrant listing as endangered, Apr 2014, effective Jun 30, 2014.	Always encountered within a few feet of water. Tadpoles may require 2 - 4 yrs to complete their aquatic development.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Rhinichthys osculus ssp. 8	Santa Ana speckled dace	Fish	None	None	AFS_TH-Threatened CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Aquatic South coast flowing waters	Headwaters of the Santa Ana and San Gabriel rivers. May be extirpated from the Los Angeles River system.	Requires permanent flowing streams with summer water temps of 17-20 C. Usually inhabits shallow cobble and gravel riffles.	No suitable habitat is present on site. This species is not present.
Riparia riparia	bank swallow	Birds	None	Threatened	BLM_S-Sensitive IUCN_LC-Least Concern	Riparian scrub Riparian woodland	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert.	Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Setophaga petechia	yellow warbler	Birds	None	None	CDFW_SSC-Species of Special Concern USFWS_BCC-Birds of Conservation Concern	Riparian forest Riparian scrub Riparian woodland	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada.	Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	No suitable habitat is present on site. This species is not present.
Spea hammondi	western spadefoot	Amphibians	None	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened	Cismontane woodland Coastal scrub Valley & foothill grassland Vernal pool Wetland	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands.	Vernal pools are essential for breeding and egg-laying.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/ Absence
Taricha torosa	Coast Range newt	Amphibians	None	None	CDFW_SSC- Species of Special Concern		Coastal drainages from Mendocino County to San Diego County.	Lives in terrestrial habitats & will migrate over 1 km to breed in ponds, reservoirs & slow moving streams.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Taxidea taxus	American badger	Mammals	None	None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Alkali marsh Alkali playa Alpine Alpine dwarf scrub Bog & fen Brackish marsh Broadleaved upland forest Chaparral Chenopod scrub Cismontane woodland Closed-cone coniferous forest Coastal bluff scrub Coastal dunes Coastal prairie Coastal scrub Desert dunes Desert wash Freshwater marsh Great Basin grassland Great Basin scrub Interior dunes lona formation Joshua tree	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.	Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	No suitable habitat is present on site. This species is not present.

Scientific Name	Common Name	Taxon Group	Federal List	State List	Other Status	Habitats	General Habitat	Micro Habitat	Presence/Absence
Thamnophis hammondi	two-striped gartersnake	Reptiles	None	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	Marsh & swamp Riparian scrub Riparian woodland Wetland	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation.	Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	No suitable habitat is present on site. This species is not present.
Vireo bellii pusillus	least Bell's vireo	Birds	Endangered	Endangered	IUCN_NT-Near Threatened NABCI_YWL-Yellow Watch List	Riparian forest Riparian scrub Riparian woodland	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft.	Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	No suitable habitat is present on site. This species is not present.

APPENDIX C



View of coast live oak woodland and ornamental vegetation existing roadway.



View coast live oak woodland along existing roadway.



View of developed areas and coast live oak woodlands..



View of coast live oak woodland within residential property adjacent to existing roadway.



View of ornamental vegetation on properties adjacent to Bradbury Road.



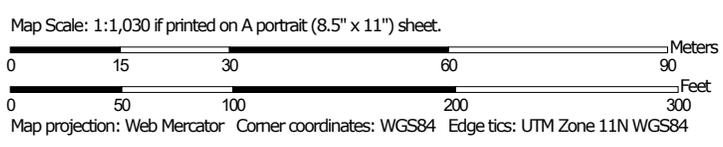
View of ornamental vegetation on properties adjacent to Bradbury Road.

APPENDIX D

Soil Map—Los Angeles County, California, Southeastern Part
(property boundary)



Soil Map may not be valid at this scale.



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Los Angeles County, California, Southeastern Part

Survey Area Data: Version 7, May 27, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 26, 2019—Jul 8, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
1006	Urban land-Soboba complex, 0 to 5 percent slopes	0.7	68.3%
1138	Urban land-Azuvina-Montebello complex, 0 to 5 percent slopes	0.3	31.7%
Totals for Area of Interest		1.0	100.0%

Native Tree Survey and Arborist Report

for an approximate 0.36-acre Site

North of Wildrose Ave., between Deodar Ln. and Bradbury Rd.

In the City of Bradbury, County of Los Angeles, California



Prepared for:

EPD Solutions, Inc

Contact: Danielle Thayer, *Project Manager*
2 Park Plaza, Suite 1120| Irvine, California 92614

Prepared by:

Golden State Land & Tree Assessment

George J Wirtes, MS, RCA #738

ISA Certified Arborist

Report Date: September 22, 2021 (Final Revision: June 16, 2022)



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SECTION 1: EXECUTIVE SUMMARY

This native tree survey has been performed at the request of EPD Solutions, Inc. for a proposed 0.3-acre site in the City of Bradbury, California, in the County of Los Angeles. The site is a steep, south-facing slope, north of Wildrose Ave. with a dense stand of native oaks trees. The field survey associated with this report was performed on September 1, 2021, with brief follow up site visits performed on March 18 and May 3, 2022.

The subject trees were tagged with an aluminum tag containing a unique number. As part of this survey, details of each tree were recorded documenting their species, stature, health, local environment as well as conditions in which they occur. Within the project site, 46 trees were assessed onsite involving *two* native species, coast live oak (*Quercus agrifolia*) and a single representative of interior live oak (*Quercus wislizeni*), which may be a hybrid. Having a diameter at breast height (DBH) of 6-inches or greater, 38 of the oak trees surveyed qualify as Prominent Trees as defined by the Bradbury Municipal Code, Chapter 118 (Sec. 9.118.030). Due to the dense nature of the stand, local environmental conditions and steep terrain, many of the trees onsite should be removed to mitigate the potential risk of failure they pose. In all, 21 (47.7%) of the trees onsite should be considered for removal as part of the project; this is primarily due to the risk they pose given their current circumstance (instability, poor growth form, etc.). Of the 25 trees in fair or good health, 22 qualify as Prominent given their DBH.

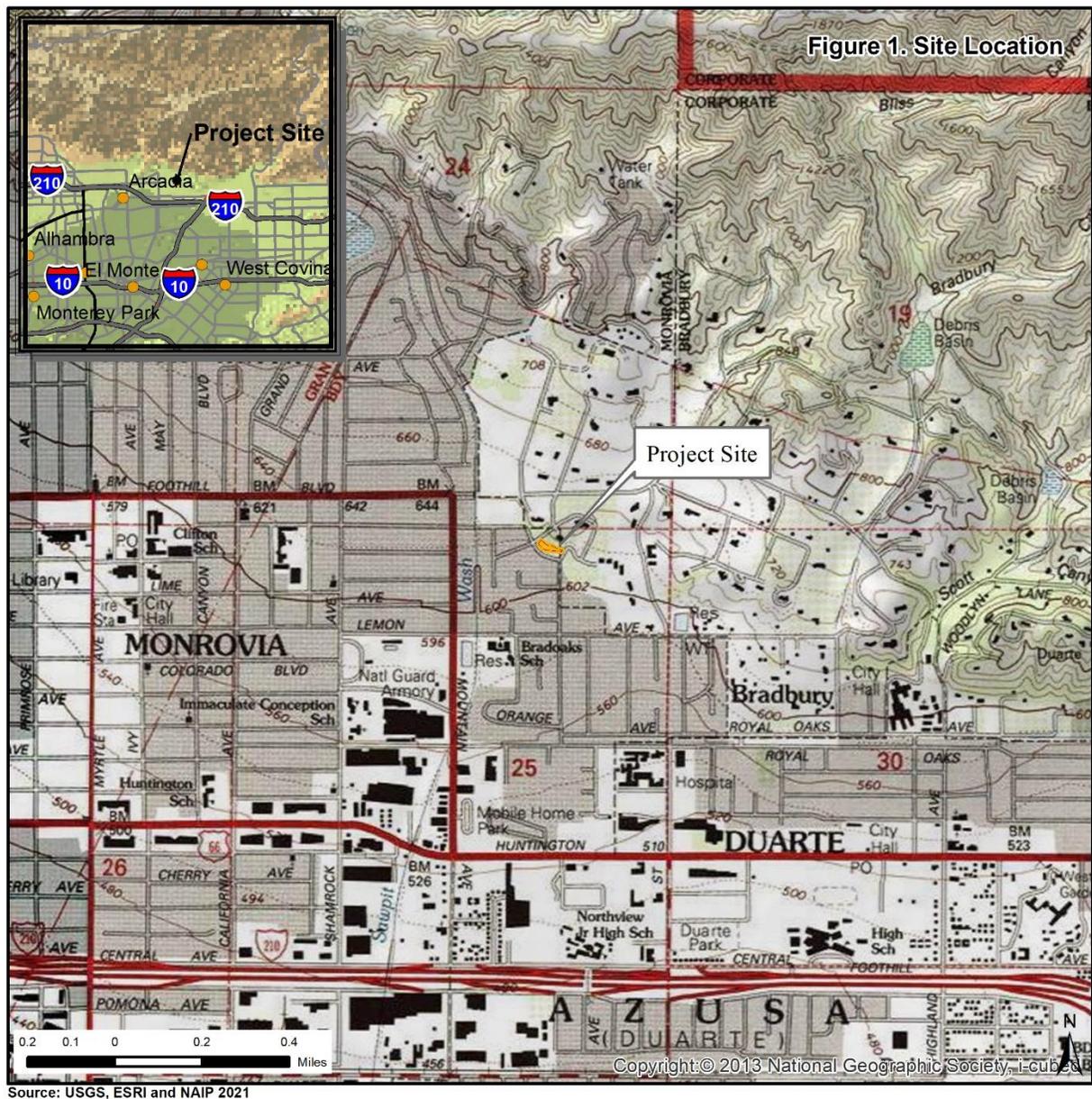
The City of Bradbury's Municipal Code outlines provisions and guidelines for tree removal, installation, preservation, and maintenance within the City; this is especially important when considering native and special status tree species within the City. All trees that are intended for removal as part of a project require a permit for removal and must be approved by the Planning Director. Seriously diseased or dead trees must be removed in accordance with the Code (with approval of a no-fee permit). The Director must approve final mitigation involving all replacement tree species and size.

SECTION 2: BACKGROUND

2.1 - Project Location and Description

The 0.3-acre site is located along the northern slope adjacent to Wildrose Ave. between Deodar Ln. and Bradbury Rd. in the City of Bradbury; it is approximately 1.8 miles from the intersection of the 605 FWY and Interstate 210 in the City of Bradbury in the County of Los Angeles (see Figure 1 below).

The proposed project involves road widening within the right-of-way of Bradbury Road and Wildrose Avenue to the east and north respectively. The slope containing the stand of native oaks will be remanufactured to accommodate a new slope, and a retaining wall will be installed. The project also includes associated hardscape, irrigation, and landscaping.



2.2 - Site and Vicinity Characteristics

The elevation of the site is at approximately 600 feet above mean sea level, and the topography slopes steeply to the south towards Wildrose Ave. The local vicinity is within Sunset Zone 21 and USDA Hardiness Zone 10a. As indicated in Table 1 below, two distinct soil series occur within the site boundary. These soil series are described by the Natural Resource Conservation Service (NRCS) as alluvium, derived from granite (see Table 1 below).

Table 1. Soils on Site

Map Unit Symbol	Map Unit Name	Acres	Percent
1006	<p>1006—Urban land-Soboba complex, 0 to 5 percent slopes</p> <p>Description of Urban Land</p> <p style="text-align: center;">Setting</p> <ul style="list-style-type: none"> • <i>Landform:</i> Alluvial fans • <i>Slope:</i> 0 to 5 percent • <i>Depth to restrictive feature:</i> 0 inches to manufactured layer • <i>Runoff class:</i> Very high • <i>Frequency of flooding:</i> Rare, None <p>Description of Soboba</p> <p style="text-align: center;">Setting</p> <ul style="list-style-type: none"> • <i>Landform:</i> Alluvial fans • <i>Parent material:</i> Discontinuous human-transported material over alluvium derived from granite <p style="text-align: center;">Typical profile</p> <ul style="list-style-type: none"> • <i>A - 0 to 4 inches:</i> gravelly sand • <i>C1 - 4 to 47 inches:</i> very cobbly sand • <i>C2 - 47 to 79 inches:</i> extremely cobbly sand 	0.05	19.1%
1138	<p>1138—Urban land-Azuvina-Montebello complex, 0 to 5 percent slopes</p> <p>Description of Urban Land</p> <p style="text-align: center;">Setting</p> <ul style="list-style-type: none"> • <i>Landform:</i> Fan remnants • <i>Slope:</i> 0 to 8 percent • <i>Depth to restrictive feature:</i> 0 inches to manufactured layer • <i>Runoff class:</i> Very high <p>Description of Azuvina</p> <p style="text-align: center;">Setting</p> <ul style="list-style-type: none"> • <i>Landform:</i> Fan remnants • <i>Parent material:</i> Discontinuous human-transported material over old alluvium derived from granite <p style="text-align: center;">Typical profile</p> <ul style="list-style-type: none"> • <i>^A1 - 0 to 5 inches:</i> loam • <i>^A2 - 5 to 14 inches:</i> loam • <i>2Bt1 - 14 to 24 inches:</i> clay loam • <i>2Bt2 - 24 to 43 inches:</i> sandy clay loam • <i>2BCt1 - 43 to 57 inches:</i> loam • <i>2BCt2 - 57 to 79 inches:</i> fine sandy loam <p>Description of Montebello</p> <p style="text-align: center;">Setting</p> <ul style="list-style-type: none"> • <i>Landform:</i> Fan remnants • <i>Parent material:</i> Human-transported material over alluvium derived from granite <p style="text-align: center;">Typical profile</p> <ul style="list-style-type: none"> • <i>^A - 0 to 4 inches:</i> silt loam • <i>^C - 4 to 34 inches:</i> clay loam • <i>2Bt1 - 34 to 53 inches:</i> loam • <i>2Bt2 - 53 to 79 inches:</i> loam 	0.25	80.9%
Totals for Area of Interest		0.3	100.0%

The vegetation community onsite includes a dense coast live oak woodland as well as native and non-native trees and shrubs located on a steep slope.



Plate 1. This is a western view of the dense stand of oaks within the project site; it is an isolated community of oak woodland with limited connectivity to other such woodlands along the local foothills.

2.3 - Assignment and Scope of Survey

Golden State Land & Tree Assessment (GSLTA) was retained to inventory all the *native* trees within the project area, determine their species and level of significance, and make a determination as to each tree's health for potential future preservation. Specifically, a health assessment was performed cataloging the health and stature parameters of each tree onsite; this included, but was not limited to: recording total diameter at breast height (DBH), canopy spread, tree height, apparent disease/decay, other signs of potential hazard, and pest damage. A potential risk assessment was also conducted keeping public safety in mind. All documentation in this report is in compliance with industry standards as well as requirements published

by the International Society of Arboriculture (ISA). This report includes recommendations and mitigation measures meant to satisfy all applicable ordinances and permit guidelines.

2.4 - Survey Method and Health Assessment

The field survey for this report was performed on September 22, 2021. Brief follow up visits were performed on March 18 and May 3, 2022 to specifically discuss the location of the City's Right of Way (ROW) and verify survey data. Prior to the field survey, the City of Bradbury's website was accessed to review specific tree protection guidelines. An aerial photograph was used as a visual guide during the assessment.

A handheld Global Positioning System (GPS) device and GPS-enabled smartphone with digitized project boundaries were used to identify the location of each subject tree. The position of the subject trees was recorded using a GPS, whose data was exported into GIS for periodic illustration over aerial photographs.

The crown-width was estimated by pacing, and the height of each subject tree was visually estimated using a tangent height gauge. These data were recorded on field sheets, and associated aluminum numeric tags were affixed to trees on the north side at approximately 4.5 feet above grade for later reference. Aerial views were captured using a DJI Mavic Air 2 controlled by a DJI Fly smartphone app.

Tree status (relative condition, stature, and health) was conducted by ISA arborist/biologist, George Wirtes, RCA from ground level with the aid of binoculars. To estimate wood integrity, a rubber mallet was occasionally used to assess possible decay within the tree stem and flare. As indicated earlier, no invasive procedures were performed. Visual characteristics were recorded on field sheets, and twig/leaf samples as well as digital photographs were taken as needed to assure accurate identification. Overall health and general appearance of each tree was numerically rated (Health/General Appearance Rating - 1-Good, 2-Fair, 3-Poor, 4-Decline/dead) based on the aforementioned conditions. The local environment was also assessed in relation to the tree species and conditions of its location (Local Environment Rating - 1-Good, 2-Fair, 3-Poor, 4-Inappropriate). For this rating, the species was considered in relation to the environment. Other conditions were also considered such as fence lines, utilities, competing canopies, grade cuts/slope, etc.

2.5 - Hazard Risk Assessment

The International Society of Arboriculture (ISA) recommends a Hazard Assessment to be included with arborist reports. Such an assessment is an important component of any report and is critical if trees are to be located near public areas such as parks, walkways, residences, and buildings. This tree assessment includes a *Level 2 Basic Risk Assessment* as defined by ISA Best Management Practices. This type of assessment is limited to evaluating trees and obvious signs of defects such as:

- Dead or broken structures
- Cracks
- Weakly attached branches and co-dominant stems
- Missing or decayed wood

- Unusual tree architecture or distribution
- Obvious loss of root support

A risk rating is assigned to each tree based on its defects, aesthetics, apparent health, location and the nearby targets (people or property). As defined by ISA, the ratings are defined below:

1. *Low* - Low-risk category applies when consequences are negligible, and likelihood is unlikely, or consequences are minor, and likelihood is somewhat likely.
2. *Moderate* - Moderate risk situations are those for which consequences are minor and likelihood is very likely or likely or likelihood is somewhat likely, and the consequences are significant or severe.
3. *High* - High-risk situations are those for which consequences are significant and likelihood is very likely or likely or Consequences are severe, and likelihood is likely.
4. *Extreme* - The extreme risk category applies in situations in which failure is imminent and there is a high likelihood of impacting the target and the consequence of the failure is severe. The tree risk assessor should recommend that mitigation measures be taken as soon as possible.

It is impossible to maintain a tree free of risk. A tree is considered hazardous when it has a structural defect that predisposes it to failure, and it is located near a target.

- A target is person or property that may sustain potential injury or property damage if a tree or a portion of a tree fails.
- Target areas include sidewalks, walkways, roads, vehicles, structures, playgrounds, or any other area where people are likely to gather.
- Structurally sound and healthy trees may also be hazardous if they interfere with utilities, roadways, walkways, and sidewalks, or if they obstruct motorist vision.
- Common hazards include dead and diseased trees, dead branches including bark, stubs from topping cuts, broken branches (hangers), multiple leaders, tight-angled crotches, and an unbalanced crown. Evaluation of risk is as follows: 1-Good, 2-Fair, 3-Poses risk, and 4-Hazardous.

2.6 - Local Tree Regulation (Bradbury Municipal Code Chapter 118)

Below are select elements of the City of Bradbury's Municipal Code (Code). The City affords protection to native and non-native tree species as follows:

- *Native* tree means any woody plant species indigenous to the desert, foothills or canyons of southern California prior to the California Mission Period, provided that the plant has an expected mature trunk size of six inches DBH and has an expected mature height of 15 feet or higher.
- *Prominent* tree means a woody perennial plant with a trunk DBH of six inches or more, and having an expected mature height of 15 feet or higher.
- *Significant* tree means any non-native or exotic tree with a trunk DBH of six inches or more, and having an expected mature height of 15 feet or higher, and known to survive in the southern California environment.

Accordingly, Giant sequoias, redwoods (*Sequoiadendron semperivirens*), and dawn redwoods (*Metasequoia glyptostroboides*), evergreen native oaks (such as *Quercus agrifolia*, *engelmannii*), deciduous oaks (such as *Quercus lobata*, and *kelloggii*) are to be regarded as important native trees even

though they have been planted by man, introduced (or possibly reintroduced) into the Southern California foothill and canyon environments.

2.6.1 - Tree preservation and landscaping approval (Sec. 9.118.040)

The Code also states, no removal or topping of existing prominent and/or significant trees is permitted on a building site without prior approval of the Planning Commission. A tree preservation and landscaping plan shall be included as part of the architectural review.

2.6.2 - Regulations, controls and prohibitions (Sec. 9.118.060)

No prominent tree, native tree or any other tree defined in Section 9.118.030 and/or which is of a desirable genus and species shall be removed without first obtaining a permit to do so. The City Manager shall issue such permits only after the presentation of photographs and/or drawings showing that the prominent tree is a significant health or fire hazard or has become an extremely severe detriment to the view of the mountains or valley from house sites.

The CODE (Sec 9.118.060(b)) also specifies that, seriously diseased or dead trees shall be treated or removed by the property owner as necessary to correct the condition or prevent the spread to trees on adjoining properties. The Eucalyptus species of tree killed by the eucalyptus longhorn beetle (ELB) must be cut down, buried or chipped. Trees which show symptoms of ELB infestation may require removal, unless adequate moisture becomes available allowing the tree to produce sufficient quantities of resin to kill all or enough of the larvae that the tree recovers from the infestation. A no-fee permit will be issued for removal of a dead or diseased tree.

2.7 - Limitations and Exceptions of Assessment

This survey was conducted in a manner that draws upon past education, acquired knowledge, training, experience, and research. It was conducted to the greatest extent feasible, and although the information gathered reduces risk of tree failure/decline, it does not fully remove it.

The project area included a steep slope with a significant duff layer that obscured viewing at times. No diagnostic testing was performed during this assessment. This survey associated with this Arborist Report included no soil sampling, root excavation, trunk coring/drilling or any other invasive procedure. The determinations of damage due to pest infestation and decay were made solely on outward appearance and inspection of the tree structures. Not all tree defects may be visible from the ground. Epiphytic growth can also obscure defects on the stem and in the canopy of a tree. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms subject to attack by disease, insects, fungi and other forces of nature. Many aspects of tree health and environmental conditions are often not detectable (internal decay, poor root anchoring, etc.). Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time.

The statements made in this report do not take into account the effects of climate/wind extremes, vandalism, or accident (whether physical, chemical, or fire). In addition, this area is known to have periodic, high

velocity Santa Ana winds from transient high-pressure ridges. Golden State Land & Tree Assessment cannot, therefore, accept any liability in connection with these factors, or where prescribed work is not carried out in a correct and professional manner in accordance with current ISA good practice. The authority of this report ceases at any stated time limit within it, after one year from the date of the survey (if none stated), when any site conditions change, or after pruning (or other activity) not specified in this report.

The goal of this survey is to recommend measures to limit risk exposure while enhancing the beauty and health of each tree onsite. Clients may choose to accept or disregard the recommendations contained within this report, or seek additional advice. ***To live near trees is to accept some degree of risk. The only way to eliminate all risk is to remove all trees onsite.***

SECTION 3: SUBJECT TREES AND OBSERVATIONS

As previously indicated, specific measurements and parameters of all trees onsite were recorded on tree assessment worksheets at the time of the survey; these data have been transferred into the table in Appendix A at the end of this document. During the follow up assessment, the City's ROW was staked out and each trees location was "ground-truthed" by the project engineer, RKA Consulting. Appendix A was updated to reflect this.

Within the site, 46 trees consisting of two distinct, native species was assessed (see Figure 2 below). The age of the trees onsite ranged from mature to senescent and the health from rigorous to in significant decline.



3.1 - Species Assessment

During the survey, tree assessments were conducted according to general ISA guidelines and City requirements; GPS waypoints were recorded as were specific details of each tree. The tree species represented onsite are described in detail below, and a comprehensive table is provided in Appendix A of this report.

The most common, native tree species on site was the coast live oak (*Quercus agrifolia*), composing 97.8% of all native species within the project area. A single specimen of interior live oak (*Quercus wislizeni*) was also noted; however, this may be a hybrid species of the former species. One Western sycamore was noted outside of the site boundary to the northwest near the water feature along Deodar Lane. In general, the species onsite were appropriate for the location. A species profile is provided below.

3.2 - Coast live oak (*Quercus agrifolia*)

This California native species is a massive, drought tolerant, but a graceful tree. The coast live oak is a beautiful evergreen oak that grows predominantly west of the central valleys near the coast and within the interior foothills of California. Its habit is spreading or weeping and requires ample growing space. Its form is oval, rounded or umbrella shape. The roots of this species are associated with mycorrhizae that aid in water uptake during the dry season.

- Height: 20 - 70 feet. Width: 110 feet.
- Growth Rate: 24 Inches per Season.
- Longevity Greater than 150 years. Some specimens may attain an age exceeding 250 years, with trunk diameters up to three or four meters.

It prefers full sun to partial shade and moist to dry loam or sand textured soil. Its branch strength is rated as strong, this species is susceptible to gold spotted oak borer, aphids, beetle borers, beetle grubs, caterpillars, coddling moths, insect galls, scales and white fly, sudden oak death, crown rot, mistletoe, oak root rot, phytophthora, powdery mildew, root rot and sooty mold.

There were 43 coast live oak trees noted within the project site. As noted in the plates on the following pages, the stand was rather dense and mostly located on a significant slope with a southerly aspect.

3.3 - Interior live oak (*Quercus wislizeni*)

This California native species is a relatively massive tree that grows mostly in the interior areas where it is warmer with less coastal influence. Its habit is spreading and requires ample growing space. Its form is rounded or vase-like shape with evergreen foliage; it is an important native species.

- Height: up to 70 feet. Width: 40-80 feet.
- Growth Rate: 12-24 Inches per Season.
- Longevity Greater than 150 years.

It prefers full sun to partial shade and moist to dry loam or sand textured soil. Its branch strength is rated as strong and its root damage potential is rated as moderate. this species is susceptible to *Armillaria*, crown rot, mistletoe, powdery mildew and caterpillars, codling moths, insect galls, white fly. There was only one representative of this species, but may be a hybrid with a coast live oak species.

3.4 - Oak Woodland

There are 22 different oak species and many other hybrids native to California. They are present in a vast array of habitats from riparian to montane environments. Oaks can occur in dense brush form or as isolated trees dotting a hillside. Oak woodlands comprise a diverse set of communities, but are generally defined as being mixed, oak-dominated plant communities where overall tree cover is greater than 10 percent; the tree canopies or crowns range from largely overlapping to vast, open areas. Oak woodlands can vary considerably in species composition and richness due to varying vegetation, topography, soil, and water regimes. This vegetation community provides food production, spatial diversity, both horizontal spacing and vertical stratification, as well as protective cover.

3.5 - Observations

The stand of oaks within the site is a remnant population of the fragmented stands within the local area with limited connectivity to the other stands. As previously indicated, the majority of the stand of coast live oaks were located on the slope within the project site. It was noted that several trees had fallen in the past and remaining stumps were left in place following the removal of the fallen trees. Very little flora was found beneath the canopy under the dense stand of oak trees.

Due to the dense nature of the stand along with the significant slope of the terrain and level of disturbance, many of the trees are diseased, infested, or having a poor growth form requiring removal. In all, 21 (47.7%) of the trees onsite should be removed due to their condition. The remaining 25 trees (56.8%) are in fair to good health and may be preserved as part of the project, but monitoring and bracing may be warranted. The plates below include observations of the trees within the project area that are in decline or showing evidence of pest infestation and disease stemming from lack of irrigation and maintenance.



Plate 2. This is a view a large canker within a lower stem (#435).



Plate 3. This is a view of multiple cankers along the stem in the upper canopy (#435).



Plate 4. This is a view of eroded substrate resulting in exposed structural roots (#436).



Plate 5. This is a view multiple cankers with stained bark (#437).



Plate 6. This is a view of a tree with a significant lean and vertical fissure (#439).



Plate 7. This is a view of embedded fence that has been compartmentalized within the stem tissue (#460).



Plate 8. This is a view of horizontal stem growth along substrate lacking geotropism (#441).



Plate 9. This is a view of a codominant stem system (#468).



Plate 10. This is a view of severe decay on a stem (#435).



Plate 11. This is a view of a diseased tree in decline that has lost its central stem (#444).



Plate 12. This is a view of diseased foliage, possible from a bacterial or viral pathogen (such as anthracnose) (#452). Chlorosis can be seen as well.



Plate 13. This is a view of a tree growing along the substrate redistributing dominance to upward facing limbs (#452).



Plate 14. This is a view of an unclosed branch cut with decayed internal tissue (#464).

SECTION 4: DISCUSSION AND RECOMMENDATIONS

4.1 - Conclusion

Within the project site boundary, 46 trees were assessed composed of two distinct species, coast live oak (*Quercus agrifolia*) and a single specimen of interior live oak (*Quercus wislizeni*), which may be a hybrid. A single western sycamore (*Platanus racemosa*) was noted just beyond the project boundary (see Figure 2 above); this species is native to California as well. No other *native* trees onsite have any other special designations as described in the Municipal Code for the City. Of all the trees surveyed, 38 qualify as a Prominent Tree having a DBH of 6-inches or greater (22 of which are of good or fair health). In all, 21 (47.7%) of the trees onsite should be considered for removal due to the trees being diseased, infested, or having a poor growth form (as demonstrated in Appendix A); this can lead to an increased chance of failure, especially given the steep slope in which they occur. The other 25 trees are in fair to good health and would require mitigation, if removed (see Recommendations below).

4.2 - Discussion

As indicated, many of the trees onsite are in poor condition due to local conditions, such as local competition for growth and resources, or other variables such as sloped and eroded soil substrate or disturbance. With that said, coast live oak trees (as with many *Quercus* others) are tenacious and capable of sustained growth in adverse conditions contributing to the local ecology despite their present condition. In addition, the subject trees are adjacent to a well-traveled road (Bradbury Road) with their canopy often reaching potential targets.

4.3 - Recommendations

4.3.1 - Monitoring During and After Construction

It is significant that many trees surveyed have an exaggerated lean within the existing, steep, eroded slope, thereby increasing their chance for failure. It is important that by a qualified ISA certified arborist with Tree Risk Assessment Qualification (TRAQ) be on-site (or consulted with) during construction activity to make a final determination if any trees may be preserved when grading within the tree protection or critical root zones. It is also highly recommended that a post-construction tree survey be conducted if any large trees are to remain in the vicinity of the improved roadway.

4.3.2 - Tree Preservation and Landscaping Plan

According to Bradbury Municipal Code Section 9.118.040, no removal or topping of existing Prominent and/or Significant trees is permitted on a building site without prior approval of the Planning Department. A tree preservation and planting plan should be included as part of the architectural review. As such, the following measures are recommended for inclusion as part of the tree preservation and planting plan that should be prepared to meet tree preservation and replacement requirements set forth under Bradbury Municipal Code Chapter 118.

4.3.3 - Tree Replacement

Given the population of trees onsite (native/Prominent Trees), any tree removed requires a removal permit and subsequent mitigation unless otherwise stated by the City's Planning Director. Recommended mitigation for tree removal is replanting with like-kind specimens from a local nursery specializing in native species. Candidate trees should consist exclusively of indigenous oak trees and certified as being grown from a seed source collected from an indigenous oak woodland from local populations (where feasible). Recommended mitigation is as follows:

- Plant two replacement oak trees (ratio of 2:1) at an on-site location for each single oak tree removed. The replacement tree(s) shall be a minimum of fifteen (15) gallon in size and measure at least one inch in diameter one foot above the base. The mitigation area should be protected by chain-link fencing and appropriate signage identifying the site as Protected Habitat.
- Plant two replacement oak trees (ratio of 2:1) at an off-site location with a minimum of fifteen (15) gallon tree (measured at least one inch in diameter one foot above the base).
- Pay an in-lieu fee for each oak removed. This fee shall be adjusted by the planning department and the funds set aside in a pre-determined trust with the objective to purchase off-site oak woodland and provide maintenance for an existing oak woodland.
- Any combination of the measured detailed above

These measures must be in accordance with the City's Municipal Code. Removal of any trees must be preceded by authorization from the City's Planning Department and be replaced with an approved species in an approved-size container based on the diameter of the stem of the tree removed.

4.3.4 - Monitoring Plan

An ISA arborist should monitor the replacement trees for a minimum of three years, to evaluate the growth, health and condition of the replacement trees. In addition, an ongoing maintenance and monitoring plan is recommended for those trees preserved onsite; this is to ensure public safety and minimize liability due to potential tree failure. Strategic pruning compliant with ISA standards must be performed to subordinate non-primary, codominant stems, and canopy deadwood should be removed. Regular maintenance is recommended according to ISA standards.

4.3.5 - Post Installation Tree Inspection and Monitoring

The road improvement will significantly impact the substrate beneath many oaks that will remain onsite. Portions of root crowns will inevitably be impacted possible changing the nearby grade, hydrology, and other significant conditions. Given the degree of the resident trees' inherent lean to the south and their potential to fall towards the roadway, a post-installation inspection must be performed that includes a workplan for bracing (as needed) to mitigate potential tree failure. A monitoring plan following this inspection is also recommended to assure survival of the remaining trees.

4.3.6 - Migratory Bird Treaty Act

Pursuant to the Migratory Bird Treaty Act (MBTA) and CDFG Code, removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season. The nesting season generally extends from early February through August, but can vary slightly from year to year based upon seasonal weather conditions.

4.3.7 - Tree Protection during Construction

Building/grading near trees requires that they are healthy at the start of the project for the stand to recover well. Some older trees have little tolerance for root damage or other stress factors. Younger, more vital trees are more tolerant of changes in their surroundings. However, each change in soil compaction, irrigation, under plantings, and other condition takes some of an older tree's strength and vigor and further diminishes its health. The main stresses and risks of construction are:

- Soil compaction
- Lack of water or changes in the site hydrology
- Change of grade in the root zone
- Physical damage to tree roots and structure
- Dumping of potentially toxic construction wastes
- Lack of pest control and other care
- Dust
- Human error

Mature trees take a long time to heal from, or respond to, injury. It could take 10 years for some trees to make a visible improvement in health after construction impacts occur. On the other hand, it could take 10 years for a tree to visibly start declining after cutting roots, compacting the soil, or raising the grade. To mitigate against adverse impacts to preserved trees onsite, the following measures must be considered:

1. Dripline fencing must be placed a minimum of 1 foot in radius from the tree per 1 inch of diameter at breast height (for example, 6-inch trunk = 6 feet protection radius/12 feet diameter).
2. Dripline fencing must be erected so that it is visible and structurally sound enough to deter construction equipment, foot traffic, and the storing of equipment under tree canopies.
3. Raising or lowering the grade in the root zone of trees can be fatal or ruin the health of trees for years to come. Grade change and soil compaction force out the oxygen and literally press the life out of the soil. A retaining wall can be used to minimize the amount of the root zone that is affected, but it is essential that the footing is not continuous. Gravel and aeration pipes should be placed inside the retaining wall before the fill is placed. Consult with a qualified civil engineer for proper design calculations.
4. Trenching within the protection zone must be avoided wherever possible. Most of the roots are in the top 1 to 2 feet of soil, and trenching can sever a large percentage of roots.
5. Oil from construction equipment, cement, concrete washout, acid washes, paint, and solvents are toxic to tree roots. Signs should be posted on the fencing around trees notifying contractors of the fines for dumping. Portable latrines that are washed out with strong detergents can damage the fine roots of the

trees. Portable latrines should not be placed near trees, nor where frequent and regular foot traffic to them will compact the soil below the trees.

6. Construction creates large amounts of dust, and the oaks and any other trees to be preserved will need to be kept clean. Dust reduces photosynthesis on all trees. Strict dust control measures must be implemented during construction to minimize this impact, and an occasional rinsing with a solution of water and insecticidal soap will help control pests.

SECTION 5: QUALIFICATIONS OF ARBORIST

Mr. Wirtes is a Certified Arborist (CH-08084) with the International Society of Arboriculture (ISA) and a Registered Consulting Arborist (RCA #738) with the American Society of Consulting Arborists. Mr. Wirtes was originally ISA Certified in November of 2005 and has conducted numerous tree assessments for residential properties that involve native and ornamental tree species. Most notably, Mr. Wirtes has created an oak regeneration plan and a Joshua tree protection plan as part of a mitigation effort within the Counties of Ventura and Los Angeles respectively. He has performed numerous tree surveys in Riverside, San Bernardino, and Los Angeles Counties on sites with as many as 500 trees. Mr. Wirtes' education includes a Bachelor of Science in Biology and a Master of Science in Environmental Science from California State University at Fullerton.

I certify that the details stated herein this report are true and accurate:



George Wirtes, MS, RCA #738
ISA Certified Arborist, CH-08084

SECTION 6: REFERENCES

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- University of California, 2021. California Tree Failure Report Program website at <http://ucanr.edu/sites/treefail/>
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Appendix A - Tree Species Matrix

Note - This tree survey and the details recorded below are meant to characterize the trees within the property. The assessment is not exhaustive, but is a balance between the competing forces of in-depth description and cost effectiveness. The goal was to accumulate enough data to make a judgment as to what role, if any, the existing trees may have in the proposed project.

Tree Tag #	Species1	DBH (inches)							Height (feet)	Canopy Width (feet)		Gen	Ann	Env	Risk	Conclusion	Within City ROW*
		1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk	6th Trunk	Total		(North on top)							
435	Coast Live Oak	16						16	18	2		3	3	3		Remove	N
Sprouter, Significant decay at mid-stem, Crossing canopy branch										16	4						
436	Coast Live Oak	30						30	45	30	18	2	2-3	2-3		Prune	N
Good Vigor, Some exposed structural roots										22	40						
437	Coast Live Oak	10						10	14	4	20	3	3	3		Remove	N
Off center mass, Stained bark/cankers, Competing canopies										4	24						
438	Coast Live Oak	6.5						6.5	9	1	14	3	3	2-3		Remove	N
Poorly developed canopy, Adjacent to failed tree stump										1	8						
439	Coast Live Oak	11						11	17	8	26	2-3	3	3-4		Remove	N
Vertical fissures/furrowed, Poor structural footing to south with failed stump, 45 degrees lean to North										8	0						
440	Coast Live Oak	13						13	24	0	14	2-3	2-3	2-3		Prune	N
Lean to North, Good vigor, Fair form, Decay at primary branch (remove)										0	12						
441	Coast Live Oak	16						16	22	0	36	3	3-4	2		Remove	N
Laying on ground, Poor form										0	0						
442	Coast Live Oak	15						15	16	14	0	2-3	3	2-3		Prune	N
Trim to control mass offset, Footing appears ok, Brace and monitor										14	38						
443	Coast Live Oak	5.5						5.5	18	0	6	2-3	2-3	2-3		Prune	N
Small, Crowded canopy, Fair form and vigor										0	2						
444	Coast Live Oak	6						6	12	8	8	3	3	2-3		Remove	N
Topped, Beneath canopies, Internal decay										8	6						
445	Coast Live Oak	7.5	10					17.5	31	6	10	3	3	3		Remove	N
Internal decay up most of primary stem										6	18						
446	Coast Live Oak	4.5						4.5	16	0	6	2-3	2-3	2-3		Prune	N
Small specimen, Fair form and vigor										0	4						
447	Coast Live Oak	13						13	20	0	0	2-3	3	3		Prune	N
Off center mass, Trim to center mass, Increased lean 60 degrees to East										0	12						
448	Coast Live Oak	4.5						4.5	10	4	2	3	3	3		Remove	N
Topped, Internal decay										4	8						
449	Coast Live Oak	11						11	14	0	12	3	3	3-4		Remove	N

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Poor canopy development, Increased lean to street										6	6							
450	Coast Live Oak	11						11	16	20	0	0	3	3	3	Remove	N	
Poorly developed canopy, Internal decay										0	18	6						
451	Coast Live Oak	6						6	12	0	0	10	3	3	3	Remove	Y	
Poor form and vigor, Increased lean to street										0	12							
452	Coast Live Oak	6.5	6						12.5	10	0	0	3	3	3	Remove	Y	
Co-dominate stem, Decay at primary stem, Borers, Decreased vigor										0	18	16						
453	Coast Live Oak	18	16						34	14	12	0	2-3	3	3	Remove	N	
Off-center mass, Trim to decrease risk, Sweep lean										12	38	35						
454	Coast Live Oak	20							20	30	12	4	2-3	2-3	2-3	Prune	N	
Strategically prune, good form and vigor										12	18	22						
455	Coast Live Oak	8	10						18	17	13	20	3-4	3-4	3	Remove	N	
Canopy on ground, Poor prognosis, Significant internal decay										13	2	0						
456	Coast Live Oak	12							12	32	20	20	2-3	2-3	2-3	Prune	N	
Along fence edge, good form and vigor										0	12	20						
457	Coast Live Oak	6							6	15	0	1	3-4	2-3	2-3	Remove	N	
Topped										0	0	1						
458	Coast Live Oak	4							4	16	4	12	3	3	3	Remove	N	
Decay at top of canopy										4	4	12						
459	Coast Live Oak	11							11	25	8	8	2	2	2-3	Remove	N	
Good form and vigor										8	8	12						
460	Coast Live Oak	13							13	25	18	20	2	2	2-3	Prune	N	
Embedded fence, good form and vigor										18	4	14						
461	Coast Live Oak	12							12	18	0	20	3	3	3	Prune	Y	
Sweep lean, Trim to reduce risk to the targets with poor crotch, Offset mass, Crowded canopy										0	0	22						
462	Coast Live Oak	5.5	6						11.5	18	0	8	2-3	3	2-3	Prune	N	
Co-dominate stem, Monitor, Moist soil										14	0	0						
463	Interior live oak	7.5							7.5	24	12	12	2-3	2-3	2-3	Prune	N	
Possible hybrid of coast live oak										12	12	12						
464	Coast Live Oak	10							10	18	12	12	2-3	2-3	2-3	Prune	Y	
Crowded canopy, good vigor, Some possible anthracnose										12	10	0						
465	Coast Live Oak	13							13	24	16	0	3	3	3	Prune	Y	
Crowded canopy, Offset canopy, 15-degree lean										16	24	10						

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466	Coast Live Oak	7.5					7.5	22	0	12	16	2-3	2-3	2-3	Prune	N
Wet soil, Crowded canopy, Poor canopy development									0	0						
467	Coast Live Oak	12					12	22	16	10	10	2-3	2-3	2-3	Prune	N
Good form and vigor, Leaf rust, Bacteria infection, Anthracnose?									16	18						
468	Coast Live Oak	4.5	5				5	14	6	4	2	2-3	2	2	Prune	Y
Co-dominate stem, good vigor									6	4						
469	Coast Live Oak	22	16				38	36	20	22	24	2-3	2-3	3	Prune	Y
Unstable cliff, Co-dominant, Brace									20	18						
470	Coast Live Oak	24					24	32	26	24	24	2-3	2-3	2-3	Prune	N
Good form and vigor, large specimen									26	22						
471	Coast Live Oak	25					25	31	17	16	22	2-3	2-3	2-3	Prune	N
Good form and vigor, large specimen									17	22						
472	Coast Live Oak	36					36	30	10	4	38	2-3	3	3	Prune	Y
Large unclosed branch cut, some lower stem decay, Termites, Offset canopy									10	32						
473	Coast Live Oak	9.5					9.5	16	12	0	0	3	3	3	Remove	Y
45-degree lean, Poor canopy development, Increased liability, Leans toward street									12	24						
474	Coast Live Oak	6					6	20	4	6	6	3	3	2-3	Prune	N
Lean, Vigor ok, Lean to South									4	16						
475	Coast Live Oak	8					8	18	8	0	12	2-3	2-3	2-3	Prune	Y
Crowded canopy, good vigor									8	12						
476	Coast Live Oak	13					13	14	6	0	6	2-3	3	3	Remove	Y
Lean over street, Increased liability, Borer holes, good vigor, Crowded canopy									6	36						
477	Coast Live Oak	33					33	28	30	0	8	2-3	2-3	2-3	Prune	Y
Good form and vigor, Footing ok									30	30						
478	Coast Live Oak	6					6	18	6	2	6	2	2	2	Prune	Y
Good form and vigor									6	4						
479	Coast Live Oak	16					16	26	20	1	16	2-3	3	3	Remove	N
Good vigor, evidence of borers, poor crotch formation, exposed structural roots, offset canopy and increased liability									20	18						
480	Coast Live Oak	17	18				35	28	20	14	16	2-3	3	3	Remove	N
Excess decay beneath primary limb, codominant stem, increased liability, may be able to save with strategic pruning and bracing, poor crotch formation									20	16						

* Within ROW was determined by RKA Consulting Group

Mitigation Monitoring and Reporting Program

Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Mitigated Negative Declaration has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "...reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the Project. The City of Bradbury is the Lead Agency for the project and is responsible for implementation of the MMRP. This report describes the MMRP for the Project and identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures in the MMRP.

Mitigation Monitoring and Reporting Program

The MMRP for the Project will be active through all phases of the Project, including design, construction, and operation. The attached table identifies the mitigation program required to be implemented by the City for the Project. The table identifies mitigation measures required by the City to mitigate or avoid significant impacts associated with the implementation of the Project, the timing of implementation, and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As individual Plan, Program, Policies; and mitigation measures are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

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TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
BIOLOGICAL RESOURCES			
<p>Mitigation Measure BIO-1: Tree preservation and planting plan. City Planning Department and shall review, and the Planning Commission shall approve a tree preservation and planting plan which replaces native oak trees and prominent trees in accordance with Municipal Code Section 9.118.040, as follows:</p> <ul style="list-style-type: none"> • The City of Bradbury will replace all removed trees, final number to be determined (see Mitigation Measure BIO-5), at a 1:1 ratio with 15-gallon trees of the same species; • The Bradbury Estates will accommodate up to approximately 16 replacement trees; • The City of Bradbury and Bradbury Estates Homeowner’s Association will be responsible, in partnership, for the maintenance of the trees in perpetuity once planted; • The remaining replacement trees will be planted in the City of Duarte, at the Donald and Bernice Watson Recreation Trail, then to parks and medians, in that order of priority; • The City of Bradbury will purchase and deliver trees to the City of Duarte, in which the City of Duarte will plant within (4) weeks of receipt; • The City of Duarte will be responsible for the maintenance of the trees in perpetuity once planted. 	<p>City of Bradbury will purchase and deliver replacement trees in accordance with the findings by the qualified arborist during construction (see MM BIO-5) and as approved by Planning Commission prior to project closeout. Plans to be approved prior to tree permit; trees to be delivered prior to project closeout; replanting to be conducted within 4 weeks of delivery.</p>	<p>City of Bradbury Planning Department; Planning Commissioner; City of Bradbury and City of Duarte Landscaping/Public Works</p>	
<p>Mitigation Measure BIO-2 - Monitoring Plan. An ongoing maintenance and monitoring plan shall be approved and implemented by the City of Bradbury Planning Department for trees preserved onsite and for replacement trees, to ensure long-term tree health, and to minimize potential tree failure.</p> <ul style="list-style-type: none"> • An International Society of Arboriculture (ISA) certified arborist shall monitor the replacement trees for a minimum of three years, to evaluate the growth, health and condition of the replacement trees. Strategic pruning compliant with ISA standards must be performed to subordinate non-primary, codominant stems, and canopy deadwood should be removed. Regular maintenance is recommended according to ISA standards. • Perform inspection after road improvement are completed to determine if preserved oaks have crowns impacted by changed grade or hydrology 	<p>An ongoing maintenance and monitoring plan shall be approved and implemented by the City of Bradbury Planning Department. Minimum of 3 years following construction.</p>	<p>City of Bradbury Planning Department/ International Society of Arboriculture (ISA) Certified Arborist</p>	

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>onsite. Given the degree of the resident trees' inherent lean to the south and their potential to fall towards the roadway, the post-installation inspection must be performed and shall include a workplan for bracing (as needed) to mitigate potential tree failure.</p> <ul style="list-style-type: none"> The arborist shall also monitor preserved trees for a period of three years after construction to assure survival of remaining trees. 			
<p>Mitigation Measure BIO-3 - Tree Protection during Construction.</p> <p>Construction plans shall include a note to require tree protection measures during construction, as follows:</p> <ol style="list-style-type: none"> Dripline fencing must be placed a minimum of 1 foot in radius from the tree per 1 inch of diameter at breast height (for example, 6-inch trunk = 6 feet protection radius/12 feet diameter). Dripline fencing must be erected so that it is visible and structurally sound enough to deter construction equipment, foot traffic, and the storing of equipment under tree canopies. Raising or lowering the grade in the root zone of trees can be fatal or ruin the health of trees for years to come. Grade change and soil compaction force out the oxygen and literally press the life out of the soil. A retaining wall can be used to minimize the amount of the root zone that is affected, but it is essential that the footing is not continuous. Gravel and aeration pipes should be placed inside the retaining wall before the fill is placed. Consult with a qualified civil engineer for proper design calculations. Trenching within the protection zone must be avoided wherever possible. Most of the roots are in the top 1 to 2 feet of soil, and trenching can sever a large percentage of roots. Oil from construction equipment, cement, concrete washout, acid washes, paint, and solvents are toxic to tree roots. Signs should be posted on the fencing around trees notifying contractors of the fines for dumping. Portable latrines that are washed out with strong detergents can damage the fine roots of the trees. Portable latrines should not be placed near trees, nor 	<p>Confirmation that construction plans contain the specific tree protection measures. Prior to grading permit.</p>	<p>City of Bradbury Planning Department</p>	

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>where frequent and regular foot traffic to them will compact the soil below the trees.</p> <p>6. Construction creates large amounts of dust, and the oaks and any other trees to be preserved will need to be kept clean. Dust reduces photosynthesis on all trees. Strict dust control measures must be implemented during construction to minimize this impact, and an occasional rinsing with a solution of water and insecticidal soap will help control pests.</p>			
<p>Mitigation Measure BIO-4 – Nesting Birds. The following measures shall be implemented to mitigate potential impacts on nesting birds:</p> <ul style="list-style-type: none"> • Project ground disturbing and vegetation clearing activities should occur outside of the bird nesting season of February 1 through September 15; • If avoidance of ground disturbing and vegetation clearing activities cannot be implemented and these activities will occur during the bird nesting season, a qualified biologist shall conduct pre-construction nesting bird surveys during the nesting bird season within 3 days prior to vegetation removal and/or construction activities; and, • If active nests are found during nesting bird surveys, they will be flagged and a 500-foot buffer for raptors and a 250-foot buffer for migratory song birds, shall be installed around the nests. The buffers must remain in place until the young have fledged and the nest becomes unoccupied. 	<p>If ground-disturbing activity and/or vegetation clearing occurs during nesting bird season (February 1 through September 15), a qualified biologist shall conduct pre-construction nesting bird surveys. 3 days prior to vegetation removal and/or construction activities.</p>	<p>City of Bradbury Planning Department/ Qualified Biologist</p>	
<p>Mitigation Measure BIO-5 – Tree Monitoring during Construction. A qualified arborist with Tree Risk Assessment Qualification (TRAQ) credential, and field experience with evaluation, maintenance, and care of Coast Live Oak (<i>Quercus agrifolia</i>) trees, will be retained by the City and present during initial ground distributing activities and site preparation activities. The arborist will determine whether individual trees, or root systems, impacted during construction would necessitate removal of the tree based on the health, risk of failure, and other potential issues that could occur as a result of the project. The arborist may direct the installation of bracing and/or guying measures, corrective pruning, or other treatment for the protection in-place of trees (including root systems) impacted by the project. Trees originally considered for removal may be</p>		<p>City of Bradbury Planning Department/ Qualified Arborist with Tree Risk Assessment Qualification (TRAQ) Credential</p>	

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>preserved with corrective measures if determined that preservation would not result in risk to public safety. Trees identified as potentially impacted during preliminary tree surveys will be subject to removal or preservation at the discretion of the arborist monitor during construction. Trees identified for removal would be subject to mitigation under Mitigation Measure BIO-1.</p>			
CULTURAL RESOURCES			
<p>Mitigation Measure CUL-1: Inadvertent Discoveries. Prior to the issuance of any permits ground-disturbing activities that cause excavation of soils (including as grading, excavation, and trenching), the City of Bradbury shall ensure that all Project grading and construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). If the discovered resource(s) appears Native American in origin, the Native American Monitor shall evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources.</p>	<p>Confirmation that construction plans and specifications state that in the event of an inadvertent discovery, work within 50 feet shall cease and a qualified archaeologist shall evaluate the resource/a Native American Monitor shall evaluate any potential tribal cultural resource(s). Prior to grading permit.</p>	<p>City of Bradbury Planning Department/ Qualified Archaeologist from the City or County List of Qualified Archaeologists/ Native American Monitor</p>	
GEOLOGICAL RESOURCES			
<p>Mitigation Measure PAL-1: Paleontological Resources. Prior to issuance of a grading permit, the City of Bradbury shall verify that all Project grading and construction plans and specifications state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City or County List of Qualified Paleontologists has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If</p>	<p>Verify grading and construction plans state that in the event that potential paleontological resources are discovered during excavation, work shall cease within 50 feet of the find until a qualified paleontologist</p>	<p>City of Bradbury Planning Department/ Qualified Paleontologist from the City or County List of Qualified Paleontologists</p>	

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities.</p>	<p>has evaluated the find. Prior to grading permit.</p>		
TRIBAL			
<p>TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</p> <p>A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.</p> <p>D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the</p>	<p>Retain a Native American Monitor and document retainment. Prior to ground-disturbing activity.</p>	<p>City of Bradbury Planning Department</p>	

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.</p> <p>E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p>			
<p>TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects</p> <p>A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <p>B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.</p>	<p>Stop disturbance activities within project vicinity and notify County Coroner immediately upon discovery of identified human or funerary remains. During construction.</p>	<p>City of Bradbury Planning Department; County Coroner.</p>	

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p> <p>D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)</p> <p>E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p>F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>			
<p>TCR-3: Procedures for Burials and Funerary Remains:</p> <p>A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</p> <p>B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</p> <p>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects</p>	<p>Conduct burial and/or treatment of human remains and funerary objects in accordance with the Koo-nas-gna Burial Policy. During construction.</p>	<p>City of Bradbury Planning Department</p>	

Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</p> <p>D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.</p> <p>E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.</p> <p>F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be</p>			

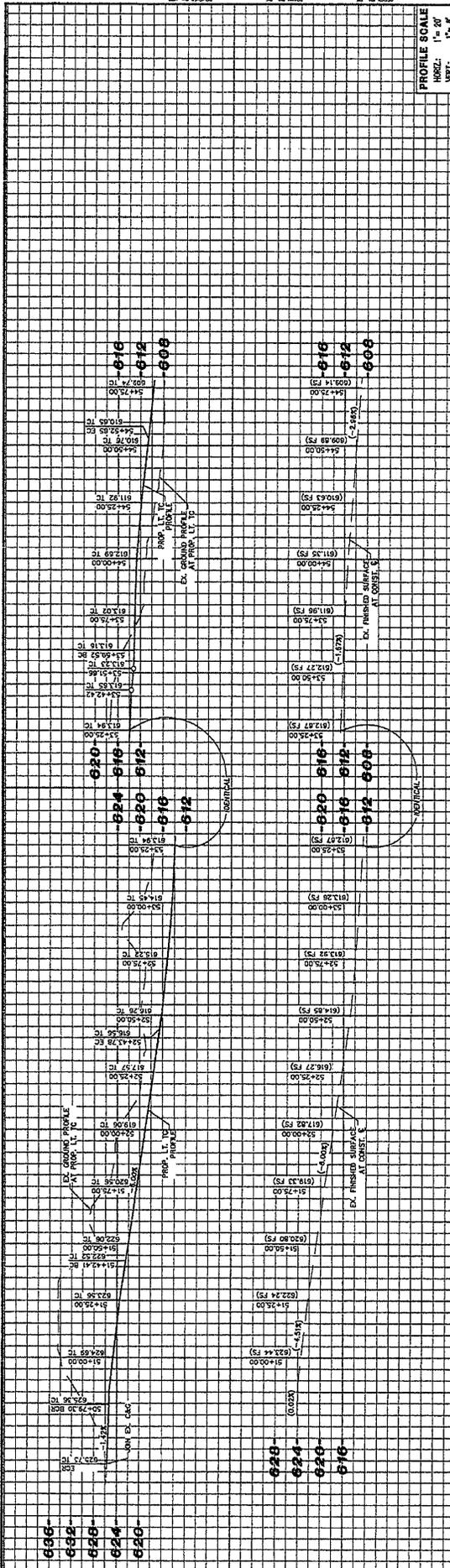
Mitigation Measure	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>			

PPP	Action and Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AIR QUALITY			
PPP AQ-1: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.	Compliance with Rule 402. During construction.	City of Bradbury Planning Department	
PPP AQ-2: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following: <ul style="list-style-type: none"> • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day. • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less. 	Compliance with Rule 403. During construction.	City of Bradbury Planning Department	
PPP AQ-3: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.	Compliance with Rule 1113. During construction.	City of Bradbury Planning Department	
CULTURAL RESOURCES			
PPP CUL-1: Human Remains. Should human remains be discovered during Project construction, the Project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code	Stop disturbance activities within project vicinity and notify County Coroner immediately upon discovery of identified	City of Bradbury Planning Department; County Coroner.	

<p>Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC. See MM CUL-1 for Inadvertent Discovery procedure.</p>	<p>human or funerary remains. During construction.</p>		
<p>ENERGY</p>			
<p>PPP ENG-1: CalGreen Compliance. The Project is required to comply with the CalGreen Building Code as included in the City’s Municipal Code (Chapter 150.001) to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.</p>	<p>Ensure project complies with CalGreen Building Code as included in the City’s Municipal Code (Chapter 150.001). Prior to building permit.</p>	<p>City of Bradbury Planning Department</p>	
<p>WATER QUALITY</p>			
<p>PPP WQ-1: SWPPP. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City’s Municipal Code Section 9.109.050. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.</p>	<p>Review and approval of SWPPP. Prior to grading permit.</p>	<p>City of Bradbury Planning Department</p>	
<p>HAZARDOUS MATERIALS</p>			
<p>PPP HAZ-1: The City of Bradbury will coordinate with emergency service providers within the City of Bradbury and the City of Monrovia regarding planned roadway closures and possible detour routes. The duration of full roadways closures would be minimized to the maximum extent feasible.</p>	<p>Coordinate with emergency service providers (Bradbury and Monrovia) regarding traffic detours. Prior to and during construction.</p>	<p>City of Bradbury Planning Department</p>	
<p>NOISE</p>			

<p>PPP NOI-1: Construction Hours. Per City of Monrovia Municipal Code Section 9.44.080, construction or demolition work will be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays. Per the City of Bradbury Municipal Code Section 9.44.040, construction or demolition work will be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 7:00 p.m. on weekends, excluding holidays. Dependent on the day, the more prudent noise restriction shall be applied.</p>	<p>Apply the more prudent noise standard, City of Bradbury or City of Monrovia, depending on the day. During construction.</p>	<p>City of Bradbury Planning Department</p>	
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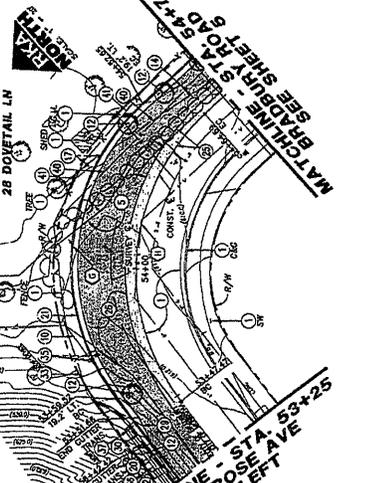
ATTACHMENT #2



PROFILE SCALE
HORIZ. 1" = 20'
VERT. 1" = 8'

CONSTRUCTION NOTES

1. PROJECT-IN-PLACE.
2. GENERAL BRADING.
3. ADJUST VALVE COVER TO FINISHED SURFACE.
4. REMOVE EXISTING AC PAVEMENT AND SUBGRADE.
5. REMOVE EXISTING AC BASE.
6. REMOVE EXISTING P.C.C. CURB AND GUTTER.
7. REMOVE EXISTING BLOCK WALL.
8. REMOVE EXISTING CHAIN LINK FENCE.
9. REMOVE EXISTING HEDGE.
10. REMOVE EXISTING POLE (EXISTING).
11. CONSTRUCT 6" P.C.C. CURB PER SPACING STD. PLAN NO. 126-3, TYPE A1-6.
12. CONSTRUCT 6" P.C.C. CURB AND GUTTER PER SPACING STD. PLAN NO. 120-3, TYPE A2-4.
13. CONSTRUCT P.C.C. SIDEWALK PER SPACING STD. PLAN NO. 112-2 & 112-3.
14. CONSTRUCT 1.5" CR-30 GUTTER PER SPACING STD. PLAN NO. 123-3 TO MATCH EXISTING.
15. VARIABLE CURB AND CONSTRUCT 1.5" CR-30 64-10 A.C. PAVEMENT OVERLAY.
16. CONSTRUCT 1.5" CR-30 64-10, 2.5" R-PS 64-10 CONSTRUCTION BASE.
17. CONSTRUCT CUTTER TRANSITION.
18. CONSTRUCT 6" HIGH CHAIN LINK FENCE.
19. CONSTRUCT CHAIN LINK FENCE WITH BARBED WIRE TO MATCH EXISTING.
20. PLANT HEDGE (TYPE TO BE DETERMINED).
21. BRGRADE EXISTING WALKER WEEDS AND SOIL.
22. CONSTRUCT 2" RETAINING WALL OUTER (TYPE TO BE DETERMINED).
23. CONSTRUCT 2" RETAINING WALL WITH PIPE DOME (TYPE TO BE DETERMINED).
24. REMOVE AND SALVAGE EXISTING CHAIN LINK.
25. REINSTALL CHAIN LINK FENCE.



CURVE DATA TABLE

Δ	DELTA	ARC LENGTH	RADIUS	TANGENT	NOTE
A	73.38°45"	26.66'	30.00'	16.55'	CON. FLESH
B	44°00'00"	87.55'	114.00'	46.66'	R. CURVE
C	44°00'00"	101.37'	132.00'	53.33'	L. CURVE
D	86°10'15"	150.23'	80.00'	74.74'	R. CURVE
E	86°10'15"	117.22'	78.00'	72.87'	L. CURVE

WILD ROSE AVE

LEGEND

 1.5" CR-30 64-10 A.C. PAVEMENT OVERLAY
 2.5" R-PS 64-10 CONSTRUCTION BASE
 6" P.C.C. CURB AND CONSTRUCT 1.5" CR-30 64-10 A.C. PAVEMENT OVERLAY

STREET IMPROVEMENT PLANS
 CITY OF BRADBURY
 WILD ROSE AVENUE / BRADBURY ROAD WIDENING
 ROADWAY PLANS
 STA 50+00 TO STA 6+75

RKA CONSULTING GROUP
 CONSULTING ENGINEERS
 1100 W. 12TH STREET, SUITE 100
 BRADBURY, CA 91304
 PHONE: (661) 835-1111
 FAX: (661) 835-1112
 WWW.RKACONSULTING.COM

CITY OF BRADBURY
 APPROVED BY: [Signature] DATE: [Date]
 CITY ENGINEER

REVISIONS

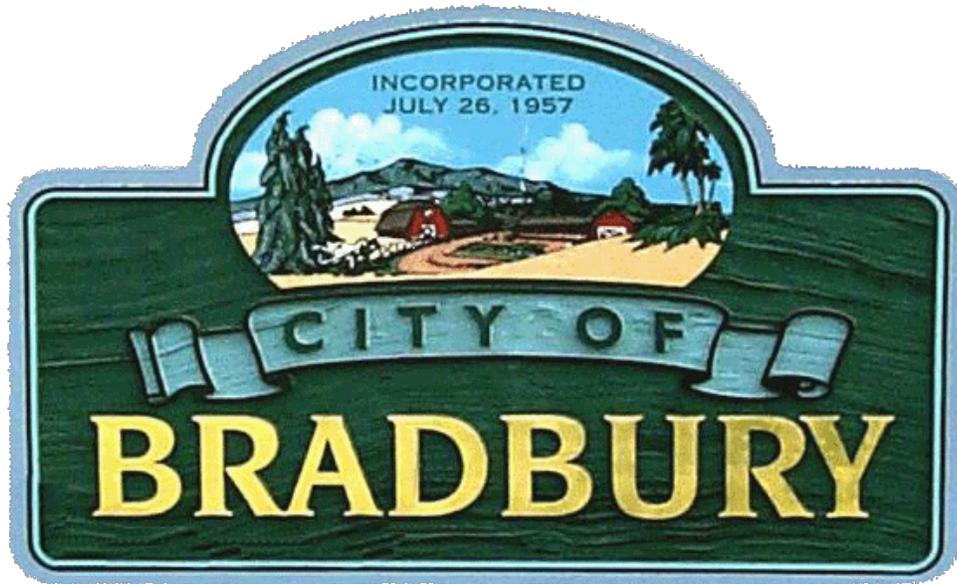
NO.	DATE	DESCRIPTION

DIG ALERT
 SECOND UTILITY OF THE GOVERNMENT LOOK UP BEFORE YOU DIG
 CALL 811 OR VISIT WWW.CALL811.COM
 1-800-422-4333
 CHAIRMAN: ADVISOR THAT THE USA CENTER FOR CONSUMER PROTECTION HAS BEEN ADVISED THAT THE CONSUMER SHOULD BE AWARE OF THE RISK OF DAMAGE TO YOUR PROPERTY AND THE ENVIRONMENT IF YOU DO NOT CALL 811 BEFORE YOU DIG.

SHEET 4 OF 6 SHEETS

ATTACHMENT #3

CITY OF BRADBURY



BRADBURY ROAD WIDENING

CONTRACT DOCUMENTS

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CITY OF BRADBURY

NOTICE INVITING BIDS

The City of Bradbury (“City”) will receive sealed bids for the **BRADBURY ROAD WIDENING** Project at the office of the City Clerk, City of Bradbury City Hall, 600 Winston Avenue, Bradbury, California until no later than **December 13, 2022 at 11:00 A.M.** at which time or thereafter said bids will be opened and read aloud. Bids received after this time will be returned unopened. Bids shall be valid for 60 calendar days after the bid opening date.

Bids must be submitted on the City’s Bid Forms. Contractors shall submit their bid in a sealed envelope marked with the job name and number.

Bidders may obtain a copy of the Contract Documents from the office of the City Clerk, City of Bradbury City Hall at: 600 Winston Avenue, Bradbury, California, (626) 358-3218 for Twenty-five dollars (\$25). A non-refundable charge of Thirty-five dollars (\$35) will be required of any bidder who requests that the Contract Documents be mailed within California (costs for out-of-state mailings will be higher). The City will also make the Contract Documents available for review at one or more plan rooms.

Bids must be accompanied by cash, a certified or cashier’s check, or a Bid Bond in favor of the City in an amount not less than ten percent (10%) of the submitted Total Bid Price.

Each bid shall be accompanied by the security referred to in the Contract Documents, the non-collusion affidavit, the list of proposed subcontractors, and all additional documentation required by the Instructions to Bidders.

The successful bidder will be required to furnish the City with a Performance Bond equal to 100% of the successful bid, and a Payment Bond equal to 100% of the successful bid, prior to execution of the Contract. All bonds are to be secured from a surety that meets all of the State of California bonding requirements, as defined in Code of Civil Procedure Section 995.120, and is admitted by the State of California. Pursuant to Public Contract Code Section 22300, the successful bidder may substitute certain securities for funds withheld by City to ensure his performance under the Contract.

The Director of Industrial Relations has determined the general prevailing rate of per diem wages in the locality in which this work is to be performed for each craft or type of worker needed to execute the Contract which will be awarded to the successful bidder, copies of which are on file and will be made available to any interested party upon request at or online at <http://www.dir.ca.gov/dlsr>. A copy of these rates shall be posted by the successful bidder at the job site. The successful bidder and all subcontractor(s) under him, shall comply with all applicable Labor Code provisions, which include, but are not limited to the payment of not less than the required prevailing rates to all workers employed by them in the execution of the Contract, the employment of apprentices, the hours of labor and the debarment of contractors and subcontractors.

Each bidder shall be a licensed contractor pursuant to the Business and Professions Code and

NOTICE INVITING BIDS

shall be licensed in the following appropriate classification(s) of contractor's license(s), for the work bid upon, and must maintain the license(s) throughout the duration of the Contract: A, or C12.

A pre-bid walk/site-visit has not been scheduled for this bid. The bidder is required to visit the project site and make himself fully aware of the requirements of the project.

Award of Contract: The City shall award the Contract for the Project to the lowest responsible bidder as determined from the base bid alone by the City. The City reserves the right to reject any or all bids or to waive any irregularities or informalities in any bids or in the bidding process.

COMPLIANCE MONITORING AND ENFORCEMENT

In accordance with Section 1771 of the State Labor Code all Contractor and Sub-Contractors will be subjected to the Public Works Contractor Registration Program with the Department of Industrial Relations. No Bidder will be allowed to submit a proposal on this project unless they are registered with the DIR. Registration can be completed by visiting: <https://efiling.dir.ca.gov/PWCR>.

Contractors and Sub-Contractors will also need to submit Certified Payroll Reports through the DIR Monitoring system. Prime Contractors will need to register at: <https://apps.dir.ca.gov/ecpr/DAS/AltLogin>.

For further information, contact Kurt Pedersen at (909) 594-9702.

ENGINEER'S ESTIMATE: \$475,000.00

NOTICE INVITING BIDS

CITY OF BRADBURY

INSTRUCTIONS TO BIDDERS

AVAILABILITY OF CONTRACT DOCUMENTS

Bids must be submitted to the City on the Bid Forms which are a part of the Bid Package for the Project. Prospective bidders may obtain one (1) complete set of Contract Documents at no cost. Contract Documents may be obtained from the City at the location(s) and at the time(s) indicated in the Notice Inviting Bids. Prospective bidders are encouraged to telephone in advance to determine the availability of Contract Documents. Any applicable charges for the Contract Documents are outlined in the Notice Inviting Bids.

The City may also make the Contract Documents available for review at one or more plan rooms, as indicated in the Notice Inviting Bids. Please Note: Prospective bidders who choose to review the Contract Documents at a plan room must contact the City to obtain the required Contract Documents if they decide to submit a bid for the Project.

EXAMINATION OF CONTRACT DOCUMENTS

The City has made copies of the Contract Documents available, as indicated above. Bidders shall be solely responsible for examining the Project Site and the Contract Documents, including any Addenda issued during the bidding period, and for informing itself with respect to local labor availability, means of transportation, necessity for security, laws and codes, local permit requirements, wage scales, local tax structure, contractors' licensing requirements, availability of required insurance, and other factors that could affect the Work. Bidders are responsible for consulting the standards referenced in the Contract. Failure of Bidder to so examine and inform itself shall be at its sole risk, and no relief for error or omission will be given except as required under State law.

INTERPRETATION OF CONTRACT DOCUMENTS

Discrepancies in, and/or omissions from the Plans, Specifications or other Contract Documents or questions as to their meaning shall be immediately brought to the attention of the City by submission of a written request for an interpretation or correction to the City. Such submission, if any, must be sent to the Office of the City Engineer by faxing (909) 594-2658 or emailing to kpedersen@rkagroup.com

Any interpretation of the Contract Documents will be made only by written addenda duly issued and mailed or delivered to each person or firm who has purchased a set of Contract Documents. The City will not be responsible for any explanations or interpretations provided in any other manner. No person is authorized to make any oral interpretation of any provision in the Contract Documents to any bidder, and no bidder should rely on any such oral interpretation.

Bids shall include complete compensation for all items that are noted in the Contract Documents as the responsibility of the Contractor.

INSTRUCTIONS TO BIDDERS

INSPECTION OF SITE; PRE-BID CONFERENCE AND SITE WALK

Each prospective bidder is responsible for fully acquainting itself with the conditions of the Project Site (which may include more than one site), as well as those relating to the construction and labor of the Project, to fully understand the facilities, difficulties and restrictions which may impact the cost or effort required to complete the Project.

ADDENDA

The City reserves the right to revise the Contract Documents prior to the bid opening date. Revisions, if any, shall be made by written Addenda. All addenda issued by the City shall be included in the bid and made part of the Contract Documents. Pursuant to Public Contract Code Section 4104.5, if the City issues an Addendum which includes material changes to the Project less than 72 hours prior to the deadline for submission of bids, the City will extend the deadline for submission of bids. The City may determine, in its sole discretion, whether an Addendum warrants postponement of the bid submission date. Each prospective bidder shall provide City a name, address and facsimile number to which Addenda may be sent, as well as a telephone number by which the City can contact the bidder. Copies of Addenda will be furnished by facsimile, first class mail, express mail or other proper means of delivery without charge to all parties who have obtained a copy of the Contract Documents and provided such current information. Please Note: Bidders are responsible for ensuring that they have received any and all Addenda. To this end, each bidder should contact Office of the City Engineer to verify that he has received all Addenda issued, if any, prior to the bid opening.

ALTERNATE BIDS

If alternate bid items are called for in the Contract Documents, the lowest bid will be determined on the basis of the base bid only. However, the City may choose to award the contract on the basis of the base bid alone or the base bid and any alternate or combination of alternates. The time required for completion of the alternate bid items has been factored into the Contract duration and no additional Contract time will be awarded for any of the alternate bid items. The City may elect to include one or more of the alternate bid items, or to otherwise remove certain work from the Project scope of work, accordingly each Bidder must ensure that each bid item contains a proportionate share of profit, overhead and other costs or expenses which will be incurred by the Bidder.

COMPLETION OF BID FORMS

Bids shall only be prepared using copies of the Bid Forms which are included in the Contract Documents. The use of substitute bid forms other than clear and correct photocopies of those provided by the City will not be permitted. Bids shall be executed by an authorized signatory as described in these Instructions to Bidders. In addition, Bidders shall fill in all blank spaces (including inserting "N/A" where applicable) and initial all interlineations, alterations, or erasures to the Bid Forms. Bidders shall neither delete, modify, nor supplement the printed matter on the Bid Forms nor make substitutions thereon. **USE OF BLACK OR BLUE INK, INDELIBLE PENCIL OR A TYPEWRITER IS REQUIRED.** Deviations in the bid form may result in the bid being deemed non-responsive.

INSTRUCTIONS TO BIDDERS

MODIFICATIONS OF BIDS

Each Bidder shall submit its Bid in strict conformity with the requirements of the Contract Documents. Unauthorized additions, modifications, revisions, conditions, limitations, exclusions or provisions attached to a Bid may render it non-responsive and may cause its rejection. Bidders shall neither delete, modify, nor supplement the printed matter on the Bid Forms, nor make substitutions thereon. Oral, telephonic and electronic modifications will not be considered, unless the Notice Inviting Bids authorizes the submission of electronic bids and modifications thereto and such modifications are made in accordance with the Notice Inviting Bids.

DESIGNATION OF SUBCONTRACTORS

Pursuant to State law, the Bidders must designate the name, location, and license number of each subcontractor who will perform work or render services for the Bidder in an amount that exceeds one-half of one percent (1/2%) of the Bidder's Total Bid Price, as well as the portion of work each such subcontractor will perform on the form provided herein by the City. No additional time will be provided to bidders to submit any of the requested information in the Designation of Subcontractor form.

LICENSING REQUIREMENTS

Pursuant to Section 7028.15 of the Business and Professions Code and Section 3300 of the Public Contract Code, all bidders must possess proper licenses for performance of this Contract. Subcontractors must possess the appropriate licenses for each specialty subcontracted. Pursuant to Section 7028.5 of the Business and Professions Code, the City shall consider any bid submitted by a contractor not currently licensed in accordance with state law and pursuant to the requirements found in the Contract Documents to be nonresponsive, and the City shall reject the Bid. The City shall have the right to request, and Bidders shall provide within five (5) calendar days, evidence satisfactory to the City of all valid license(s) currently held by that Bidder and each of the Bidder's subcontractors, before awarding the Contract.

SIGNING OF BIDS

All Bids submitted shall be executed by the Bidder or its authorized representative. Bidders may be asked to provide evidence in the form of an authenticated resolution of its Board of Directors or a Power of Attorney evidencing the capacity of the person signing the Bid to bind the Bidder to each Bid and to any Contract arising therefrom.

If a Bidder is a joint venture or partnership, it may be asked to submit an authenticated Power of Attorney executed by each joint venturer or partner appointing and designating one of the joint venturers or partners as a management sponsor to execute the Bid on behalf of Bidder. Only that joint venturer or partner shall execute the Bid. The Power of Attorney shall also: (1) authorize that particular joint venturer or partner to act for and bind Bidder in all matters relating to the Bid; and (2) provide that each venturer or partner shall be jointly and severally liable for any and all of the duties and obligations of Bidder assumed under the Bid and under

INSTRUCTIONS TO BIDDERS

any Contract arising therefrom. The Bid shall be executed by the designated joint venturer or partner on behalf of the joint venture or partnership in its legal name.

BID GUARANTEE (BOND)

Each bid shall be accompanied by: (a) cash; (b) a certified check made payable to the City; (c) a cashier's check made payable to the City; or (d) a bid bond payable to the City executed by the bidder as principal and surety as obligor in an amount not less than 10% of the maximum amount of the bid. Personal sureties and unregistered surety companies are unacceptable. The surety insurer shall be California admitted surety insurer, as defined in Code of Civil Procedure Section 995.120. The cash, check or bid bond shall be given as a guarantee that the bidder shall execute the Contract if it be awarded to the bidder, shall provide the payment and performance bonds and insurance certificates and endorsements as required herein within ten (10) calendar days after notification of the award of the Contract to the bidder. Failure to provide the required documents may result in forfeiture of the bidder's bid deposit or bond to the City and the City may award the Contract to the next lowest responsible bidder, or may call for new bids.

SUBMISSION OF SEALED BIDS

Once the Bid and supporting documents have been completed and signed as set forth herein, they shall be placed, along with the Bid Guarantee and other required materials in an envelope, sealed, addressed and delivered or mailed, postage prepaid to the City at the place and to the attention of the person indicated in the Notice Inviting Bids. No oral or telephonic bids will be considered. No forms transmitted via the internet, e-mail, facsimile, or any other electronic means will be considered unless specifically authorized by City as provided herein. The envelope shall also contain the following in the lower left-hand corner thereof:

Bid of _____
for the BRADBURY ROAD WIDENING PROJECT

DELIVERY AND OPENING OF BIDS

Bids will be received by the City at the address shown in the Notice Inviting Bids up to the date and time shown therein. The City will leave unopened any Bid received after the specified date and time, and any such unopened Bid will be returned to the Bidder. It is the Bidder's sole responsibility to ensure that its Bid is received as specified. Bids may be submitted earlier than the dates(s) and time(s) indicated.

Bids will be opened at the date and time stated in the Notice Inviting Bids, and the amount of each Bid will be read aloud and recorded. All Bidders may, if they desire, attend the opening of Bids. The City may in its sole discretion, elect to postpone the opening of the submitted Bids. City reserves the right to reject any or all Bids and to waive any informality or irregularity in any Bid. In the event of a discrepancy between the written amount of the Bid Price and the numerical amount of the Bid Price, the written amount shall govern.

INSTRUCTIONS TO BIDDERS

WITHDRAWAL OF BID

Prior to bid opening, a Bid may be withdrawn by the Bidder only by means of a written request signed by the Bidder or its properly authorized representative.

BASIS OF AWARD; BALANCED BIDS

The City shall award the Contract to the lowest responsible Bidder submitting a responsive Bid. The City may reject any Bid which, in its opinion when compared to other bids received or to the City's internal estimates, does not accurately reflect the cost to perform the Work. The City may reject as non-responsive any bid which unevenly weights or allocates costs, including but not limited to overhead and profit to one or more particular bid items. The City shall be, and is hereby constituted, the exclusive judge as to the responsiveness of a bidder, and in ascertaining the fact that the City will take into consideration the business integrity, financial resources, facilities for performing the work, experience in public works generally, and experience in similar public works operations, of the various bidders.

DISQUALIFICATION OF BIDDERS; INTEREST IN MORE THAN ONE BID

No bidder shall be allowed to make, submit or be interested in more than one bid. However, a person, firm, corporation or other entity that has submitted a subproposal to a bidder, or that has quoted prices of materials to a bidder, is not thereby disqualified from submitting a subproposal or quoting prices to other bidders submitting a bid to the City. This restriction does not apply to subcontractors or suppliers who may submit quotations to more than one Bidder, and while doing so, may also submit a formal proposal as a prime contractor. No Contract will be executed unless the Bidder is licensed in accordance with the provisions of the State Business and Professions Code.

INSURANCE REQUIREMENTS

The successful bidder shall procure the insurance in the form and in the amount specified in the Contract Documents.

AWARD PROCESS

Once all Bids are opened and reviewed to determine the lowest responsive and responsible Bidder, the City Council may award the contract. The apparent successful Bidder should begin to prepare the following documents: (1) the Performance Bond; (2) the Payment Bond; and (3) the required insurance certificates and endorsements. Once the City notifies the Bidder of the award, the Bidder will have ten (10) consecutive calendar days from the date of this notification to execute the Contract and supply the City with all of the required documents and certifications. Regardless whether the Bidder supplies the required documents and certifications in a timely manner, the Contract time will begin to run ten (10) calendar days from the date of the notification. Once the City receives all of the properly drafted and executed documents and certifications from the Bidder, the City shall issue a Notice to Proceed to that Bidder.

INSTRUCTIONS TO BIDDERS

FILING OF BID PROTESTS

Bidders may file a “protest” of a Bid with the City Engineer. In order for a Bidder’s protest to be considered valid, the protest must:

Be filed in writing within five (5) calendar days after the bid opening date;

Clearly identify the specific irregularity or accusation;

Clearly identify the specific City staff determination or recommendation being protested;

Specify, in detail, the grounds of the protest and the facts supporting the protest; and

Include all relevant, supporting documentation with the protest at time of filing.

If the protest does not comply with each of these requirements, it will be rejected as invalid. If the protest is valid, the City Engineer or other designated City staff member, shall review the basis of the protest and all relevant information. The City Engineer will provide a written decision to the protestor. The protestor may then appeal the decision of the City Engineer to the City Manager.

WORKERS COMPENSATION

Each bidder shall submit the Contractor’s Certificate Regarding Workers’ Compensation form.

SUBSTITUTION OF SECURITY

The Contract Documents call for monthly progress payments based upon the percentage of the work completed. The City will retain five percent (5%) of each progress payment as provided by the Contract Documents. At the request and expense of the successful Bidder, the City will substitute securities for the amount so retained in accordance with Public Contract Code Section 22300.

PREVAILING WAGES

The City has obtained from the Director of the Department of Industrial Relations the general prevailing rate of per diem wages in the locality in which this work is to be performed for each craft or type of worker needed to execute the Contract. These rates are on file and may be obtained online at <http://www.dir.ca.gov/dlsr>. Bidders are advised that a copy of these rates must be posted by the successful Bidder at the job site(s).

DEBARMENT OF CONTRACTORS AND SUBCONTRACTORS

In accordance with the provisions of the Labor Code, contractors or subcontractors may not perform work on a public works project with a subcontractor who is ineligible to perform work on a public project pursuant to Section 1777.1 or Section 1777.7 of the Labor Code. Any contract on a public works project entered into between a contractor and a debarred subcontractor is void as a matter of law. A debarred subcontractor may not receive any public

INSTRUCTIONS TO BIDDERS

money for performing work as a subcontractor on a public works contract. Any public money that is paid to a debarred subcontractor by the Contractor for the Project shall be returned to the City. The Contractor shall be responsible for the payment of wages to workers of a debarred subcontractor who has been allowed to work on the Project.

PERFORMANCE BOND AND PAYMENT BOND REQUIREMENTS

Within the time specified in the Contract Documents, the Bidder to whom a Contract is awarded shall deliver to the City four identical counterparts of the Performance Bond and Payment Bond in the form supplied by the City and included in the Contract Documents. Failure to do so may, in the sole discretion of City, result in the forfeiture of the Bid Guarantee. The surety supplying the bond must be an admitted surety insurer, as defined in Code of Civil Procedure Section 995.120, authorized to do business as such in the State of California and satisfactory to the City. The Performance Bond and the Payment Bond shall be for one hundred percent (100%) of the Total Bid Price.

REQUEST FOR SUBSTITUTIONS

The successful bidder shall comply with the substitution request provisions set forth in the Special Conditions, including any deadlines for substitution requests **which may occur prior to the bid opening date.**

SALES AND OTHER APPLICABLE TAXES, PERMITS, LICENSES AND FEES

Contractor and its subcontractors performing work under this Contract will be required to pay California sales tax and other applicable taxes, and to pay for permits, licenses and fees required by the agencies with authority in the jurisdiction in which the work will be located, unless otherwise expressly provided by the Contract Documents.

EXECUTION OF CONTRACT

As required herein the Bidder to whom an award is made shall execute the Contract in the amount determined by the Contract Documents. The City may require appropriate evidence that the persons executing the Contract are duly empowered to do so.

END OF INSTRUCTIONS TO BIDDERS

INSTRUCTIONS TO BIDDERS

BID FORM

NAME OF BIDDER: _____

The undersigned, hereby declare that we have carefully examined the location of the proposed Work, and have read and examined the Contract Documents, including all plans, specifications, and all addenda, if any, for the following Project:

BRADBURY ROAD WIDENING

We hereby propose to furnish all labor, materials, equipment, tools, transportation, and services, and to discharge all duties and obligations necessary and required to perform and complete the Project for the following TOTAL BID PRICE:

BASE BID SCHEDULE

NO.	ITEM DESCRIPTION	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM COST
1	Clearing, Grubbing, NPDES, and Mobilization	LS	1		
2	Traffic Control	LS	1		
3	Unclassified Excavation	CY	660		
4	Variable Grind Existing A.C. Pavement	SF	3,000		
5	Adjust Existing Manhole to Finished Surface	EA	2		
6	Remove Existing Pavement and Subgrade	SF	4,400		
7	Remove Existing A.C. Bern	LF	260		
8	Remove Existing P.C.C. Curb and Gutter	LF	40		
9	Remove Existing P.C.C. Cross Gutter	SF	115		

BID SCHEDULE

NO.	ITEM DESCRIPTION	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM COST
10	Remove Existing Block Wall	LF	30		
11	Remove Existing Chain Link Fence	LF	420		
12	Remove and Salvage Existing Chain Link Fence Posts and Fabric	LF	115		
13	Remove Existing Corral Fence	LF	155		
14	Remove Existing Tree	EA	18		
15	Remove Existing Tree Stump	EA	3		
16	Remove Existing Hedge	LF	450		
17	Remove and Salvage Existing Power Operated Swing Gate System	LS	1		
18	Remove and Salvage Existing Keypad	LS	1		
19	Relocate Existing Water Meter and Box	EA	1		
20	Relocate Flood Lights onto New Fence	EA	2		
21	Relocate Mailbox	EA	1		
22	Re-Install Chain Link Fence	LF	110		

BID SCHEDULE

NO.	ITEM DESCRIPTION	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM COST
23	Re-Install Swing Gate System, Includes Extension of Underground Conduit and Wiring	LS	1		
24	Construct 6" P.C.C. Curb per SPPWC Std. Plan No. 120-3, Type A1-6	LF	285		
25	Construct 6" P.C.C. Curb and Gutter per SPPWC Std. Plan No. 120-3, Type A2-6	LF	435		
26	Construct P.C.C. Sidewalk per SPPWC Std. Plan No. 112-2 & 113-2.	SF	420		
27	Construct P.C.C. Cross Gutter per SPPWC Std. Plan No. 123-3 to Match Existing	SF	130		
28	Construct P.C.C. Driveway Approach per SPPWC Std. Plan 120-2, Type B	SF	115		
29	Construct Curb & Gutter Transition	LF	10		
30	Construct 4" Crushed Miscellaneous Base	TON	215		
31	Construct 2.5" B-PG 64-10 A.C. Pavement	TON	155		
32	Construct 1.5" C2-PG 64-10 A.C. Pavement	TON	120		
33	Construct 4" A.C. Driveway	SF	475		
34	Construct Retaining Wall per SPPWC Std. Plan 613-4, Load Case IV	SF	2,700		
35	Construct Retaining Wall Footing	CY	163		

BID SCHEDULE

NO.	ITEM DESCRIPTION	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM COST
36	Construct 2' Retaining Wall Gutter	LF	280		
37	Construct Retaining Wall Drain with Pipe Dome	EA	2		
38	Construct Corral Fencing, Match Existing In-Kind	LF	150		
39	Construct 6' High Chain Link Fence with Barbed Wire to Match Existing	LF	400		
40	Install Green Fence Privacy Mesh Screen Net on Chain Link Fence	LF	290		
41	Furnish and Plant 15 Gallon Hedge	EA	97		
42	Furnish and Plant 24" Box Avocado Tree	EA	3		
43	Furnish 24" Box Oak Trees	EA	11		
44	Plant Oak Trees	EA	11		
45	Signing & Striping	LS	1		

BID SCHEDULE

In case of discrepancy between the unit price and the item cost set forth for a unit basis item, the unit price shall prevail and, shall be utilized as the basis for determining the lowest responsive, responsible bidder. However, if the amount set forth as a unit price is ambiguous, unintelligible or uncertain for any cause, or is omitted, or is the same amount as the entry in the "Item Cost" column, then the amount set forth in the "Item Cost" column for the item shall prevail and shall be divided by the estimated quantity for the item and the price thus obtained shall be the unit price. Final payment shall be determined by the Engineer from measured quantities of work performed based upon the unit price.

TOTAL BID PRICE (BASED ON BID SCHEDULE TOTAL OF UNIT PRICES):

\$ _____
Total Base Bid Price in Numbers

Total Base Bid Price in Written Form

In case of discrepancy between the written price and the numerical price, the written price shall prevail.

The undersigned agrees that this Bid Form constitutes a firm offer to the City which cannot be withdrawn for the number of calendar days indicated in the Notice Inviting Bids from and after the bid opening, or until a Contract for the Work is fully executed by the City and a third party, whichever is earlier.

Award of contract will be based on the **LOWEST TOTAL BASE BID PRICE.**

The Contract duration shall commence on the date stated in the City's Notice to Proceed, and shall be completed by the Contractor in the time specified in the Contract Documents. In no case shall the Contractor commence construction prior to the date stated in the City's Notice to Proceed.

Bidder certifies that it is licensed in accordance with the law providing for the registration of Contractors, License No. _____, Expiration Date _____, class of license _____. If the bidder is a joint venture, each member of the joint venture must include the above information.

The undersigned acknowledges receipt, understanding and full consideration of the following addenda to the Contract Documents.

Addenda No. _____

Addenda No. _____

Addenda No. _____

Attached is the required bid security in the amount of not less than 10% of the Total Bid Price.

Attached is the fully executed Non-Collusion Affidavit form.

Attached is the completed Designation of Subcontractors form.

Attached is the completed Bidder Information Form.

Attached is the completed Contractor's Certificate Regarding Workers' Compensation form.

I hereby certify under penalty of perjury under the laws of the State of California, that all of the information submitted in connection with this Bid and all of the representations made herein are true and correct.

Name of Bidder _____

Signature _____

Name and Title _____

Dated _____

BID SCHEDULE

**CONTRACTOR'S CERTIFICATE REGARDING
WORKERS' COMPENSATION**

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract.

Name of Bidder _____

Signature _____

Name _____

Title _____

Dated _____

**CONTRACTOR'S CERTIFICATE REGARDING
WORKERS' COMPENSATION**

BID BOND

The makers of this bond are, _____, as Principal, and _____, as Surety and are held and firmly bound unto the City of Bradbury, hereinafter called the City, in the penal sum of TEN PERCENT (10%) OF THE TOTAL BID PRICE of the Principal submitted to CITY for the work described below, for the payment of which sum in lawful money of the United States, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH that whereas the Principal has submitted the accompanying bid dated _____, 20 ____, for Bradbury Road Widening Project.

If the Principal does not withdraw its bid within the time specified in the Contract Documents; and if the Principal is awarded the Contract and provides all documents to the City as required by the Contract Documents; then this obligation shall be null and void. Otherwise, this bond will remain in full force and effect.

Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract Documents shall in affect its obligation under this bond, and Surety does hereby waive notice of any such changes.

In the event a lawsuit is brought upon this bond by the City and judgment is recovered, the Surety shall pay all litigation expenses incurred by the City in such suit, including reasonable attorneys' fees, court costs, expert witness fees and expenses.

IN WITNESS WHEREOF, the above-bound parties have executed this instrument under their several seals this _____ day of _____, 20 ____, the name and corporate seal of each corporation.

(Corporate Seal) _____
Principal

By _____
Title _____

(Corporate Seal) _____ Surety

By _____
Attorney-in-Fact

(Attach Attorney-in-Fact Certificate) Title _____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of _____)

On _____ before me, _____,
Date Here Insert Name and Title of the Officer

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

Corporate Officer — Title(s): _____

Partner — Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

Signer's Name: _____

Corporate Officer — Title(s): _____

Partner — Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

NOTE: A copy of the Power-of-Authority to local representatives of the bonding company must be attached hereto.

BID BOND

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DESIGNATION OF SUBCONTRACTORS

In compliance with the Subletting and Subcontracting Fair Practices Act of the Public Contract Code of the State of California, each bidder shall set forth below: (a) the name and the location of the place of business and (b) the portion of the work which will be done by each subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the work in an amount in excess of one-half of one percent (1/2%) of the Contractor's Total Bid Price. Notwithstanding the foregoing, if the work involves streets and highways, then the Contractor shall list each subcontractor who will perform work or labor or render service to Contractor in or about the work in an amount in excess of one-half of one percent (1/2%) of the Contractor's Total Bid Price or \$10,000, whichever is greater. No additional time shall be granted to provide the below requested information.

If no subcontractor is specified, for a portion of the work, or if more than one subcontractor is specified for the same portion of Work, to be performed under the Contract in excess of one-half of one percent (1/2%) of the Contractor's Total Bid Price or \$10,000, whichever is greater if the work involves streets or highways, then the Contractor shall be deemed to have agreed that it is fully qualified to perform that Work, and that it shall perform that portion itself.

Portion of Work	License Number	Subcontractor	Location of Business	DIR Number

Portion of Work	License Number	Subcontractor	Location of Business	DIR Number

Name of Bidder _____

Signature _____

Name and Title _____

Dated _____

INFORMATION REQUIRED OF BIDDERS

INFORMATION ABOUT BIDDER

[**Indicate not applicable (“N/A”) where appropriate.**]

NOTE: Where Bidder is a joint venture, pages shall be duplicated and information provided for all parties to the joint venture.

1.0 Name of Bidder: _____

2.0 Type, if Entity: _____

3.0 Bidder Address: _____

Facsimile Number

Telephone Number

4.0 How many years has Bidder’s organization been in business as a Contractor? ____

5.0 How many years has Bidder’s organization been in business under its present name? ____

5.1 Under what other or former names has Bidder’s organization operated?: _____

6.0 If Bidder’s organization is a corporation, answer the following:

6.1 Date of Incorporation: _____

6.2 State of Incorporation: _____

6.3 President’s Name: _____

6.4 Vice-President’s Name(s): _____

6.5 Secretary’s Name: _____

6.6 Treasurer’s Name: _____

INFORMATION REQUIRED OF BIDDERS

7.0 If an individual or a partnership, answer the following:

7.1 Date of Organization: _____

7.2 Name and address of all partners (state whether general or limited partnership):

8.0 If other than a corporation or partnership, describe organization and name principals:

9.0 List other states in which Bidder's organization is legally qualified to do business.

10.0 What type of work does the Bidder normally perform with its own forces?

11.0 Has Bidder ever failed to complete any work awarded to it? If so, note when, where, and why:

12.0 Within the last five years, has any officer or partner of Bidder's organization ever been an officer or partner of another organization when it failed to complete a contract? If so, attach a separate sheet of explanation:

INFORMATION REQUIRED OF BIDDERS

13.0 List Trade References:

14.0 List Bank References (Bank and Branch Address):

15.0 Within the last five years, has Bidder's organization had any judgments against them? If so, attach a separate sheet of explanation:

16.0 Has Bidder's organization defaulted on their insurance premiums? If so, attach a separate sheet of explanation:

17.0 Has Bidder's organization received any OSHA citations? State the result of those citations, if any. If so, attach a separate sheet of explanation:

18.0 Does Bidder's organization have any pending lawsuits? If so, attach a separate sheet of explanation:

INFORMATION REQUIRED OF BIDDERS

19.0 Does Bidder's organization have any pending claims against them? If so, attach a separate sheet of explanation:

20.0 Name of Bonding Company and Name and Address of Agent:

INFORMATION REQUIRED OF BIDDERS

EXPERIENCE AND TECHNICAL QUALIFICATIONS QUESTIONNAIRE

Personnel:

The Bidder shall identify the key personnel to be assigned to this project in a management, construction supervision or engineering capacity.

List each person's job title, name and percent of time to be allocated to this project:

Summarize each person's specialized education:

List each person's years of construction experience relevant to the project:

Summarize such experience:

Bidder agrees that personnel named in this Bid will remain on this Project until completion of all relevant Work, unless substituted by personnel of equivalent experience and qualifications approved in advance by the City.

INFORMATION REQUIRED OF BIDDERS

Additional Bidder's Statements:

If the Bidder feels that there is additional information which has not been included in the questionnaire above, and which would contribute to the qualification review, it may add that information in a statement here or on an attached sheet, appropriately marked:

VERIFICATION AND EXECUTION

These Bid Forms shall be executed only by a duly authorized official of the Bidder:

I declare under penalty of perjury under the laws of the State of California that the foregoing information is true and correct:

Name of Bidder _____

Signature _____

Name _____

Title _____

Dated _____

**NON-COLLUSION DECLARATION
(TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID)**

The undersigned declares:

I am the _____ of _____, the party making the foregoing bid.

The bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham. The bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid. The bidder has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or to refrain from bidding. The bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder. All statements contained in the bid are true. The bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the bidder.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on _____ [date], at _____ [city], _____ [state].

NON-COLLUSION DECLARATION

CONTRACT

THIS CONTRACT is made this _____ day of _____, 2022, in the County of Los Angeles, State of California, by and between the City of Bradbury, hereinafter called City, and _____, hereinafter called Contractor. The City and the Contractor for the considerations stated herein agree as follows:

ARTICLE 1.SCOPE OF WORK. The Contractor shall perform all Work within the time stipulated the Contract and shall provide all labor, materials, equipment, tools, utility services, and transportation to complete all of the Work required in strict compliance with the Contract Documents as specified in Article 5 below for the following Project:

BRADBURY ROAD WIDENING

The Contractor and its surety shall be liable to the City for any damages arising as a result of the Contractor’s failure to comply with this obligation.

ARTICLE 2.TIME FOR COMPLETION. The Work shall be commenced on the date stated in the City’s Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within forty-five (45) working days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the time for completion set forth above is adequate and reasonable to complete the Work.

ARTICLE 3.CONTRACT PRICE. The City shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of _____ Dollars (\$ _____). Payment shall be made as set forth in the General Conditions.

ARTICLE 4.LIQUIDATED DAMAGES. In accordance with Government Code section 53069.85, it is agreed that the Contractor will pay the City the sum of **\$500.00** for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees the City may deduct that amount from any money due or that may become due the Contractor under the Contract. This Article does not exclude recovery of other damages specified in the Contract Documents.

ARTICLE 5.COMPONENT PARTS OF THE CONTRACT. The “Contract Documents” include the following:

- Notice Inviting Bids
- Instructions to Bidders
- Bid Form
- Contractor’s Certificate Regarding Workers’ Compensation
- Bid Bond
- Designation of Subcontractors
- Information Required of Bidders

CONTRACT

- Non-Collusion Affidavit form
- Contract
- Performance Bond
- Payment Bond
- General Conditions
- Special Conditions
- Technical Specifications
- Addenda
- Plans and Drawings
- Approved and fully executed change orders
- Any other documents contained in or incorporated into the Contract

The Contactor shall complete the Work in strict accordance with all of the Contract Documents.

All of the Contract Documents are intended to be complementary. Work required by one of the Contract Documents and not by others shall be done as if required by all. This Contract shall supersede any prior agreement of the parties.

ARTICLE 6. PROVISIONS REQUIRED BY LAW. Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

ARTICLE 7. INDEMNIFICATION. Contractor shall provide indemnification as set forth in the General Conditions.

ARTICLE 8. PREVAILING WAGES. Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at or may be obtained online at <http://www.dir.ca.gov/dlsr>. and which must be posted at the job site.

IN WITNESS WHEREOF, this Contract has been duly executed by the above-named parties, on the day and year above written.

<p>Dated:</p> <p><u>[NAME OF CONTRACTOR]</u></p> <p>By _____</p> <p>Name and Title: _____</p> <p>License No. _____</p>	<p>Dated:</p> <p>CITY OF BRADBURY</p> <p>By _____</p> <p><i>Approved as to Form:</i></p> <p>***Approved Form – Signature on File***</p> <p>Wallin, Kress, Reisman, Kranitz City Attorney</p>
---	--

CONTRACT

PERFORMANCE BOND

KNOW ALL PERSONS BY THESE PRESENTS:

THAT WHEREAS, _____ (hereinafter referred to as "City") has awarded to _____, (hereinafter referred to as the "Contractor") _____ an agreement for _____ (hereinafter referred to as the "Project").

WHEREAS, the work to be performed by the Contractor is more particularly set forth in the Contract Documents for the Project dated _____, (hereinafter referred to as "Contract Documents"), the terms and conditions of which are expressly incorporated herein by reference; and

WHEREAS, the Contractor is required by said Contract Documents to perform the terms thereof and to furnish a bond for the faithful performance of said Contract Documents.

NOW, THEREFORE, we, _____, the undersigned Contractor and _____ as Surety, a corporation organized and duly authorized to transact business under the laws of the State of California, are held and firmly bound unto the City in the sum of _____ DOLLARS, (\$ _____), said sum being not less than one hundred percent (100%) of the total amount of the Contract, for which amount well and truly to be made, we bind ourselves, our heirs, executors and administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that, if the Contractor, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and agreements in the Contract Documents and any alteration thereof made as therein provided, on its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their intent and meaning; and shall faithfully fulfill all obligations including the one-year guarantee of all materials and workmanship; and shall indemnify and save harmless the City, its officers and agents, as stipulated in said Contract Documents, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefore, there shall be included costs and reasonable expenses and fees including reasonable attorney's fees, incurred by City in enforcing such obligation.

As a condition precedent to the satisfactory completion of the Contract Documents, unless otherwise provided for in the Contract Documents, the above obligation shall hold good for a period of one (1) year after the acceptance of the work by City, during which time if Contractor shall fail to make full, complete, and satisfactory repair and replacements and totally protect the City from loss or damage resulting from or caused by defective materials or faulty workmanship. The obligations of Surety hereunder shall continue so long as any obligation of Contractor remains. Nothing herein shall limit the City's rights or the Contractor or Surety's

PERFORMANCE BOND

obligations under the Contract, law or equity, including, but not limited to, California Code of Civil Procedure section 337.15.

Whenever Contractor shall be, and is declared by the City to be, in default under the Contract Documents, the Surety shall remedy the default pursuant to the Contract Documents, or shall promptly, at the City's option:

Take over and complete the Project in accordance with all terms and conditions in the Contract Documents; or

Obtain a bid or bids for completing the Project in accordance with all terms and conditions in the Contract Documents and upon determination by Surety of the lowest responsive and responsible bidder, arrange for a Contract between such bidder, the Surety and the City, and make available as work progresses sufficient funds to pay the cost of completion of the Project, less the balance of the contract price, including other costs and damages for which Surety may be liable. The term "balance of the contract price" as used in this paragraph shall mean the total amount payable to Contractor by the City under the Contract and any modification thereto, less any amount previously paid by the City to the Contractor and any other set offs pursuant to the Contract Documents.

Permit the City to complete the Project in any manner consistent with California law and make available as work progresses sufficient funds to pay the cost of completion of the Project, less the balance of the contract price, including other costs and damages for which Surety may be liable. The term "balance of the contract price" as used in this paragraph shall mean the total amount payable to Contractor by the City under the Contract and any modification thereto, less any amount previously paid by the City to the Contractor and any other set offs pursuant to the Contract Documents.

Surety expressly agrees that the City may reject any contractor or subcontractor which may be proposed by Surety in fulfillment of its obligations in the event of default by the Contractor.

Surety shall not utilize Contractor in completing the Project nor shall Surety accept a bid from Contractor for completion of the Project if the City, when declaring the Contractor in default, notifies Surety of the City's objection to Contractor's further participation in the completion of the Project.

The Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract Documents or to the Project to be performed thereunder shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Contract Documents or to the Project.

[Remainder of Page Left Intentionally Blank.]

PERFORMANCE BOND

IN WITNESS WHEREOF, we have hereunto set our hands and seals this _____ day of _____, 2022.

CONTRACTOR/PRINCIPAL

Name

By _____

SURETY:

By: _____
Attorney-In-Fact

The rate of premium on this bond is _____ per thousand. The total amount of premium charges, \$ _____.
(The above must be filled in by corporate attorney.)

THIS IS A REQUIRED FORM

Any claims under this bond may be addressed to:

(Name and Address of Surety) _____

(Name and Address of Agent or Representative for service of process in California, if different from above) _____

(Telephone number of Surety and Agent or Representative for service of process in California) _____

PERFORMANCE BOND

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of _____)

On _____ before me, _____,
Date Here Insert Name and Title of the Officer

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

Corporate Officer – Title(s): _____

Partner – Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

Signer's Name: _____

Corporate Officer – Title(s): _____

Partner – Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

NOTE: A copy of the Power-of-Attorney to local representatives of the bonding company must be attached hereto.

PERFORMANCE BOND

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PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS That

WHEREAS, the City of Bradbury (hereinafter designated as the "City"), by action taken or a resolution passed on _____, 2022__ has awarded to _____ hereinafter designated as the "Principal," a contract for the work described as follows:

(the "Project"); and

WHEREAS, said Principal is required to furnish a bond in connection with said contract; providing that if said Principal or any of its Subcontractors shall fail to pay for any materials, provisions, provender, equipment, or other supplies used in, upon, for or about the performance of the work contracted to be done, or for any work or labor done thereon of any kind, or for amounts due under the Unemployment Insurance Code or for any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of said Principal and its Subcontractors with respect to such work or labor the Surety on this bond will pay for the same to the extent hereinafter set forth.

NOW THEREFORE, we, the Principal and _____ as Surety, are held and firmly bound unto the City in the penal sum of _____ Dollars (\$ _____) lawful money of the United States of America, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH that if said Principal, his or its subcontractors, heirs, executors, administrators, successors or assigns, shall fail to pay any of the persons named in Section 3181 of the Civil Code, fail to pay for any materials, provisions or other supplies, used in, upon, for or about the performance of the work contracted to be done, or for any work or labor thereon of any kind, or amounts due under the Unemployment Insurance Code with respect to work or labor performed under the contract, or for any amounts required to be deducted, withheld, and paid over to the Employment Development Department or Franchise Tax Board from the wages of employees of the contractor and his subcontractors pursuant to Section 18663 of the Revenue and Taxation Code, with respect to such work and labor the Surety or Sureties will pay for the same, in an amount not exceeding the sum herein above specified, and also, in case suit is brought upon this bond, all litigation expenses incurred by the City in such suit, including reasonable attorneys' fees, court costs, expert witness fees and investigation expenses.

This bond shall inure to the benefit of any of the persons named in Section 3181 of the Civil Code so as to give a right of action to such persons or their assigns in any suit brought upon this bond.

It is further stipulated and agreed that the Surety on this bond shall not be exonerated or released from the obligation of this bond by any change, extension of time for performance, addition, alteration or modification in, to, or of any contract, plans, specifications, or agreement pertaining or relating to any scheme or work of improvement herein above described, or pertaining or relating to the furnishing of labor, materials, or equipment therefore, nor by any change or modification of any terms of payment or extension of the time for any payment pertaining or relating to any scheme or work of improvement herein above described, nor by any rescission or attempted rescission or attempted rescission of the contract, agreement or bond, nor by any conditions precedent or subsequent in the bond attempting to limit the right of recovery of claimants otherwise entitled to recover under any such contract or agreement or

PAYMENT BOND

under the bond, nor by any fraud practiced by any person other than the claimant seeking to recover on the bond and that this bond be construed most strongly against the Surety and in favor of all persons for whose benefit such bond is given, and under no circumstances shall Surety be released from liability to those for whose benefit such bond has been given, by reason of any breach of contract between the owner or City and original contractor or on the part of any obligee named in such bond, but the sole conditions of recovery shall be that claimant is a person described in Section 3110 or 3112 of the Civil Code, and has not been paid the full amount of his claim and that Surety does hereby waive notice of any such change, extension of time, addition, alteration or modification herein mentioned.

IN WITNESS WHEREOF, two (2) identical counterparts of this instrument, each of which shall for all purposes be deemed unoriginal thereof, have been duly executed by the Principal and Surety above named, on the ____ day of _____ 2022 the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative pursuant to authority of its governing body.

(Corporate Seal of Principal, _____
if corporation) Principal (Property Name of Contractor)

By _____
(Signature of Contractor)

(Seal of Surety) _____
Surety

By _____
Attorney in Fact

(Attached Attorney-In-Fact
Certificate and Required
Acknowledgements)

*Note: Appropriate Notarial Acknowledgments of Execution by Contractor and +surety and a power of Attorney MUST BE ATTACHED

PAYMENT BOND

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GENERAL CONDITIONS

ARTICLE 1. DEFINITIONS

Acceptable, Acceptance or words of similar import shall be understood to be the acceptance of the Engineer and/or the City .

Act of God an Act of God is an earthquake of magnitude 3.5 on the Richter scale and tidal waves.

Approval means written authorization by Engineer and/or City .

Contract Documents includes all documents as stated in the Contract.

City and Contractor are those stated in the Contract. The terms City and Owner may be used interchangeably.

Day shall mean calendar day unless otherwise specifically designated.

Engineer shall mean the City Manager, or his or her designee, for the City of Bradbury, acting either directly or through properly authorized agents, such as agents acting within the scope of the particular duties entrusted to them. Also sometimes referred to as the “City’s Representative” or “Representative” in the Contract Documents.

Equal, Equivalent, Satisfactory, Directed, Designated, Selected, As Required and similar words shall mean the written approval, selection, satisfaction, direction, or similar action of the Engineer and/or City.

Indicated, Shown, Detailed, Noted, Scheduled or words of similar meaning shall mean that reference is made to the drawings, unless otherwise noted. It shall be understood that the direction, designation, selection, or similar import of the Engineer and/or City is intended, unless stated otherwise.

Install means the complete installation of any item, equipment or material.

Material shall include machinery, equipment, manufactured articles, or construction such as form work, fasteners, etc., and any other classes of material to be furnished in connection with the Contract. All materials shall be new unless specified otherwise.

Perform shall mean that the Contractor, at Contractor’s expense, shall take all actions necessary to complete The Work, including furnishing of necessary labor, tools, and equipment, and providing and installing Materials that are indicated, specified, or required to complete such performance.

Project is The Work planned by City as provided in the Contract Documents.

GENERAL CONDITIONS

Provide shall include provide complete in place, that is furnish, install, test and make ready for use.

Recyclable Waste shall mean materials removed from the Project site which are required to be diverted to a recycling center rather than an area landfill. Recyclable Waste Materials include asphalt, concrete, brick, concrete block, and rock.

Specifications means that portion of the Contract Documents consisting of the written requirements for materials, equipment, construction systems, standards and workmanship for the work. Except for Sections 1-9 of the Standard Specifications for Public Works Construction (“Greenbook”), latest Edition, which are specifically excluded from incorporation into these Contract Documents, the Work shall be done in accordance with the Greenbook, including all current supplements, addenda, and revisions thereof. In the case of conflict between the Greenbook and the Contract Documents, the Contract Documents shall prevail.

The Work means the entire improvement planned by the City pursuant to the Contract Documents.

Work means labor, equipment and materials incorporated in, or to be incorporated in the construction covered by the Contract Documents.

ARTICLE 2. CONTRACT DOCUMENTS

Contract Documents. The Contract Documents are complementary, and what is called for by one shall be as binding as if called for by all.

Interpretations. The Contract Documents are intended to be fully cooperative and to be complementary. If Contractor observes that any documents are in conflict, the Contractor shall promptly notify the Engineer in writing. In case of conflicts between the Contract Documents, the order of precedence shall be as follows:

- Change Orders or Work Change Directives
- Addenda
- Special Provisions (or Special Conditions)
- Technical Specifications
- Plans (Contract Drawings)
- Contract
- General Conditions
- Instructions to Bidders
- Notice Inviting Bids
- Contractor’s Bid Forms
- Greenbook
- Standard Plans
- Reference Documents

GENERAL CONDITIONS

With reference to the Drawings, the order of precedence shall be as follows:

- Figures govern over scaled dimensions
- Detail drawings govern over general drawings
- Addenda or Change Order drawings govern over Contract Drawings
- Contract Drawings govern over Standard Drawings
- Contract Drawings govern over Shop Drawings

Conflicts in Contract Documents. Notwithstanding the orders of precedence established above, in the event of conflicts, the higher standard shall always apply.

Organization of Contract Documents. Organization of the Contract Documents into divisions, sections, and articles, and arrangement of drawings shall not control the Contractor in dividing The Work among subcontractors or in establishing the extent of Work to be performed by any trade.

ARTICLE 3. CONTRACTS DOCUMENTS: COPIES & MAINTENANCE

Contractor will be furnished, free of charge, **3 (three)** copies of the Contract Documents. Additional copies may be obtained at cost of reproduction.

Contractor shall maintain a clean, undamaged set of Contract Documents at the Project site.

ARTICLE 4. DETAIL DRAWINGS AND INSTRUCTIONS

Examination of Contract Documents. Before commencing any portion of The Work, Contractor shall again carefully examine all applicable Contract Documents, the Project site and other information given to Contractor as to materials and methods of construction and other Project requirements. Contractor shall immediately notify the Engineer of any potential error, inconsistency, ambiguity, conflict or lack of detail or explanation. If Contractor performs, permits, or causes the performance of any Work which is in error, inconsistent or ambiguous, or not sufficiently detailed or explained, Contractor shall bear any and all resulting costs, including, without limitation, the cost of correction. In no case shall the Contractor or any subcontractor proceed with Work if uncertain as to the applicable requirements.

Additional Instructions. After notification of any error, inconsistency, ambiguity, conflict or lack of detail or explanation, the Engineer will provide any required additional instructions, by means of drawings or other written direction, necessary for proper execution of Work.

Quality of Parts, Construction and Finish. All parts of The Work shall be of the best quality of their respective kinds and the Contractor must use all diligence to inform itself fully as to the required construction and finish. In no case shall Contractor proceed with The Work without obtaining first from the Engineer such Approval may be necessary for the proper performance of Work.

Contractor's Variation from Contract Document Requirements. If it is found that the Contractor has varied from the requirements of the Contract Documents including the requirement to comply with all applicable laws, ordinances, rules and regulations, the Engineer

GENERAL CONDITIONS

may at any time, before or after completion of the Work, order the improper Work removed, remade or replaced by the Contractor at the Contractor's expense.

ARTICLE 5. EXISTENCE OF UTILITIES AT THE WORK SITE

The City has endeavored to determine the existence of utilities at the Project site from the records of the owners of known utilities in the vicinity of the Project. The positions of these utilities as derived from such records are shown on the Plans.

No excavations were made to verify the locations shown for underground utilities. The service connections to these utilities are not shown on the plans. It shall be the responsibility of the Contractor to determine the exact location of all service connections. The Contractor shall make its own investigations, including exploratory excavations, to determine the locations and type of service connections, prior to commencing Work which could result in damage to such utilities. The Contractor shall immediately notify the City in writing of any utility discovered in a different position than shown on the Plans or which is not shown on the Plans.

All water meters, water valves, fire hydrants, electrical utility vaults, telephone vaults, gas utility valves, and other subsurface structures shall be relocated or adjusted to final grade by the Contractor. Locations of existing utilities shown on the Plans are approximate and may not be complete. The Contractor shall be responsible for coordinating its Work with all utility companies during the construction of The Work.

Notwithstanding the above, pursuant to Section 4215 of the Government Code, the City has the responsibility to identify, with reasonable accuracy, main or trunkline facilities on the plans and specifications. In the event that main or trunkline utility facilities are not identified with reasonable accuracy in the plans and specifications made a part of the invitation for bids, City shall assume the responsibility for their timely removal, relocation, or protection.

Contractor, except in an emergency, shall contact the appropriate regional notification center, Southern California Underground Service Alert at 811 at least two working days prior to commencing any excavation if the excavation will be performed in an area which is known, or reasonably should be known, to contain subsurface installations other than the underground facilities owned or operated by the City, and obtain an inquiry identification number from that notification center. No excavation shall be commenced or carried out by the Contractor unless such an inquiry identification number has been assigned to the Contractor or any subcontractor of the Contractor and the City has been given the identification number by the Contractor.

ARTICLE 6. SCHEDULE

Estimated Schedule. Within fourteen (14) days after the issuance of the Notice to Proceed, Contractor shall prepare a Project schedule and shall submit this to the Engineer for Approval. The receipt or Approval of any schedules by the Engineer or the City shall not in any way relieve the Contractor of its obligations under the Contract Documents. The Contractor is fully responsible to determine and provide for any and all staffing and resources at levels which allow for good quality and timely completion of the Project. Contractor's failure to incorporate all elements of Work required for the performance of the Contract or any inaccuracy in the

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schedule shall not excuse the Contractor from performing all Work required for a completed Project within the specified Contract time period. If the required schedule is not received by the time the first payment under the Contract is due, Contractor shall not be paid until the schedule is received, reviewed and accepted by the Engineer.

Schedule Contents. The schedule shall allow enough time for inclement weather. The schedule shall indicate the beginning and completion dates of all phases of construction; critical path for all critical, sequential time related activities; and “float time” for all “slack” or “gaps” in the non-critical activities. The schedule shall clearly identify all staffing and other resources which in the Contractor’s judgment are needed to complete the Project within the time specified for completion. Schedule duration shall match the Contract time. Schedules indicating early completion will be rejected.

Schedule Updates. Contractor shall continuously update its construction schedule. Contractor shall submit an updated and accurate construction schedule to the Engineer whenever requested to do so by Engineer and with each progress payment request. The Engineer may withhold progress payments or other amounts due under the Contract Documents if Contractor fails to submit an updated and accurate construction schedule.

ARTICLE 7. SUBSTITUTIONS

Pursuant to Public Contract Code Section 3400(b) the City may make a finding that is described in the invitation for bids that designates certain products, things, or services by specific brand or trade name.

Unless specifically designated in the Contract Documents, whenever any material, process, or article is indicated or specified by grade, patent, or proprietary name or by name of manufacturer, such Specifications shall be deemed to be used for the purpose of facilitating the description of the material, process or article desired and shall be deemed to be followed by the words “or equal.” Contractor may, unless otherwise stated, offer for substitution any material, process or article which shall be substantially equal or better in every respect to that so indicated or specified in the Contract Documents. However, the City may have adopted certain uniform standards for certain materials, processes and articles.

Contractor shall submit requests, together with substantiating data, for substitution of any “or equal” material, process or article no later than thirty-five (35) days after award of the Contract. To facilitate the construction schedule and sequencing, some requests may need to be submitted before thirty-five (35) days after award of Contract. Provisions regarding submission of “or equal” requests shall not in any way authorize an extension of time for performance of this Contract. If a proposed “or equal” substitution request is rejected, Contractor shall be responsible for providing the specified material, process or article. The burden of proof as to the equality of any material, process or article shall rest with the Contractor. The City has the complete and sole discretion to determine if a material, process or article is an “or equal” material, process or article that may be substituted.

Data required to substantiate requests for substitutions of an “or equal” material, process or article data shall include a signed affidavit from the Contractor stating that, and describing how,

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the substituted “or equal” material, process or article is equivalent to that specified in every way except as listed on the affidavit. Substantiating data shall include any and all illustrations, specifications, and other relevant data including catalog information which describes the requested substituted “or equal” material, process or article, and substantiates that it is an “or equal” to the material, process or article. The substantiating data must also include information regarding the durability and lifecycle cost of the requested substituted “or equal” material, process or article. Failure to submit all the required substantiating data, including the signed affidavit, to the City in a timely fashion will result in the rejection of the proposed substitution.

The Contractor shall bear all of the City’s costs associated with the review of substitution requests.

The Contractor shall be responsible for all costs related to a substituted “or equal” material, process or article.

Contractor is directed to the Special Conditions (if any) to review any findings made pursuant to Public Contract Code section 3400.

ARTICLE 8. SHOP DRAWINGS

Contractor shall check and verify all field measurements and shall submit with such promptness as to provide adequate time for review and cause no delay in his own Work or in that of any other contractor, subcontractor, or worker on the Project, six (6) copies of all shop or setting drawings, calculations, schedules, and materials list, and all other provisions required by the Contract. Contractor shall sign all submittals affirming that submittals have been reviewed and approved by Contractor prior to submission to Engineer. Each signed submittal shall affirm that the submittal meets all the requirements of the Contract Documents except as specifically and clearly noted and listed on the cover sheet of the submittal.

Contractor shall make any corrections required by the Engineer, and file with the Engineer six (6) corrected copies each, and furnish such other copies as may be needed for completion of the Work. Engineer’s approval of shop drawings shall not relieve Contractor from responsibility for deviations from the Contract Documents unless Contractor has, in writing, called Engineer’s attention to such deviations at time of submission and has secured the Engineer’s written Approval. Engineer’s Approval of shop drawings shall not relieve Contractor from responsibility for errors in shop drawings.

ARTICLE 9. SUBMITTALS

Contractor shall furnish to the Engineer for approval, prior to purchasing or commencing any Work, a log of all samples, material lists and certifications, mix designs, schedules, and other submittals, as required in the specifications. The log shall indicate whether samples will be provided in accordance with other provisions of this Contract.

Contractor will provide samples and submittals, together with catalogs and supporting data required by the Engineer, to the Engineer within a reasonable time period to provide for adequate review and avoid delays in the Work.

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These requirements shall not authorize any extension of time for performance of this Contract. Engineer will check and approve such samples, but only for conformance with design concept of work and for compliance with information given in the Contract Documents. Work shall be in accordance with approved samples and submittals.

ARTICLE 10. MATERIALS

Except as otherwise specifically stated in the Contract Documents, Contractor shall provide and pay for all materials, labor, tools, equipment, water, lights, power, transportation, superintendence, temporary constructions of every nature, and all other services and facilities of every nature whatsoever necessary to execute and complete this Contract within specified time.

Unless otherwise specified, all materials shall be new and the best of their respective kinds and grades as noted and/or specified, and workmanship shall be of good quality.

Materials shall be furnished in ample quantities and at such times as to ensure uninterrupted progress of The Work and shall be stored properly and protected as required by the Contract Documents. Contractor shall be entirely responsible for damage or loss by weather or other causes to materials or Work.

No materials, supplies, or equipment for Work under this Contract shall be purchased subject to any chattel mortgage or under a conditional sale or other agreement by which an interest therein or in any part thereof is retained by the seller or supplier. Contractor warrants good title to all material, supplies, and equipment installed or incorporated in the work and agrees upon completion of all work to deliver the Project, to the City free from any claims, liens, or charges.

Materials shall be stored on the Project site in such manner so as not to interfere with any operations of the City or any independent contractor.

ARTICLE 11. CONTRACTOR'S SUPERVISION

Contractor shall continuously keep at the Project site, a competent and experienced full-time Project superintendent approved by the City. Superintendent must be able to proficiently speak, read and write in English. Contractor shall continuously provide efficient supervision of the Project.

ARTICLE 12. WORKERS

Contractor shall at all times enforce strict discipline and good order among its employees. Contractor shall not employ on the Project any unfit person or any one not skilled in the Work assigned to him or her.

Any person in the employ of the Contractor whom the City may deem incompetent or unfit shall be dismissed from The Work and shall not be employed on this Project except with the written Approval of the City.

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ARTICLE 13. SUBCONTRACTORS

Contractor agrees to bind every subcontractor to the terms of the Contract Documents as far as such terms are applicable to subcontractor's portion of The Work. Contractor shall be as fully responsible to the City for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by its subcontractors, as Contractor is for acts and omissions of persons directly employed by Contractor. Nothing contained in these Contract Documents shall create any contractual relationship between any subcontractor and the City.

The City reserves the right to Approve all subcontractors. The City's Approval of any subcontractor under this Contract shall not in any way relieve Contractor of its obligations in the Contract Documents.

Prior to substituting any subcontractor listed in the Bid Forms, Contractor must comply with the requirements of the Subletting and Subcontracting Fair Practices Act pursuant to California Public Contract Code section 4100 et seq.

ARTICLE 14. PERMITS AND LICENSES

Permits and licenses necessary for prosecution of The Work shall be secured and paid for by Contractor, unless otherwise specified in the Contract Documents.

Contractor shall obtain and pay for all other permits and licenses required for The Work, including excavation permit and for plumbing, mechanical and electrical work and for operations in or over public streets or right of way under jurisdiction of public agencies other than the City.

The Contractor shall arrange and pay for all non-city inspection of the Work related to permits and licenses, including certification, required by the specifications, drawings, or by governing authorities, except for such non-city inspections delineated as the City's responsibility pursuant to the Contract Documents. Prior to the start of any work, the Contractor shall take out the applicable City and non-City permits and make arrangements for City and non-City inspections. Payment for this work shall be included in the bid items of work, and no additional compensation will be allowed. **The City of Bradbury will waive the usual encroachment permit fees.**

Before Acceptance of the Project, the Contractor shall submit all licenses, permits, certificates of inspection and required approvals to the City.

ARTICLE 15. PROJECT SITE MAINTENANCE

Full compensation for developing a water supply including all labor, materials, tools, and equipment for developing water supply **including meter deposit** and/or rental, piping, storage, and all other operations involved in developing water supply shall be considered as included in the various items using water and no separate compensation will be allowed.

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ARTICLE 16. UTILITY USAGE

All temporary utilities, including but not limited to electricity, water, gas, and telephone, used on the Work shall be furnished and paid for by Contractor. Contractor shall Provide necessary temporary distribution systems, including meters, if necessary, from distribution points to points on The Work where the utility is needed. Upon completion of The Work, Contractor shall remove all temporary distribution systems.

Contractor shall provide necessary and adequate utilities and pay all costs for water, electricity, gas, oil, and sewer charges required for completion of the Project.

All permanent meters Installed shall be listed in the Contractor's name until Project Acceptance.

If the Contract is for construction in existing facilities, Contractor may, with prior written Approval of the City, use the City's existing utilities by compensating the City for utilities used by Contractor.

ARTICLE 17. INSPECTION FEES FOR PERMANENT UTILITIES

All inspection fees and other municipal charges for permanent utilities including, but not limited to, sewer, electrical, phone, gas, water, and irrigation shall be paid for by the City. Contractor shall be responsible for arranging the payment of such fees, but inspection fees and other municipal fees relating to permanent utilities shall be paid by the City. Contractor may either request reimbursement from the City for such fees, or shall be responsible for arranging and coordination with City for the payment of such fees.

ARTICLE 18. TRENCHES

Trenches Five Feet or More in Depth. The Contractor shall submit to the City, in advance of excavation, a detailed plan showing the design of shoring, bracing, sloping or other provisions to be made for worker protection from the hazard of caving ground during the excavation of any trench or trenches five feet or more in depth. If the plan varies from shoring system standards, the plan shall be prepared by a registered civil or structural engineer. The plan shall not be less effective than the shoring, bracing, sloping, or other provisions of the Construction Safety Orders, as defined in the California Code of Regulations.

Excavations Deeper than Four Feet. If work under this Contract involves digging trenches or other excavation that extends deeper than four feet below the surface, Contractor shall promptly, and before the following conditions are disturbed, notify the City, in writing, of any:

Material that the Contractor believes may be material that is hazardous waste, as defined in Section 25117 of the Health and Safety Code, that is required to be removed to a Class I, Class II, or Class III disposal site in accordance with provisions of existing law.

Subsurface or latent physical conditions at the site differing from those indicated.

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Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally recognized as inherent in work of the character provided for in the Contract.

The City shall promptly investigate the conditions, and if it finds that the conditions do so materially differ, or do involve hazardous waste, and cause a decrease or increase in Contractor's cost of, or the time required for, performance of any part of The Work, shall issue a change order under the procedures described in the Contract Documents.

In the event that a dispute arises between the City and the Contractor as to whether the conditions materially differ, or involve hazardous waste, or cause a decrease or increase in the Contractor's cost of, or time required for, performance of any part of The Work, the Contractor shall not be excused from any scheduled completion date provided for by the Contract, but shall proceed with all Work to be performed under the Contract. Contractor shall retain any and all rights provided either by contract or by law which pertain to the resolution of disputes and protests between the parties.

ARTICLE 19. DIVERSION OF RECYCLABLE WASTE MATERIALS

In compliance with the applicable City's waste reduction and recycling efforts, Contractor shall divert all Recyclable Waste Materials to appropriate recycling centers. Contractor will be required to submit weight tickets and written proof of diversion with its monthly progress payment requests. Contractor shall complete and execute any certification forms required by City or other applicable agencies to document Contractor's compliance with these diversion requirements. All costs incurred for these waste diversion efforts shall be the responsibility of the Contractor.

ARTICLE 20. REMOVAL OF HAZARDOUS MATERIALS

Should Contractor encounter material reasonably believed to be polychlorinated biphenyl (PCB) or other toxic wastes and hazardous materials which have not been rendered harmless at the Project site, the Contractor shall immediately stop work at the affected Project site and shall report the condition to the City in writing. The City shall contract for any services required to directly remove and/or abate PCBs and other toxic wastes and hazardous materials, if required by the Project site(s), and shall not require the Contractor to subcontract for such services. The Work in the affected area shall not thereafter be resumed except by written agreement of the City and Contractor.

ARTICLE 21. SANITARY FACILITIES

Contractor shall provide sanitary temporary toilet buildings for the use of all workers. All toilets shall comply with local codes and ordinances. Toilets shall be kept supplied with toilet paper and shall have workable door fasteners. Toilets shall be serviced no less than once weekly and shall be present in a quantity of not less than 1 per 20 workers as required by CAL-OSHA regulation. The toilets shall be maintained in a sanitary condition at all times. Use of toilet facilities in The Work under construction shall not be permitted. Any other Sanitary Facilities required by CAL-OSHA shall be the responsibility of the Contractor.

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ARTICLE 22. AIR POLLUTION CONTROL

Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes. All containers of paint, thinner, curing compound, solvent or liquid asphalt shall be labeled to indicate that the contents fully comply with the applicable material requirements.

ARTICLE 23. COMPLIANCE WITH STATE STORM WATER PERMIT

Contractor shall be required to comply with all conditions of the State Water Resources Control Board (“State Water Board”) National Pollutant Discharge Elimination System General Permit for Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (“Permit”) for all construction activity which results in the disturbance of in excess of one acre of total land area or which is part of a larger common area of development or sale. Contractor shall be responsible for filing the Notice of Intent and for obtaining the Permit. Contractor shall be solely responsible for preparing and implementing a Storm Water Pollution Prevention Plan (“SWPPP”) prior to initiating Work. In bidding on this Contract, it shall be Contractor’s responsibility to evaluate the cost of procuring the Permit and preparing the SWPPP as well as complying with the SWPPP and any necessary revision to the SWPPP. Contractor shall comply with all requirements of the State Water Resources Control Board. Contractor shall include all costs of compliance with specified requirements in the Contract amount.

Contractor shall be responsible for procuring, implementing and complying with the provisions of the Permit and the SWPPP, including the standard provisions, monitoring and reporting requirements as required by the Permit. Contractor shall provide copies of all reports and monitoring information to the Engineer.

Contractor shall comply with the lawful requirements of any applicable municipality, the City, drainage district, and other local agencies regarding discharges of storm water to separate storm drain system or other watercourses under their jurisdiction, including applicable requirements in municipal storm water management programs.

Storm, surface, nuisance, or other waters may be encountered at various times during construction of The Work. Therefore, the Contractor, by submitting a Bid, hereby acknowledges that it has investigated the risk arising from such waters, has prepared its Bid accordingly, and assumes any and all risks and liabilities arising therefrom.

Failure to comply with the Permit is in violation of federal and state law. Contractor hereby agrees to indemnify and hold harmless City, its officials, officers, agents, employees and authorized volunteers from and against any and all claims, demands, losses or liabilities of any kind or nature which City, its officials, officers, agents, employees and authorized volunteers may sustain or incur for noncompliance with the Permit arising out of or in connection with the Project, except for liability resulting from the sole established negligence, willful misconduct or active negligence of the City, its officials, officers, agents, employees or authorized volunteers. City may seek damages from Contractor for delay in completing the Contract in accordance with the Contract Documents, caused by Contractor’s failure to comply with the Permit.

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ARTICLE 24. CLEANING UP

Contractor at all times shall keep premises free from debris such as waste, rubbish, and excess materials and equipment. Contractor shall not store debris under, in, or about the premises. Upon completion of Work, Contractor shall clean the interior and exterior of the building or improvement including fixtures, equipment, walls, floors, ceilings, roofs, window sills and ledges, horizontal projections, and any areas where debris has collected so surfaces are free from foreign material or discoloration. Contractor shall clean and polish all glass, plumbing fixtures, and finish hardware and similar finish surfaces and equipment and contractor shall also remove temporary fencing, barricades, planking and construction toilet and similar temporary facilities from site. Contractor shall also clean all buildings, asphalt and concrete areas to the degree necessary to remove oil, grease, fuel, or other stains caused by Contractor operations or equipment.

Contractor shall fully clean up the site at the completion of The Work. If the Contractor fails to immediately clean up at the completion of The Work, the City may do so and the cost of such clean up shall be charged back to the Contractor.

ARTICLE 25. LAYOUT AND FIELD ENGINEERING

The City will provide surveying and construction staking required for the construction of this project as determined by the City Engineer. The cost of any additional surveying and/or construction staking primarily for the convenience of the Contractor, not in conformance with usual and customary practices, and for replacement of stakes lost as a result of the Contractor's operations will be the responsibility of the Contractor. The cost of said additional surveying shall be deducted from the Contractor's progress payments. The Contractor shall make all requests for construction stakes in writing at least 48-hours in advance of the day required. The City shall set sub grade elevation control stakes upon receipt of 24-hour prior notification by the Contractor.

ARTICLE 26. EXCESSIVE NOISE

The Contractor shall use only such equipment on the work and in such state of repair so that the emission of sound therefrom is within the noise tolerance level of that equipment as established by CAL-OSHA.

The Contractor shall comply with the most restrictive of the following: (1) local sound control and noise level rules, regulations and ordinances and (2) the requirements contained in these Contract Documents, including hours of operation requirements. No internal combustion engine shall be operated on the Project without a muffler of the type recommended by the manufacturer. Should any muffler or other control device sustain damage or be determined to be ineffective or defective, the Contractor shall promptly remove the equipment and shall not return said equipment to the job until the device is repaired or replaced. Said noise and vibration level requirements shall apply to all equipment on the job or related to the job, including but not limited to, trucks, transit mixers or transit equipment that may or may not be owned by the Contractor.

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The Contractor shall comply with the City of Bradbury Ordinance Title 9.06-Site Planning and General Development Standards Chapter 9.06.110.

ARTICLE 27. TESTS AND INSPECTIONS

If the Contract Documents, the Engineer, or any instructions, laws, ordinances, or public authority require any part of The Work to be tested or Approved, Contractor shall provide the Engineer at least two (2) working days notice of its readiness for observation or inspection. If inspection is by a public authority other than the City, Contractor shall promptly inform the City of the date fixed for such inspection. Required certificates of inspection (or similar) shall be secured by Contractor. Costs for City testing and City inspection shall be paid by the City. Costs of tests for Work found not to be in compliance shall be paid by the Contractor.

If any Work is done or covered up without the required testing or approval, the Contractor shall uncover or deconstruct the Work, and the Work shall be redone after completion of the testing at the Contractor's cost in compliance with the Contract Documents.

Where inspection and testing are to be conducted by an independent laboratory or agency, materials or samples of materials to be inspected or tested shall be selected by such laboratory or agency, or by the City, and not by Contractor. All tests or inspections of materials shall be made in accordance with the commonly recognized standards of national organizations.

In advance of manufacture of materials to be supplied by Contractor which must be tested or inspected, Contractor shall notify the City so that the City may arrange for testing at the source of supply. Any materials which have not satisfactorily passed such testing and inspection shall not be incorporated into The Work.

If the manufacture of materials to be inspected or tested will occur in a plant or location outside the geographic limits of City, the Contractor shall pay for any excessive or unusual costs associated with such testing or inspection, including but not limited to excessive travel time, standby time and required lodging.

Reexamination of Work may be ordered by the City. If so ordered, Work must be uncovered or deconstructed by Contractor. If Work is found to be in accordance with the Contract Documents, the City shall pay the costs of reexamination and reconstruction. If such work is found not to be in accordance with the Contract Documents, Contractor shall pay all costs.

ARTICLE 28. PROTECTION OF WORK AND PROPERTY

The Contractor shall be responsible for all damages to persons or property that occur as a result of The Work. Contractor shall be responsible for the proper care and protection of all materials delivered and Work performed until completion and final Acceptance by the City. All Work shall be solely at the Contractor's risk. Contractor shall adequately protect adjacent property from settlement or loss of lateral support as necessary. Contractor shall comply with all applicable safety laws and building codes to prevent accidents or injury to persons on, about, or adjacent to the Project site where Work is being performed. Contractor shall erect and properly maintain at all times, as required by field conditions and progress of work, all necessary

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safeguards, signs, barriers, lights, and watchmen for protection of workers and the public, and shall post danger signs warning against hazards created in the course of construction.

In an emergency affecting safety of life or of work or of adjoining property, Contractor, without special instruction or authorization from the Engineer, is hereby permitted to act to prevent such threatened loss or injury; and Contractor shall so act, without appeal, if so authorized or instructed by the Engineer or the City. Any compensation claimed by Contractor on account of emergency work shall be determined by and agreed upon by the City and the Contractor.

Contractor shall provide such heat, covering, and enclosures as are necessary to protect all Work, materials, equipment, appliances, and tools against damage by weather conditions.

Contractor shall take adequate precautions to protect existing sidewalks, curbs, pavements, utilities, and other adjoining property and structures, and to avoid damage thereto, and Contractor shall repair any damage thereto caused by The Work operations. Contractor shall:

Enclose the working area with a substantial barricade, and arrange work to cause minimum amount of inconvenience and danger to the public.

Provide substantial barricades around any shrubs or trees indicated to be preserved.

Deliver materials to the Project site over a route designated by the Engineer.

Provide any and all dust control required and follow the Applicable air quality regulations as appropriate. If the Contractor does not comply, the City shall have the immediate authority to provide dust control and deduct the cost from payments to the Contractor.

Confine Contractor's apparatus, the storage of materials, and the operations of its workers to limits required by law, ordinances, permits, or directions of the Engineer. Contractor shall not unreasonably encumber the Project site with its materials.

Take care to prevent disturbing or covering any survey markers, monuments, or other devices marking property boundaries or corners. If such markers are disturbed by accident, they shall be replaced by an approved civil engineer or land surveyor, at no cost to the City.

Ensure that existing facilities, fences and other structures are all adequately protected and that, upon completion of all Work, all facilities that may have been damaged are restored to a condition acceptable to the City.

Preserve and protect from injury all buildings, pole lines and all direction, warning and mileage signs that have been placed within the right-of-way.

At the completion of work each day, leave the Project site in a clean, safe condition.

Comply with any stage construction and traffic handling plans. Access to residences and businesses shall be maintained at all times.

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These precautionary measures will apply continuously and not be limited to normal working hours. Full compensation for the Work involved in the preservation of life, safety and property as above specified shall be considered as included in the prices paid for the various contract items of Work, and no additional allowance will be made therefor.

Should damage to persons or property occur as a result of The Work, Contractor shall be responsible for proper investigation, documentation, including video or photography, to adequately memorialize and make a record of what transpired. The City shall be entitled to inspect and copy any such documentation, video, or photographs.

ARTICLE 29. CONTRACTORS MEANS AND METHODS

Contractor is solely responsible for the means and methods utilized to Perform The Work. In no case shall the Contractor's means and methods deviate from commonly used industry standards.

~~ARTICLE 30. INSPECTOR'S FIELD OFFICE~~

~~The Contractor shall be responsible for providing the inspector's field office. The Office shall be a substantial waterproof construction with adequate natural light and ventilation by means of stock design windows. Door shall have a key type lock or padlock clasp. The office shall have heating and air conditioning and shall be equipped with a telephone, a telephone answering machine, and a fax machine at Contractor's expense.~~

~~A table satisfactory for the study of plans and two chairs shall be Provided by Contractor. Contractor shall Provide and pay for adequate electric lights, local telephone service, and adequate heat and air conditioning for the field office until authorized removal.~~

ARTICLE 31. AUTHORIZED REPRESENTATIVES

The City shall designate representatives, who shall have the right to be present at the Project site at all times. The City may designate an inspector who shall have the right to observe all of the Contractor's Work. The inspector is not authorized to make changes in the Contract Documents. The inspector shall not be responsible for the Contractor's failure to carry out The Work in accordance with the Contract Documents. Contractor shall provide safe and proper facilities for such access.

ARTICLE 32. HOURS OF WORK

Eight (8) hours of work shall constitute a legal day's work. The Contractor and each subcontractor shall forfeit, as penalty to the City, twenty-five dollars (\$25) for each worker employed in the execution of Work by the Contractor or any subcontractor for each day during which such worker is required or permitted to work more than eight (8) hours in any one day and forty (40) hours in any week in violation of the provisions of the Labor Code, and in particular, Section 1810 to Section 1815, except as provided in Labor Code Section 1815.

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Work shall be accomplished on a regularly scheduled eight (8) hour per day work shift basis, Monday through Friday, between the hours of 7:00 a.m. and 5:00 p.m.

It shall be unlawful for any person to operate, permit, use, or cause to operate any of the following at the Project site, other than between the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, with no Work allowed on City-observed holidays, unless otherwise Approved by the Engineer:

Powered Vehicles

Construction Equipment

Loading and Unloading Vehicles

Domestic Power Tool.

ARTICLE 33. PAYROLL RECORDS

Pursuant to Labor Code Section 1776, the Contractor and each subcontractor shall maintain weekly certified payroll records showing the name, address, social security number, work classification, straight time and overtime hours paid each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker or other employee employed in connection with the work. Contractor shall certify under penalty of perjury that records maintained and submitted by Contractor are true and accurate. Contractor shall also require subcontractor(s) to certify weekly payroll records under penalty of perjury.

The payroll records described herein shall be certified and submitted by the Contractor at a time designated by the City. The Contractor shall also provide the following:

A certified copy of the employee's payroll records shall be made available for inspection or furnished to such employee or his or her authorized representative on request.

Contractors and Sub-Contractors will also need to submit Certified Payroll Reports through the DIR Monitoring system. Prime Contractors will need to register at: <https://apps.dir.ca.gov/ecpr/DAS/AltLogin>.

The certified payroll records shall be on forms provided by the Division of Labor Standards Enforcement ("DLSE") of the DIR or shall contain the same information as the forms provided by the DLSE.

Any copy of records made available for inspection and furnished upon request to the public shall be marked or obliterated in such a manner as to prevent disclosure of an individual's name, address, and social security number. The name and address of the Contractor or any subcontractor shall not be marked or obliterated.

In the event of noncompliance with the requirements of this Section, the Contractor shall have ten (10) days in which to comply subsequent to receipt of written notice specifying any item or

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actions necessary to ensure compliance with this section. Should noncompliance still be evident after such ten (10) day period, the Contractor shall, as a penalty to the City, forfeit Twenty-five Dollars (\$25.00) for each day, or portion thereof, for each worker until strict compliance is effectuated. Upon the request of the DIR, such penalties shall be withheld from contract payments.

ARTICLE 34. PREVAILING RATES OF WAGES

The Contractor is aware of the requirements of Labor Code Sections 1720 et seq. and 1770 et seq., as well as California Code of Regulations, Title 8, Section 16000 et seq. (“Prevailing Wage Laws”), which require the payment of prevailing wage rates and the performance of other requirements on certain “public works” and “maintenance” projects. Since this Project involves an applicable “public works” or “maintenance” project, as defined by the Prevailing Wage Laws, and since the total compensation is \$1,000 or more, Contractor agrees to fully comply with such Prevailing Wage Laws. The Contractor shall obtain a copy of the prevailing rates of per diem wages at the commencement of this Agreement from the website of the Division of Labor Statistics and Research of the Department of Industrial Relations located at www.dir.ca.gov/dlsr/. In the alternative, the Contractor may view a copy of the prevailing rates of per diem wages at the City. Contractor shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to perform work on the Project available to interested parties upon request, and shall post copies at the Contractor’s principal place of business and at the Project site. Contractor shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or allege failure to comply with the Prevailing Wage Laws.

The Contractor and each subcontractor shall forfeit as a penalty to the City not more than fifty dollars (\$50) for each calendar day, or portion thereof, for each worker paid less than the stipulated prevailing wage rate for any work done by him, or by any subcontract under him, in violation of the provisions of the Labor Code. The difference between such stipulated prevailing wage rate and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the stipulated prevailing wage rate shall be paid to each worker by the Contractor.

Contractor shall post, at appropriate conspicuous points on the Project site, a schedule showing all determined general prevailing wage rates and all authorized deductions, if any, from unpaid wages actually earned.

ARTICLE 35. EMPLOYMENT OF APPRENTICES

The Contractor’s attention is directed to the provisions of Sections 1777.5, 1777.6, and 1777.7 of the Labor Code concerning employment of apprentices by the Contractor or any subcontractor. The Contractor shall obtain a certificate of apprenticeship before employing any apprentice pursuant to Section 1777.5, 1777.6, and 1777.7 of the Labor Code. Information relative to apprenticeship standards, wage schedules, and other requirements may be obtained

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from the Director of Industrial Relations, the Administrator of Apprenticeships, San Francisco, California, or from the Division of Apprenticeship Standards and its branch offices.

ARTICLE 36. NONDISCRIMINATION/EQUAL EMPLOYMENT OPPORTUNITY

Pursuant to Labor Code Section 1735 and other applicable provisions of law, the Contractor and its subcontractors shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, age, political affiliation, marital status, or handicap on this Project. The Contractor will take affirmative action to insure that employees are treated during employment or training without regard to their race, color, religion, sex, national origin, age, political affiliation, marital status, or handicap.

ARTICLE 37. LABOR/EMPLOYMENT SAFETY

The Contractor shall maintain emergency first aid treatment for his employees which complies with the Federal Occupational Safety and Health Act of 1970 (29 U.S.C. § 651 et seq.), and California Code of Regulations, Title 8, Industrial Relations Division 1, Department of Industrial Relations, Chapter 4.

ARTICLE 38. WORKERS' COMPENSATION INSURANCE

The Contractor shall Provide, during the life of this Contract, workers' compensation insurance for all of the employees engaged in Work under this Contract, on or at the Project site, and, in case any of sublet Work, the Contractor shall require the subcontractor similarly to provide workers' compensation insurance for all the latter's employees as prescribed by State law. Any class of employee or employees not covered by a subcontractor's insurance shall be covered by the Contractor's insurance. In case any class of employees engaged in work under this Contract, on or at the Project site, is not protected under the Workers' Compensation Statutes, the Contractor shall provide or shall cause a subcontractor to provide, adequate insurance coverage for the protection of such employees not otherwise protected. The Contractor is required to secure payment of compensation to his employees in accordance with the provisions of Section 3700 of the Labor Code. The Contractor shall file with the City certificates of his insurance protecting workers. Company or companies providing insurance coverage shall be acceptable to the City, if in the form and coverage as set forth in the Contract Documents.

ARTICLE 39. EMPLOYER'S LIABILITY INSURANCE

Contractor shall provide during the life of this Contract, Employer's Liability Insurance, including Occupational Disease, in the amount of, at least, one million dollars (\$1,000,000.00) per person per accident. Contractor shall provide City with a certificate of Employer's Liability Insurance. Such insurance shall comply with the provisions of the Contract Documents. The policy shall be endorsed, if applicable, to provide a Borrowed Servant/Alternate Employer Endorsement, contain a Waiver of Subrogation in favor of the City and shall comply with the provisions of Article 42. .

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ARTICLE 40. COMMERCIAL GENERAL LIABILITY INSURANCE

Contractor shall procure and maintain during the life of this Contract and for such other period as may be required herein, at its sole expense, Commercial General Liability insurance coverage, including but not limited to, premises liability, contractual liability, products/completed operations if applicable, personal and advertising injury – which may arise from or out of Contractor’s operations, use, and management of the Project site, or the performance of its obligations hereunder. Policy limits shall not be less than \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

Such policy shall comply with all the requirements of this Article and Article 42. . The limits set forth herein shall apply separately to each insured against whom claims are made or suits are brought, except with respect to the limits of liability. Further the limits set forth herein shall not be construed to relieve the Contractor from liability in excess of such coverage, nor shall it limit Contractor’s indemnification obligations to the City, and shall not preclude the City from taking such other actions available to the City under other provisions of the Contract Documents or law.

Contractor shall make certain that any and all subcontractors hired by Contractor are insured in accordance with this Contract. If any subcontractor’s coverage does not comply with the foregoing provisions, Contractor shall indemnify and hold the City harmless from any damage, loss, cost, or expense, including attorneys’ fees, incurred by the City as a result thereof.

All general liability policies provided pursuant to the provisions of this Article shall comply with the provisions of the Contract Documents.

All general liability policies shall be written to apply to all bodily injury, including death, property damage, personal injury, owned and non-owned equipment, blanket contractual liability, completed operations liability, explosion, collapse, under-ground excavation, removal of lateral support, and other covered loss, however occasioned, occurring during the policy term, and shall specifically insure the performance by Contractor of that part of the indemnification contained in these General Conditions, relating to liability for injury to or death of persons and damage to property. If the coverage contains one or more aggregate limits, a minimum of 50% of any such aggregate limit must remain available at all times; if over 50% of any aggregate limit has been paid or reserved, the City may require additional coverage to be purchased by Contractor to restore the required limits. Contractor may combine primary, umbrella, and as broad as possible excess liability coverage to achieve the total limits indicated above. Any umbrella or excess liability policy shall include the additional insured endorsement described in the Contract Documents.

ARTICLE 41. AUTOMOBILE LIABILITY INSURANCE

Contractor shall take out and maintain at all times during the term of this Contract Automobile Liability Insurance in the amount of, at least, one million dollars (\$1,000,000). Such insurance

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shall provide coverage for bodily injury and property damage including coverage for non-owned and hired vehicles, in a form and with insurance companies acceptable to the City. Such insurance shall comply with the provisions of Article 42 below.

ARTICLE 42. BUILDER’S RISK [“ALL RISK”]

It is the Contractor’s responsibility to maintain or cause to be maintained Builder’s Risk [“All Risk”] extended coverage insurance on all work, material, equipment, appliances, tools, and structures which are a part of the Contract and subject to loss or damage by fire, and vandalism and malicious mischief, in an amount to cover 100% of the replacement cost. The City accepts no responsibility until the Contract is formally accepted by the Governing Board for the work. The Contractor is required to file with the City a certificate evidencing fire insurance coverage.

Provide insurance coverage on completed value form, all-risk or special causes of loss coverage.

Insurance policies shall be so conditioned as to cover the performance of any extra work performed under the Contract.

Coverage shall include all materials stored on site and in transit.

Coverage shall include Contractor’s tools and equipment.

Insurance shall include boiler, machinery and material hoist coverage.

Such insurance shall comply with the provisions of the Contract Documents.

ARTICLE 43. FORM AND PROOF OF CARRIAGE OF INSURANCE

Any insurance carrier providing insurance coverage required by the Contract Documents shall be admitted to and authorized to do business in the State of California unless waived, in writing, by the City Risk Manager. Carrier(s) shall have an A.M. Best rating of not less than an A-VII. Insurance deductibles or self-insured retentions must be declared by the Contractor, and such deductibles and retentions shall have the prior written consent from the City. At the election of the City the Contractor shall either 1) reduce or eliminate such deductibles or self-insured retentions, or 2) procure a bond which guarantees payment of losses and related investigations, claims administration, and defense costs and expenses.

Contractor shall cause its insurance carrier(s) to furnish the City with either 1) a properly executed original Certificates(s) of Insurance and certified original copies of Endorsements effecting coverage as required herein, or 2) if requested to do so in writing by the City Risk Manager, provide original Certified copies of policies including all Endorsements and all attachments thereto, showing such insurance is in full force and effect. The City, its Director’s and officers, employees, agents and representatives are to be named as Additional Insureds and a Waiver of Subrogation in favor of those parties shall be provided. Further, said Certificates(s) and policies of insurance shall contain the covenant of the insurance carrier(s) that shall provide no less than thirty (30) days written notice be given to the City prior to any material modification or cancellation of such insurance. In the event of a material modification or

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cancellation of coverage, the City may terminate or Stop Work pursuant to the Contract Documents, unless the City receives, prior to such effective date, another properly executed original Certificate of Insurance and original copies of endorsements or certified original policies, including all endorsements and attachments thereto evidencing coverages set forth herein and the insurance required herein is in full force and effect. Contractor shall not take possession, or use the Project site, or commence operations under this Agreement until the City has been furnished original Certificate(s) of Insurance and certified original copies of Endorsements or policies of insurance including all Endorsements and any and all other attachments as required in this Section. The original Endorsements for each policy and the Certificate of Insurance shall be signed by an individual authorized by the insurance carrier to do so on its behalf.

It is understood and agreed to by the parties hereto and the insurance company(s), that the Certificate(s) of Insurance and policies shall so covenant and shall be construed as primary, and the City's insurance and/or deductibles and/or self-insured retentions or self-insured programs shall not be construed as contributory.

The City reserves the right to adjust the monetary limits of insurance coverage's during the term of this Contract including any extension thereof-if in the City's reasonable judgment, the amount or type of insurance carried by the Contractor becomes inadequate.

Contractor shall pass down the insurance obligations contained herein to all tiers of sub-contractors working under this Contract.

ARTICLE 44. TIME FOR COMPLETION AND LIQUIDATED DAMAGES

Time for Completion/Liquidated Damages. Work shall be commenced within ten (10) calendar days of the date stated in the City's Notice to Proceed and shall be completed by Contractor in the time specified in the Contract Documents. The City is under no obligation to consider early completion of the Project; and the Contract completion date shall not be amended by the City's receipt or acceptance of the Contractor's proposed earlier completion date. Furthermore, Contractor shall not, under any circumstances, receive additional compensation from the City (including but not limited to indirect, general, administrative or other forms of overhead costs) for the period between the time of earlier completion proposed by the Contractor and the Contract completion date. If The Work is not completed as stated in the Contract Documents, it is understood that the City will suffer damage. In accordance with Government Code section 53069.85, being impractical and infeasible to determine the amount of actual damage, it is agreed that Contractor shall pay to the City as fixed and liquidated damages, and not as a penalty, the sum stipulated in the Contract for each day of delay until The Work is fully completed. Contractor and its surety shall be liable for any liquidated damages. Any money due or to become due the Contractor may be retained to cover liquidated damages.

Inclement Weather. Contractor shall abide the Engineer's determination of what constitutes inclement weather. Time extensions for inclement weather shall only be granted when the Work stopped during inclement weather is on the critical path of the Project schedule.

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Extension of Time. Contractor shall not be charged liquidated damages because of any delays in completion of The Work due to unforeseeable causes beyond the control and without the fault or negligence of Contractor (or its subcontractors or suppliers). Contractor shall within five (5) Days of identifying any such delay notify the City in writing of causes of delay. The City shall ascertain the facts and extent of delay and grant extension of time for completing The Work when, in its judgment, the facts justify such an extension. Time extensions to the Project shall be requested by the Contractor as they occur and without delay. No delay claims shall be permitted unless the event or occurrence delays the completion of the Project beyond the Contract completion date.

No Damages for Reasonable Delay. The City's liability to Contractor for delays for which the City is responsible shall be limited to only an extension of time unless such delays were unreasonable under the circumstances. In no case shall the City be liable for any costs which are borne by the Contractor in the regular course of business, including, but not limited to, home office overhead and other ongoing costs. Damages caused by unreasonable City delay, including delays caused by items that are the responsibility of the City pursuant to Government Code section 4215, shall be based on actual costs only, no proportions or formulas shall be used to calculate any delay damages.

ARTICLE 45. COST BREAKDOWN AND PERIODIC ESTIMATES

Contractor shall furnish on forms Approved by the City:

Within ten (10) Days of award of the Contract a detailed estimate giving a complete breakdown of the Contract price;

A monthly itemized estimate of Work done for the purpose of making progress payments. In order for the City to consider and evaluate each progress payment application, the Contractor shall submit a detailed measurement of Work performed and a progress estimate of the value thereof before the tenth (10th) Day of the following month.

Contractor shall submit, with each of its payment requests, an adjusted list of actual quantities, verified by the Engineer, for unit price items listed, if any, in the Bid Form.

Following the City's Acceptance of the Work, the Contractor shall submit to the City a written statement of the final quantities of unit price items for inclusion in the final payment request.

The City shall have the right to adjust any estimate of quantity and to subsequently correct any error made in any estimate for payment.

Contractor shall certify under penalty of perjury, that all cost breakdowns and periodic estimates accurately reflect the Work on the Project.

ARTICLE 46. MOBILIZATION

When a bid item is included in the Bid Form for mobilization, the costs of Work in advance of construction operations and not directly attributable to any specific bid item will be included in

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the progress estimate (“Initial Mobilization”). When no bid item is provided for “Initial Mobilization,” payment for such costs will be deemed to be included in the other items of The Work.

Payment for Initial Mobilization based on the lump sum provided in the Bid Form, which shall constitute full compensation for all such Work. No payment for Initial Mobilization will be made until all of the listed items have been completed to the satisfaction of the Engineer. The scope of the Work included under Initial Mobilization shall include, but shall not be limited to, the following principal items:

Obtaining and paying for all bonds, insurance, and permits.

Moving on to the Project site of all Contractor’s plant and equipment required for first month’s operations.

Installing temporary construction power, wiring, and lighting facilities.

Establishing fire protection system.

Developing and installing a construction water supply.

Providing on-site sanitary facilities and potable water facilities as specified per Cal-OSHA and these Contract Documents.

Furnishing, installing, and maintaining all storage buildings or sheds required for temporary storage of products, equipment, or materials that have not yet been installed in the Work. All such storage shall meet manufacturer’s specified storage requirements, and the specific provisions of the specifications, including temperature and humidity control, if recommended by the manufacturer, and for all security.

Arranging for and erection of Contractor’s work and storage yard.

Posting all OSHA required notices and establishment of safety programs per Cal-OSHA.

Full-time presence of Contractor’s superintendent at the job site as required herein.

Submittal of Construction Schedule as required by the Contract Documents.

ARTICLE 47. PAYMENTS

The City shall make monthly progress payments following receipt of undisputed and properly submitted payment requests. Contractor shall be paid a sum equal to ninety-five percent (95%) of the value of Work performed up to the last day of the previous month, less the aggregate of previous payments.

The Contractor shall, after the full completion of The Work, submit a final payment application. All prior progress estimates shall be subject to correction in the final estimate and payment.

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Unless otherwise required by law, the final payment of five percent (5%) of the value of the Work, if unencumbered, shall be paid no later than sixty (60) Days after the date of recordation of the Notice of Completion.

Acceptance by Contractor of the final payment shall constitute a waiver of all claims against the City arising from this Contract.

Payments to the Contractor shall not be construed to be an acceptance of any defective work or improper materials, or to relieve the Contractor of its obligations under the Contract Documents.

The Contractor shall submit with each payment request the Contractor's conditional waiver of lien for the entire amount covered by such payment request, as well as a valid unconditional waiver of lien from the Contractor and all subcontractors and materialmen for all work and materials included in any prior invoices. Waivers of lien shall be in the forms prescribed by California Civil Code Section 3262. Prior to final payment by the City, the Contractor shall submit a final waiver of lien for the Contractor's work, together with releases of lien from any subcontractor or materialmen.

ARTICLE 48. PAYMENTS WITHHELD AND BACKCHARGES

In addition to amounts which the City may retain under other provisions of the Contract Documents the City may withhold payments due to Contractor as may be necessary to cover:

Stop Notice Claims.

Defective work not remedied.

Failure of Contractor to make proper payments to its subcontractors or suppliers.

Completion of the Contract if there exists a reasonable doubt that the work can be completed for balance then unpaid.

Damage to another contractor or third party.

Amounts which may be due the City for claims against Contractor.

Failure of Contractor to keep the record ("as-built") drawings up to date.

Failure to provide updates on the construction schedule.

Site clean up.

Failure of the Contractor to comply with requirements of the Contract Documents.

Liquated damages.

Legally permitted penalties.

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Upon completion of the Contract, the City will reduce the final Contract amount to reflect costs charged to the Contractor, backcharges or payments withheld pursuant to the Contract Documents.

ARTICLE 49. CHANGES AND EXTRA WORK

Change Order Work.

The City, without invalidating the Contract, may order changes in the Work consisting of additions, deletions or other revisions, the Contract amount and Contract time being adjusted accordingly. All such changes in the Work shall be authorized by Change Order, and shall be performed under the applicable conditions of the Contract Documents. A Change Order signed by the Contractor indicates the Contractor's agreement therewith, including any adjustment in the Contract amount or the Contract time, and the full and final settlement of all costs (direct, indirect and overhead) related to the Work authorized by the Change Order.

All claims for additional compensation to the Contractor shall be presented in writing before the expense is incurred and will be adjusted as provided herein. No work shall be allowed to lag pending such adjustment, but shall be promptly executed as directed, even if a dispute arises. No claim will be considered after the work in question has been done unless a written contract change order has been issued or a timely written notice of claim has been made by Contractor. Contractor shall not be entitled to claim or bring suit for damages, whether for loss of profits or otherwise, on account of any decrease or omission of any item or portion of Work to be done. Whenever any change is made as provided for herein, such change shall be considered and treated as though originally included in the Contract, and shall be subject to all terms, conditions and provisions of the original Contract.

Owner Initiated Change. The Contractor must submit a complete cost proposal, including any change in the Contract time, within seven (7) Days after receipt of a scope of a proposed change order, unless the City requests that proposals be submitted in less than seven (7) Days.

Contractor Initiated Change. The Contractor must give written notice of a proposed change order required for compliance with the Contract Documents within seven (7) Days of discovery of the facts giving rise to the proposed change order.

Whenever possible, any changes to the Contract amount shall be in a lump sum mutually agreed to by the Contractor and the City.

Price quotations from the Contractor shall be accompanied by sufficiently detailed supporting documentation to permit verification by the City.

If the Contractor fails to submit the cost proposal within the seven (7) Day period (or as requested), the City has the right to order the Contractor in writing to commence the work immediately on a force account basis and/or issue a lump sum change to the contract price in accordance with the City's estimate of cost. If the change is issued based on the City estimate, the Contractor will waive its right to dispute the action unless within fifteen (15) Days

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following completion of the added/deleted work, the Contractor presents written proof that the City's estimate was in error.

Estimates for lump sum quotations and accounting for cost-plus-percentage work shall be limited to direct expenditures necessitated specifically by the subject extra work, and shall be segregated as follows:

Labor. The costs of labor will be the actual cost for wages prevailing locally for each craft or type of worker at the time the extra work is done, plus employer payments of payroll taxes and insurance, health and welfare, pension, vacation, apprenticeship funds, and other direct costs resulting from Federal, State or local laws, as well as assessment or benefits required by lawful collective bargaining agreements. The use of a labor classification which would increase the extra work cost will not be permitted unless the contractor establishes the necessity for such additional costs. Labor costs for equipment operators and helpers shall be reported only when such costs are not included in the invoice for equipment rental.

Materials. The cost of materials reported shall be at invoice or lowest current price at which such materials are locally available in the quantities involved, plus sales tax, freight and delivery. Materials cost shall be based upon supplier or manufacturer's invoice. If invoices or other satisfactory evidence of cost are not furnished within fifteen (15) Days of delivery, then the Engineer shall determine the materials cost, at its sole discretion.

Tool and Equipment Use. No payment will be made for the use of small tools, tools which have a replacement value of \$1,000 or less. Regardless of ownership, the rates to be used in determining equipment use costs shall not exceed listed rates prevailing locally at equipment rental agencies, or distributors, at the time the work is performed.

Overhead, Profit and Other Charges. The mark-up for overhead (including supervision) and profit on work added to the Contract shall be according to the following:

"Net Cost" is defined as consisting of costs of labor, materials and tools and equipment only excluding overhead and profit. The costs of applicable insurance and bond premium will be reimbursed to the Contractor and subcontractors at cost only, without mark-up.

For Work performed by the Contractor's forces the added cost for overhead and profit shall not exceed fifteen (15%) percent of the Net Cost of the Work.

For Work performed by a subcontractor, the added cost for overhead and profit shall not exceed fifteen (15%) percent of the Net Cost of the Work to which the Contractor may add five (5%) percent of the subcontractor's Net Cost.

For Work performed by a sub-subcontractor the added cost for overhead and profit shall not exceed fifteen (15 %) percent of the Net Cost for Work to which the subcontractor and general contractor may each add an additional five (5 %) percent of the Net Cost of the lower tier subcontractor.

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No additional mark up will be allowed for lower tier subcontractors, and in no case shall the added cost for overhead and profit payable by City exceed twenty-five (25%) percent of the Net Cost as defined herein.

For added or deducted Work by subcontractors, the Contractor shall furnish to the City the subcontractor's signed detailed estimate of the cost of labor, material and equipment, including the subcontractor markup for overhead and profit. The same requirement shall apply to sub-subcontractors.

For added or deducted work furnished by a vendor or supplier, the Contractor shall furnish to the City a detailed estimate or quotation of the cost to the Contractor, signed by such vendor or supplier.

Any change in The Work involving both additions and deletions shall indicate a net total cost, including subcontracts and materials. Allowance for overhead and profit, as specified herein, shall be applied if the net total cost is an extra; overhead and profit allowances shall not be applied if the net total cost is a credit. The estimated cost of deductions shall be based on labor and material prices on the date the Contract was executed.

Contractor shall not reserve a right to assert impact costs, extended job site costs, extended overhead, constructive acceleration and/or actual acceleration beyond what is stated in the change order for work. No claims shall be allowed for impact, extended overhead costs, constructive acceleration and/or actual acceleration due to a multiplicity of changes and/or clarifications. The Contractor may not change or modify the City's change order form in an attempt to reserve additional rights.

If the City disagrees with the proposal submitted by Contractor, it will notify the Contractor and the City will provide its opinion of the appropriate price and/or time extension. If the Contractor agrees with the City, a change order will be issued by the City. If no agreement can be reached, the City shall have the right to issue a unilateral change order setting forth its determination of the reasonable additions or savings in costs and time attributable to the extra or deleted work. Such determination shall become final and binding if the Contractor fails to submit a claim in writing to the City within fifteen (15) Days of the issuance of the unilateral change order, disputing the terms of the unilateral change order.

No dispute, disagreement or failure of the parties to reach agreement on the terms of the change order shall relieve the Contractor from the obligation to proceed with performance of the work, including extra work, promptly and expeditiously.

Any alterations, extensions of time, extra work or any other changes may be made without securing consent of the Contractor's surety or sureties.

ARTICLE 50. OCCUPANCY

The City reserves the right to occupy or utilize any portion of The Work at any time before completion, and such occupancy or use shall not constitute Acceptance of any part of Work

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covered by this Contract. This use shall not relieve the Contractor of its responsibilities under the Contract.

ARTICLE 51. INDEMNIFICATION

Contractor shall defend (with counsel of City's choosing), indemnify and hold the City, its officials, officers, agents, employees, and representatives free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or equity, regardless of whether the allegations are false, fraudulent, or groundless, to property or persons, including wrongful death, to the extent arising out of or incident to any acts, omissions or willful misconduct of Contractor, its officials, officers, employees, agents, consultants and contractors arising out of or in connection with the performance of the Work or this Contract, including claims made by subcontractors for nonpayment, including without limitation the payment of all consequential damages and attorneys fees and other related costs and expenses. Contractor shall defend, at Contractor's own cost, expense and risk, with counsel of City's choosing, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its officials, officers, agents, employees and representatives. To the extent of its liability, Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City, its officials, officers, employees, agents, employees and representatives, in any such suit, action or other legal proceeding. Contractor shall reimburse City, its officials, officers, agents, employees and representatives for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. The only limitations on this provision shall be those imposed by Civil Code Section 2782.

ARTICLE 52. RECORD ("AS BUILT") DRAWINGS

Contractor shall prepare and maintain a complete set of record drawings (herein referred to as "as-builts") and shall require each trade to prepare its own as-builts. The as-builts must show the entire site for each major trade, including but not limited to water, sewer, electrical, data, telephone, cable, fire alarm, gas and plumbing. Contractor shall mark the as-builts to show the actual installation where the installation varies from the Work as originally shown. Contractor shall mark whichever drawings are most capable of showing conditions fully and where shop drawings are used, Contractor must record a cross-reference at the corresponding location on the contract drawings. Contractor shall give particular attention to concealed elements that would be difficult to measure and record at a later date. Contractor shall use colors to distinguish variations in separate categories of The Work.

Contractor shall note related change order numbers where applicable. Contractor shall organize as-builts into manageable sets, bound with durable paper cover sheets and shall print suitable title, dates and other identification on the cover of each set. Contractor to also provide an electronic version of the as-builts. The suitability of the as-builts will be determined by the Engineer.

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ARTICLE 53. RESOLUTION OF CONSTRUCTION CLAIMS

In accordance with Public Contract Code Sections 20104 *et seq.* and other applicable law, public works claims of \$375,000 or less which arise between the Contractor and the City shall be resolved under the following the statutory procedure unless the City has elected to resolve the dispute pursuant to Public Contract Code Section 10240 *et seq.*

All Claims: All claims shall be submitted in writing and accompanied by substantiating documentation. Claims must be filed on or before the date of final payment unless other notice requirements are provided in the contract. "Claim" means a separate demand by the claimant for (1) a time extension, (2) payment of money or damages arising from work done by or on behalf of the claimant and payment of which is not otherwise expressly provided for or the claimant is not otherwise entitled, or (3) an amount the payment of which is disputed by the City.

Claims Under \$50,000. The City shall respond in writing to the claim within 45 days of receipt of the claim, or, the City may request, in writing, within 30 days of receipt of the claim, any additional documentation supporting the claim or relating to defenses or claims the City may have. If additional information is needed thereafter, it shall be provided upon mutual agreement of the City and the claimant. The City's written response shall be submitted 15 days after receiving the additional documentation, or within the same period of time taken by the claimant to produce the additional information, whichever is greater.

Claims over \$50,000 but less than or equal to \$375,000. The City shall respond in writing within 60 days of receipt, or, may request in writing within 30 days of receipt of the claim, any additional documents supporting the claim or relating to defenses or claims the City may have against the claimant. If additional information is needed thereafter, it shall be provided pursuant to mutual agreement between the City and the claimant. The City's response shall be submitted within 30 days after receipt of the further documents, or within the same period of time taken by the claimant to produce the additional information or documents, whichever is greater. The Contractor shall make these records and documents available at all reasonable times, without any direct charge.

The Contractor will submit the claim justification in the following format:

Summary of claim merit and price, and Contract clause pursuant to which the claim is made.

List of documents relating to claim

Specifications

Drawings

Clarifications (Requests for Information)

Schedules

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Other

Chronology of events and correspondence

Analysis of claim merit

Analysis of claim cost

Analysis of time impact analysis in CPM format

Cover letter and certification of validity of the claim

If the claimant disputes the City's response, or if the City fails to respond within the statutory time period(s), the claimant may so notify the City within 15 days of the receipt of the response or the failure to respond, and demand an informal conference to meet and confer for settlement. Upon such demand, the City shall schedule a meet and confer conference within 30 Days.

If following the meet and confer conference, the claim or any portion thereof remains in dispute, the claimant may file a claim pursuant to Government Code 900 et seq. and Government Code 910 et seq. For purposes of those provisions, the time within which a claim must be filed shall be tolled from the time the claimant submits the written claim until the time the claim is denied, including any time utilized for the meet and confer conference.

Submission of a claim, properly certified, with all required supporting documentation, and written rejection or denial of all or part of the claim by City, is a condition precedent to any action, proceeding, litigation, suit, general conditions claim, or demand for arbitration by Contractor.

ARTICLE 54. CITY'S RIGHT TO TERMINATE CONTRACT

Termination for Cause: The City may, without prejudice to any other right or remedy, serve written notice upon Contractor of its intention to terminate this Contract if the Contractor: (i) refuses or fails to prosecute The Work or any part thereof with such diligence as will ensure its completion within the time required; (ii) fails to complete The Work within the required time; (iii) should file a bankruptcy petition or be adjudged a bankrupt; (iv) should make a general assignment for the benefit of its creditors; (v) should have a receiver appointed; (vi) should persistently or repeatedly refuse or fail to supply enough properly skilled workers or proper materials to complete the work; (vii) should fail to make prompt payment to subcontractors or for material or labor; (viii) persistently disregard laws, ordinances, other requirements or instructions of the City; or (ix) should violate any of the provisions of the Contract Documents.

The notice of intent to terminate shall contain the reasons for such intention to terminate. Unless within ten (10) Days after the service of such notice, such condition shall cease or satisfactory arrangements (acceptable to the City) for the required correction are made, this Contract shall be terminated. In such case, Contractor shall not be entitled to receive any further payment until the Project has been finished. The City may take over and complete The Work by any method it may deem appropriate. Contractor and its surety shall be liable to the City for any excess

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costs or other damages incurred by the City to complete the Project. If the City takes over The Work, the City may, without liability for so doing, take possession of and utilize in completing The Work such materials, appliances, plant, and other property belonging to the Contractor as may be on the Project site.

Termination For Convenience: The City may terminate performance of The Work in whole or, in part, if the City determines that a termination is in the City's interest.

The Contractor shall terminate all or any part of The Work upon delivery to the Contractor of a Notice of Termination specifying that the termination is for the convenience of the City, the extent of termination, and the effective date of such termination.

After receipt of Notice of Termination, and except as directed by the City, the Contractor shall, regardless of any delay in determining or adjusting any amounts due under this Termination for Convenience clause, immediately proceed with the following obligations:

Stop Work as specified in the Notice.

Complete any Work specified in the Notice of Termination in a least cost/shortest time manner while still maintaining the quality called for under the Contract Documents.

Leave the property upon which the Contractor was working and upon which the facility (or facilities) forming the basis of the Contract Documents is situated in a safe and sanitary manner such that it does not pose any threat to the public health or safety.

Terminate all subcontracts to the extent that they relate to the portions of The Work terminated.

Place no further subcontracts or orders, except as necessary to complete the remaining portion of The Work.

Submit to the City, within ten (10) Days from the effective date of the Notice of Termination, all of the documentation called for by the Contract Documents to substantiate all costs incurred by the Contractor for labor, materials and equipment through the Effective Date of the Notice of Termination. Any documentation substantiating costs incurred by the Contractor solely as a result of the City's exercise of its right to terminate this Contract pursuant to this clause, which costs the Contractor is authorized under the Contract Documents to incur, shall: (i) be submitted to and received by the City no later than thirty (30) Days after the Effective Date of the Notice of Termination; (ii) describe the costs incurred with particularity; and (iii) be conspicuously identified as "Termination Costs Occasioned by the City's Termination for Convenience."

These provisions are in addition to and not in limitation of any other rights or remedies available to the City.

Notwithstanding any other provision of this Article, when immediate action is necessary to protect life and safety or to reduce significant exposure or liability, the City may immediately order Contractor to cease Work on the Project until such safety or liability issues are addressed to the satisfaction of the City or the Contract is terminated.

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ARTICLE 55. WARRANTY AND GUARANTEE

Contractor warrants that all materials and equipment furnished under this Contract shall be new unless otherwise specified in the Contract Documents; and that all Work conforms to the Contract Document requirements and is free of any defect whether performed by the Contractor or any subcontractor or supplier.

Unless otherwise stated, all warranty periods shall begin upon the filing of the Notice of Completion. Unless otherwise stated, the warranty period shall be for one year.

The Contractor shall remedy at its expense any damage to City-owned or controlled real or personal property.

Contractor shall furnish the City with all warranty and guarantee documents prior to final Acceptance of the Project by the City.

The City shall notify the Contractor, in writing, within a reasonable time after the discovery of any failure, defect, or damage. The Contractor shall within ten (10) Days after being notified commence and perform with due diligence all necessary Work. If the Contractor fails to promptly remedy any defect, or damage; the county shall have the right to replace, repair, or otherwise remedy the defect, or damage at the Contractor's expense.

In the event of any emergency constituting an immediate hazard to health, safety, property, or licensees, when caused by Work of the Contractor not in accordance with the Contract requirements, the City may undertake at Contractor's expense, and without prior notice, all Work necessary to correct such condition.

With respect to all warranties, express or implied, from subcontractors, manufacturers, or suppliers for Work performed and Materials furnished under this Contract, the Contractor shall:

Obtain for City all warranties that would be given in normal commercial practice;

Require all warranties to be executed, in writing, for the benefit of the City; and

Enforce all warranties for the benefit of the City, unless otherwise directed in writing by the City.

This Article shall not limit the City's rights under this Contract or with respect to latent defects, gross mistakes, or fraud. The City specifically reserves all rights related to defective work, including but not limited to the defect claims pursuant to California Code of Civil Procedure Section 337.15.

ARTICLE 56. DOCUMENT RETENTION & EXAMINATION

In accordance with Government Code Section 8546.7, records of both the City and the Contractor shall be subject to examination and audit by the State Auditor General for a period of three (3) years after final payment.

GENERAL CONDITIONS

Contractor shall make available to the City any of the Contractor's other documents related to the Project immediately upon request of the City.

In addition to the State Auditor rights above, the City shall have the right to examine and audit all books, estimates, records, contracts, documents, bid documents, subcontracts, and other data of the Contractor (including computations and projections) related to negotiating, pricing, or performing the modification in order to evaluate the accuracy and completeness of the cost or pricing data at no additional cost to the City, for a period of four (4) years after final payment.

ARTICLE 57. SOILS INVESTIGATIONS

When a soils investigation report for the Project site is available, such report shall not be a part of the Contract Documents. Any information obtained from such report as to subsurface soil condition, or to elevations of existing grades or elevations of underlying rock, is approximate only and is not guaranteed. Contractor acknowledges that any soils investigation report (including any borings) was prepared for purposes of design only and Contractor is required to examine the site before submitting its bid and must make whatever tests it deems appropriate to determine the underground condition of the soil.

ARTICLE 58. SEPARATE CONTRACTS

The City reserves the right to let other contracts in connection with this Work or on the Project site. Contractor shall permit other contractors reasonable access and storage of their materials and execution of their work and shall properly connect and coordinate its Work with theirs.

To ensure proper execution of its subsequent Work, Contractor shall immediately inspect work already in place and shall at once report to the Engineer any problems with the work in place or discrepancies with the Contract Documents.

Contractor shall ascertain to its own satisfaction the scope of the Project and nature of any other contracts that have been or may be awarded by the City in prosecution of the Project to the end that Contractor may perform this Contract in the light of such other contracts, if any. Nothing herein contained shall be interpreted as granting to Contractor exclusive occupancy at site of the Project. Contractor shall not cause any unnecessary hindrance or delay to any other contractor working on the Project. If simultaneous execution of any contract for the Project is likely to cause interference with performance of some other contract or contracts, the Engineer shall decide which Contractor shall cease Work temporarily and which contractor shall continue or whether work can be coordinated so that contractors may proceed simultaneously. The City shall not be responsible for any damages suffered or for extra costs incurred by Contractor resulting directly or indirectly from award, performance, or attempted performance of any other contract or contracts on the Project site.

ARTICLE 59. NOTICE AND SERVICE THEREOF

All notices shall be in writing and either served by personal delivery or mailed to the other party as designated in the Bid Forms. Written notice to the Contractor shall be addressed to Contractor's principal place of business unless Contractor designates another address in writing

GENERAL CONDITIONS

for service of notice. Notice to City shall be addressed to the City as designated in the Notice Inviting Bids unless City designates another address in writing for service of notice. Notice shall be effective upon receipt or five (5) Days after being sent by first class mail, whichever is earlier. Notice given by facsimile shall not be effective unless acknowledged in writing by the receiving party.

ARTICLE 60. NOTICE OF THIRD PARTY CLAIMS

Pursuant to Public Contract Code Section 9201, the City shall provide Contractor with timely notification of the receipt of any third-party claim relating to the Contract.

ARTICLE 61. STATE LICENSE BOARD NOTICE.

Contractors are required by law to be licensed and regulated by the Contractors' State License Board which has jurisdiction to investigate complaints against contractors if a complaint regarding a patent act or omission is filed within four (4) years of the date of the alleged violation. A complaint regarding a latent act or omission pertaining to structural defects must be filed within ten (10) years of the date of the alleged violation. Any questions concerning a contractor may be referred to the Registrar, Contractors' State License Board, P.O. Box 26000, Sacramento, California 95826.

ARTICLE 62. INTEGRATION

Oral Modifications Ineffective. No oral order, objection, direction, claim or notice by any party or person shall affect or modify any of the terms or obligations contained in the Contract Documents.

Contract Documents Represent Entire Contract. The Contract Documents represent the entire agreement of the City and Contractor.

ARTICLE 63. ASSIGNMENT

Contractor shall not assign, transfer, convey, sublet, or otherwise dispose of this Contract or any part thereof including any claims, without prior written consent of the City. Any assignment without the written consent of the City shall be void. Any assignment of money due or to become due under this Contract shall be subject to a prior lien for services rendered or Material supplied for performance of Work called for under the Contract Documents in favor of all persons, firms, or corporations rendering such services or supplying such Materials to the extent that claims are filed pursuant to the Civil Code, the Code of Civil Procedure or the Government Code.

ARTICLE 64. CHANGE IN NAME AND NATURE OF CONTRACTOR'S LEGAL ENTITY

Should a change be contemplated in the name or nature of the Contractor's legal entity, the Contractor shall first notify the City in order that proper steps may be taken to have the change reflected on the Contract.

GENERAL CONDITIONS

ARTICLE 65. ASSIGNMENT OF ANTITRUST ACTIONS

Pursuant to Section 7103.5 of the Public Contract Code, in entering into a public works contract or subcontract to supply goods, services, or materials pursuant to a public works contract, Contractor or subcontractor offers and agrees to assign to the City all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Section 15) or under the Cartwright Act (chapter 2 (commencing with Section 16700) of part 2 of division 7 of the Business and Professions Code), arising from the purchase of goods, services, or materials pursuant to this Contract or any subcontract. This assignment shall be made and become effective at the time the City makes final payment to the Contractor, without further acknowledgment by the parties.

ARTICLE 66. PROHIBITED INTERESTS

No City official or representative who is authorized in such capacity and on behalf of the City to negotiate, supervise, make, accept, or approve, or to take part in negotiating, supervising, making, accepting or approving any engineering, inspection, construction or material supply contract or any subcontract in connection with construction of the project, shall be or become directly or indirectly interested financially in the Contract.

ARTICLE 67. LAWS AND REGULATIONS

Contractor shall give all notices and comply with all laws, ordinances, rules and regulations bearing on conduct of work as indicated and specified. If Contractor observes that drawings and specifications are at variance therewith, he shall promptly notify the Engineer in writing and any necessary changes shall be adjusted as provided for in this Contract for changes in work. If Contractor performs any work knowing it to be contrary to such laws, ordinances, rules and regulations, and without such notice to the Engineer, he shall bear all costs arising therefrom.

Contractor shall be responsible for familiarity with the Americans with Disabilities Act ("ADA") (42 U.S.C. § 12101 et seq.). The Work will be performed in compliance with ADA regulations.

ARTICLE 68. PATENT FEES OR ROYALTIES.

The Contractor shall include in its bid amount the patent fees or royalties on any patented article or process furnished or used in the Work. Contractor shall assume all liability and responsibility arising from the use of any patented, or allegedly patented, materials, equipment, devices or processes used in or incorporated with The Work, and shall defend, indemnify and hold harmless the City, its officials, officers, agents, employees and representatives from and against any and all liabilities, demands, claims, damages, losses, costs and expenses, of whatsoever kind or nature, arising from such use.

GENERAL CONDITIONS

ARTICLE 69. OWNERSHIP OF DRAWING

All Contract Documents furnished by the City are City property. They are not to be used by Contractor or any subcontractor on other work nor shall Contractor claim any right to such documents. With exception of one complete set of Contract Documents, all documents shall be returned to the City on request at completion of The Work.

ARTICLE 70. NOTICE OF TAXABLE POSSESSORY INTEREST

In accordance with Revenue and Taxation Code Section 107.6, the Contract Documents may create a possessory interest subject to personal property taxation for which Contractor will be responsible.

ARTICLE 71 . PRESERVATION OF PROPERTY

Existing improvements or facilities and trees and shrubs that are not to be removed, shall be protected from injury or damage resulting from operations of the Contractor, and the Contractor shall be responsible for such damage. Only trees and shrubs specifically designated or marked for removal by the Engineer shall be removed.

The Contractor shall provide such dust control equipment and methods as may be required to protect adjacent property from annoyance or damage from dust caused by his operations. Failure to control such dust shall be cause for the Engineer to stop the work until said dust is controlled, and the Contractor shall have no recourse to collect from the City for any loss of time or expense sustained by him due to such suspension of work.

ARTICLE 72. REMOVAL AND DISPOSAL OF MATERIAL

Material removed during clearing and grubbing, including any excess excavation, shall be removed from the site of the work and disposed of at a location acceptable to the Engineer. Burning of materials on the site will not be permitted.

ARTICLE 73 . WATERING

All water used for compacting original ground, embankments, structure and trench backfill, subgrade, base and for laying dust caused by grading or traffic shall be included in the price bid for such items and separate payment will not be allowed for watering.

Earthwork and grading will be paid for at the unit or lump sum price listed in the Proposal, or, if no separate item is included, in the other items of work to which it relates.

GENERAL CONDITIONS

**TECHNICAL SPECIFICATIONS
DESCRIPTION OF BID ITEMS**

TECHNICAL SPECIFICATIONS

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All Bid Items shall be in accordance with the Standard Specifications for Public Works Construction, Latest Edition including supplements, the City of Bradbury Technical Specifications, and the Special Provisions and General Conditions of these specifications.

Bid Item No. 1 – Clearing & Grubbing, Mobilization and NPDES Requirements

The work included in this item shall consist of all the work described in Subsection 300-1, “Clearing and Grubbing,” of the Standard Specifications for Public Works Construction, hereafter referred to as Standard Specifications. Mobilization shall comply with Section 7-3.4, “Mobilization” of the Standard Specifications and these Special Provisions.

This Bid Item shall include, but not be limited to securing of all bonds, permits and licenses, procurement and mobilization of all construction equipment, personnel, construction office, approved construction staging area, and preparation of existing ground within the project area. Brush and other organic matter shall be removed from the area of the proposed improvements and from anywhere soils or construction materials will be stockpiled. This Bid Item is to include any and all work required to keep the public right-of-way, adjoining properties and downstream drainage improvements free of construction debris and silt.

No additional amounts shall be paid for erosion control, erosion damage cleanup, removal of debris from the project site, NPDES requirements (including the plan), or removal of soil deposited on public streets by construction traffic. A NPDES plan detailing storm water pollution prevention and implementation of Best Management Practices shall be submitted prior to commencement of construction for City approval.

Spillage resulting from hauling operations along or across any public traveled way shall be removed promptly.

Payment for this item shall be on a lump sum basis and no additional compensation will be made.

Bid Item No. 2 – Traffic Control

The Contractor shall be required to initiate and maintain project coordination with affected stakeholders, other contractors, residents, schools, police & fire departments, solid waste collection department, utility agencies, transportation agencies and businesses throughout the course of this project.

At least ten (10) working days prior to commencing work for each street segment, the Contractor shall submit to the Engineer his proposed schedule for his methods of traffic control. This submittal shall be made sufficiently in advance of any rerouting or diversion of traffic by the Contractor to allow for a review and approval of the Contractor’s proposed traffic control.

The Contractor shall provide notice to residents and businesses on affected streets. The notice shall be in the form of a letter prepared by the Contractor and approved by the City and

TECHNICAL SPECIFICATIONS

distributed by the Contractor no later than seven (7) calendar days before the start of construction.

The Contractor shall provide and maintain all signs, barricades, pedestals, flashers, delineators and other necessary facilities for the protection of the motoring public within the limits of the construction area. All signs to be used on the job during hours of darkness shall be reflectorized. All traffic control signs, barricades and delineators used on the project shall be in good condition and uniform throughout the project. Faded and damaged traffic control devices will not be acceptable. All signs, barricades and methods shall conform to the requirements of the current "California Manual on Uniform Traffic Control Devices" (CAMUTCD).

The Contractor shall provide a phased traffic control plan for the project. The traffic control plan shall be a scaled drawing showing existing topographic features and existing traffic control devices as well as proposed temporary traffic control. The traffic control plan shall be prepared by an engineer registered as a Civil or Traffic Engineer in the State of California. Said engineer shall sign and stamp the plan.

The Contractor shall supply and post signs at each entrance to the construction work locations to warn motorists of possible safety hazards. The signs shall be of sufficient size and shall be mounted in such a way to be readable by the motorists.

Traffic control plan shall include the location of the static project signs and shall also include the locations of the Changeable Message Sign (CMS) Boards, which shall be trailer mounted and conform to the latest requirements of the CA MUTCD. One (1) CMS Board will be required for each direction of traffic, for a total of two (2) CMS Boards being required for the project. The message displayed on the Board shall be consistent with the current construction activity taking place and shall be approved by the City Engineer or representative.

No material or equipment shall be stored where it will interfere with the safe passage of public traffic and at the end of each day's work, the Contractor shall remove all equipment and other obstructions from that portion of the roadway used by public traffic.

Whenever the Contractor's operations require one-way traffic or create a condition hazardous to the public traffic, he shall provide and station certified flagmen whose sole duties shall consist of directing the movement of traffic through and around the work site.

Contractor shall maintain two-way traffic at the end of each working day. All temporary traffic control signage (Lane Closed, Flagger Symbol, etc.) that pertains to one-way traffic shall be stored at the end of the working day.

It is anticipated that excavation of the existing hillside and construction of the retaining wall on Wild Rose Avenue may warrant a full closure of Wild Rose Avenue and/or Bradbury Road. The Contractor shall make every effort to reduce the number and duration of road closures. The Contractor is to identify, as part of their construction schedule, the anticipated dates of road closures as well as their duration, providing a start and end time and are subject to the discretionary approval by the Engineer. The Contractor is to also provide a detour plan as a part of their stamped Traffic Control Plan.

TECHNICAL SPECIFICATIONS

Should the Contractor fail to provide and maintain these devices and services and the City is required to alleviate said conditions, the total charges for labor, equipment and materials, including overhead and transportation, accrued by the City for such work will be deducted from the contract payments to the Contractor.

Action on the part of the Engineer in directing the Contractor's attention to inadequacy of the required devices and services or any action of the City to alleviate the Contractor's inadequacies shall not relieve the Contractor from responsibility for public safety or abrogate the obligation to provide and maintain these devices and services.

Payment for this item shall be on a lump sum basis and no additional compensation will be made.

Bid Item No. 3 – Unclassified Excavation

The work included in this item shall consist of all the work described in Subsection 300-2, "Unclassified Excavation," of the Standard Specifications for Public Works Construction, hereafter referred to as Standard Specifications.

Unclassified Excavation shall consist of all excavation, including roadways and shoulders, unless separately designated. Any unclassified needed for grading of this project shall be by Subsection 300-4 "Unclassified Fill" of the Standard Specifications using the material generated from the unclassified excavation. All surplus excavated material must be properly disposed of at an offsite location by the Contractor.

The measurement and payment for unclassified excavation and export shall be made at the contract unit price per cubic yard and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required for unclassified excavation and export in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 4 – Variable Grind Existing A.C. Pavement

This Bid Item shall include any and all material and work involved for cold milling existing asphalt pavement in accordance with Section 404, "Cold Milling" of the Standard Specifications. The locations of the cold mill of asphalt concrete are noted on the Plans.

Cold milling machine shall be self-propelled and be specially designed and built for grinding flexible pavements. It shall plane without tearing or gouging the underlying surface and blade removals into windrows. ~~The machine shall consist of a 72" minimum width cutting drum with carbide tip teeth.~~ Drum lacing patterns shall permit grooved or smooth surface finish as selected by the Engineer and the drum shall be totally enclosed in a shroud to prevent discharge of any loosened material into adjacent work areas. The machine shall be adjustable as to crown and depth by tilting the drum axis. A dust suppression system with 700-gallon minimum water

TECHNICAL SPECIFICATIONS

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storage tanks and two high-pressure spray bars with spiral nozzles shall be standard equipment. The equipment shall be demonstrated to have been operating successfully on similar work completed prior to the award of this contract. The equipment shall meet or exceed all other applicable requirements for noise and air pollution.

Loosened material shall be removed so that no aggregate remains on the project, and on parkway and side streets, at the end of each workday.

In the event of inclement weather where rain has been forecasted within 24 hours, the Contractor will ensure that all loosened material has been removed from the street surface, parkway, and side streets and that no debris will be discharged with storm run-off into the storm drain system.

Loaders and trucks of approved sized, type and number suitable for hauling materials shall be provided.

The Contractor shall provide adequate protection to trees, curbs, gutters, and other adjoining structures to ensure against damage from milling operations.

The measurement and payment for variable grind existing A.C. Pavement shall be made at the contract unit price per square foot and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to grind the pavement in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 5 – Adjust Existing Manhole to Finished Surface

Bid Items shall include the adjustment of the existing manhole covers, valves, and monitoring wells to grade by the Contractor in accordance with Section 403, “Manhole Adjustment and Reconstruction” of the Standard Specifications for Public Works Construction.

Prior to the start of work, the Contractor shall locate and mark all utility manholes, valves, and monitoring wells.

The Contractor shall be responsible for or work in conjunction with the utility companies to lower/raise and/or readjust all other existing manholes and valves during paving operations to finished grade as shown on the plans and as directed by the Engineer. The finished grade of the manholes and valves and all associated paving around the manholes and valves shall be flush with the finished surface within a 3/8” tolerance. The contractor shall be required to adjust any manhole and valve found not in conformance with these requirements, as determined by the Engineer, at their sole expense.

The measurement and payment for adjusting manholes shall be made at the contract unit price per each and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to adjust manholes in accordance with the plans, these

Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 6 – Remove Existing A.C. Pavement and Subgrade

Bid Item No. 7 – Remove Existing A.C. Berm

This Bid Item shall include all labor and materials required to remove and dispose of existing A.C. pavement, A.C. berm, aggregate base, native material, and tree roots to the required depth as shown on the plans.

AC pavement shall be sawcut full depth around the entire joint perimeter. Removal of existing pavement sections shall be to the depth required for construction of the replacement roadway sections as shown on the plans and these specifications. All removed material becomes the property of the Contractor and shall be hauled and disposed of properly at a licensed disposal facility outside of the public right-of-way.

The Contractor shall scarify the exposed surface of the subgrade, remove or grind roots, grade and compact to 95% relative compaction.

The measurement and payment for A.C. removals shall be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to remove A.C. materials in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 8 – Remove Existing P.C.C. Curb and Gutter

Bid Item No. 9 – Remove Existing P.C.C. Cross Gutter

Bid Item No. 10 – Remove Existing Block Wall

The work included in these bid items shall consist of any and all work necessary to remove and dispose existing concrete and masonry improvements and restore work area in accordance with Subsection 401-3 “Concrete and Masonry Improvements” of the Standard Specifications for Public Works Construction

All removed material becomes the property of the Contractor and shall be hauled and disposed of properly at a licensed disposal facility outside the public right-of-way.

The measurement and payment for P.C.C. and/or masonry removals shall be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to remove P.C.C. and/or masonry materials in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 11 – Remove Existing Chain Link Fence

Bid Item No. 12 – Remove and Salvage Existing Chain Link Fence

Bid Item No. 13 – Remove Existing Corral Fence

Bid Item No. 17 – Remove and Salvage Existing Power Operated Swing Gate System

Bid Item No. 18 – Remove and Salvage Existing Keypad

These Bid Items shall include all labor and materials required for the removal/salvage, hauling off and disposal of existing fences, gates, and other miscellaneous items at selected locations as shown on plans.

All removed material, **with the exception of those bid items which specify salvaging**, becomes the property of the Contractor and shall be hauled and disposed of properly at a licensed disposal facility outside of the roadside right of way.

All of the chain link fence fronting **28 Dovetail Lane** shall be carefully removed and all posts and fence fabric shall be preserved. Any material removed that is unsuitable for reinstalment shall be disposed of and replaced at the expense of the Contractor.

The existing gate system that serves **302 Bradbury Road** shall be removed and salvaged. Any items that cannot be salvaged, shall be disposed of at the responsibility of the Contractor.

The Contractor shall be responsible for maintaining a secure perimeter at the affected properties whose fencing will be removed. In no circumstances shall the adjacent properties have exposure to their properties left overnight. Removal and installation of fencing shall be scheduled in a manner that they occur during the same working day. Should the Contractor anticipate the two activities occurring over the course of multiple days, the Contractor is responsible for supplying and installing temporary fencing at no expense to the residents or the City.

The measurement and payment for fences, gates and other miscellaneous removals shall be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to remove fences, gates and other miscellaneous items in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 14 – Remove Existing Tree

Bid Item No. 15 – Remove Existing Tree Stump

Bid Item No. 16 – Remove Existing Hedge

The work included in these items shall consist of removing trees as described in Subsection 300-1, "Clearing and Grubbing," of the Standard Specifications for Public Works Construction, hereafter referred to as Standard Specifications.

This Bid Item shall include, but not be limited to, tree and root removals, stump grinding, hedge removals, grading, hauling, disposal and any other similar incidental or appurtenant operations that may be required and not otherwise identified in other bid items.

The diameter of the tree shall be measured at chest height. Removal of trees less than 6” in diameter is included in other bid items. Trees, roots, brush and any other organic matter shall be removed from the immediate area and shall become the property of the Contractor.

The Contractor shall coordinate with City staff to meet and mark trees to be removed prior to clearing and grubbing. This Bid Item includes any and all work required to keep the public right-of-way and adjoining properties free of tree related debris.

The Contractor shall coordinate with the retained TRAQ certified Arborist when dealing with any Native Oak Trees. The Contractor shall supply the Engineer and Arborist with a list of proposed oak trees to be impacted by construction activities. The Contractor shall work with the Arborist to minimize the impact to the existing Oak trees and provide strengthening of the structural system of potentially impacted trees when instructed.

Contractor shall also be responsible for protection of private property, utilities and improvements while removing trees in the public right-of-way.

The measurement and payment for tree, tree stump and hedge removals shall be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to remove tree, tree stumps and hedges in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 19 – Relocate Existing Water Meter and Box

The work included in this bid item shall consist of removing and relocating existing water meter as described in Subsection 400-2 “Relocation” of the Standard Specifications for Public Works Construction, hereafter referred to as Standard Specifications.

All existing Water Meters will be salvaged and re-used. Service laterals and reconnection of house pipes will be furnished and installed by the Contractor.

Reconnection of house pipe shall be with like material. Reconnected copper pipe shall have soldered connections. Reconnected galvanized pipe shall include dielectric union at the brass nipple connection, downstream of the box.

All supporting system improvement shall be completed per the plans, these specifications and the City of Bradbury Standard Specifications and Drawings. All City water system improvement will be inspected and approved by the City inspectors prior to acceptance of the improvement by the City. The City will not accept work for any new, replacement of relocation work as being complete until the improvements have been accepted in writing by the City.

Compliance with these requirements does not waive requirements of other governing public bodies or agencies. Requirements of all other governing public bodies are to be closely adhered to, including all safety orders, encroachment permits, and other federal, state, county and local laws and ordinances.

The measurement and payment for water meter relocation shall be made at the contract unit price per each and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to relocate water meters in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 20 – Relocate Flood Lights onto New Fence

Bid Item No. 21 – Relocate Mailbox

Work shall consist of relocating mailboxes and other miscellaneous items in accordance with the requirements of section 78-21 “Resetting and Relocating Mailboxes” of the Caltrans Standard Specifications and the special provisions.

Unless agreed to by the property owner, delivery by the USPS shall not be interrupted.

TECHNICAL SPECIFICATIONS

Relocation of Flood lights shall also include the reroute of any existing underground conduits and wires to the new location.

The measurement and payment for mailbox and other miscellaneous item relocations shall be made at the contract unit price per each and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to relocate mailboxes and other miscellaneous items in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 22 – Re-Install Chain Link Fence

Bid Item No. 23 – Re-Install Swing Gate System, Includes Extension of Underground Conduit and Wiring

These Bid Items shall include all labor and materials required for the re-installing of chain link fences and swing gate system.

Any components that were not salvageable at time of the initial removal (i.e. footings, damaged materials, etc.) shall be supplied by the Contractor to return any re-installed items to their original functionality.

Any coordination needed to be done with the gate system manufacturer for the reinstallation of the system shall be the responsibility of the Contractor.

The measurement and payment for chain link fence and swing gate system re-installation shall be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to reinstall fencing and gate systems in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 24 – Construct 6” P.C.C. Curb per SPPWC Std. Plan No. 120-3, Type A1-6

Bid Item No. 25 – Construct 6” P.C.C. Curb and Gutter per SPPWC Std. Plan No. 120-3, Type A1-6

Bid Item No. 26 – Construct P.C.C. Sidewalk per SPPWC Std. Plan No. 112-2 & 113-2

Bid Item No. 27 – Construct P.C.C. Cross Gutter per SPPWC Std. Plan No. 123-3 to Match Existing

Bid Item No. 28 – Construct P.C.C. Driveway Approach per SPPWC Std. Plan No. 110-2, Type B

Bid Item No. 29 – Construct Curb & Gutter Transition

The work included in these Bid Item shall consist of any and all work necessary to construct curb, gutter, sidewalk and driveway in accordance with Section 303-5, “Concrete Curbs, Walks, Gutters, Cross Gutters, Alley Intersections, Access Ramps, Driveways, and Local Depression” of the Standard Specifications, and Section 201-4, “Concrete Curing Materials” of the Standard

Specifications. Standard Plans for Public Works Construction No. 110-2, 112-2, 113-2, 120-3 & 123-3.

Subgrade shall be prepared in accordance with Section 301-1, "Subgrade Preparation, Treated Materials, and Placement of Base Materials", of the Standard Specifications. The completed subgrade shall be inspected for grade and cross-section by means of a template extending the full depth of the section and supported between the side forms. Remove soft or spongy subgrade material to a depth of 6 inches below the subgrade elevation for curbs, gutter depressions, driveways and pavement. The subgrade and forms shall be thoroughly watered in advance of placing concrete.

Excavation necessary for this construction shall be included in this bid item and no additional compensation will be made therefore. Concrete for the construction shall be Portland Cement Concrete Class 520-C-2500 unless otherwise noted on the Standard Plan.

Curing Compound shall be Type 1 conforming to the provisions in Subsections 201-4, "Concrete Curing Materials" of the Standard Specifications.

The locations and areas of the P.C.C. improvements are shown on the plans. Outside the traveled way, areas to receive concrete shall be compacted to a relative density of not less than 90 percent.

Construction of all work in conjunction with these specifications shall conform to the Standard Specifications. Brush and other organic matter shall be removed from the area of the proposed improvements and from any area where soils or construction materials will be stockpiled shall also be included.

All existing bituminous pavement and existing concrete being joined shall be cut in a clean straight line along the join line by use of concrete cutting saws. Compensation for this requirement shall be considered as included in this bid item, and no additional compensation will be made therefore.

If the edge of any existing concrete to be joined with new work is damaged by the Contractor's operations, the existing concrete shall be again sawcut parallel to the original cut and such additional portion replaced at the Contractor's expense.

If the existing P.C.C. improvements have built up A.C. pavement, the contractor shall remove said A.C. pavement so as to eliminate any elevation differential between surfaces.

TECHNICAL SPECIFICATIONS

The measurement and payment for construction of P.C.C. improvements shall be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to construct the P.C.C. improvements in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 30 – Construct 4” Crushed Miscellaneous Base

Bid Item No. 31 – Construct 2.5” B-PG 64-10 A.C. Pavement

Bid Item No. 32 – Construct 1.5” C2-PG 64-10 A.C. Pavement

Bid Item No. 33 – Construct 4” A.C. Driveway

This bid item shall include all labor and materials required to construct 4” A.C. pavement over 4” crushed miscellaneous base roadway and 4” A.C. driveway and no additional compensation will be allowed thereof.

Removals and disposal of materials shall conform to Section 300-2, “Unclassified Excavation”, and with Section 401, “Removal” of the Standard Specifications and these Special Provisions.

Subsection 301-1.3, “Relative Compaction” of the Standard Specifications is amended by the following: Prior to constructing the A.C. Pavement Section, the contractor shall compact the top 6” of existing subgrade to a relative compaction of 95%.

Compacted soil backfill shall be completed in one lift and shall be mechanically compacted by means of tamping, sheepsfoot, pneumatic tire, vibrating rollers, or other mechanical tampers as approved by the Engineer.

All asphalt concrete pavement shall conform to Subsection 203-6, “Asphalt Concrete” of the Standard Specifications and all asphalt concrete pavement shall be constructed in accordance with Subsection 302-5, “Asphalt Concrete Pavement” of the Standard Specifications as modified herein.

The Contractor shall furnish to the City reports from the supplier certifying that the asphalt pavement materials and proportions comply with the designated classifications for asphalt concrete pavement as required herein, or as directed by the Engineer.

The Contractor shall compact each lift by steel wheel, rollers, vibratory plates, or rammers. The minimum final compaction shall be 95 percent of the density obtained in accordance with the methods specified in Section 302-5.6.2, “Density and Smoothness” of the Standard Specifications.

Three-inch and greater thickness pavement shall be laid in two courses. The asphalt concrete pavement shall conform to the following specifications:

2.5” A.C. Base Course	B-PG 64-10
1.5” A.C. Overlay	C2-PG 64-10
4” A.C. Driveway	C2-PG 64-10

TECHNICAL SPECIFICATIONS

Prime Coat will not be required on this project. Tack Coat shall be required and uniformly applied to existing hard-surfaced pavement including the vertical portions of all A.C. and P.C.C. surfaces to be joined.

Subsection 302-5.4, "Tack Coat":

Tack coat material shall be Grade SS-1h emulsified asphalt. Tack coat shall be applied at a rate of 0.05 gallons per square yard.

Subsection 302-5.6, "Rolling": The following is hereby added to the first paragraph:

Rolling along a joint shall be such that the widest part of the roller is on the hot side of the joint.

Subsection 302-5.7, "Joints": The following is hereby added to the first paragraph:

Joint lines between successive runs shall be on lane lines.

Subsection 302-5.5, "Distribution and Spreading" of the Standard Specifications is supplemented and amended by the following:

Unless approved by the City Engineer, the Contractor will not be allowed to deposit the A.C. material from bottom dump trucks into a windrow then pick up said material and convey it into the paving machine by an elevating device. All areas shall be paved by depositing the A.C. material from delivery trucks directly into the paving machine hopper.

In addition to the requirements in Subsection 302-5.5, "Distribution and Spreading" of the Standard Specifications, asphalt concrete shall be placed with spreading equipment equipped with fully automated screed and grade sensing controls, which shall control the longitudinal grade of the screed.

All crushed aggregate base shall conform to Subsection 200-2.4, "Crushed Miscellaneous Base" of the Standard Specifications and Section 301-2, "Untreated Base" of the Standard Specifications.

The Contractor shall furnish to the City reports from the supplier certifying that the crushed aggregate materials and proportions conform to the designated classifications for asphalt concrete pavement as required herein, or as directed by the Engineer.

The measurement and payment for crushed miscellaneous construction, complete in place, will be made at the contract unit price per cubic yard.

The measurement and payment to construct A.C. Pavement Improvements will be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to construct the pavement in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

TECHNICAL SPECIFICATIONS

Bid Item No. 34 – Construct Retaining Wall per SPPWC Std. Plan 613-4, Load Case IV

Bid Item No. 35 – Construct Retaining Wall Footing

Bid Item No. 36 – Construct Retaining Wall Gutter

Bid Item No. 37 – Construct Retaining Wall Drain with Pipe Dome

[THIS SECTION TO BE COMPLETED ONCE RETAINING WALL TYPE IS SELECTED]

Bid Item No. 38 – Construct Corral Fencing, Match Existing In-Kind

Bid Item No. 39 – Construct 6’ High Chain Link Fence with Barbed Wire to Match

Existing

Bid Item No. 40 – Install Privacy Mesh Wind Screen Net on Chain Link Fence

These bid items shall include all labor and materials needed to furnish and construct Corral Fencing, 6’ High Chain Link Fence with Barbed Wire and Privacy Mesh Wind Screen Net and no additional compensation will be allowed thereof.

The fencing components of these bid items shall be constructed to match-in-kind of the fencing that it will be replacing. Any deviations from the original configuration is not allowed unless written authorization from City and affected resident.

The Chain Link Fencing fronting **302 Bradbury Road** will also require the installation of a green privacy mesh wind screen as a part of it’s installation. Color and type of screen net shall be approved by the City prior to procurement of the materials.

The measurement and payment to construct fencing and screen nets will be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to construct fencing in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 41 – Furnish and Plant 15 Gallon Hedge

Bid Item No. 42 - Furnish and Plant 24” Box Avocado Tree

Bid Item No. 43 – Furnish 24” Box Oak Trees

Bid Item No. 44 - Plant Oak Trees

These bid items shall include all labor and materials needed to furnish and install hedges and various type of trees and no additional compensation will be allowed thereof.

The species of hedge to be planted is Ficus Nitida. They are to be spaced at 3’ intervals from their base along the private side of the proposed chain link fence of **302 Bradbury Road**.

The Avocado Trees shall match the existing species that are being removed on the property of **302 Bradbury Road**. The location of the new trees will be at the discretion of the property owner.

TECHNICAL SPECIFICATIONS

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The final number of Coast Live Oak trees to be furnished will be determined by the number of Oak trees that were impacted and removed as a part of this project. Final location of the furnished Oak trees to be determined by City Staff.

The measurement and payment to furnish and install trees and landscaping will be made at the contract unit price per each item as listed in the bid schedule and shall include full compensation for furnishing all materials, labor, tools, equipment, transportation and incidentals required to plant all trees and hedges in accordance with the plans, these Special Provisions and the Standard Specifications and no additional compensation will be allowed thereof.

Bid Item No. 45 – Signing & Striping

Striping shall include all work required to reinstall thermoplastic pavement striping, markings, legends and curb paint to their original location and type, including raised and reflective pavement markers. Thermoplastic pavement markings and traffic striping shall conform to the provisions of Section 214-5, “Thermoplastic Material For Traffic Striping and Markings” and be placed in accordance with Section 310-5.6, “Painting Traffic Striping, Pavement Markings, and Curb Markings” Section 314-4.4, “Traffic Striping, Curb and Pavement Markings, and Pavement Markers” of the Standard Specifications, latest edition.

The bidder shall perform a site review prior to submitting a bid.

The contractor is required to identify the type, length and location of all striping, markings, legends and curb paint prior to removal.

All striping and pavement markings work shall be in accordance with the latest edition of the State of California Department of Transportation Standard Plans and the CAMUTCD unless noted otherwise on the plans or contained in these specifications.

All striping shall be “cat-tracked” by the CONTRACTOR and approved by the Engineer prior to placement of permanent striping.

All existing fire hydrants including “pop-off” and recycled-water hydrants are considered to have an identifying blue reflectorized marker in the proper location in the street, and said marker will be replaced by the CONTRACTOR as required by the City or by the Fire Department. There shall be no separate payment for this work. Blue markers should be model KT-201-2 B/B/B ABS pavement marker or similar.

All reflective and non-reflective pavement markers shall conform to the provisions of Section 214-6, “Pavement Markers” and be removed and placed in accordance with Section 314-3, “Removal of Pavement Markers” and Section 314-4, “Application of Traffic Striping and Curb and Pavement Markings” of the Standard Specifications.

Payment for pavement striping and markers shall conform to the provisions of Section 314-4.4.5 “Measurement” and Section 314-4.4.6 “Payment” of the Standard Specifications. All the

TECHNICAL SPECIFICATIONS

requirements stated above shall be included in the unit price bids and no additional compensation shall be made thereof.

TECHNICAL SPECIFICATIONS

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PLANS AND DRAWINGS

ATTACHMENT #4

Retaining Wall Type Exhibit

Bradbury Road Widening Project

Figure 1. Rock Face Soil Nail Wall



Figure 2. Boulder Face Soil Nail Wall



Retaining Wall Type Exhibit Bradbury Road Widening Project

Figure 3. Form Pour Concrete Soil Nail Wall

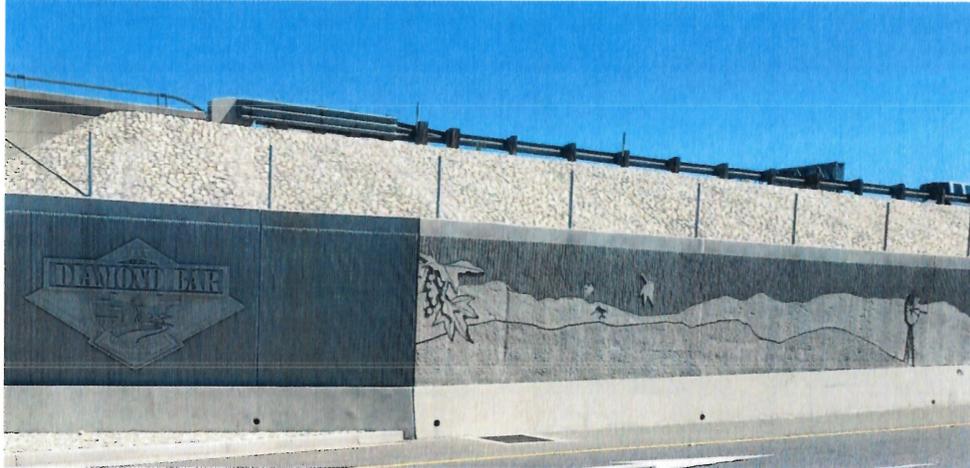


Figure 4. Decorative Split Face Wall



Retaining Wall Type Exhibit

Bradbury Road Widening Project

Figure 5. MSE (Gravity) Retaining Wall

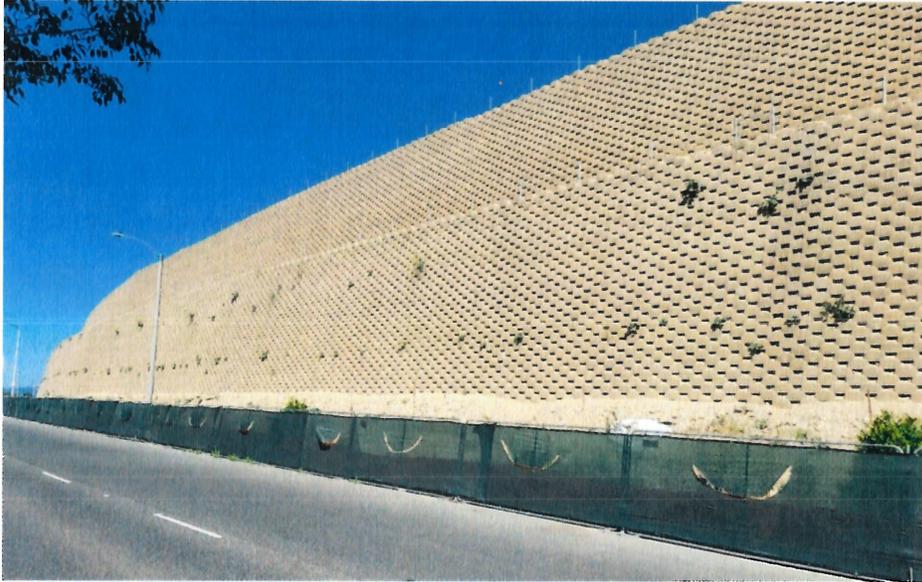


Figure 6. Existing Block Wall at Estates Entrance



ATTACHMENT #5



LEGEND
— EXISTING CURB/EDGE OF PAVEMENT
— PROPOSED CURB
▨ 3-TON LIMIT BRIDGE

EXHIBIT	
BRADBURY ROAD WIDENING PROJECT	
VICINITY MAP	
SHEET	1
OF	1
SHEETS	1

ATTACHMENT #6



DEODAR LANE

160 DEODAR LANE

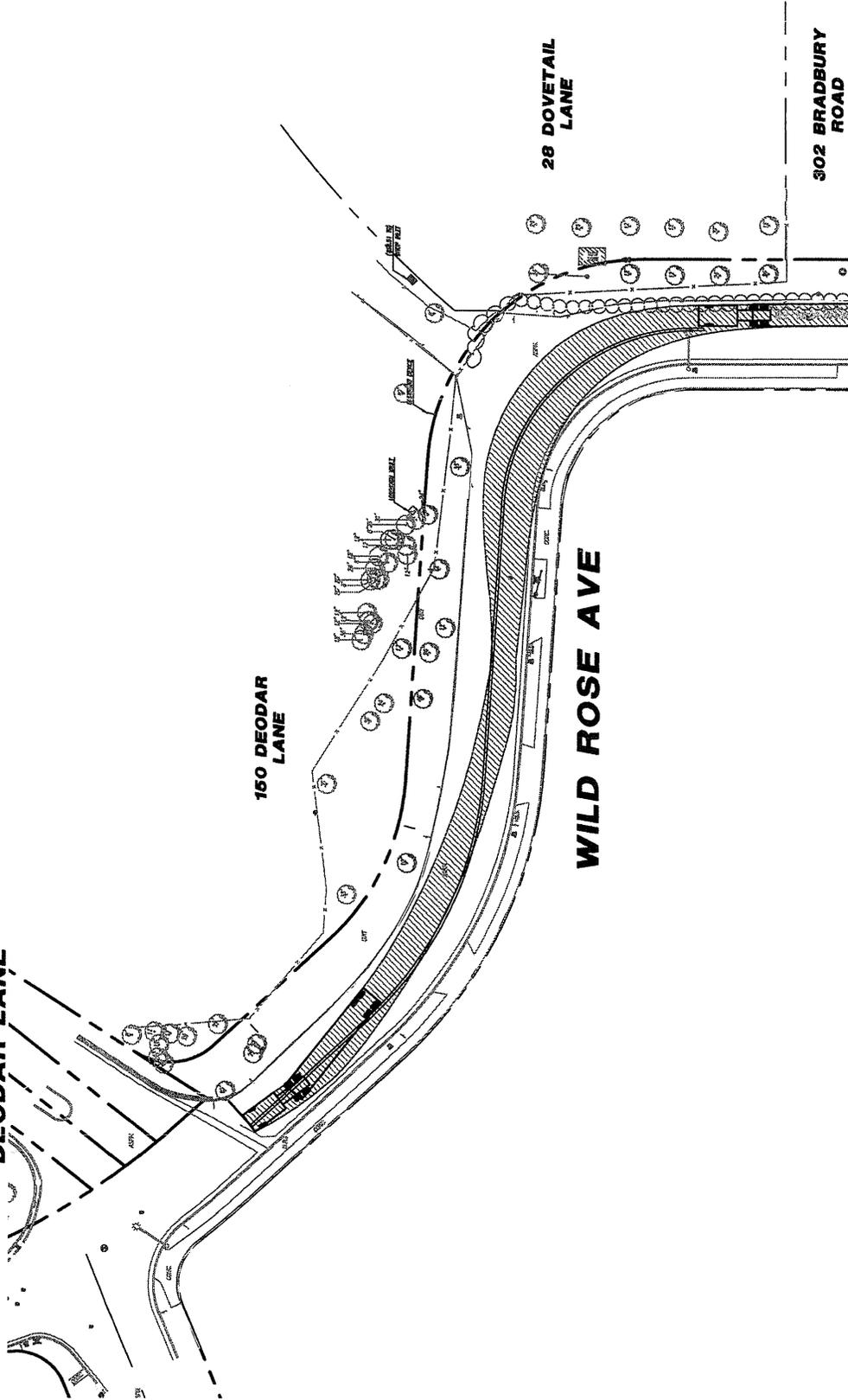
28 DOVETAIL LANE

302 BRADBURY ROAD

WILD ROSE AVE

TURNING PATH

EXISTING CENTERLINE STRIPING



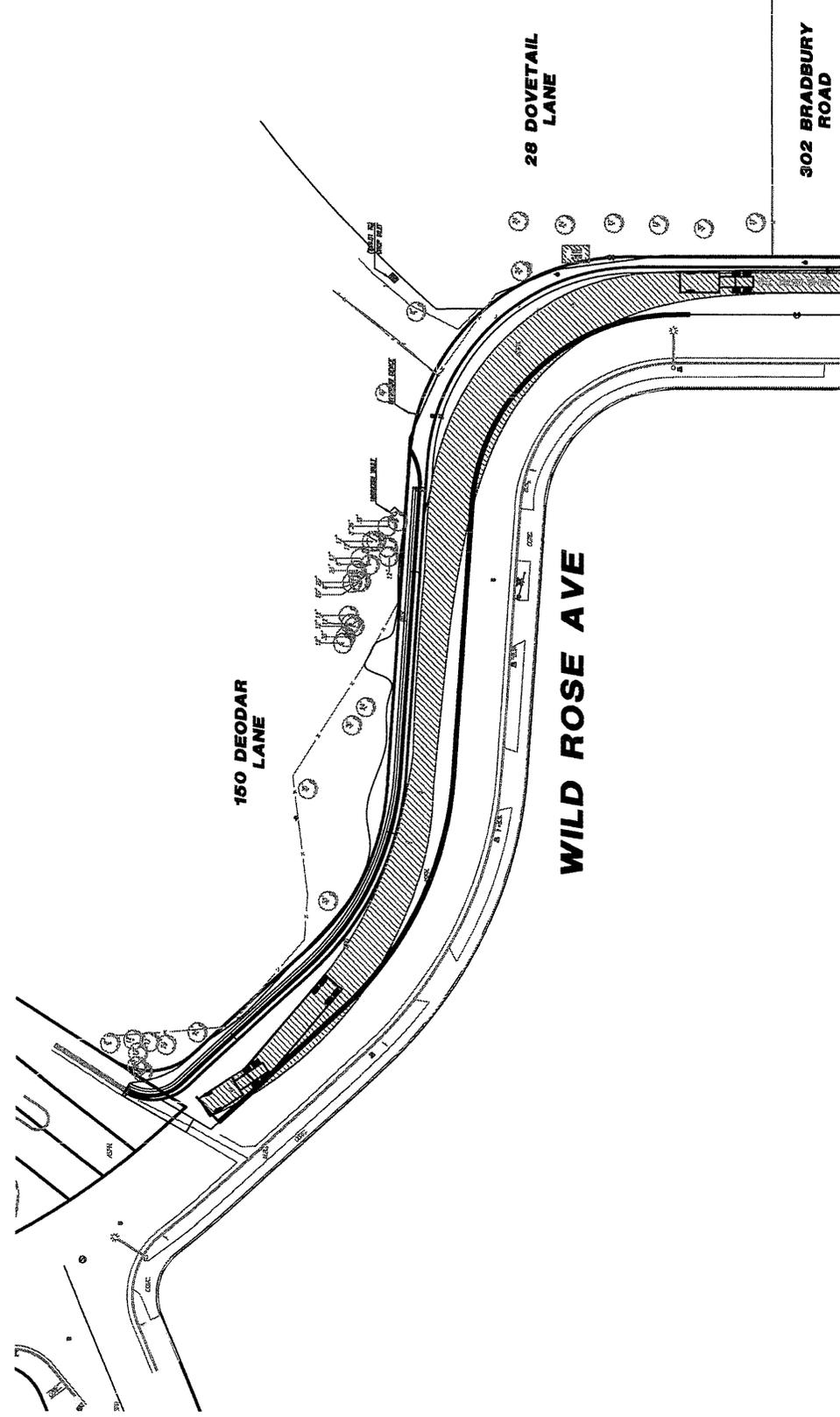
SEMI - EXISTING STREET
BRADBURY RD WIDENING

DATE: 12/1/2022 SCALE: 1" = 40' DRAWN BY: USA AZAR SHEET: 1

DRAWING: TURNING PATH EXHIBITS.DWG

ATTACHMENT #7

DEODAR LANE



150 DEODAR LANE

WILD ROSE AVE

28 DOVETAIL LANE

302 BRADBURY ROAD



RKA
CONSULTING GROUP
 3800 WILLOW CREEK DRIVE, SUITE 100
 WILLOW CREEK, COLO. 80122
 WWW.RKACONSULTING.COM

SEMI - WIDENED STREET
BRADBURY RD WIDENING

DATE: 12/1/2022 SCALE: 1" = 40.00 FT DRAWN BY: USAZAR SHEET: EXH01
 DRAWING: TURNING PATH EXHIBITS.DWG

ATTACHMENT #8

PLANNING COMMISSION RESOLUTION NO. PC 22-301

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BRADBURY, CALIFORNIA, SETTING FORTH THE FINDINGS OF FACT AND DECISION WITH A CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) TO CONDITIONALLY APPROVE ARCHITECTURAL REVIEW NO. AR 22-002 FOR A NEW TWO-STORY 8,000 SQUARE-FOOT RESIDENCE WITH AN OVERALL HEIGHT OF 35 FEET AND WITH A 720 SQUARE-FOOT ATTACHED THREE-CAR GARAGE, AND TO HAVE THE EXISTING 1,811 SQUARE-FOOT ONE-STORY RESIDENCE BE A GUEST HOUSE, AND WITH VARIANCE NO. V 22-001 FOR A PERIMETER WALL AND FENCE HEIGHT OF SEVEN FEET AT 28 DOVETAIL LANE

WHEREAS, the Planning Commission considered Architectural Design Review No. AR 22-002 that was filed by Mr. Steven Li, the owner, for a new, single-family residence at 28 Dovetail Lane, which is zoned A-5.

WHEREAS, the Bradbury Estates Homeowners Association and Community Services District considered the proposed plans at their meetings on July 20, 2020, and conditionally approved the project.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF BRADBURY, DOES HEREBY RESOLVE, FIND, AND DETERMINE AS FOLLOWS:

SECTION A. The Planning Commission finds that a duly noticed public hearing has been conducted at the regular meeting on April 27, 2022, in accordance with the provisions of the Bradbury Municipal Code relative to this matter.

SECTION B. The Planning Commission finds and declares that the information in the agenda report, and the testimony at the public hearing are incorporated in this Resolution and comprises the bases on which the findings have been made.

SECTION C. The Planning Commission declares that the project meets the following required findings stated in Section 9.34.040 of Chapter 34 (Architectural Review) of the Bradbury Development Code:

1. That the proposed development is designed and will be developed to preserve to the greatest extent practicable the natural features of the land, including the existing topography and landscaping. The proposed residence is to be built on a relatively flat area that has been used for equestrian activities. Extensive grading is not needed for the construction of the new residence. The existing natural terrain at the west portion of the property will be preserved.

2. That the proposed development is designed and will be developed in a manner which will be reasonably compatible with the existing neighborhood character in terms of scale of development in relation to surrounding residences and other structures. The proposed new residence is in scale with other new residences on the surrounding

properties and is of a size that is to be expected of new residences in the area. The proposed new residence will be situated to be sufficiently distant from the front of the property and the surrounding developments so as not to impose on the neighborhood.

3. That the proposed development is designed and will be developed in a manner which will preserve to the greatest extent practicable the privacy of persons residing on adjacent properties. The proposed residence will be on an existing flat area that is situated in the middle of the lot and sufficiently distant from the residences on the adjacent properties so as not to impose on their privacy.

4. The requirements of the ridgeline and view preservation regulations have been met. The subject property and proposed new residence are situated such that the new residence will not interfere with any important views of the neighboring properties.

5. That the proposed development is designed and will be developed in a manner to the extent reasonably practicable so that it does not unreasonably interfere with neighbors' existing views, view of ridgelines, valleys, or vistas. The location of the proposed new residence is well back from the front of the lot and sufficiently distant from the residences on the adjacent properties so as not to interfere with any important views.

6. The requirements of the tree preservation and landscaping regulations have been met. The proposed residence will not necessitate the removal of oak trees or other prominent trees. The landscaping plan provides for plants and materials that are appropriate for the site and area. The City's Landscape Architect has reviewed the proposed plans and has provided comments and recommendations that have been incorporated as conditions of approval, which will assure compliance with City requirements.

7.a. That the design minimizes the appearance of over or excessive building substantially in excess of existing structures in the neighborhood, in that the square footage of the structure(s) and the total lot coverage of the development shall reflect the uncrowded character of the City and the neighborhood. The size of the proposed residence is consistent with other newer residences in the area. The new residence will be on an existing flat area that is well separated from any surrounding developments.

7.b. That the design minimizes the appearance of over or excessive building substantially in excess of existing structures in the neighborhood, in that the height(s) of the structure(s) shall maintain to the extent reasonably practicable, consistency with the heights of structures on neighboring properties. The proposed residence complies with the allowed building height of 35 feet, which is consistent with the heights of newer residences in the area.

8. That the proposed development is designed and will be developed in a manner that is consistent with the City's Design Guidelines. The proposal provides a quality design that maintains architectural consistency throughout in accordance with the City's Design Guidelines.

SECTION D. The Planning Commission finds and declares that the project meets the following criteria for a building height of 35 feet as stated in Section 9.73.040(5)b of Chapter 73 (A-5 Development Standards) of the Bradbury Development Code:

1. The proposed structure is at least 8,000 square feet in size.
2. The proposed structure does not contain more than two stories.
3. The interior ceiling height of each story is at least ten feet.
4. The proposed roof will have a minimum roof pitch of 5:12.
5. There will be no mechanical equipment located on the roof.
6. The roof structure exceeding 28 feet in height does not contain any flat surfaces other than that which may be required for skylights or similar roof elements.
7. A gable end of a roof and any flat vertical wall surface of such roof are designed consistent with the designated architectural style of the structure.
8. The roof plan exceeding 28 feet is articulated by dormers and other architectural features.
9. The proposed project will not negatively impact views of mountains, valleys or ridgelines from surrounding existing or future dwellings. The proposed new structure will be situated near the middle of the large lot and sufficiently distant from any existing or future dwellings so as not to interfere with any important views.
10. The proposed project will not negatively impact the privacy of surrounding existing or future dwellings. The proposed new residence will be situated near the middle of the large lot and sufficiently distant from any existing or future dwellings so as not to impact the privacy of any neighbors.

SECTION E. The Planning Commission declares that the project satisfies the following findings stated in Section 9.46.030 of Chapter 46 (Variance) of the Bradbury Development Code:

1. That there are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, which do not generally apply to other properties. The subject property is part of the Bradbury Estates, but has frontage along Bradbury Road that is not within the guard-gated area.
2. That because of such circumstances or conditions, such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property similarly situated, but which is denied to the property in question. The seven-foot height for the perimeter wall and fence will provide an increased measure of security.

~~3. That the granting of the variance will not be materially detrimental to the public welfare or injurious to the adjacent properties. The increased height is minimal and will not appear inordinate because of the lengthy frontage and boundaries.~~

4. That the granting of the variance will not adversely affect the General Plan nor the purpose and intent of the provisions of this title. The added height will enhance the security of the property, which is in furtherance of the goals of the General Plan and the purposes of the Development Code.

5. The proposed entitlement has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and is in compliance with the provisions of CEQA. The increased height qualifies as categorically exempt under the CEQA Guidelines.

SECTION F. The Planning Commission finds that the project is Categorical Exempt under the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15303 of the CEQA Guidelines for the construction of one, single-family residence in an urbanized area, and Section 15305 for minor alterations in land use limitations for the wall and fence height.

SECTION G. The Planning Commission hereby approves Architectural Review No. AR 22-002 for the project based on the information depicted on the submitted plans and subject to the following conditions, all of which shall be complied with to the satisfaction of the City Manager or designees:

1. Except as set forth in subsequent conditions, all inclusive, development shall take place substantially as shown on the submitted plans presented to the Planning Commission on April 27, 2022.

2. The applicant/developer shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any claim, action, or proceeding, damages, costs (including, without limitation, attorney's fees), injuries, or liability against the City or its agents, officers, or employees arising out of the City's approval of the proposed project. The City shall promptly notify the applicant/developer of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant/developer of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant/developer shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Although the applicant/developer is the real party in interest in an action, the City may, at its sole discretion, participate in the defense of any action with the attorney of its own choosing, but such participation shall not relieve the applicant/developer of any obligation under this condition, including the payment of attorney's fees. Applicant/developer shall promptly pay any final judgment rendered against the City.

3. The applicant and owner of the subject property must file an Acknowledgment Form for the conditions and provisions set forth in this Planning Commission Resolution prior to the submission of plans to the Department of Building and Safety. This Resolution

and the Acknowledgment Form shall be included in the plans that are submitted to the Department of Building and Safety.

4. The proposed project shall comply with all applicable City, County, State and federal regulations, including requirements of the Building, Fire, Planning, and Engineering Departments, with the exception of the modified setback requirements per Section 9.97.020.(d) as stated in Chapter 97 (Hillside Development Standards) of the Bradbury Development Code.

5. All exterior building, landscaping, and/or safety/security lighting shall be low-voltage, non-glare, and shall be hooded and/or shielded to not direct lighting off the subject property.

6. The applicant shall verify with the water purveyor and the Los Angeles County Fire Department that adequate domestic service and fire flow are available to serve the proposed project and shall provide such required service and flow.

7. A pre-construction meeting shall be held with representatives of the City Development Team. The applicant shall present a construction timeline and emergency contact information prior to the meeting and shall provide all other information as may be requested as a result of the meeting.

8. The project is required to satisfy and comply with all conditions issued by the Bradbury Estates HOA and CSD in their letter dated July 20, 2020. The following conditions apply to this project:

a. Widen Bradbury Road per the City of Bradbury standards placing a new curb and gutter, and paving the street to the appropriate width and standards per the City Engineer.

b. Install 10 feet of synthetic turf between the back edge of curb and the face of the new masonry wall.

c. Construct an 8-inch thick by 7-foot-tall tan masonry wall with a 10-inch-wide cap along Bradbury Road, 10 feet off the face of the new curb and gutter.

d. Grant an underground storm drain easement to the CSD for utility and storm drain purposes running along the easterly border from the northeast corner of the property down to the existing catch basin on the property to the west. Install a 36-inch NP pipe from the property into the existing catch basin described above.

e. All utilities shall be placed underground.

f. Stamped concrete or interlocking pavers at the entry approach to the gates can be installed towards the end of the project. A new 7-foot tall wrought-iron fence paralleling the street outside the entry gates on the west side of the street up north to the property line shall allow for a minimum of 10 feet of parkway with synthetic turf level from the back of the CSD rolled curb to the new wrought-iron fence.

g. Items a-f above must be completed prior to any foundation inspection.

h. Install a 7-foot-tall tan block wall with a poured in place cap on the north property line between the new residence and the residence to the north at 18 Dovetail Lane. Install a minimum 7-foot-tall masonry block wall on the east and south property lines.

Engineering Conditions

9. The applicant shall submit Precise Grading Plans for the project showing building footprints, pad elevations, finished grades, drainage routes, all block and retaining walls, erosion control measures, and other pertinent information in accordance with Appendix J of the California Building Code, latest edition, for review and approval of the City Engineer.

10. Along with the Grading Plan, the applicant shall submit a Demolition Plan which identifies the extent of the removals and any structures which are to remain. The existing utilities should be indicated on the plan and their disposition as part of the construction. An Erosion Control Plan shall be submitted which identifies the Best Management Practices (BMP) to eliminate any illicit discharges during storm events along with the Demolition Plan. The erosion control measures may be included on the Demolition Plan if space permits.

11. Along with the Grading Plan, the applicant shall also submit a Hydrology and Hydraulic Report which addresses the existing and proposed storm drainage conditions for the site. There is an existing regional storm drain at the northeast corner of the site which shall be analyzed to confirm that it is adequate for any proposed discharges from the proposed development. Existing and proposed hydraulic calculations for this regional storm drain shall be included in the report. Any required easements for the regional storm drain shall be granted by separate document.

12. Prior to the issuance of any grading or building permits, the applicant shall submit an updated Engineering Geology/Soils Report that includes an accurate description of the geology of the site and conclusions and recommendations regarding the effect of the geologic conditions on the proposed development and include a discussion of the expansiveness of the soils and recommended measures for foundations and slabs on grade to resist volumetric changes of the soil. This report shall also include recommendations for surcharge setback requirements in the area of ungraded slopes steeper than five horizontal to one vertical.

13. Prior to the issuance of any permits, the applicant shall submit an erosion control plan to the satisfaction of the City Engineer and all proposed BMPs shall be installed and operable at all times.

14. Prior to issuance of any permits, all new utilities shall be placed underground, including facilities and wires for the supply and distribution of electrical energy, telephone, cable television, etc., to the satisfaction of the City Planner and City Engineer.

15. The applicant shall connect to the existing sewer line within Dovetail Lane. The location of the existing sewer mainline and the proposed sewer lateral shall be indicated on the Grading Plan. A sewer clean-out shall be installed at the property line (minimum).

~~16. The applicant shall remove and abandon any and all sewer septic system components to the satisfaction of the City's Building Official and the Los Angeles County Health Department.~~

17. Prior to issuance of any permits, the applicant shall verify that the proposed development is annexed into the Los Angeles County Sanitation District.

18. Prior to final occupancy, the applicant shall verify that any required sewer connection fees have been paid to the City of Bradbury and the County of Los Angeles Department of Public Works, Sewer Maintenance District.

19. The applicant shall obtain a public works permit for all work in or adjacent to the public right-of-way (ROW). All work within the public ROW shall be in accordance with applicable standards of the City of Bradbury, i.e., Standard Specifications for Public Works Construction (Green Book), and the Work Area Traffic Control Handbook (WATCH), and further that construction equipment ingress and egress be controlled by a plan approved by the City Engineer.

20. The applicant shall be responsible for all street improvements along Bradbury Road as outlined in the conditions letter from the Bradbury Estates CSD, dated July 20, 2020. The applicant should be aware that the City of Bradbury and the Bradbury Estates CSD is in the process of developing a construction project which will widen and improve Bradbury Road and Wildrose Avenue. In lieu of performing these improvements, the applicant may be required to pay their fair-share contribution of this project. Fulfillment of this condition is required prior to final occupancy.

21. The construction of a new block wall was previously permitted for this property. The grading plan shall include the location of this wall, including top of wall elevations, along with that area where the block wall was not completed in preparation for the street widening project. The construction of the wall shall be completed prior to final occupancy, as it is anticipated that the street widening project will be completed by this time.

22. Building foundation inspections shall not be performed until a rough grading certification, survey stakes are in place, and a final soils report have been filed with the City and approved. All drainage facilities must be operable.

23. Prior to the issuance of permits, the applicant must obtain coverage under the General Permit for Discharges of Storm Water associated with Construction Activity, Construction General Permit Order 2012-0006-DWQ (as amended by all future adopted Construction General Permits). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The applicant must submit a Notice of Intent and Waste Discharger's Identification (WDID) number as evidence of having applied with the Construction General Permit before the City will issue a grading permit. The applicant is ultimately responsible to comply with the requirements of Order No. 2012-0006-DWQ, however, the City shall have the authority to enter the project site, review the project SWPPP, and require modifications and subsequent implementations to the SWPPP in order to prevent polluted runoff from leaving the project site onto public or private property.

24. For all projects subject to Low Impact Development (LID) regulations, the applicant must submit a site-specific drainage concept and stormwater quality plan to mitigate post-development stormwater and implement LID design principles. A fully executed "Maintenance Covenant for LID Requirements" shall be recorded with the L.A. County Registrar/Recorder and submitted to the City prior to the final inspection or Certificate of Occupancy. Covenant documents shall be required to include an exhibit that details the installed treatment control devices as well as any site design or source control Best Management Practices (BMPs) for post construction. The information to be provided on this exhibit shall include, but not be limited to:

- a. 8½" x 11" exhibits with record property owner information.
- b. Types of BMPs (i.e., site design, source control and/or treatment control) to ensure modifications to the site are not conducted without the property owner being aware of the ramifications to BMP implementation.
- c. Clear depiction of the locations of BMPs, especially those located below ground.
- d. A matrix depicting the types of BMPs, frequency of inspection, type of maintenance required, and if proprietary BMPs, the company information to perform the necessary maintenance.
- e. Calculations to support the sizing of the BMPs employed on the project shall be included in the report. These calculations shall correlate directly with the minimum treatment requirements of the current MS4 permit. In the case of implementing infiltration BMPs, a percolation test of the affected soil shall be performed and submitted for review by the City Engineer.

25. The applicant shall provide drainage improvements to carry runoff of storm water in the area proposed to be developed, and for contributing drainage from adjoining properties to the satisfaction of the City Engineer. The proposed drainage improvements shall be based on a detailed hydrology study conforming to the current Los Angeles County Methodology. The proposed storm drain improvements shall be privately maintained by the property owner.

Landscaping Conditions

26. All plans need to be coordinated with the Arborist report, exhibits, and recommendations so they show all existing trees to remain, with accurate trunk locations and canopy sizes and configurations. Trees that are unprotected species proposed for removal may be deleted from the plans for clarity, though they need to remain on the Tree Preservation and Removal Plan for documentation.

27. Tree protection notes conforming to Arborist recommendations must be added to all plans (not just the Tree Preservation and Removal Plan), which will apply to clearing, grading work, trenching, building and pool excavation, wall and fence footings, hardscape and house construction, and other activities on the site.

28. Fence and Wall Plan – show edging and a hatch pattern indicating proposed synthetic turf area(s) adjacent to Bradbury Road, similar to the same materials shown on Dovetail Lane.

29. Tree Preservation and Removal Plan:

a. Add tree numbers corresponding to the Arborist Tree Survey on the plan next to each tree symbol, and clearly show trunk locations and accurate canopies for all trees on the site.

b. Coordinate with the Arborist to show and identify all trees proposed for removal, including dead or dying orchard trees as well as other trees to be removed to allow for construction.

c. Show protection fencing for all protected trees according to the Arborist's recommendations, and specify the height and type of fencing required.

d. Include tree protection notes as described in Condition No. 27 above and include any additional Arborist requirements as described in the Protected Tree Report.

30. Conceptual Landscape Plan:

a. Show accurate trunk locations, canopies and tree numbers corresponding to the Arborist Tree Survey for all existing trees to remain. Existing trees to be removed do not need to be shown on this plan, **as long as they are not a protected species and they are documented on the Tree Preservation and Removal Plan**. The applicant should be advised that for all trees to be removed, not just protected species (Oak trees), a Tree Removal Permit is required by the City. The permit may require mitigation measures such as replacement trees to be planted on the site, or payment into a City fund for trees in public areas.

b. Show and describe proposed hardscape materials, pathways, and amenities with callouts, sketches, and/or photos. Hardscape currently shown on the plan is very sparse and functional and appears to be incomplete; more attention is required on this design for higher design quality and detail. It is recommended that a landscape architect be added to the design team at the conceptual design stage.

c. At the northeast corner of the site, ramps and steps are shown near an area identified as "gardens", but there are no connections to pathways and no indication of what surface they access. Show pathways or other proposed paving or walkable ground cover material.

d. Indicate edges of proposed turf areas, including accurate limits of existing lawn to remain. Note that if all the area currently identified as lawn is proposed to be regular irrigated turf (not synthetic or an ornamental/low water use grass species), water use will be too high to conform to the City's Water Efficient Landscape Ordinance (WELO).

~~e. Show proposed new trees and shrub/ground cover massing (no need to show individual plants other than trees), for review of the design and use for preliminary water use calculations.~~

f. Add a preliminary plant palette, with a list of proposed trees, shrubs, and ground covers.

g. Provide preliminary water use calculations.

h. Correct typos for "Conceptual" on the sheet title (2 locations) and add a north arrow.

i. If possible, enlarge the Conceptual Landscape Plan to 1"=10' or 1/8"=1'-0", to show more details and for better legibility. Only the eastern half of the site needs to be included in this plan.

31. If the project moves forward, final landscape plans for planting and irrigation should be prepared by a licensed Landscape Architect and/or certified Irrigation Designer for landscaping throughout the site, showing locations and species of proposed trees and plant materials for the project including Plant Factors (water use ratings per WUCOLS), lawn and ground cover areas, and non-irrigated areas (i.e., mulch or decomposed granite) in conformance with the City's Water Efficient Landscape Standards, Chapter 121, Bradbury Municipal Code and recent updates. Please make sure all plant species used in each hydrozone (i.e., irrigation control valve area) have matching Plant Factors, so water needs will be consistent. Lawn area should not exceed 15% of total landscape area and should not be used where a slope exceeds 5% to minimize runoff, low to moderate water-use plant species should be specified throughout the landscape, and a 3-inch-thick layer of bark mulch used in all non-turf areas. Existing trees and shrubs should be incorporated into the new landscape wherever feasible.

32. Construction plans should show all drainage structures, utilities, exterior light fixtures, etc., and make sure hardscape, landscape, and tree locations are coordinated with these elements. Provide appropriate planting for any proposed storm water retention areas.

33. We encourage the applicant to prepare a Fuel Modification Plan for L.A. County Fire Dept. fuel modification review as soon as possible. This review can take time, and the final Planting Plan and plant palette must be in accordance with site-specific Fire Dept. requirements.

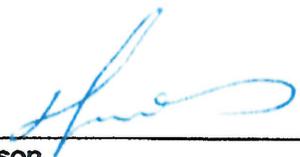
SECTION H. Appeals and Time Extensions.

1. In accordance with Chapter 16 (Appeals) of the Bradbury Development Code, the decision of the Planning Commission is subject to a ten (10) day period within which an appeal may be made by any person, partnership, corporation, public entity, other legal entity, or the applicant, who is aggrieved by the decision, by the filing of a written appeal with the City Clerk, accompanied by the established fee; or called up for review by a City Council Member within the ten (10) day appeal period.

2. Pursuant to the Development Code Chapter 7 (Permit/Entitlement Implementation and Time Extensions), absent a timely filed appeal as specified in Chapter 16, the Planning Commission decision shall be final and conclusive. If the applicant and/or property owner has not exercised this entitlement (i.e., submitted plans to the Department of Building and Safety) within one (1) year of the effective date of this approval, this entitlement shall expire and be null, void, and of no effect. A request for an extension of the time period for exercising this entitlement may be filed with the City 30 days prior to its expiration, and one (1) extension of up to one (1) year may be granted by the applicable review authority.

SECTION I. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 27th day of April 2022.



Chairperson

ATTEST:



City Clerk

I, Claudia Saldana, City Clerk, hereby certify that the foregoing Resolution No. PC 22-301 was duly adopted by the Planning Commission of the City of Bradbury, California, at a regular meeting held on the 27th day of April 2022, by the following vote:

AYES: Commissioners Jones, Hunt, Kuhn, Novador, Hernandez
NOES: None
ABSTAIN: None
ABSENT: None



1 Deodar Lane
Bradbury, CA 91008

July 20, 2020

City of Bradbury
600 Winston Avenue
Bradbury, CA 91008

RE: 28 Dovetail Lane

At our regularly scheduled meeting of the CSD held July 20, 2020 the board made the following modified conditions:

1. Widen Bradbury Road per the City of Bradbury standards placing a new curb and gutter, and paving the street to the appropriate width and standards per the City Engineer.
2. Install 10' of synthetic turf between the back edge of curb and the face of the new masonry wall.
3. Construct an 8" x 7' tall tan masonry wall with an 10" cap on Bradbury Road, 10' off the face of the new curb and gutter.
4. Grant an underground storm drain easement to the CSD for utility and storm drain purposes running along the easterly border from its N.E. corner down to the existing catch basin on the property to the west. Place a 36" NP pipe from the property to the down and into the existing catch basin described above.
5. All utilities shall be placed underground.
6. Stamped concrete or interlocking pavers at the entry approach to the gates can be installed towards the end of the project. A new 7' wrought iron fence paralleling the street outside the entry gates on the west side of the street up north to the property line shall allow for a minimum of 10' of parkway with Synthetic turf level from the back of the CSD rolled curb to the new W.I. fence.
7. Items 1-7 above must be completed prior to any foundation inspection

8. Install a 7' tan block wall with a poured in place cap on the north property line between your home and the home to the north at 18 Dovetail Lane. Install a minimum 7' masonry block wall on the east and south property lines.

Sincerely,

HOA and CSD Boards

ATTACHMENT #9

Kevin Kearney

From: Yahoo Mail <ka_jain1@yahoo.com>
Sent: Thursday, December 8, 2022 2:00 PM
To: Kevin Kearney
Cc: dfeik@ci.monrovia.ca.us; beckyshevin@gmail.com; lspicer@ci.monrovia.ca.us; gcrudgington@ci.monrovia.ca.us; tkelly@ci.monrovia.ca.us; sjimenez@ci.monrovia.ca.us
Subject: Concerning the proposed widening of Bradbury Road

Dear Mr. Kearney,

I read the documents concerning the widening of Bradbury Road and could not find an explanation of why this construction is necessary and who has proposed it.

I do know that Bradbury Road is a treat for bicyclists and pedestrians (I am one of them.) because of its low volume of traffic and its shade trees. Only one block away is a four lane road (Mountain Avenue) that can accommodate many cars and trucks.

For these reasons, I urge you to support the preservation of Bradbury's trees and its quiet, livable streets, and to vote against the widening of Bradbury Road.

Sincerely,
Karen Jain
resident of Monrovia

[Sent from Yahoo Mail for iPhone](#)

SERENA BURNETT
44 Woodlyn Lane
Bradbury, CA 91008
(818) 802-9484

DEC 08 2022

To: City of Bradbury
Re: Bradbury Road Widening Project

Hello Kevin –

After reviewing the documentation posted on the website and attending last month's City Council meeting, I am not in favor of the proposed Bradbury Road Widening Project. So far, I have not seen any data to indicate that the project is needed in our City, and that the expenditure of public funds is warranted on this project.

In addition, in the time of climate change and the need to plant more trees, not remove them, the proposed tree removal is impossible to justify. In addition, the study period indicated in the Mitigated Negative Declaration is not adequate to fully understand the impact on wildlife in the area.

Bradbury should be a City that represents the preservation of the Nature that has been entrusted to us and not be so ready to put up walls that will obstruct wildlife movement, remove needed old growth protected shade trees or destroy the charm of a beautiful neighborhood.

I am against the project and believe that there are other alternatives that need to be explored for the use of the funds.



Serena Burnett

serena.burnett@verizon.net

Subject: FW: Bradbury Street Widening Project Flyer - Bradbury City Council Meeting on December 13th at 7PM - HELP PRESERVE THE SERENITY OF OUR FOOTHILL COMMUNITIES

DEC 06 2022

From: Terry Edinger <edingerter@aol.com>

Sent: Tuesday, December 6, 2022 2:18 PM

To: serena.burnett@verizon.net

Subject: Re: Bradbury Street Widening Project Flyer - Bradbury City Council Meeting on December 13th at 7PM - HELP PRESERVE THE SERENITY OF OUR FOOTHILL COMMUNITIES

Serena,

Thank you for bringing the Bradbury Road Widening project to my attention.

I am against this project:

Theresa Edinger
44 Woodlyn Lane
Bradbury, CA 91008

Sincerely,
Theresa Edinger

serena.burnett@verizon.net

Subject: FW: Bradbury Street Widening Project Flyer - Bradbury City Council Meeting on December 13th at 7PM - HELP PRESERVE THE SERENITY OF OUR FOOTHILL COMMUNITIES

DEC 08 2022

From: Nancy Mcgrain <nmcloverlf@aol.com>

Sent: Monday, December 5, 2022 7:27 AM

To: serena.burnett@verizon.net

Subject: Re: Bradbury Street Widening Project Flyer - Bradbury City Council Meeting on December 13th at 7PM - HELP PRESERVE THE SERENITY OF OUR FOOTHILL COMMUNITIES

Hi Serena, I am opposing this project,
Nancy McGrain
302 Bradbury Road, Bradbury Ca 91008
nmcloverlf@aol.com

serena.burnett@verizon.net

To: serena.burnett@verizon.net
Subject: FW: Bradbury Street Widening Project Flyer - Bradbury City Council Meeting on December 13th at 7PM - HELP PRESERVE THE SERENITY OF OUR FOOTHILL COMMUNITIES

DEC 08 2022

From: Anne Absey <aabsey2@verizon.net>
Sent: Monday, December 5, 2022 4:30 AM
To: serena.burnett@verizon.net
Subject: Re: Bradbury Street Widening Project Flyer - Bradbury City Council Meeting on December 13th at 7PM - HELP PRESERVE THE SERENITY OF OUR FOOTHILL COMMUNITIES

Serena,

Thank you for this overview. I am not in favor of this project but I can't make next weeks meeting. So I appreciate you adding my voice to the conversation.

There is one additional point that is important: I don't see a business case for this project. What problem are we trying to solve, what is the impact of the problem, who is impacted by the problem, how does this solve that problem. This should also have to an impact analysis that shows who benefits positively and who is harmed, including any potential increase and/or decrease in property values.

If the city has funds to spend on improving our community, it would be better spend on traffic mitigation overall and fixing the trails. Royal oaks trail is degrading, landscape, irrigation and plastic edging. Lemon and mt. Olive trail areas need more maintenance to preserve them.

Anne

Kevin Kearney

From: Gabrielle Klein-Mejia <gbkv77@gmail.com>
Sent: Thursday, December 1, 2022 4:08 PM
To: Kevin Kearney; Grow Monrovia
Subject: Bradbury Rd Widening Project

Good afternoon,

I'm writing to voice my support for finding a solution that keeps the mature oak trees in place along Wildrose and Bradbury Rd.

Los Angeles County is chock-full of wider roads, and I would argue that they have more disadvantages than advantages. What Bradbury has that many other cities don't are plentiful mature trees and the ecosystems of life that they support. This is a wealth harder to earn than money. The benefits of shade, soil retention, beauty, carbon capture, and biodiversity that is held within these communities of mature trees took a long time to develop, and with the uncertainties of the climate crisis and the economy, there's no guarantee that we could re-build that again today.

Thank you for your time.

Gabrielle Klein-Mejia
Monrovia resident

Kevin Kearney

From: Mary Duong <marytaduong@gmail.com>
Sent: Thursday, December 1, 2022 4:02 PM
To: marytaduong@gmai.com
Subject: RE: Bradbury Road Widening Project

Dear Bradbury City Council and City Manager,

I hope this email finds you well.

I'm writing to ask you to cancel the Bradbury Road Widening Project as a resident in Monrovia. Our world is fighting to save our planet by planting more trees, growing gardens, and protecting the natural ecosystem. This project will do the opposite of saving our environment because it will remove 48 trees including mature oak trees that have been providing shade and clean air for our community. This will have a long-lasting impact on the generations to come. Our children will not have shaded streets and green spaces that can nourish and sustain their well-being. I run on these beautiful streets almost every morning and experience much-needed rejuvenation to help me go through my day. Our community is more attractive to people moving to live here because of these beautiful trees and shaded paths. With the Bradbury Road Widening Project, we will eliminate these treasures of our community. Instead, we will bring in pollution by increasing traffic and hauling trucks. The wildlife in the natural ecosystem will also be devastated because of new construction in replacement of nature.

In my Christian tradition, we are taught that our vocation as humans is to care for creation and not exploit it because it reflects divine beauty, and its wellbeing and our well-being are deeply connected. By taking care of these trees instead of destroying them, we invest in the future of our children and many generations after us.

Therefore, I ask the City Council and the City Manager to make a forward-thinking decision and protect these trees by stopping this project. Please feel free to reach out to me if you have any questions.

Thank you for your consideration. I look forward to hearing from you.

--

Sincerely,
Rev. Mary Duong, M.Div.
Associate Pastor of First Baptist Church of Maywood
Faith-Rooted Organizer
(714) 209-5854
Pronouns: she/her/hers

Please note that I am not in the office on Fridays, so I will try to respond to you when I'm back on Mondays.

Kevin Kearney

From: Andree Matton <misslapin@me.com>
Sent: Wednesday, November 23, 2022 10:21 AM
To: Kevin Kearney
Cc: dfeik@ci.monrovia.ca.us
Subject: Bradbury Road Widening Project

Sir,

I would like to add my voice to those residents who have already stated their opposition to this project.

Many good reasons have been presented to you, but I find that in an age of global warming the loss of irreplaceable native oaks to be unconscionable.

Sincerely,

Andrée Matton

Kevin Kearney

From: noreply=revize.com@turbo-smtp.info on behalf of noreply@revize.com
Sent: Saturday, November 19, 2022 3:25 PM
To: Kevin Kearney
Subject: Contact Form

Point-of-Contact = kkearney@cityofbradbury.org

first_name = Emily

text-1622739225867 = Heebner

email = emilyheebneryoung@gmail.com

phone =

message = All, please vote No on widening Bradbury Rd. Losing all those TREES will make the area HOTTER in our already excessively hot summer months. Less rain water will be absorbed. Wildlife will be negatively impacted. Too much concrete and cement ruins soil, the environment, greatly decreasing quality of life for local residents. Please preserve this amazing enclave. Protect what's already here. Discourage excessive development. Thank you, Emily Heebner and Eric Young 415 N. Primrose Ave. Monrovia

preferred_contact = email

Client IP = 104.35.173.18

November 15, 2022

To those who hold power in the city of Bradbury:

I am writing to you in opposition to the proposed destruction of habitat at the entrance to Bradbury at the border of Monrovia on Bradoaks and Wildrose Lanes.

This is a beautiful area on the border of Monrovia and Bradbury. I have been a Monrovia resident for 30 years. I have driven past the area for many years as I take my children to school. We were so happy to see a mama bear with twin cubs crossing the street there one afternoon. The sound of birds singing in the native oaks is a pleasing respite to the noise of living in the already overly-congested area of the San Gabriel Valley.

However, we have already experienced the noise and pollution of the change that is occurring in Bradbury. We have experienced the heavy, noisy, polluting diesel trucks coming in and out of this entrance in the past. We have experienced mud pouring out of this entrance whenever it rained while construction was occurring in our neighboring city of Bradbury. Now you are planning on doing more of the same to your neighbors. Plus you are planning on removing the lovely native, mature trees at this entrance. These trees affect more than the developers who are planning on building mansions in your community. It affects all the wildlife that depend on these trees. It affects everyone who will have to drive, walk and live in the area to see an ugly 13-foot wall rather than the beautiful trees. These trees provide oxygen and, very importantly, carbon dioxide cleaning ability. These trees hold moisture in our community during the worst drought in recorded history for our area. They provide shade for cooling the entire neighboring community. I also question the stability of the hillside behind a 13-foot wall. There are homes up on that hill. How will that construction affect those homes? The wall will add more heat to a world already suffering from global warming. Your decision must take these factors into consideration.

Now while Bradbury has been planning on this great development, why has your neighboring city of Monrovia not been informed prior to the vote on this decision to widen this entrance to Bradbury? Your decision will have detrimental effects for residents of Monrovia, and it must be brought up through proper channels. The heavy trucks driving through our neighborhoods will have detrimental effects on our streets and, even possibly, our homes subjected to the heavy rumblings of the constant traffic of these heavy trucks. Our air quality will certainly be impacted by the harmful emissions from these heavy trucks.

I have a compromise to this problem. New, wide gates were constructed to Bradbury on the north side of Lemon Ave, between the Monrovia streets of Ranchito and Terrado. Why is this entrance not in use? It was built, and it sits there, unused. Now using this entrance does nothing to mitigate the pollution and the wear and tear of Monrovia's streets and homes from heavy work trucks; however, it would

save the habitat of native, mature oaks at the entrance on the Wildrose/ Bradoaks entrance.

I also have a suggestion of a good book for you to read. As a teacher of 35 years, I always read this book to my students on Earth Day. I must say this author was a man before his time. This book was written in 1961; however, it is more pertinent now than it ever was. That book is The Lorax written by Dr. Suess.

I appreciate your time in reading this letter and taking all into consideration as you make an important decision that will affect the communities of Bradbury and Monrovia indefinitely.

Most Sincerely,

Nina Curone

613 Ranchito Road
Monrovia, Calif.
91016

Kevin Kearney

From: Emma Humphrey <emmaghumphrey@gmail.com>
Sent: Tuesday, November 15, 2022 1:06 PM
To: dfeik@ci.monrovia.ca.us; beckyshevlin@gmail.com; lspicer@ci.monrovia.ca.us;
gcrudgington@ci.monrovia.ca.us; tkelly@ci.monrovia.ca.us; sjimenez@ci.monrovia.ca.us;
Kevin Kearney
Subject: Bradbury Road Widening Project

Mr Kearney & Monrovia City Council,

I am writing in regards to the proposed Bradbury Road widening project.

I am a resident of East Monrovia, and often walk my dogs, or cycle the stretch of road in question. It is a particularly quiet and beautiful stretch, offering safe and serene access to the Royal Oaks Trail. Removing the mature oaks, and widening the road would be an absolute eyesore, and would have a massive impact on the Monrovia homeowners along Bradbury Rd, along with the surrounding community. It is unnecessary, and unfair. It serves only the ultra rich of Bradbury, at the expense of Monrovia neighbors.

The loss of the oak trees would be devastating, not to mention the environmental impact of heavy trucks and emissions.

Please delay reaching a decision on this matter, until public input on all sides can be heard and considered.

Emma Humphrey

--
323.804.0646 cell

Kevin Kearney

From: noreply=revize.com@turbo-smtp.info on behalf of noreply@revize.com
Sent: Tuesday, November 15, 2022 9:31 AM
To: Kevin Kearney
Subject: Contact Form

Point-of-Contact = kkearney@cityofbradbury.org

first_name = Linda

text-1622739225867 = Gill

email = linrgill@hotmail.com

phone =

message = Please do not destroy the natural terrain that joins Bradbury to Monrovia. We residents need slower traffic flow, sensible load/vehicle weight limits, and focused enforcement. We do not need to make it easier for drivers to go faster or for the noise and detrimental effects of heavy trucks and equipment. Thank you for your consideration in this matter of quality of life for our neighborhood.

preferred_contact = email

Client IP = 47.152.145.223

Kevin Kearney

From: Dylan Feik <dfeik@ci.monrovia.ca.us>
Sent: Tuesday, November 15, 2022 9:06 AM
To: Kevin Kearney
Subject: Bradbury Road Widening Project - City of Monrovia, Ca.

Good morning Kevin,

Thank you for allowing me to comment on the Bradbury Road Widening Project MND which will soon be considered by the Bradbury City Council. I understand this project is important to your community and serves an important public safety purpose.

In June 2022 when you and I originally spoke about the project, I shared my concerns that I believed would arise for Monrovians. Those concerns included: traffic impacts; the loss of heritage oak and native trees, and; the installation of a large retaining wall that would unsettle the character of the narrow calm roadway. As Bradbury is the Lead Agency for the environmental study, I also shared that Monrovians would like to be included in the communication and engagement process. I did offer a suggestion that IF there was any way Monrovia could help mitigate environmental impacts on The Project, such as utilizing available right-of-way within the City of Monrovia to minimize the loss of trees, the City of Monrovia would welcome such a dialogue. The City of Monrovia also did review The Project's Draft MND and did not opine or object during the public comment period.

Over the past week, many residents have reached out to City of Monrovia officials and shared their concerns about The Project and its impact on the neighborhood. We have directed them to speak with City of Bradbury officials directly. I write to restate the City of Monrovia's position that if there is a way to further mitigate the concerns raised by residents, which includes collaboration between the City of Monrovia and Bradbury, I would welcome the opportunity.

Sincerely,
Dylan

Dylan Feik
City Manager
415 S. Ivy Avenue
Monrovia, CA 91016
Office: 626-932-5585
Cell: 801-821-1734

Kevin Kearney

From: Sandi Thomas <sthomas1a@msn.com>
Sent: Monday, November 14, 2022 9:23 PM
To: Kevin Kearney
Subject: Street Widening

I live very close to this area and am against this!

This is a beautiful area and that is becoming very far and few between now adays. There is no real reason for making these changes when there is alternative streets to take to get wherever you are going.

Please do not ruin this area and kill wonderful trees just because can.

I am not able to attend the meeting but I definitely vote NO!

Property owner in Monrovia

Sandi Thomas

Sent from my iPhone

Kevin Kearney

From: Dale <dale.d.baum@gmail.com>
Sent: Monday, November 14, 2022 6:25 PM
To: Kevin Kearney
Subject: Bradbury Road Project

Please find a way to intervene in this project. We are losing too much of the planet to commercial interests. That is a gorgeous setting to walk, bike, and drive. It would be a shame to lose it.

Dale Baum
Monrovia

Sent from [Mail](#) for Windows

Kevin Kearney

From: Holly Coates <hccoates@ucdavis.edu>
Sent: Monday, November 14, 2022 6:02 PM
To: Kevin Kearney
Subject: Bradbury Rd widening complaint

I am writing concerning the Bradbury Road widening. I am strongly opposed, mostly because I am a wildlife biologist focused on habitat restoration, but also because I am a lifelong north Monrovia resident and know what a significant impact this will have on the local Monrovia community. For something that's just going to add a little bit of convenience to Bradbury but drastically negatively affect the day-to-day lives and property values of the local Monrovians, I ask you to reconsider.

First off—"Less than significant impact on the scenic vista"(section a)? In neighborhoods such as this, where homeowners chose to live in a recessed area that is nestled into a hillside, the view IS the trees. Removing the trees quite simply has a dramatically significant impact on the aesthetics of the neighborhood, and stating it has no real impacts in environmental checklist report like this is simply wrong. The street has a character of being a patch of nature, bucolic, family-oriented, walker-friendly. You want to make a bizarre thoroughfare through it?

As far as visual changes (section c), they would NOT be minor—oak trees take decades to grow to any significant size, so their removal would inexorably change the character of the neighborhood for DECADES. Unless you're following the "restore the tree by replanting a tree of equal size, significance, and prominence" clause? Because something about the "as feasible" in the paperwork suggests otherwise.

From my biologist background perspective, I'm really angry about the blatant disregard for oak tree protection laws. Why do we have these laws in both towns if they're never enforced? We just lost unimaginable amounts of wildlife habitat in the Bobcat fire, can we stop needlessly removing mature oaks on a whim? Trees are unquestionably beneficial (to quote your website: "trees contribute to the environment by modifying temperatures and winds, replenishing oxygen, controlling soil erosion, and providing a wildlife habitat. Trees are also an aesthetic benefit, which provide scale, color, aroma, visual buffers between land uses, and increase property value").

Tree canopy cover (ie mature trees, not little new twigs that have no real canopy) is shown to be correlated with affluent communities. Why would you want to diminish the natural beauty of the local area—it's not like those interested in living in Bradbury won't see the newly industrialized street and find it ugly.

It just seems like a needlessly short-sighted move on Bradbury's part. Please just leave this family-friendly quiet windy road be.

Sincerely,
Holly Coates

--
Holly Coates
626-536-3138
hccoates@ucdavis.edu

Kevin Kearney

From: Meredith Jung <meredith.jung@gmail.com>
Sent: Monday, November 14, 2022 11:22 AM
To: Kevin Kearney
Subject: Concerns with Widening Bradbury Rd

Dear Mr. Kearney

I was concerned to learn this weekend from a neighbor that Bradbury is voting unilaterally this Tuesday at their city council meeting on widening Bradbury Rd without input or review from the residents of Monrovia--most especially those of the Bradoaks neighborhood.

As someone who lives on Bradbury Rd, I have already been concerned by the number of trucks that use our road as a thoroughfare even though Mountain is just blocks away and much better suited to this traffic. Many people and families (including my own) run and walk on this street, which only has a sidewalk on one side. This activity is already somewhat dangerous with the existing traffic. With the additional traffic that would come from widening Bradbury Rd, I anticipate that it may become so dangerous that we and our neighbors can no longer safely walk or run on our street and in our neighborhood. This will not only impact the quality of our lives, but also the value of our properties

Please reconsider the proposal and leave Bradbury Rd. as is.

Thank you,

Meredith Jung
506 Bradbury Rd
Monrovia, CA 91016
meredith.jung@gmail.com

Kevin Kearney

From: rosemary gavidia <rosemary@growmonrovia.org>
Sent: Monday, November 14, 2022 5:24 AM
To: Kevin Kearney
Cc: Bruce Lathrop; Rick Barakat; Dick Hale; Monte Lewis; Elizabeth Bruny; Dylan Feik; Becky Shevlin; lspicer@ci.monrovia.ca.us; gloria@crudg.com; tkelly@ci.monrovia.ca.us; sjimenez@ci.monrovia.ca.us; Serena Burnett
Subject: Bradbury Street Widening Project

Mr. Kearney,

The Bradbury Street Widening Project will affect the Monrovia side of the street, as well as residents from both Bradbury and Monrovia - those of us that walk under the canopy you are proposing to remove.

Monrovia residents have not been informed. I certainly was not, and I live 2 blocks from the proposed project site and use this street daily.

Could our local residents be informed about this proposed project, the impact to residents and how the City of Bradbury proposes to mitigate the impact to residents for both cities before a decision is made?

Removing these trees will impact both - Bradbury and Monrovia - in many aspects, including home values, walkability and environmental impact.

Monrovia residents don't want to be negatively impacted by another Bradbury Estates Development. The trees that used to be along the sawpit wash path were removed by a Bradbury Estates developer with a plan to replace these trees over 10 years ago, which has yet to be done. This once shaded path was frequently used by Monrovia residents. Removing trees and greenery impacts more than the people's ability to walk these paths, it also affects soil erosion, something especially important during our rains. Just last week we had multiple emergency evacuations and flash flood warnings in our areas. Following rain events, LA County blocks the path to the sawpit wash to fix the erosion and brings in equipment to level out the soil. The tree stumps were also left along the path creating an additional hazard that has yet to be fixed.

The Bradbury Street Widening Project should be reassessed with the City of Monrovia and the City of Bradbury. All of our residents need to be made aware about this project, not just the few houses across from the project. What does this project entail? How will it affect both cities and all of our residents? What equipment will be allowed to travel these roads and what impact will it have, environmentally and otherwise?

Please hold off on making a decision until both the City of Monrovia and the City of Bradbury inform all of its residents about this project and are able to give feedback as we, the citizens, are most impacted by this project.

Thank you for your consideration in this matter,

Rosemary Gavidia