

4. Environmental Setting

4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Brea is in the northeast portion of Orange County, and is bordered by the cities of La Habra to the northwest; Fullerton to the southwest and south; Placentia to the south; Yorba Linda to the southeast and east; unincorporated Orange County to the east, northeast, and north; Chino Hills, in San Bernardino County, to the northeast; and unincorporated Los Angeles County to the northwest (see Figure 3-1, *Regional Location*, in Chapter 3, *Project Description*). The project site is approximately 1.5 miles northwest of State Route 57 (SR-57), which runs north-south, and 0.1 mile north of Imperial Highway/State Route 90 (SR-90), which runs east-west. SR-57 and Imperial Highway provide regional access to the site, and local access is provided by Berry Street.

4.2.2 Regional Planning Considerations

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems managements; providing more transportation choices; leveraging

4. Environmental Setting

technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable 2016-2040 RTP/SCS policies is analyzed in detail in Section 5.5, *Land Use and Planning*.

South Coast Air Basin Air Quality Management Plan

The project site is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants—ozone (O₃), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O₃, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS (CARB 2017a). The proposed project's consistency with the applicable AAQS is discussed in Section 5.1, *Air Quality*.

Greenhouse Gas Emissions Reduction Legislation

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); Executive Order B-15-30 and Senate Bill 32 (SB 32); SB 375; and Executive Order B-5518 and SB 100.

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction goals for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 established a legislative target for the year 2020 goal outlined in

4. Environmental Setting

Executive Order S-03-05. CARB prepared its first Scoping Plan in 2008 outlining the State's plan for achieving the 2020 targets of AB 32 (CARB 2008).

In 2008, SB 375 was adopted to connect passenger vehicle GHG emissions reductions targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips.

In September 2016, Governor Brown signed SB 32, making the Executive Order B-15-30 goal for year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide mandated legislative target. CARB issued an update to its Scoping Plan in 2017, which sets forth programs for meeting the SB 32 reduction target (CARB 2017b).

Executive Order B-55-18 sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. SB 100 would help the state reach the goal set by Executive Order B-55-18 by requiring that the state's electricity suppliers have a source mix that consists of at least 60 percent renewable/zero carbon sources in 2030 and 100 percent renewable/zero carbon sources in 2045.

The project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.3, *Greenhouse Gas Emissions*.

Senate Bill 743

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of the SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of GHG emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 eliminates auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other

4. Environmental Setting

planning requirements that require evaluation of level of service, but these metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

Project Location

As shown in Figure 3-1, *Regional Location*, Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial Photograph*, the project site is within the City of Brea, at the southeast corner of Berry Street and Mercury Lane, and on a square-shaped parcel (Assessor's Parcel Number [APN] 296-141-05). The project site is 1.01 acres and is situated within a commercial industrial area just west of Brea Downtown.

Existing Land Use

The project site is vacant and undeveloped. The site was used as an orchard from at least 1938 to approximately 1970 when it became vacant land. From approximately 2010 to 2014, the site was used as a nursery. The eastern portion of the site is occasionally used for sorting charitable donations. The western portion of the site is vacant land with no structures or trees. During a site visit in May 2018, four trailers and one pickup truck were on the eastern portion of the site and are used by a charity for transport and sorting of clothing donations. There is one California pepper tree near the access gate for the eastern half of the site. There is a porta-potty and a small plastic storage shed with drinking water near the pepper tree. A small storage shed along the eastern fence line holds supplies for the charity. Gravel has been laid down on areas of the site. Figure 3-4, *Site Photographs*, shows the general condition of the site.

Surrounding Land Use

The project site is surrounded by light industrial, general industrial, and commercial office uses. To the south and southeast of the project site is the Mercury Insurance building and associated parking structure, respectively; to the east of the project site is SPX Cooling Technologies/Recol, a commercial cooling units manufacturer; to the north, across Mercury Lane, is Blane Event Services, which includes truck trailer parking; and to the northeast is an industrial business complex with several retail and industrial tenants. To the northeast, across Berry Street, is Pacific Plastics Incorporated, which manufactures PVC pipes; Baker Distributing, a wholesaler of HVAC systems; and Yorba Linda Electric Inc., an electrical maintenance and installation company. A railroad spur is approximately 0.1 mile north of the project site. However, this portion of the Brea Industrial Lead Track, east of Berry Street, is no longer active. The last freight customer on this track is Pacific Plastics, which is just west of Berry Street, and freight delivery to this customer is infrequent.

Further, the Mercury Lane Bridge, across the Brea Canyon Channel, connects the Mercury Lane cul-de-sac with the west Brea Downtown parking structure and Brea Canyon Channel Trail. Brea Downtown is just beyond the Brea Canyon Channel Trail, approximately 580 feet from the project site to the bridge over Brea Trail.

4. Environmental Setting

4.3.2 Environmental Resources and Infrastructure

Air Quality

The SoCAB, which is managed by SCAQMD, is designated as nonattainment for O₃, PM_{2.5}, under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2017a). A discussion of regional air quality considerations are described above in Section 4.2.2. Existing air quality conditions in the City are analyzed in Sections 5.1, *Air Quality*, of this DEIR.

Cultural Resources

The project site is vacant and undeveloped, and is not listed as a state or national historic resource. The project site is within a one-mile radius of Brea Canyon (SCCIC 2018). One archeological resource has been identified within the a one-mile radius, but not on the project site. According to the Native American Heritage Commission's (NAHC) Sacred Lands Files record search, no tribal resources were found on the project site. Refer to Section, 5.2, *Cultural Resources*, of this DEIR, for more information on the historical, archaeological, and paleontological resources.

Greenhouse Gas Emissions

Global climate change is not confined to a particular project area, and even a very large project does not generate enough greenhouse gas emissions on its own to influence global climate change significantly. A discussion of regional GHG considerations are described above in Section 4.2.2. Refer to Section 5.3, *Greenhouse Gas Emissions*, of this DEIR, for a discussion of existing GHG emissions in California.

Hazards and Hazardous Materials

The project site is vacant and undeveloped. Based on the Phase I ESA, one Recognized Environmental Condition (REC) was identified on the project site; the project site was used as an orchard from at least 1938 to approximately 1970 and the site was used as a nursery from approximately 2010 to 2014. The project site is not listed on EnviroStor and GeoTracker; however, there was a cleanup site for a leaking underground storage tank on 200 Berry Street; the case was closed in 1988 (DTSC 2018; SWRCB 2015). Section 5.4, *Hazards and Hazardous Materials*, provides further analysis of hazards and hazardous materials.

Land Use and Planning

The project site is in an urbanized area, surrounded by light industrial, general industrial, and commercial office uses. The project site is currently zoned C-M (Commercial/Industrial), and the existing land use designation is Light Commercial. Section 5.5, *Land Use and Planning*, of this DEIR, provides further analysis of regional and local land use plans applicable to the proposed project.

4. Environmental Setting

Noise

The project site is vacant and undeveloped, and the noise environment surrounding the project site is influenced primarily by roadway sources, including Berry Street and Mercury Lane; noise from nearby residential and commercial uses may also contribute intermittently to the total noise environment in the project vicinity. Refer to Section 5.6, *Noise*, for additional information concerning the existing noise environment.

Population and Housing

The project requires a zone change to Planned Community (PC) zoning, which can provide for alternative development guidelines and standards, and such action would provide for the necessary General Plan consistency. The intent and purpose of the PC zone encourages innovative development that allows a diversification of uses, use relationships, building heights, densities, and open spaces while ensuring consistency with the City's General Plan. Refer to Section 5.7, *Population and Housing*, for further information on population and housing.

Public Services

Police services in Brea are provided by the City of Brea Police Department. The City of Brea Fire Department provides fire service. The project site is within the Brea-Olinda Unified School District boundaries. The Brea Branch Library, which is part of the Orange County Public Library community library network, provides library services in Brea. Refer to Section 5.8, *Public Services*, of this DEIR for additional information on public services.

Transportation

Regional access to the project site is provided by SR-57, which runs north-south and is approximately 1.5 miles to the northwest, and Imperial Highway (SR-90), which runs east-west and is 0.1 mile north. Local access is provided by Berry Street. Primary vehicular access for the project site would be via one full-access unsignalized driveway along Mercury Lane. Refer to Section 5.9, *Transportation*, of this DEIR for additional information concerning existing transportation facilities and traffic conditions.

Tribal Cultural Resources

The Native American Heritage Commission's Sacred Lands File record search found no tribal resources on the project site. The Viejas Band of Kumeyaay Indians stated that the proposed site does not have cultural significance or ties to the tribe; the Gabrieleno Band of Mission Indians–Kizh Nation requested consultation with the City pursuant to AB 52. The Gabrieleno Band of Mission Indians–Kizh Nation identified that the City of Brea is within its tribal cultural area and requested mitigation to reduce potential impacts to tribal cultural resources. Refer to Section 5.10, *Tribal Cultural Resources*, of this DEIR, for additional information on tribal cultural resources.

4. Environmental Setting

4.3.3 Local Planning Considerations

General Plan and Zoning

Figure 4-1, *General Plan Land Use Designations*, and Figure 4-2, *Zoning*, show the existing general plan and zoning for the project site and local vicinity. The project site is currently designated in the general plan as Light Industrial and zoned Commercial-Industrial (C-M), according to the City of Brea General Plan land use and zoning maps.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analyses in this EIR uses a combination of method A and B. Generally, the growth projections that are identified in City of Brea General Plan have been utilized for the general plan forecast year conditions. Table 4-1, *Related Cumulative Projects within Two Miles*, provides a list of cumulative projects in a two-mile radius of the project site.

4. Environmental Setting

Table 4-1 Related Cumulative Projects within Two Miles

Project/Applicant Name	Location	Project Type/Size
City of Brea		
CVS	390 N. Brea Boulevard	13,000 SF Pharmacy with Drive-Through 1,700 SF Coffee Shop with Drive-through
Brea Place	State College Boulevard at Birch Street	653 Unit Apartments ² , 5,000 SF Office 150 Room Hotel
Brea Improv	180 S. Brea Boulevard	530 Seat Theater, 7,450 SF Sit Down Restaurant 5,500 SF Quality Restaurant
Downtown Hotel	220 S. Brea Boulevard	116 Room Hotel, 4,000 SF Sit Down Restaurant
Brea 265 Specific Plan ¹	East of North Rose Drive and North of East Imperial Highway	301 Low Density Units 273 Medium Density Units 526 High Density Units Total of 1,100 Units
City of Fullerton		
4150 N. Palm Street Warehouse/Industrial	4150 N. Palm Street	181,069 SF Warehousing
Beckman Business Center	4300 North Harbor Boulevard	978,665 SF Warehousing/Manufacturing/ Industrial
City of La Habra		
Farmer Boys	600 S. Harbor Boulevard	3,200 SF Fast-Food Restaurant With Drive-Through

Source: LLG 2019.

SF: square feet

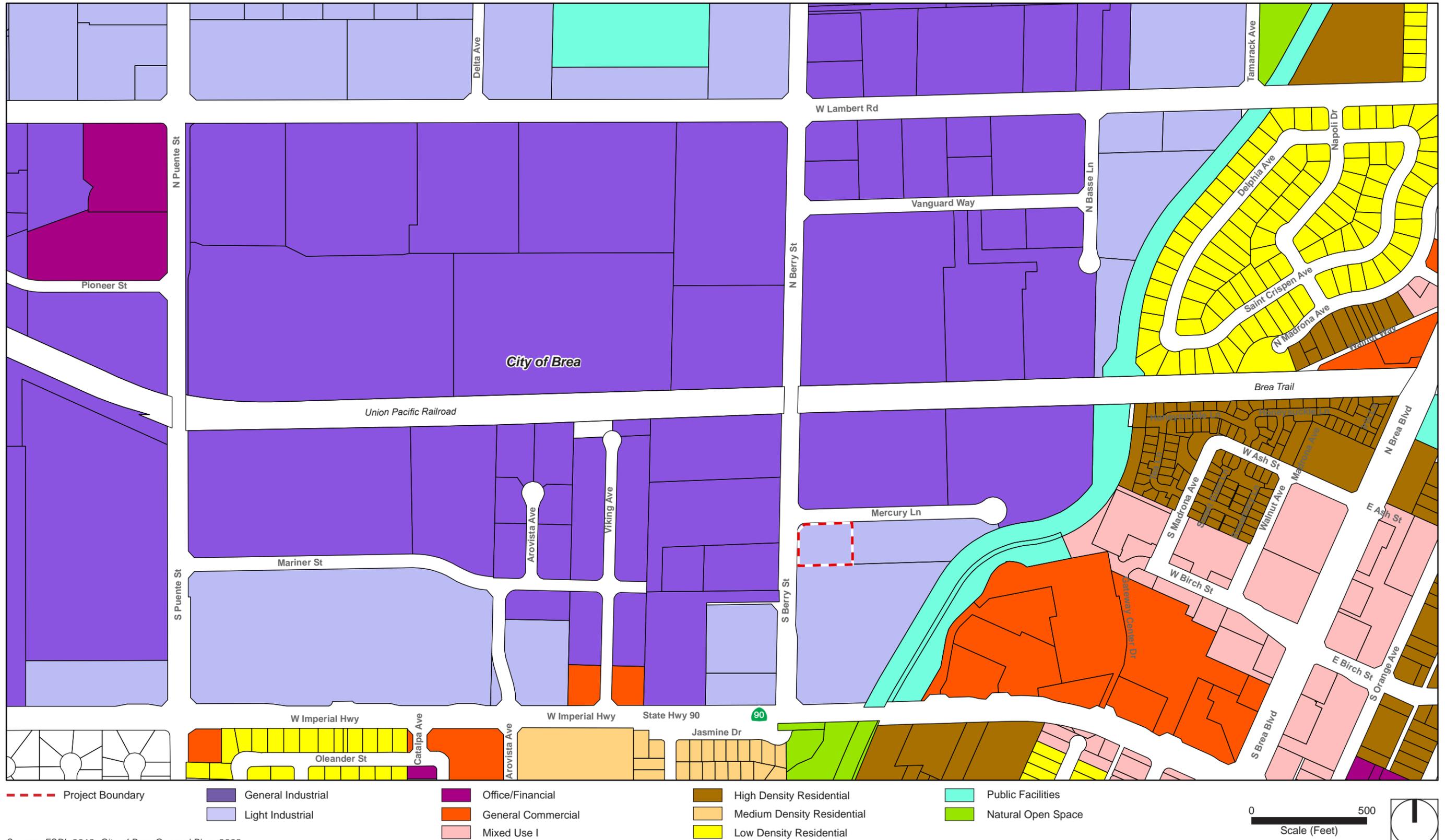
¹ Brea 265 Specific Plan is over two miles from the proposed project but is included in the year 2040 scenario in the traffic impact analysis because of its scale within the city and the potential for traffic to cumulatively contribute to impacts to Caltrans facilities.

² The traffic impact analysis conservatively evaluated 790 units, which would result in higher traffic volumes in the cumulative traffic scenarios.

Depending on the environmental category, the cumulative impact analysis may use either source A or B. Some impacts are site specific, such as cultural resources, and others may have impacts outside the city boundaries, such as regional air quality. Please refer to Chapter 5, *Environmental Analysis*, of this DEIR for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource area.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality and traffic) have been addressed in the context of various regional plans and defined significance thresholds. Climate change is a global issue, and the cumulative impacts analysis has been addressed in the context of state regulations and regional plans designed to address the global cumulative impact. The following is a summary of the approach and extent of cumulative impacts, which are further detailed in each environmental topical section:

Figure 4-1 - General Plan Land Use Designations
4. Environmental Setting

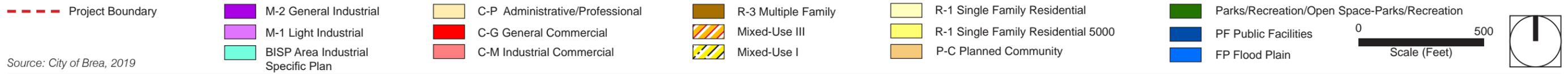
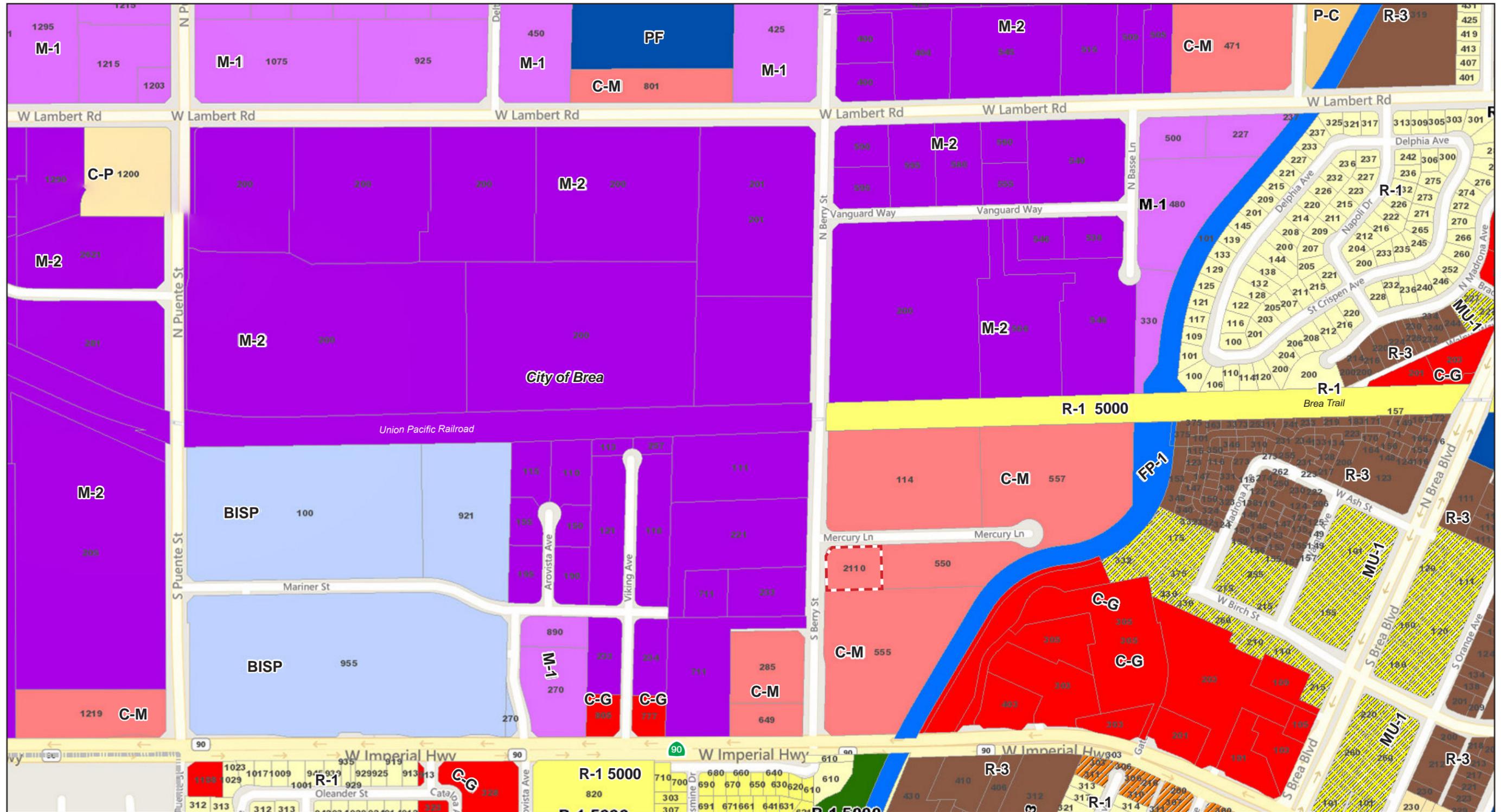


Source: ESRI, 2019; City of Brea General Plan, 2003

4. Environmental Setting

This page left blank intentionally.

Figure 4-2 - Zoning
4. Environmental Setting



Source: City of Brea, 2019

4. Environmental Setting

This page left blank intentionally.

4. Environmental Setting

- **Air Quality.** Air quality impacts include regional (cumulative) impacts and localized impacts. For cumulative impacts, the analysis is based on the regional boundaries of the SoCAB.
- **Cultural and Paleontological Resources.** Cumulative impacts consider the potential for the proposed project in conjunction with nearby existing and reasonably foreseeable development projects to result in impacts on cultural resources in the project site and an area within a one-half-mile radius of the project site for historical, archaeological and paleontological resources, and for tribal cultural resources significant to local Native American tribes.
- **Greenhouse Gas (GHG) Emissions.** GHG emissions impacts are not site-specific impacts but cumulative impacts. Therefore, the project-level analysis in Section 5.3 also provides the analysis to determine whether the project would make a cumulatively considerable contribution to significant cumulative GHG emissions impact.
- **Hazards and Hazardous Materials.** Impacts are typically site specific and generally would not combine with impacts of other projects to result in cumulatively considerable impacts, but the cumulative impacts analysis in this EIR considers the combined effects of nearby past and reasonably foreseeable projects in conjunction with the project.
- **Land Use and Planning.** Cumulative impacts are based on applicable jurisdictional boundaries and related plans, including the City of Brea General Plan and regional land use plans (e.g., SCAG's RTP/SCS).
- **Noise.** Cumulative traffic noise impacts are based on the traffic study, which considers the regional growth based on citywide and regional projections. Cumulative construction impacts are based on nearby projects that may have concurrent construction schedules. Cumulative operational impacts are based on existing development combined with the project and reasonably foreseeable nearby future development.
- **Population and Housing.** Cumulative impacts are based on regional demographic projections in regional plans (e.g., SCAG's RTP/SCS).
- **Public Services.** Cumulative impacts are based on potential related development within each service provider's boundaries—Brea Fire Department, Brea Police Department, Brea-Olinda Unified School District, and Brea Public Library.
- **Transportation and Traffic.** The traffic study considers the project's cumulative contribution to traffic and transportation issues in project vicinity. The cumulative traffic analysis is based on a regional transportation demand model and incorporates regional growth projections identified by SCAG and the Orange County Transportation Authority (OCTA). The cumulative analysis of transit, bicycle, and pedestrian transportation impacts is based on City plans and policies. For the opening year analysis, the traffic analysis includes background traffic growth using an ambient traffic growth factor (1 percent per year) to account for regular growth in traffic volumes due to the development of projects outside the study area as well as traffic growth from other known development projects (related projects) within a

4. Environmental Setting

two-mile radius of the proposed project in the City of Brea, City of Fullerton, and City of La Habra (see Table 4-1).

- **Tribal Cultural Resources.** Cumulative impacts related to tribal cultural resources are based on the local Native American tribes' culturally significant areas and include, but are not limited to, cultural landscapes and regions to specific heritage sites and other tribal cultural places.

4.5 REFERENCES

California Air Resources Board (CARB). 2008, December. Climate Change Scoping Plan, a Framework for Change. <https://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>.

———. 2017a, October 18. Area Designations Maps/State and National. <http://www.arb.ca.gov/desig/desig.htm>.

———. 2017b, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

Department of Toxic Substances Control (DTSC). 2018. EnviroStor. Database. Accessed May 16, 2018. <https://www.envirostor.dtsc.ca.gov/public/>.

Federal Railroad Administration (FRA). 2018. Office of Safety Analysis. Crossing ID # 761454Y. <https://safetydata.fra.dot.gov/officeofsafety/publicsite/crossing/xingqryloc.aspx>.

Linscott, Law, and Greenspan (LLG) Engineers. 2019, February 14. Revised Traffic Impact Analysis Report Mercury Apartments.

South Central Coastal Information Center (SCCIC). 2018, June 9. Records Search Results for BREA-03.1, Berry Street and Mercury Lane in the City of Brea.

Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>.

State Water Resources Control Board (SWRCB). 2015. GeoTracker. Database. Accessed May 16, 2018. <https://geotracker.waterboards.ca.gov/>.