Appendix M Master Plan Draft

Appendices

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The Mercury Planned Community Master Plan

Draft • July 22, 2019

The Mercury
Planned Community Master Plan

Prepared For:
City of Brea

Applicant:
Mercury CXIV, LLC

Draft • July 22, 2019

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I. PREFACE

A. WHERE TO LIVE?

Where a person chooses to rent a housing unit is balanced by trade-offs for lower rents; proximity to work or school; neighborhood amenities; and public transit, as well as the ability to live alone, if desired; internet service; and unit finishes.

So knowing that, how would a person's life change if:

- They only spend 30% of their income on rent?
- Their job and housing are in the same community?
- They could walk or bike to neighborhood amenities?
- They could walk or bike to their job?
- If they drive to work, they drive 25 to 75% fewer daily miles?

B. RENTAL HOUSING AFFORDABILITY

Apartment projects with even slightly smaller unit sizes than traditionally required by a City's zoning or development code can increase housing choice and affordability. And these units in a pedestrian- or transit-friendly location make more efficient use of existing infrastructure and public services and consume less energy than larger units.

In addition, affordable housing can serve as an economic development opportunity to attract and retain young professionals. Expanding opportunities for people to live near jobs and amenities not only attractive to workers but is also attractive to employers that desire access to an educated or technical workforce.

Simply put, housing affordability can be achieved as the per unit housing costs decrease. And this is accomplished when the unit size decreases and the project density increases.

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II. INTRODUCTION

A. PROJECT SUMMARY

The Mercury Master Plan will provide workforce housing on the 1.01-acre parcel. The Master Plan area will include a five-story/56-foot 6-inch high building with a courtyard. The 141,137 gross square foot podium building will include 114 apartment units, a parking structure, and resident amenities. Vehicular access to the apartment building will be off Mercury Lane.

The rents for all 114 of the units will be within the low-income (51-80% AMI[1]) and moderate-income (81-120% AMI) categories. Ten percent of the units will be specifically provided at the low-income category as part of the Brea Affordable Housing Program.

B. LOCATION AND PLAN BOUNDARY

The project site is located within the city limits of Brea in northern Orange County. California. The City of Brea occupies approximately 12 square miles of land, and sits at the border of Orange and Los Angeles Counties. The Orange Freeway (State Route 57), which traverses the City in a north-south direction, provides regional access. Refer to *Exhibit II-1*, *Regional Location*.

The 1.01-acre project site (Assessor's Parcel Number [APN] 296-141-05) is located on the southeast corner of Berry Street and Mercury Lane in the City of Brea. The project site is approximately 1.5 miles northwest of State Route 57 (SR-57), 0.1 mile north of Imperial Highway (SR-90), and 0.1 mile east of The Tracks at Brea Trail Route (a Class I Bike Path). Refer to *Exhibit II-2*, *Project Location*.

C. LEGAL DESCRIPTION

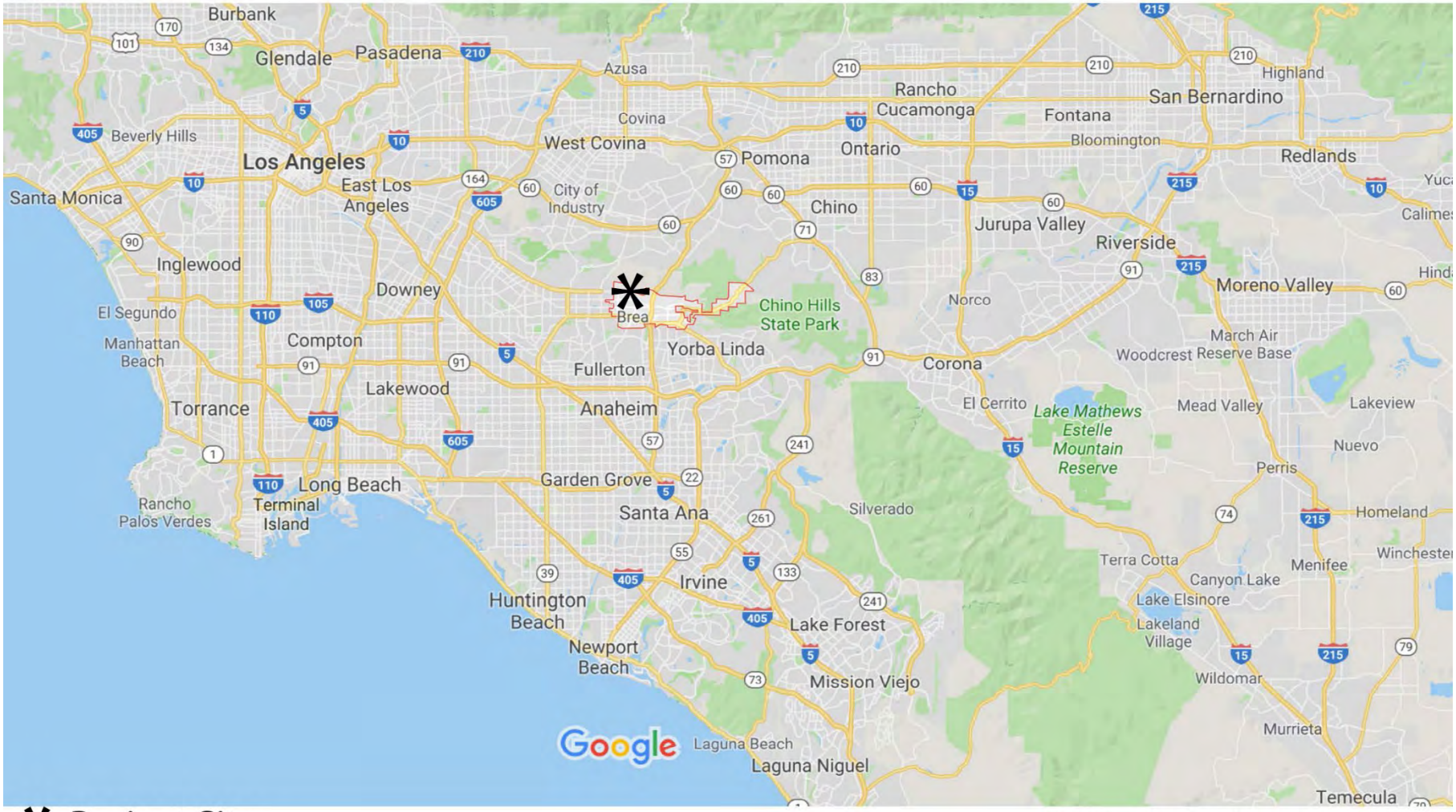
Parcel No. 3 in the City of Brea, County of Orange, State of California, as shown on a map filed in Book 96, Pages 32 and 33 of Parcel Maps, in the office of the County Recorder of Orange County, California.

D. SITE CONDITIONS

The 1.01-acre project site is vacant and undeveloped. The site was previously graded and is generally flat, but has never been developed. The site has remained vacant for decades while development has occurred surrounding the site in every direction. One California Pepper Tree is present on-site along the northern boundary. Chain-link fencing has been installed along the perimeter of the site.

[1] AMI = Average Median Income

EXHIBIT II-1 Regional Location



Source: Google Maps, 2019

Exhibit II-2 Project Location

Project Site

Source: Google Earth, 2018

Various infrastructure facilities have been installed in the public right-of-way adjacent to the project site:

- Curb and gutter on the west and north boundaries
- Corner sidewalk on the northwest corner
- Intersection signal
- Pedestrian crossings: 1) west across Berry Street (south side of intersection), 2) north across Mercury Lane (east side of intersection)
- Overhead utility lines along Berry Street
- Streetlights on Berry Street and Mercury Lane
- Utility box on Berry Street
- Fire hydrant on Berry Street
- Public sidewalk is located south of the site adjacent to the Mercury Insurance Company property
- Class II bike lane is provided on the north and south sides of Mercury Lane
- Class II bike lane is provided on the west and east sides of Berry Street
- On-street parking is provided on the north and south sides of Mercury Lane

E. SITE CONTEXT

The rectangle-shaped Master Plan area is bounded by Mercury Lane on the north and Berry Street on the west. The adjacent land uses are:

North: Light Industrial, Office, Commercial, Railroad Spur

West: Light Industrial, Office, Commercial, Vacant Development Property

South: Office, Open Space, Multi-Family Residential, Single-Family Residential

East: Light Industrial, Brea Creek, Commercial

Developed properties surround the project site on all sides. Refer to *Exhibit II-3, Project Site and Surrounding Uses.*

Exhibit II-3 Project Site and Surrounding Uses

Project Site

Source: Google Earth, 2018

SOUTH

Uses south of the project site include the Mercury Insurance Company north of Imperial Highway, as well as Arovista Park, single-family homes, multi-family residential complexes, and Brea Creek south of Imperial Highway.

NORTH

Uses north of the project site include light industrial and commercial businesses on Mercury Lane and north along Berry Street. Pacific Plastics, Inc. (111 S. Berry Street) is located northwest of the project site on the west side of Berry Street, south of the railroad spur.

WEST

Uses west of the project site include light industrial and commercial businesses along Berry Street north of Imperial Highway. The Berry Town Center commercial center is located on the northwest corner of Imperial Highway and Berry Street.

EAST

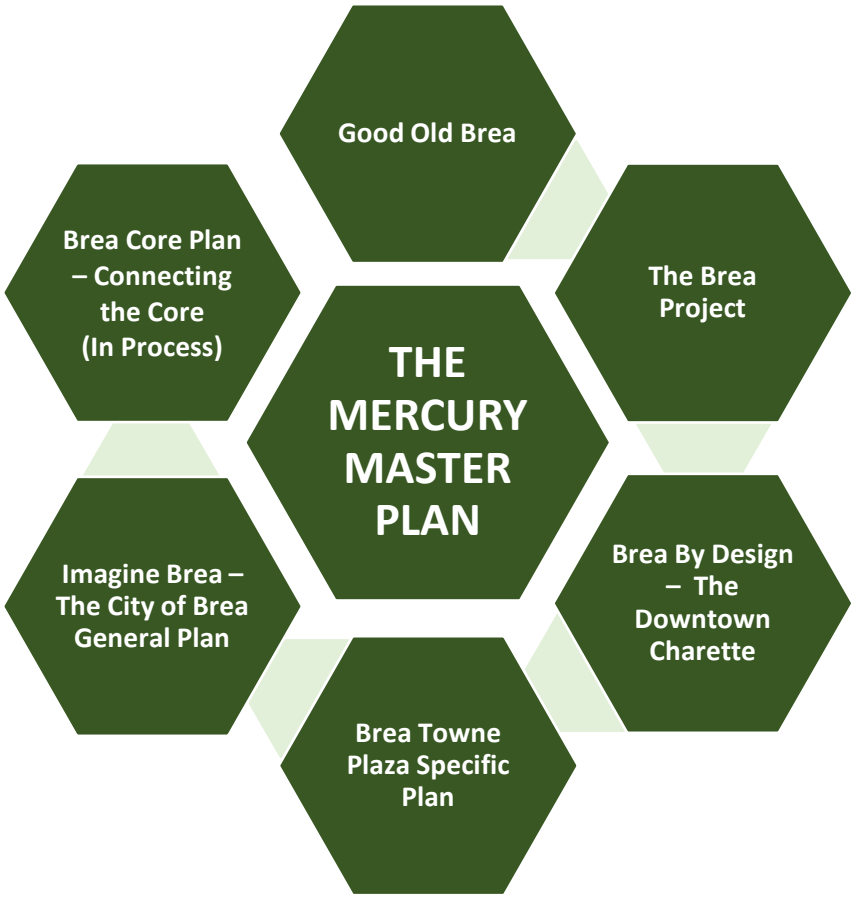
Uses east of the project site include light industrial and commercial businesses along Mercury Lane. In addition, there is an access road at the end of the Mercury Lane cul-de-sac that crosses Brea Creek to provide access to Downtown Brea, including the Brea Downtown parking garages, Brea Downtown businesses, and the Brea Gateway commercial center.

USES ON MERCURY LANE

Recold (550 Mercury Lane) is located immediately east of the project site; Blaine Convention Services (114 S. Berry Street) is located immediately north of the project site. The Imperial West Business Center (501 Mercury Lane) is located on the north side of Mercury Lane at the end of the cul-de-sac and offers flex industrial space for lease or purchase.

III. PLANNING CONTEXT

A. BREA'S PAST PLANNING EFFORTS LEAD TO THE MERCURY MASTER PLAN



A summary of the City's planning efforts noted in the diagram above are provided on the following pages, and, where applicable, a discussion of The Mercury Master Plan's compliance with the plan.

B. BREA OF THE FUTURE: 1989

Vision
To create a system of broad-based community involvement which will meet with responsiveness and action on the part of the City officials now and in the future; so that together we can preserve and build upon the quality of life and our "small town" heritage.

Thirty years ago in 1989, community members and elected officials came together to create **THE BREA PROJECT…BUILDING OUR COMMONWEALTH** and stated the ***BREA OF THE FUTURE IS:***

Community Involvement
A concerned community where a broad segment of the populace is involved in city affairs and citizens can truly feel that they are able to participate in and influence the development/redevelopment process. Viewpoints are actively sought to determine what is best for all segments of the community.

Physical Environment
Brea is a balanced, well-planned and managed community, reflecting the needs and contributions of residential, commercial, industrial and public segments coexisting in harmony. This balances combines economic vitality and environmental sensitivity. Governmental and public services are in place to support its growth. Environmental pollution and traffic congestion are under control. A city with a specific plan for low density development of hillsides, quantitative ratio of open spaces to developed areas, and with parks and greenbelts sufficient to support the needs of the community.

Community Pride
A city with a sense of pride in preserving and protecting its history and culture while looking forward to the future. ***A city with a downtown center which unites the community. A city which opens its doors to all and provides service for all economic levels***, offers recreational programs and facilities, and has high quality education opportunities.

Development Standards
A city with development standards which include community acceptable height limits, balanced densities, quality development, aesthetically designed color schemes, building materials, and architecture. ***A city that reinvests in areas requiring redevelopment for the benefit of those living within the redevelopment areas***.

B.1 THE MERCURY MASTER PLAN: 2019

Skip ahead 30 years to 2019. The four tenets above are still applicable today and are evident in The Mercury Master Plan, particularly those highlighted above in ***green***.

The Mercury Master Plan is taking a fresh look at rental housing, but more importantly, affordable rental housing for the City's workforce by providing 114 units in Downtown Brea at a time when market forces are not providing affordable housing options.

The Mercury Master Plan will provide workforce housing in Downtown Brea. The Master Plan will provide an urban living experience with resident-serving amenities such as a supermarket, restaurants, and entertainment all within walking distance.

C. DOWNTOWN CHARETTE

In Brea, redevelopment of the downtown area was based on decisions made by the public, through an initiative known as Brea By Design...the Downtown Charette. This collaborative effort brought together 150 community designers to establish a vision and goals upon which the city council and property developers could base their development decisions. Implementation activities included construction of a new shopping center and development of a 12-screen movie complex.

When the development process needed recommitment, a Downtown Idea Fair generated some 1,800 ideas. Another 900 ideas were generated at a Mini Idea Fair. An affinity analysis of the ideas identified three themes, from which 19 ideas were being implemented within 18 months of the Fairs. Lessons learned included the importance of sustained commitment; planning; and technical expertise.

D. BREA TOWNE PLAZA SPECIFIC PLAN

The Brea Towne Plaza Specific Plan focused on the redevelopment and revitalization of the downtown area rather than the development of vacant lands. Approximately 55 percent of the Towne Plaza area is zoned for medium to high density residential developments; the area has the capacity to support a total of 2,800 dwelling units. Loft apartments are currently being developed above retail spaces on Birch Street and ownership townhomes along Brea Boulevard in the downtown.

E. IMAGINE BREA – THE CITY OF BREA GENERAL PLAN

Key excerpts from the Community Development and Housing Element are provided below to provide context for The Mercury Master Plan.

COMMUNITY DEVELOPMENT ELEMENT

The Brea Economic Development Department has been instrumental in restoring a vibrant downtown commercial district, providing numerous affordable housing opportunities, and achieving economic development successes.

Brea is also in a unique position of benefiting from a vibrant, pedestrian-oriented downtown that incorporates and blends residential, commercial, retail, and entertainment uses. Downtown Brea represents a source of community pride and an important destination.

HOUSING ELEMENT

The Census documents that over 90 percent of the 44,000 persons employed within Brea commute in from outside the City limits, reflective of the fact that Brea is "jobs rich" and has more jobs than housing units, but also indicative of the shortage of local affordable housing opportunities for the community's workforce.

Many of the workers who make up Brea's workforce earn modest incomes, making it challenging to afford to live and work in the City.

PROVISION OF AFFORDABLE HOUSING SITES: PROGRAM 9 - MIXED USE/HIGH DENSITY OPPORTUNITY SITES

With adoption of the City's General Plan in 2003, Brea began encouraging residential/commercial mixed use in select locations in the Downtown and on larger underutilized sites. The City continues to recognize the key role that mixed use development can play in helping to **address Brea's workforce housing needs, and by locating higher density housing in proximity to jobs, services, and transit** (**emphasis added**), can also serve to implement Brea's goals for sustainability. Brea is committed to providing expanded opportunities for mixed use development, and has identified the following opportunity sites for evaluation:

- Mercury Lane corridor
- Brea Mall
- Birch Street/State College Intersection
- Imperial Highway/State College Boulevard intersection

These four sites consist of groupings of vacant and underutilized commercial and light industrial parcels identified as potentially suitable for mixed-use or high-density residential infill development. The two State College sites and the Brea Mall site are all located along OCTA's planned bus rapid transit (BRT) corridor, a 28-mile fixed route running between the Brea Mall and Irvine Transportation Center. By integrating higher density residential and mixed use along this corridor, Brea is taking a proactive role in implementing the regional SB 375 Sustainable Communities Strategy to reduce greenhouse gas emissions.

E.1 THE MERCURY MASTER PLAN: 2019

The project site is located within the Mercury Lane corridor as identified in Housing Element Program 9, discussed in the previous section.

The Mercury Master Plan is implementing the following General Plan goals and policies, and urban design principles and guidelines identified in the table below.

General Plan Element	Complies With General Plan Goal Or Policy
Community Development Element	
Goal CD-1 Provide a balance of land uses to meet the present and future needs of all residents.	Yes
Policy CD-1.2 Maintain a land use structure that balances the provision of jobs and housing with available infrastructure and public and human services.	Yes
Policy CD-1.4 Ensure that the City maintains a balance among residential, commercial, and industrial land uses.	Yes
Policy CD-1.5 Provide opportunities for development of housing that responds to diverse community needs in terms of density, size, location, design, and cost.	Yes
Policy CD-1.9 Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.	Yes
Goal CD-4 Maintain and improve the vitality, economic strength, accessibility, and livability of Downtown.	Yes
Goal CD-9 Create a dynamic, mixed-use urban village that integrates a range of housing types (including senior housing), moderate-intensity commercial uses, educational and public uses, and parks.	Yes

General Plan Element	Complies With General Plan Goal Or Policy
Housing Element	
Provision of New Affordable Housing	
Goal 2.0 Assist in the provision of adequate housing to meet the needs of the community. Establish a balanced approach to meeting housing needs that includes the needs of both renter and owner households.	Yes
Policy 2.2 Mixed Income Housing. Utilize the City's Inclusionary Housing Ordinance as a tool to integrate affordable units within market rate developments, or pay an in-lieu fee to support the provision of affordable housing.	Yes
Policy 2.6 Housing for Workforce. Promote the City's Affordable Housing Programs with employers in Brea.	Yes
Policy 2.7 Public/Private Partnerships. Explore Collaborative Partnerships With Non-Profit Organizations, Advocacy Groups, Developers, The Business Community And Governmental Agencies In The Provision Of Affordable, Workforce And Special Needs Housing.	Yes
Provision of Adequate Housing Sites	
GOAL 3.0 Provide adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate Brea's share of regional housing growth needs.	Yes
Policy 3.2 Housing in Downtown Brea. Provide opportunities for mixed use and infill housing development opportunities in Downtown Brea as part of the City's ongoing revitalization strategy for the area.	Yes
Policy 3.4 Reuse Sites. Explore reuse opportunities on obsolete or underutilized commercial and industrial sites.	Yes
Sustainability, Energy Efficiency and Healthy Community	
Goal 6.0 Promote a healthy and sustainable Brea through support of existing and new housing which minimizes reliance on natural resources and automobile use.	Yes
Policy 6.1 Smart Growth. Preserve open space and environmental habitats, while accommodating new growth in compact forms in a manner that de-emphasizes the automobile. Evaluate expanded locations for mixed use development, focusing on sites along OCTA's future bus rapid transit (BRT) corridors.	Yes
Policy 6.2 Green Building. Implement Brea's Green Building Program to ensure new development is energy and water efficient.	Yes
Policy 6.3 Energy Efficiency and Alternative Energy Sources. Promote modifications to increase energy efficiency and the use of alternative energy sources such as solar energy, cogeneration, and non-fossil fuels.	Yes
Policy 6.4 Healthy Community. Promote healthy living and physical activity through decisions in the location, site planning and design of housing and mixed-use development.	Yes
Policy 6.5 Transportation Alternatives and Walkability. Incorporate transit and other transportation alternatives including walking and bicycling into the design of new development, particularly in areas within a half-mile of designated transit stops and the City's "Tracks at Brea" walking and biking trail system.	Yes
Policy 6.6 Jobs/Housing Balance. Encourage a closer link between housing and jobs in the community, including housing opportunities affordable to Brea's modest income workforce.	Yes
Urban Design Principles and Design Guidelines	
Community Character	
Design Principle 1: Establish a strong community identity and unique sense of place that includes the presence of identifiable districts and neighborhoods, gateways, landmarks, and natural features.	

General Plan Element	Complies With General Plan Goal Or Policy
CC 1-4 Encourage infill development of vacant and underutilized property to minimize spatial gaps along the street; in addition, buildings that define the street and contribute to local identity should be retained.	Yes
Design Principle 2: Build strong visual and physical connections throughout the community, for instance, through the protection of view corridors, and the provision of a comprehensive network of public spaces and paths.	
CC 2-2 Provide safe and accessible paths that promote physical continuity and connection; continuous sidewalks, as well as mid-block and open air passages are encouraged.	?
Design Principle 3: Express local history and culture, relying on the preservation and reuse of architecturally and historically significant structures, a respect for adjacent architectural character, as well as the provision of public art.	
CC 3-3 Design harmonious transitions between non-residential and mixed-use developments and residential neighborhoods; consider adjacent residential character in the design of non-residential and mixed-use projects.	Yes
CC 3-4 Integrate publicly accessible works of art into infrastructure and new development projects; civic art that celebrates local history and culture is encouraged.	Yes
Street Environment	
Design Principle 1: Communicate through design that streets are public space intended for a diversity of users, including pedestrians, bicyclists, motorists, and transit users.	
SE 1-1 Incorporate streetscape amenities such as street trees, street furniture, street lighting, way-finding signage, special paving, etc.; a high-level of amenity is critical where pedestrian activity is most desired.	Yes
Design Principle 2: Contribute to the physical safety and comfort of pedestrians along streets and sidewalks, incorporating such features as traffic calming devices and streetscape amenities, including street trees and street furniture.	
SE 2-2 Provide sidewalks with ample width, and where feasible, reduce pedestrian crossing distance at intersections; in general, on-street parking is encouraged, and street furniture should be sited adjacent the curb as a barrier to automobile traffic.	Yes
SE 2-3 Plant and maintain street trees, emphasizing mature canopy trees that allow access to sun and shade; in general, consistent tree species, size, and spacing are encouraged.	Yes
SE 2-4 Provide ample street furniture, and safe and attractive street lighting; pedestrian-scaled light fixtures, benches, trash receptacles, and planters should be provided at frequent intervals in active, pedestrian-oriented activity nodes.	Yes
Design Principle 3: Make streets active and engaging places that contribute to local identity, with special emphasis on a creating strong relationship between the building and street.	
SE 3-1 Define streets at or near their edge with buildings and/or canopy street trees; for instance, a continuous building street wall and street trees should be maintained where pedestrian activity is encouraged.	Yes
SE 3-2 Orient buildings and uses toward the street; in particular, shops and active commercial uses with generous street level windows should be located along streets where pedestrian activity is encouraged.	Yes

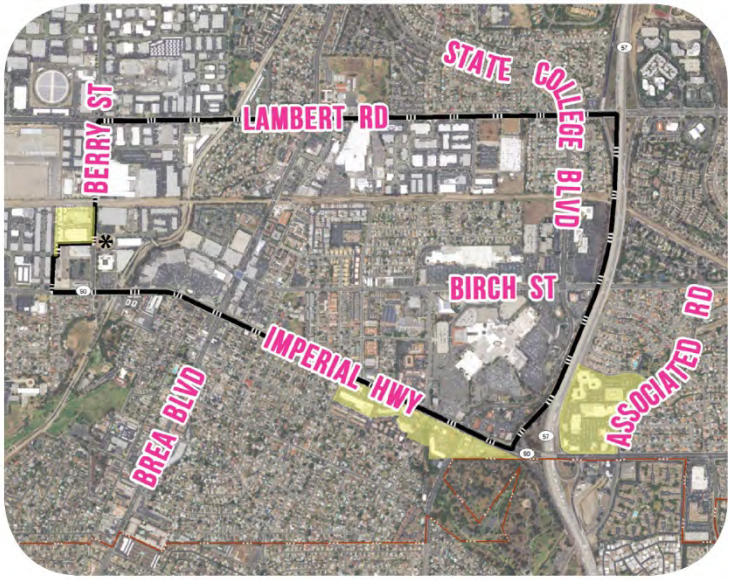
General Plan Element	Complies With General Plan Goal Or Policy
SE 3-3 Emphasize quality and detail at street level; streetscape enhancements should be coordinated to promote local identity and street level facades should exhibit a high standard of design that satisfies the pedestrian.	Yes
SE 3-4 Make provisions for site and building elements that contribute to street life; canopies, awnings, and architectural lighting are encouraged, and outdoor dining should be allowed along pedestrian-oriented shopping streets.	Yes
Site Planning	
Design Principle 1: Encourage site planning that functionally and visually integrates onsite facilities and uses, including buildings, services, vehicular access and parking, pedestrian access and circulation, and outdoor spaces.	
SP 1-2 Establish a comfortable transition between interior and exterior space; clear connections and gracious paths should direct pedestrians between sidewalks, parking, outdoor spaces and building entrances.	Yes
Design Principle 2: Control vehicular access, on-site parking, and service facilities to reduce their visual impact along streets, promote sidewalk interest and activity, and protect adjacent sensitive land uses.	
SP 2-1 Site parking behind buildings or interior to a block, especially along pedestrian-oriented streets; most importantly, surface parking should be restricted from street corners.	Yes
SP 2-4 Screen roof mounted equipment so that it is not visible from streets and public areas; screening should be integral to the building form.	Yes
Design Principle 3: Incorporate accessible outdoor spaces that are amenable to outdoor activity and comfortable social interaction.	
SP 3-1 Provide well-defined and comfortable outdoor rooms, such as plazas and courtyards, in conjunction with new development projects; outdoor spaces should establish a comfortable transition between the exterior and interior of a building.	Yes
SP 3-3 Design outdoor rooms for comfortable human activity and social interaction ,including a pleasant microclimate; seating and deciduous trees should offer opportunities for shade from summer sun and access to winter sunlight.	Yes
SP 3-4 Use plants, furniture, and lighting to shape, embellish, enliven and give purpose to outdoor space; a rich, yet coordinated palette of landscape materials should provide scale, texture and color.	Yes
Building Design	
Design Principle 1: Promote architectural design that fits with and enhances its surroundings, emphasizing visually attractive buildings that bring interest to the street, and add richness and variety to the community.	
BD 1-1 Employ simple and strong, yet varied massing, and feature deep wall openings that create shadow lines and provide visual relief; discourage large, monolithic buildings and blank wall surfaces.	Yes
BD 1-4 Express roofs in a visually interesting manner that complements the composition of the building and the surrounding area; a strong and attractively detailed cornice should be provided in conjunction with a flat roof, although sculpted roof forms are encouraged.	Yes
Design Principle 2: Encourage architectural design that contributes to a more pleasant and humane living environment, emphasizing high-quality construction and human-scale design.	

General Plan Element	Complies With General Plan Goal Or Policy
BD 2-2 Demarcate and accentuate building entrances; well-marked, articulated building entrances oriented to the street and public gathering places are encouraged.	Yes
BD 2-3 Provide a high-degree of street level transparency, especially along streets where pedestrian activity is encouraged; the use of reflective, opaque, and darkly tinted glass should be restricted along the ground floor.	Yes
BD 2-4 Use compatible materials that exhibit permanence and quality, and unify a building's appearance on all sides; in general, the number of materials and colors on the exterior of a building should be limited to promote visual simplicity and harmony.	Yes
BD 2-5 Design architectural features and details as an integral part of the building; architectural features, including canopies and awnings, should not appear "tacked on."	Yes
Sign Appearance	
Design Principle 1: Require legible signs that make a positive contribution to the street.	
SA 1-1 Use simple, direct signage that is unique to a particular business; high-quality, innovative and expressive designs are encouraged.	Yes
SA 1-2 Offer a clear, simple message; the number of lettering styles should be limited, and the use of identifiable symbols and logos is encouraged.	Yes
SA 1-3 Construct signs with durable materials; internally illuminated cabinet signs, as well as paper and cloth signs are discouraged.	Yes
SA 1-4 Encourage pedestrian-scaled signs that are easily and comfortably read by passers-by on foot; for instance, projecting blade signs are especially appropriate along pedestrian-oriented streets and outdoor passages.	Yes
Design Principle 2: Encourage signs that fit comfortably with their sites, buildings and surroundings, and that are designed to minimize impacts on adjacent sensitive uses.	
SA 2-1 Require signs that are in balance and scaled to the building, site and surrounding area; avoid repetitive signage on the same building frontage.	Yes
SA 2-2 Conceive of signs as an integral part of the building façade; tenant identification signs should fit comfortably into storefront architecture and should not obscure architectural features.	Yes
Residential Neighborhood Identity	
Design Principle 1: Integrate residential developments with their built and natural surroundings; in particular, encourage a strong relationship between dwellings and the street.	
RI 1-4 Site residential buildings to create a sense of continuity along the street; proportions, patterns, and materials should also relate to the surrounding area.	Yes
Design Principle 2: Establish direct links between residential developments and important destinations, including transit stops, local shopping, parks and public facilities.	Yes
RI 2-2 Provide interconnected paths and continuous sidewalks throughout residential neighborhoods; at a minimum, sidewalks should be coincident with the street system and are encouraged along both sides of the street.	Yes
Residential Site Planning	
Design Principle 1: Reduce the visual impact of residential parking facilities, and encourage developments that offer greenery and shade the site with mature canopy trees.	

General Plan Element	Complies With General Plan Goal Or Policy
RSP 1-1 Locate parking facilities to reduce their visibility from the street; for instance, lace parking below or interior to the block of a multi-family residential development, or setback the garage from the front elevation of a single-family residential dwelling.	Yes
RSP 1-2 Minimize the amount of lot frontage devoted to vehicular access and drives, and locate points of vehicular access so as to not dominate street elevations; access should be taken off of an alley, where feasible.	Yes
Design Principle 2: Provide functional outdoor space in conjunction with residential development, including private outdoor spaces, as well as communal gathering areas, recreational facilities, and outdoor amenities.	
RSP 2-2 Site communal open space so that it is centrally located and functional in size; in general, a large contiguous space is preferable to a series of small isolated spaces.	Yes
RSP 2-3 Include mature canopy trees, attractive plantings and outdoor furnishings with communal outdoor space; these spaces should afford residents comfortable interaction.	Yes
Residential Building Design	
Design Principle 1: Encourage the design of visually appealing residential dwellings that feature varied facades with pleasing compositions.	
RBD 1-1 Vary residential building plans and facades to add interest, reduce monotony, and create identity from building to building; for instance, facades should be differentiated from one dwelling to another within low-density residential developments.	Yes
RBD 1-2 Modulate the plane of exterior walls in height, depth, and direction to create visual interest; roof form and height should complement the building's mass and articulation.	Yes
RBD 1-3 Create a simple and pleasing composition that uses a common vocabulary of forms, architectural elements, and materials; collectively, dwellings should contribute to an attractive street scene.	Yes
Design Principle 2: Communicate the residential function of a building with an emphasis on domestic details and intimate scale.	
RBD 2-3 Emphasize high-quality design and construction; design elements and detailing should be continued around the entire structure.	Yes

F. BREA CORE PLAN: 2017

The City began a collaborative effort in 2017 with the community to prepare a long-range plan for the heart of the City, which will focus on the commercial and industrial zoned properties in and around the Core area. The Core area is generally bounded by SR-57 on the east, Lambert Road on the north, Imperial Highway on the south, and Mercury Lane on the east. The project site is within the Core Plan area. (shown on exhibit to right with asterisk *)



Through the City's previous Brea Envisions effort, the community identified a desire to balance growth and change with the need to maintain the "small-town" feel of community life. This planning process continues the community-led effort to identify what to preserve, change, or improve in the Core area.

This planning process continues the community-led effort to identify what to preserve, change, or improve in the Core area to address the following:

- The regional economy has changed over time—how people shop, where they want to live and work, and the community lifestyle they want. The Brea Core planning process will look at opportunities for new land uses that will make the area economically stronger and more desirable to live, work, shop, and play.
- The Brea Envisions process has led to a series of strategic initiatives to be explored in more detail throughout the City. The Brea Core Plan process will be the first effort to define how Brea Envisions is implemented in a key area of the City.
- The Brea General Plan Housing Element identified opportunity sites for workforce housing in the Core area that need to be evaluated and defined.
- The City needs a current, comprehensive plan for the Core area to guide future investment, development, and public improvements. The planning process will take a proactive approach to current and future development proposals.

F.1 THE MERCURY MASTER PLAN: 2019

The project site is located within the Brea Core Plan area and on the Mercury Lane corridor, which has been identified as a location for affordable housing sites, specifically mixed use/high density opportunity sites, per Housing Element Program 9.

The Mercury Master Plan will provide 114 affordable workforce housing units on the 1.01-acre site.

G. BREA CORE PLANNING | SITE SPECIFIC ANALYSIS: 2017

CallisonRTKL prepared site specific analysis for two opportunity sites within the western portion of the Brea Core Plan area.

Site I is The Mercury Master Plan property.

Site II is on the west side of Berry Street with portions of the property extending south to Imperial Highway.

OPPORTUNITIES AND CONSTRAINTS

Using the following goals and objectives identified by the property owner, an Opportunities and Constraints Diagram was prepared (see left):

1. Focus on affordable product
2. Attract creatives and young entrepreneurs
3. Site I – micro units, amenities for singles
4. Site II – 65% One Bedrooms, 35% Two Bedrooms for families
5. Amenities include basketball, volleyball, playground, climbing wall
6. Ultra-convenience: laundromat, Amazon drop-off, day care, café, etc.
7. Connects streets through site: Imperial Highway, Berry Street, Mariner Street
8. Event programming that creates a community: farmers market, movies, etc.
9. Natural extension of Brea Downtown

Capitalizing on the Opportunities and Constraints Diagram, the Urban Design Diagram considers six potential ideas for the two sites:

1. River Trail
2. Vertical Park
3. Art Wall
4. Mercury Walk
5. Creative Housing
6. Community Garden

G.1 THE MERCURY MASTER PLAN: 2019

The Mercury Master Plan area is Opportunity Site 1. The opportunities and constraints, urban design, site specific development concepts, and architectural concepts informed the development plan and site design of The Mercury.

H. GENERAL PLAN AND ZONING DESIGNATION

The current General Plan and zoning designations for the Master Plan area are Light Industrial and Commercial-Industrial (C-M), respectively.

H.1 THE MERCURY MASTER PLAN: 2019

To appropriately mobilize the vision established in this Master Plan, the area will need to be rezoned to Planned Community (PC). This Master Plan adheres to City regulations governing master plans. The City's General Plan and Zoning Code (Brea City Code Title 20) govern development in Brea. Master Plans are allowed in the Zoning Code.

IV. AFFORDABLE WORKFORCE HOUSING

A. WHAT IS WORKFORCE HOUSING?

According to the Urban Land Institute (ULI), Workforce Housing is defined as housing affordable to households earning between 60 and 120 percent of the area median income (AMI). Workforce housing targets middle-income workers, which includes professions, such as but not limited to, police officers, firefighters, teachers, health care workers, or retail clerks.

America's multi-family housing stock for "lower- and middle-income renters"— those who earn up to the area median income (AMI)—is slowly but surely disappearing. The often overlooked apartment properties that provide decent, affordable homes for millions of workers, senior citizens, and young children in households with modest incomes exist in all parts of the country. These "workforce and affordable" properties are an essential element of our national infrastructure and the fabric of our local communities. They will not likely be replaced in nearly the numbers that are needed, absent unforeseen policy interventions. [1]

B. THE COST OF NOT PROVIDING HOUSING

The following information from the Southern California Association of Governments (SCAG), Mission Impossible? Meeting California's Housing Challenge, October 2016 provides context relative to households that spend more than 30% of their income on housing, and the economic considerations for both individual and employers.

OVERPAYING HOUSEHOLDS

A conventional indicator of housing affordability is the percent of household income spent on housing. Housing expenditures that exceed 30% of household income have historically been viewed as an indicator of a housing affordability problem, both for rental and owner-occupied housing.[2] Households that spend more than 30% of their income on housing are considered "overpaying" and will have less income to spend on both essential needs, such as food and transportation, and discretionary purchases.

Out of 5.9 million renter households, the State of California has over 3.1 million renter households who spend over 30% of their income on housing. In the SCAG region, over 1.6 million out of 2.8 million renter households fall into this category. This means that over 54% of the renters in the state and 57% of renters in the SCAG region overpay for housing. In 1990, less than half of renter households both statewide and in the SCAG region were paying more than 30% of their income toward housing costs.

[1] Stockton Williams, *Preserving Multifamily Workforce and Affordable Housing: New Approaches for Investing in a Vital National Asset*, Urban Land Institute, 2015; Page 1.

[2] US Census Bureau. *Who Can Afford To Live in a Home?:A Look at Data from the 2006 American Community Survey*. By Mary Schwartz and Ellen Wilson. US Census Bureau, n.d. < https://www.census.gov/housing/census/publications/who-can-afford.pdf >. 10 Aug. 2016.

ECONOMIC CONSEQUENCES FOR INDIVIDUALS

From an economic perspective, more income spent on housing means less money to spend on necessities such as food and transportation, and less money to spend on discretionary purchases that can stimulate a consumer-based (local) economy.

ECONOMIC CONSEQUENCES FOR EMPLOYERS

High housing costs also impact wider economic growth and are increasingly becoming a factor in decision making for employers. In recent years, a number of large employers have left or relocated their headquarters outside of California.

C. CURRENT CONDITIONS IN BREA

On the following pages are a series of graphics highlighting:

- Incomes and Rental Housing Costs in Brea
- The Need for Affordable Rental Housing in Brea
- Housing Cost Burden in Brea
- Hourly Wage Necessary to Pay Monthly Rent
- The True Cost of Car Commuting to Work
- How Much Time & Money Brea Residents Spend Commuting to Work
- What If One Resident Eliminated Commuting By Car?

Incomes and Rental Housing Costs in Brea

Workers' Earnings

Earnings in Past 12 Months for Workers 16 Years and Over	2017 ACS Estimate
$1 to $9,999	10.3%
$10,000 to $14,999	6.8%
$15,000 to $24,999	9.5%
$25,000 to $34,999	8.9%
$35,000 to $49,999	13.8%
$50,000 to $64,999	13.8%
$65,000 to $74,999	6.4%
$75,000 or more	30.6%

Housing Tenure

Housing Tenure	2017 ACS Estimate
Owner-occupied housing units	62.6%
Renter-occupied housing units	37.4%

General Rule:
Spend no more than 30% of your monthly gross income on housing. For renters the 30% includes utilities.

Housing Costs Per Month

State Income Categories & Monthly Housing Expense

State Income Categories & Monthly Income Expense Notes:

- AMI = Average Median Income
- The AMI is based upon a 4-person household with a median income of $92,700.
- The same family size adjustments (% of Base) apply to all income limits, except extremely low-income limits, which are set at the poverty income threshold.
- Monthly Housing Expense: 30% of Income (Rent or Own)

STATE INCOME CATEGORIES AND MONTHLY HOUSING EXPENSE

		2018 Orange County Income Limits (Annual)			
Income Category	% County Area Median Income (AMI)	1 Person Household (70% of Base)	2 Person Household (80% of Base)	3 Person Household (90% of Base)	4 Person Household (Base)
Extremely Low	0-30% AMI	$23,000.00	$26,250.00	$29,550.00	$32,800.00
Monthly Housing Expense		$575.00	$656.30	$738.80	$820.00
Very Low	0-50% AMI	$38,300.00	$43,750.00	$49,200.00	$54,650.00
Monthly Housing Expense		$957.50	$1,093.75	$1,230.00	$1,366.25
Low	**51-80% AMI**	**$61,250.00**	**$70,000.00**	**$78,750.00**	**$87,450.00**
Monthly Housing Expense		$1,531.25	$1,750.00	$1,968.75	$2,186.25
Moderate	**81-120% AMI**	**$64,900.00**	**$74,150.00**	**$83,450.00**	**$92,700.00**
Monthly Housing Expense		$1,622.50	$1,853.75	$2,086.25	$2,317.50
Above Moderate	120%+ AMI	$77,900.00	$89,000.00	$100,150.00	$111,250.00
Monthly Housing Expense		$1,947.50	$2,225.00	$2,503.75	$2,781.25

Source: California Department of Housing and Community Development, 2018 Income Limits

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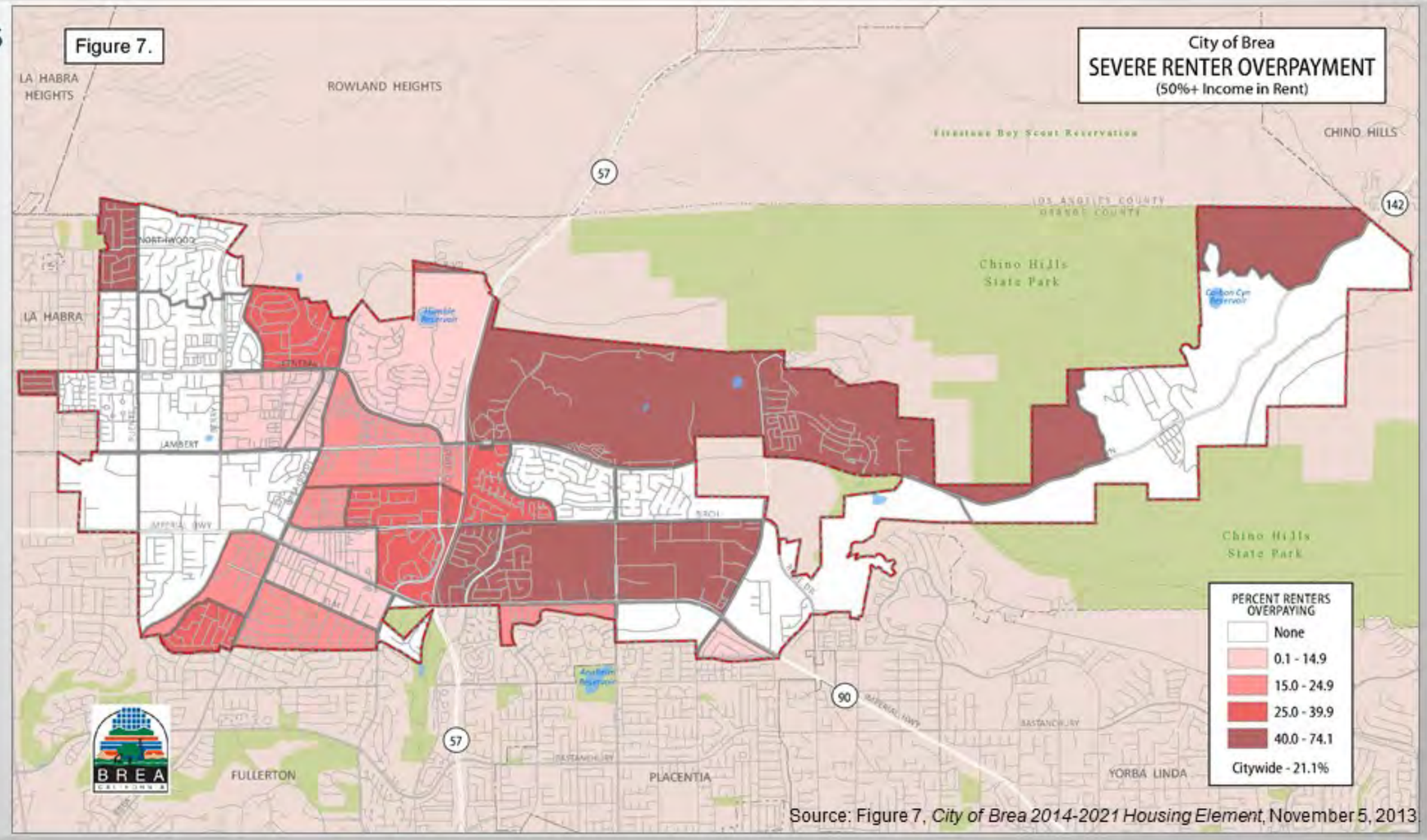
The Need for Affordable Rental Housing in Brea

Many Brea residents spend 50% or more of their monthly income on rental housing costs.



Source: Figure 7, *City of Brea 2014-2021 Housing Element*, November 5, 2013.

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Housing Cost Burden in Brea

- 2,400+ households spend 30% or more of their income on rent.
- Of these households, 1,200+ spend 50% or more of the income on rent.

Housing Cost Burden Overview[1]	Owner	Renter	Total
Cost Burden <=30%	6,150	2,950	9,100
Cost Burden >30% to <=50%	1,555	**1,220**	2,775
Cost Burden >50%	990	**1,215**	2,205
Cost Burden Not Available	60	110	170
Total	8,760	5,490	14,250

Source: U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) data, 2011-2015, released June 24, 2018.

Notes:
1. Cost burden is the ratio of housing costs to household income. For renters, housing cost is gross rent (contract rent plus utilities). For owners, housing cost is "select monthly owner costs," which includes mortgage payment, utilities, association fees, insurance, and real estate taxes.

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Hourly Wage Necessary to Pay Monthly Rent

REGION/ STATE/ METROPOLITAN AREA/ CITY	FISCAL YEAR 2019 HOUSING WAGE		HOUSING COSTS		AREA MEDIAN INCOME (AMI)			
	Hourly Wage Necessary to Afford 2 BR[1] FMR[2]	2 BR FMR	Annual Income Needed to Afford 2 BR FMR	Full-Time Jobs at State Minimum Wage to Afford 2 BR FMR[3]	Annual AMI[4]	Monthly Rent Affordable at AMI[5]	30% of AMI	Monthly Rent Affordable at AMI
United States	$22.96	$1,194	$47,754	3.2	$77,136	$1,928	$23,141	$579
California	$34.69	$1,804	$72,165	2.9	$85,605	$2,140	$25,682	$642
California/Santa Ana – Anaheim – Irvine HMFA[6,7]	**$39.17**	**$2,037**	**$81,480**	**3.3**	**$97,900**	**$2,448**	**$29,370**	**$734**
California - Brea	**$43.46**		**$90,397**					

Source: National Low Income Housing Coalition, Out of Reach, 2019.

Notes:
1. BR = Bedroom
2. FMR = Fiscal Year 2019 Fair Market Rate
3. This calculation uses the higher of the state or federal minimum wage. The 2019 California minimum wage is $12.00 per hour.
4. AMI = Fiscal Year 2019 Area Median Income
5. "Affordable" rents represent the generally acceptable standard of spending not more than 30% of gross income on gross housing costs.
6. HMFA = HUD (Housing and Urban Development) Metro Fair Market (rent)
7. Brea is located within the Santa Ana – Anaheim – Irvine HMFA.

Within Brea, a resident needs to earn an hourly wage of $43.46 to afford a 2-bedroom fair market rate unit.

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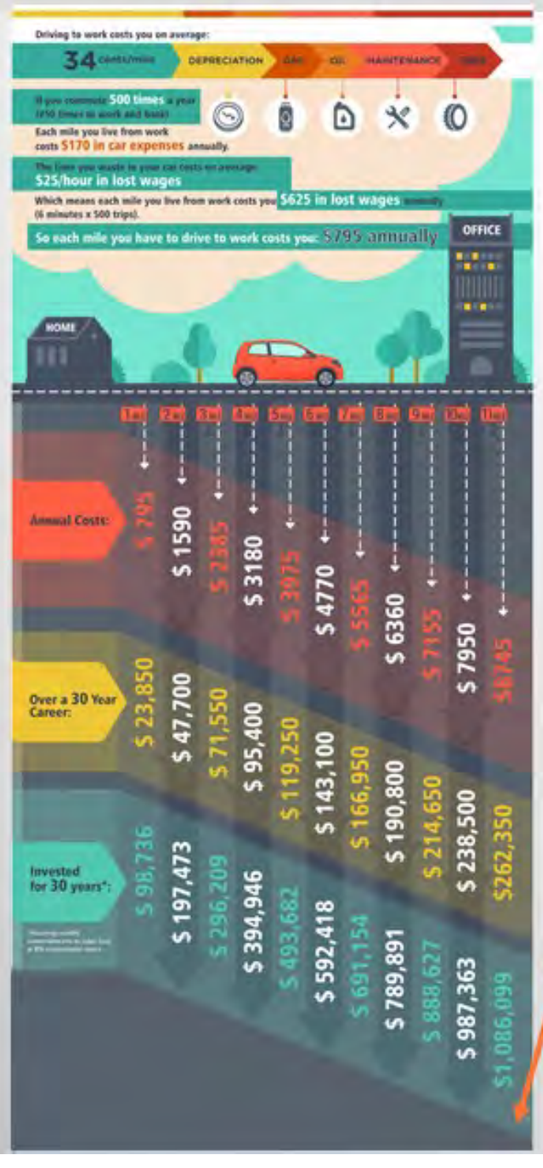
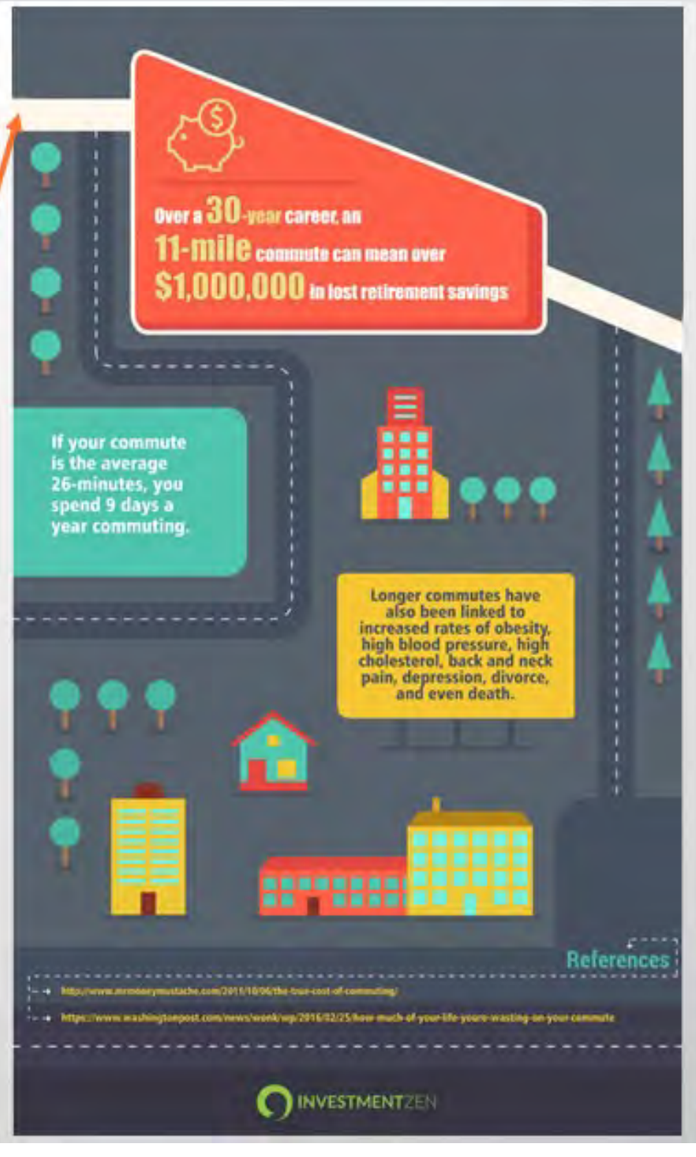
The True Cost of Car Commuting to Work





Source: Investzen
http://www.investmentzen.com/news/the-true-cost-of-car-commuting-to-work-hint-its-a-lot-more-than-you-think/

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How Much Time & Money Brea Residents Spend Commuting to Work

Travel Time to Work	2017 ACS Estimate
Less than 10 minutes	0.0%
10 to 14 minutes	0.0%
15 to 19 minutes	3.3%
20 to 24 minutes	0.0%
25 to 29 minutes	0.0%
30 to 34 minutes	4.9%
35 to 44 minutes	3.8%
45 to 59 minutes	12.2%
60 or more minutes	75.9%

The average commute costs $0.34 per mile, which includes depreciation, gas, oil, maintenance and tires. If you commute for 250 days a year, that amounts to **$170 spent annually for every roundtrip mile** of your commute.

Daily Miles	Annual Car Expenses
20 One-Way = 40 Roundtrip	$3,400
30 On-Way = 60 Roundtrip	$5,100
40 One-Way = 80 Roundtrip	$6,800
50 One-Way = 100 Roundtrip	$8,500

Commute Times

Place of Work

Place of Work	2017 ACS Estimate
Worked in state of residence	100.0%
Worked in county of residence	36.3%
Worked outside county of residence	63.7%
Worked outside state of residence	0.0%

Commute Costs Per Mile

Lost Wages

The average car commute costs $25/hour in lost wages. For a mile-long trip covered in 6 minutes, that amounts to **$625 in lost wages annually**. When added to the costs per mile, the total is $795 per year per roundtrip mile.

Annual Commute Costs

ACS = United States Census Bureau, American Community Survey

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What If One Resident Eliminated Commuting By Car?

Previous Car Commute Miles

- 20 Miles One Way
- 40 Miles Roundtrip
- 200 Workdays
- **8,000 Less Vehicle Miles Travelled Per Year**

Walk/Bicycle Commute Miles

- 1 Mile Walk
- 5 Miles Bicycle

Commute Savings

- **Savings of $3,400** in Annual Car Expenses for Resident's Use

Time Gained Per Day

- +1 Hour Per Day
- 200 Workdays
- **+200 Hours Per Year**

Time & Money Resident Outcomes

- **- 8,000 Vehicle Miles Travelled Per Year**
- **+ $3,400 in Car Expense Savings**
- **+ 200 Hours Per Year**

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D. WHY DOES BREA NEED WORKFORCE HOUSING?

When a community offers a diversity of housing products that meet the needs of its essential employees, there are many positive impacts for the community and its residents, including reduced vehicle miles travelled and healthier individuals and families.

E. WORKFORCE HOUSING IS ECONOMIC DEVELOPMENT

Research illustrates that ***"the development of affordable housing increases spending and employment in the surrounding economy, acts as an important source of revenue for local governments, and reduces the likelihood of foreclosure and its associated costs. Without a sufficient supply of affordable housing, employers — and entire regional economies — can be at a competitive disadvantage because of their subsequent difficulty attracting and retaining workers."***[3]

The ability to attract employees is a key element of a thriving economy; one element to achieving this is meeting the housing needs of employees at varying pay scales. It is important for a community to utilize a variety of methods to achieve an adequate housing supply to meet the demand as the local workforce grows. This page intentionally left blank.

[3] Center for Housing Policy, "The Role of Affordable Housing in Creating Jobs and Stimulating Local Economic Development: A Review of the Literature," January 2011, Page 1.

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V. DEVELOPMENT PLAN

A. VISION STATEMENT

THE MERCURY MASTER PLAN WILL PROVIDE AFFORDABLE RENTAL WORKFORCE HOUSING SO THAT RESIDENTS CAN LIVE, WORK, AND THRIVE IN BREA.

The Mercury Master Plan enhances the vitality of Downtown Brea with a creative and much needed housing type – **affordable workforce housing** – giving residents a real possibility to **Live – Work – Play – Brea**.

The vision statement above is predicated on the belief that **if you work in Brea, you should be able to live in Brea.** The Mercury adds 114 workforce residential units to the existing mix of residential, shopping, dining, entertainment, office, and other amenities within Downtown Brea.

The Mercury is uniquely located to provide residential opportunities – more importantly affordable residential opportunities – to those that currently work in Brea, but cannot afford to reside in the City.

Historic "Welcome to Brea" sign on the northwest corner of Birch Street and Brea Boulevard once hung over Brea Boulevard. Photo Credit: Morse Planning Group, 2019

B. PROJECT OBJECTIVES

The Mercury Master Plan's purpose is to create a residential development that will serve Brea and north Orange County communities. The project's location and proposed residential use provides infill housing in a location where public services and utilities are readily available and other amenities and public transit are within walking distance. Additionally, the project offers housing opportunities that are not available in the current market in the City.

The Master Plan objectives are to:

- Increase Brea's housing stock with the provision of workforce housing.
- Provide affordable housing near employment and retail centers.
- Comply with Brea's Affordable Housing Program by providing 10 percent of units for low- and moderate-income levels.
- Develop the Master Plan site with affordable housing in a location where amenities are readily available to residents.
- Provide attractive housing that offers a suite of amenities for residents.
- Provide on-site bicycle parking.
- Provide access to regional and community trail connections for project residents.
- Upgrade the existing physical conditions of the site to a more compatible urban form within the Brea Core Plan area and Downtown Brea.
- Enrich this portion of Brea by encouraging pedestrian activity, enhancing landscaping and streetscape, and providing visual interest along Berry Street and Mercury Lane.
- Use architecture and design elements to ensure high-quality design and aesthetics.
- Accommodate sustainable site and architectural design that implements the latest California Green Building and Green Energy Codes, implements the City's storm water management programs, and uses water conservation landscaping techniques consistent with the City's regulations.

This Master Plan will also help the City of Brea achieve its General Plan goals, including providing workforce housing and adequate infrastructure.

C. ARCHITECTURAL DESIGN

The building's name and design pays homage to Brea's past while appealing to its future. The Mercury draws inspiration from the community, the Mercury Dime and Art time period, and historical detailing found in Downtown Brea.

The Mercury dime (also known as the Winged Liberty Head dime) is a ten-cent coin struck by the United States Mint from late 1916 to 1945.It gained its common name as with the obverse depiction of a young Liberty, identifiable by her winged Phrygian cap. The coin's reverse depicts a fasces, symbolizing unity and strength, an olive branch, signifying peace, and E Pluribus Unum (out of many, one - the motto of the United States).

The Mercury's Art Deco architectural design reflects a streamlined style with simple, clean shapes and stylized details. The color palette includes classic hues of sand, taupe, green, silver, and gold. Exterior building materials will include plaster; a variety of metals for awnings, railings, balconies, roll up doors, grills and siding; vinyl windows, and wall mounted lighting fixtures. The building's signage reflects the Art Deco type style with all cap lettering. Prominent signage includes:

- MERCURY on the rooftop (Mercury Lane)
- THE MERCURY (west façade)
- THE MERCURY and Winged Liberty[1] (north façade)

Decorative features are provided in several prominent locations to enhance the building and reinforce the architectural style. A mural is proposed on the lower northeast corner of the building.[2] Decorative tiles will be installed on stair risers on the stairway on Berry Street leading to the third-level (Podium). This stairway will also include green walls on both sides, and a decorative metal entry gate at the top of the stairs for residents. Green walls will also be incorporated on the north façade (Mercury Lane) and on the west façade (Berry Street).

D. LAND USE PLAN

D.1 LAND USE PLAN

The permitted land use for the Master Plan area is multi-family residential. The Master Plan area will include a five-story/56-foot 6-inch high building with a courtyard on the 1.01-acre parcel. The 141,137 gross square foot podium building will include 114 apartment units, a parking structure, and resident amenities (refer to *Table V-1, Project Overview*). Vehicular access to the apartment building will be off Mercury Lane.

The multi-family residential development will result in Floor Area Ratio (FAR) of 2.06 and a lot coverage of 79.7 percent.

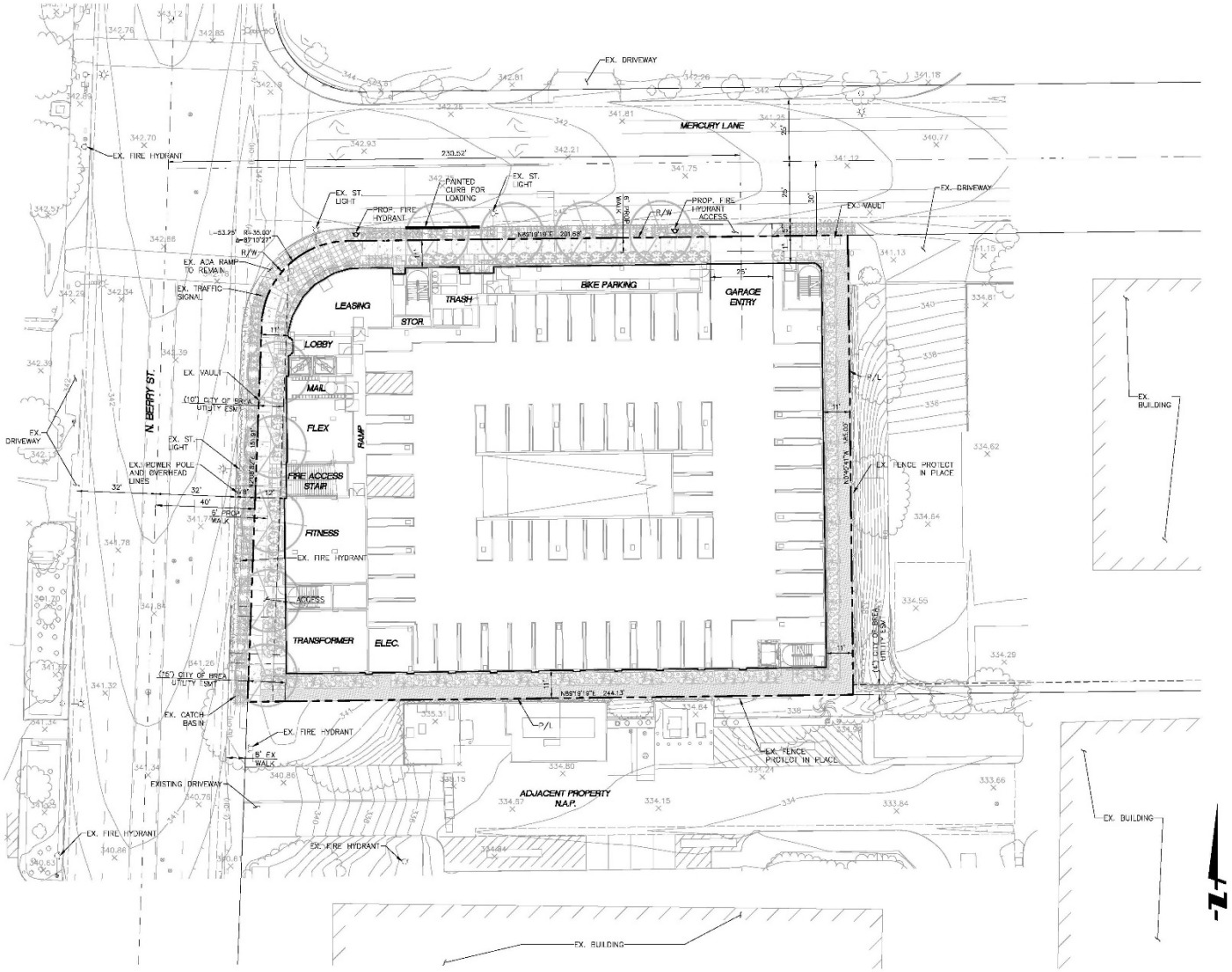
[1] The Winged Liberty is depicted on the observe of the Mercury dime. Art shown as artist interpretation; actual design may vary.
[2] The fasces and olive branch are depicted on the reverse of the Mercury dime. Art shown as artist interpretation; actual design may vary.

TABLE V-1 PROJECT OVERVIEW					
	Residential/ Stair/ Corridor	**Amenities**	**Storage/ Bike Parking**	**Common Open Space**	**Total**
Floor Area Provided (sf)	82,488 sf	5,083 sf	53,566 sf		141,137 sf
Residential Units (qty)	114 du				114 du
Open Space (sf)				10,815 sf	10,815 sf
Building Height – Top of Roof					56'6"
Building Height – Top of Structure/ Parapet / Architectural Features					68'
Floor Area Ratio					2.06
Lot Coverage					79.7%
Notes: sf = square feet; qty = quantity; du = dwelling unit; feet ('); inches (")					

Details of the project are illustrated on the following pages:

- *Exhibit V-1, Technical Site Plan*
- *Exhibit V-2A, Concept Elevations (North and West)*
- *Exhibit V-2B, Concept Elevations (South and East)*
- *Exhibit V-3A, Concept Perspective View*
- *Exhibit V-3B, Concept Perspective Views*
- *Exhibit V-3C, Concept Perspective Views*
- *Exhibit V-4, Site Plan – Level 1*
- *Exhibit V-5, Site Plan – Level 2*
- *Exhibit V-6, Site Plan – Level 3 (Courtyard)*
- *Exhibit V-7, Site Plan – Level 4*
- *Exhibit V-8, Site Plan – Level 5*
- *Exhibit V-9, Site Plan –Roof*

Exhibit V-1 Technical Site Plan



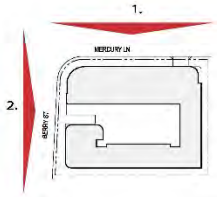
Source: Fuscoe Engineering (March 2019)

Exhibit V-2A Concept Elevations (North and West)

1. MERCURY (NORTH) ELEVATION

2. BERRY (WEST) ELEVATION

MATERIAL LEGEND
1. EXTERIOR PLASTER, SAND FINISH
2. EXTERIOR PLASTER OVER EPS ROOF CAP
3. EXTERIOR PLASTER OVER EPS FIN DETAIL
4. PAINTED METAL AWNING
5. ALUMNIUM JULIETTE BALCONY
6. PAINTED TUBE STEEL RAILING
7. VINYL WINDOWS
8. ALUMINUM STOREFRONT
9. EXTERIOR METAL ROLL UP DOOR
10. WALL MOUNTED LIGHTING FIXTURE
11. PAINTED METAL GRILL
12. EXTERIOR METAL SIDING, SHINGLE STYLE, CONCEALED FASTENER



KEYPLAN

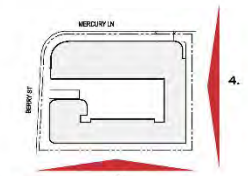
Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-2B Concept Elevations (South and East)

3. SOUTH ELEVATION

4. EAST ELEVATION

MATERIAL LEGEND
1. EXTERIOR PLASTER, SAND FINISH
2. EXTERIOR PLASTER OVER EPS ROOF CAP
3. EXTERIOR PLASTER OVER EPS FIN DETAIL
4. PAINTED METAL AWNING
5. ALUMNIUM JULIETTE BALCONY
6. PAINTED TUBE STEEL RAILING
7. VINYL WINDOWS
8. ALUMINUM STOREFRONT
9. EXTERIOR METAL ROLL UP DOOR
10. WALL MOUNTED LIGHTING FIXTURE
11. PAINTED METAL GRILL
12. EXTERIOR METAL SIDING, SHINGLE STYLE, CONCEALED FASTENER



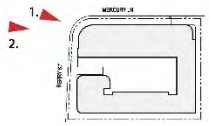
KEYPLAN

Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-3A Concept Perspective Views

1. CONCEPT VIEW TO CORNER OF BERRY AND MERCURY

2. CONCEPT AERIAL VIEW TO CORNER OF BERRY AND MERCURY, LOOKING EAST



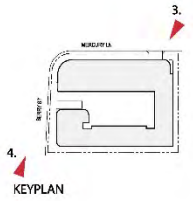
KEYPLAN

Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-3B Concept Perspective Views

3. CONCEPT VIEW TO MERCURY LANE ELEVATION, LOOKING SW

4. CONCEPT VIEW TO LOOKING N DOWN BERRY ST

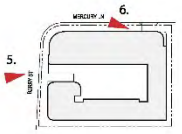


Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-3C Concept Perspective Views

5. GROUND LEVEL VIEW TO BERRY STREET LOBBY AND STAIR TO PODIUM

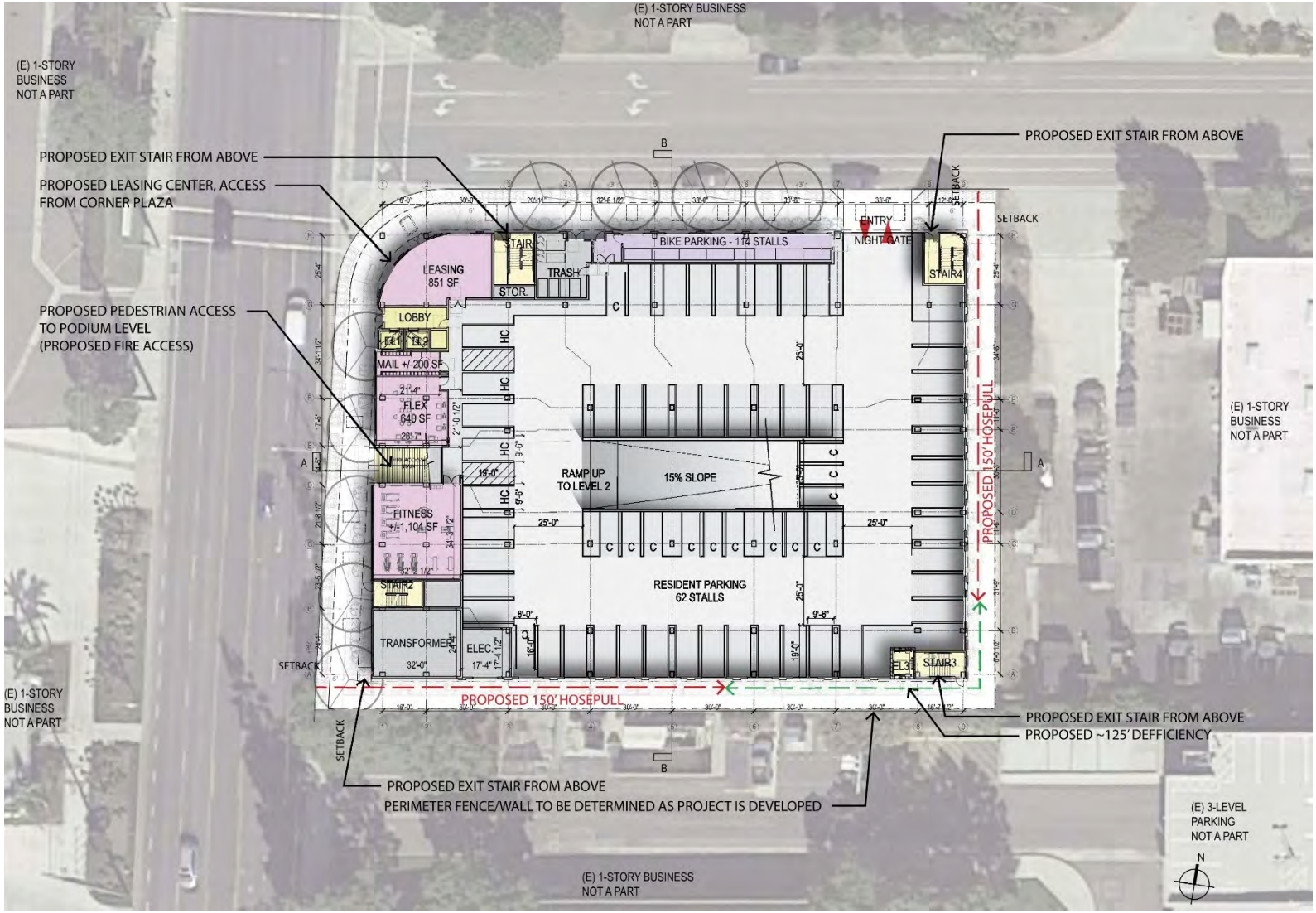
6. GROUND LEVEL VIEW TO LOOKING E DOWN MERCURY TO BIKE STORAGE



KEYPLAN

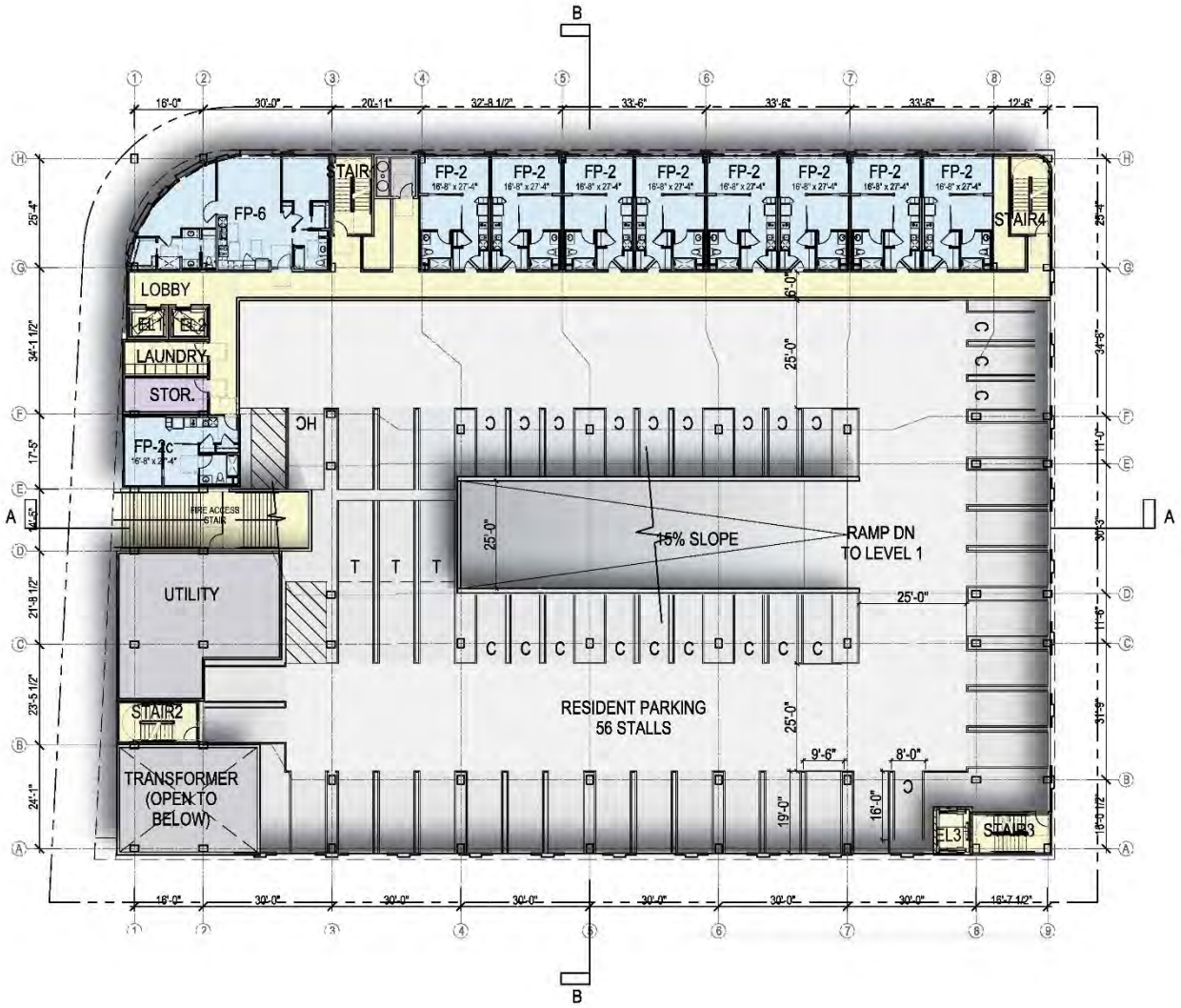
Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-4 Site Plan – Level 1



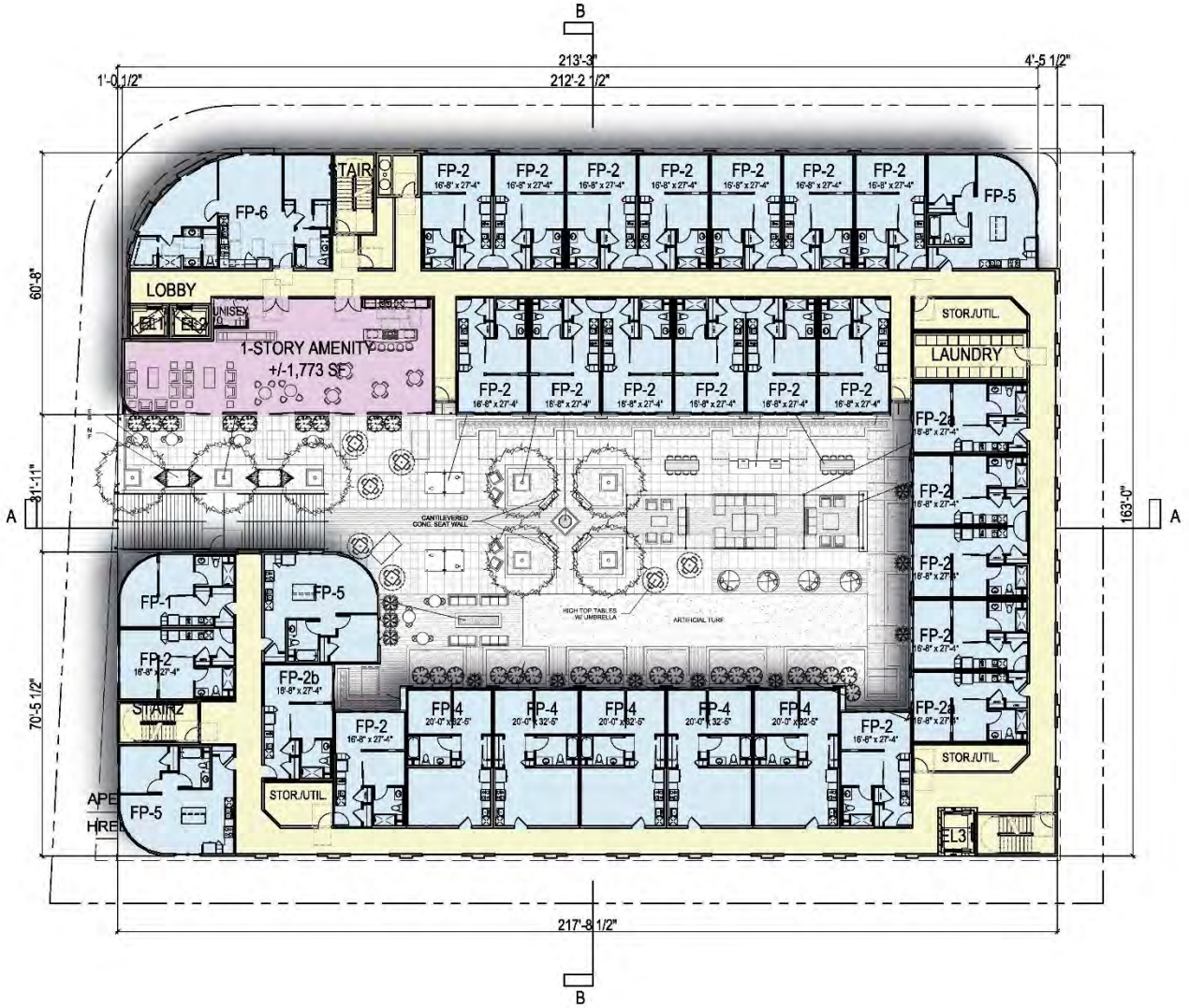
Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-5 Site Plan – Level 2



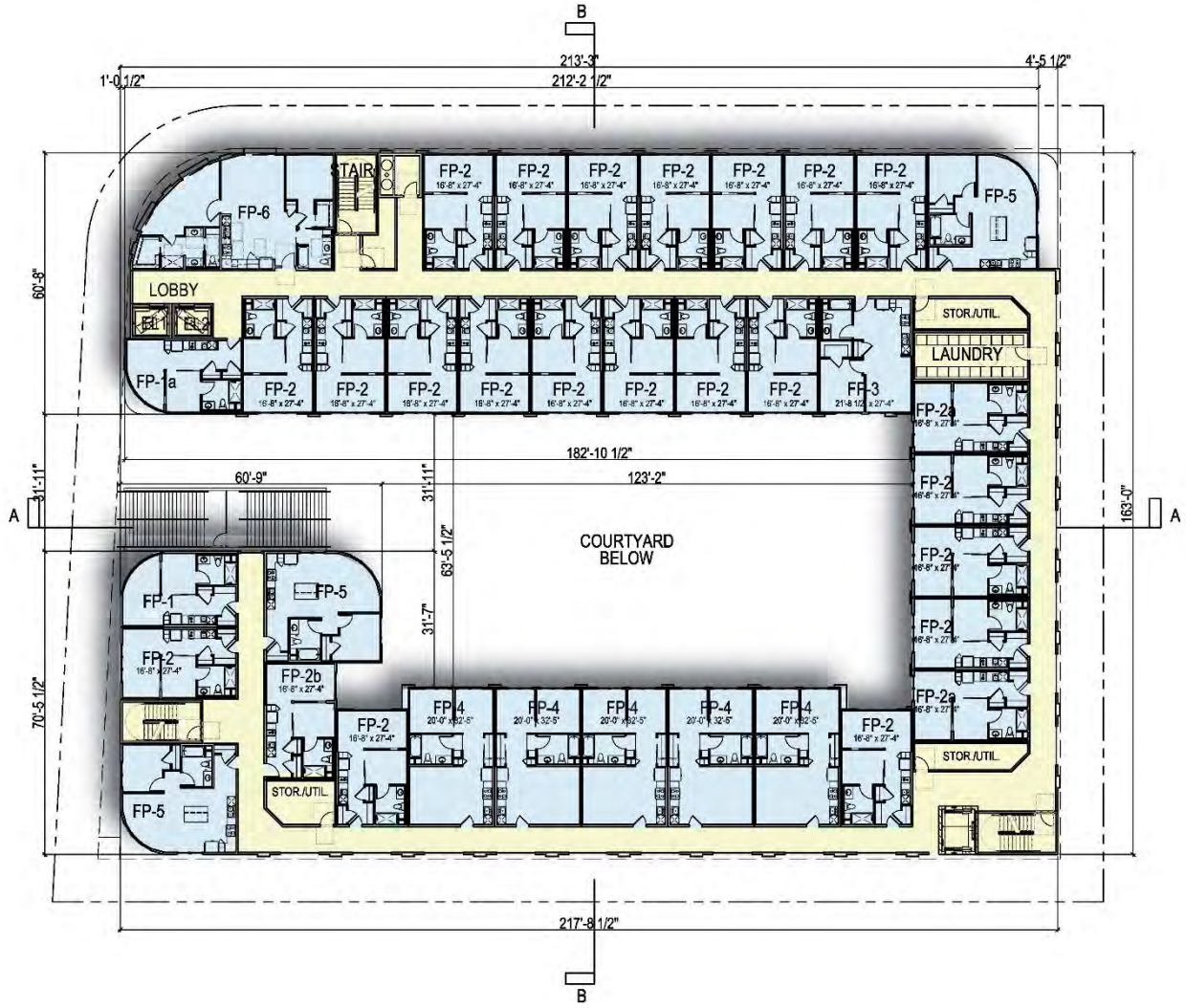
Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-6 Site Plan – Level 3 (Courtyard)



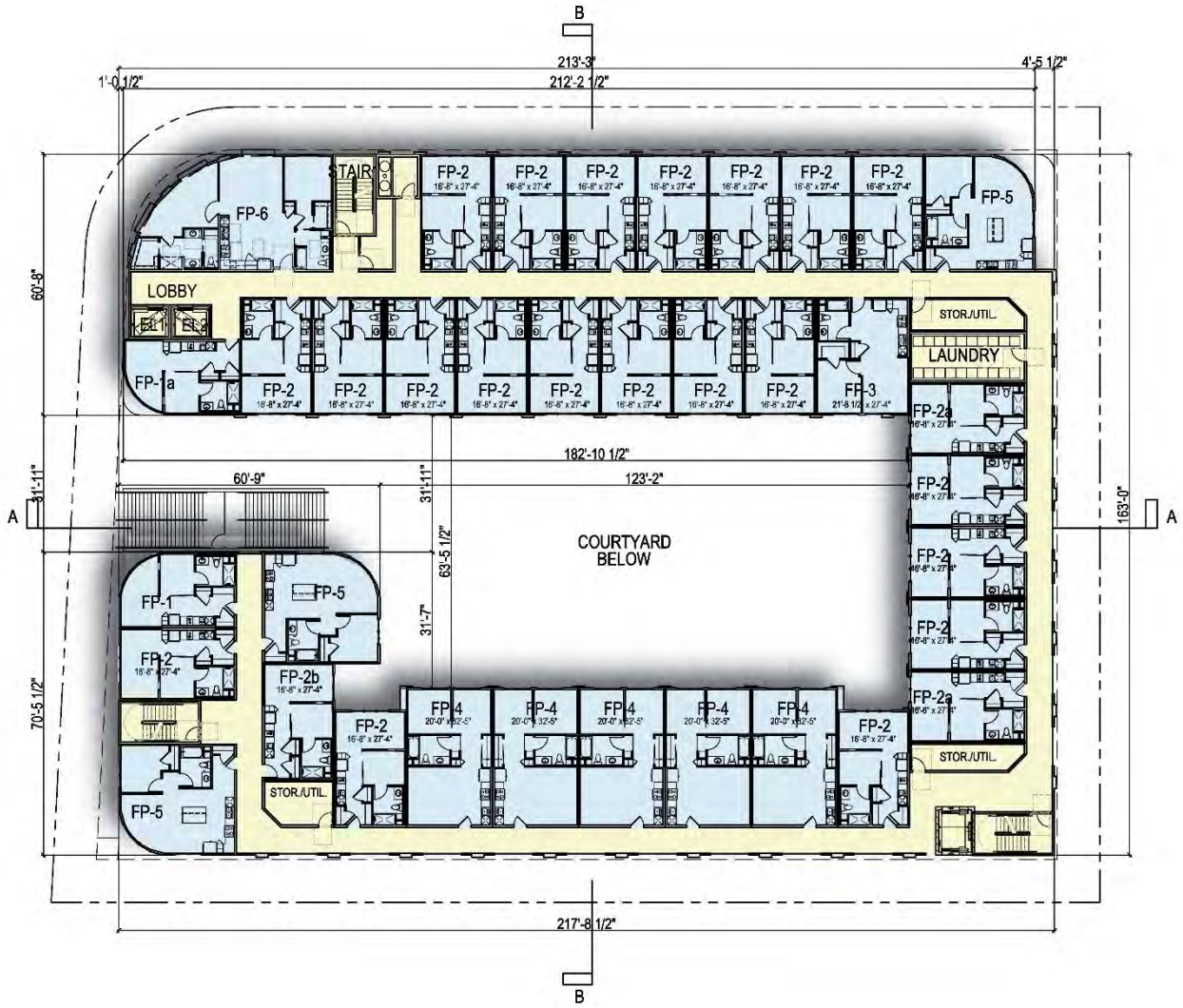
Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-7 Site Plan – Level 4



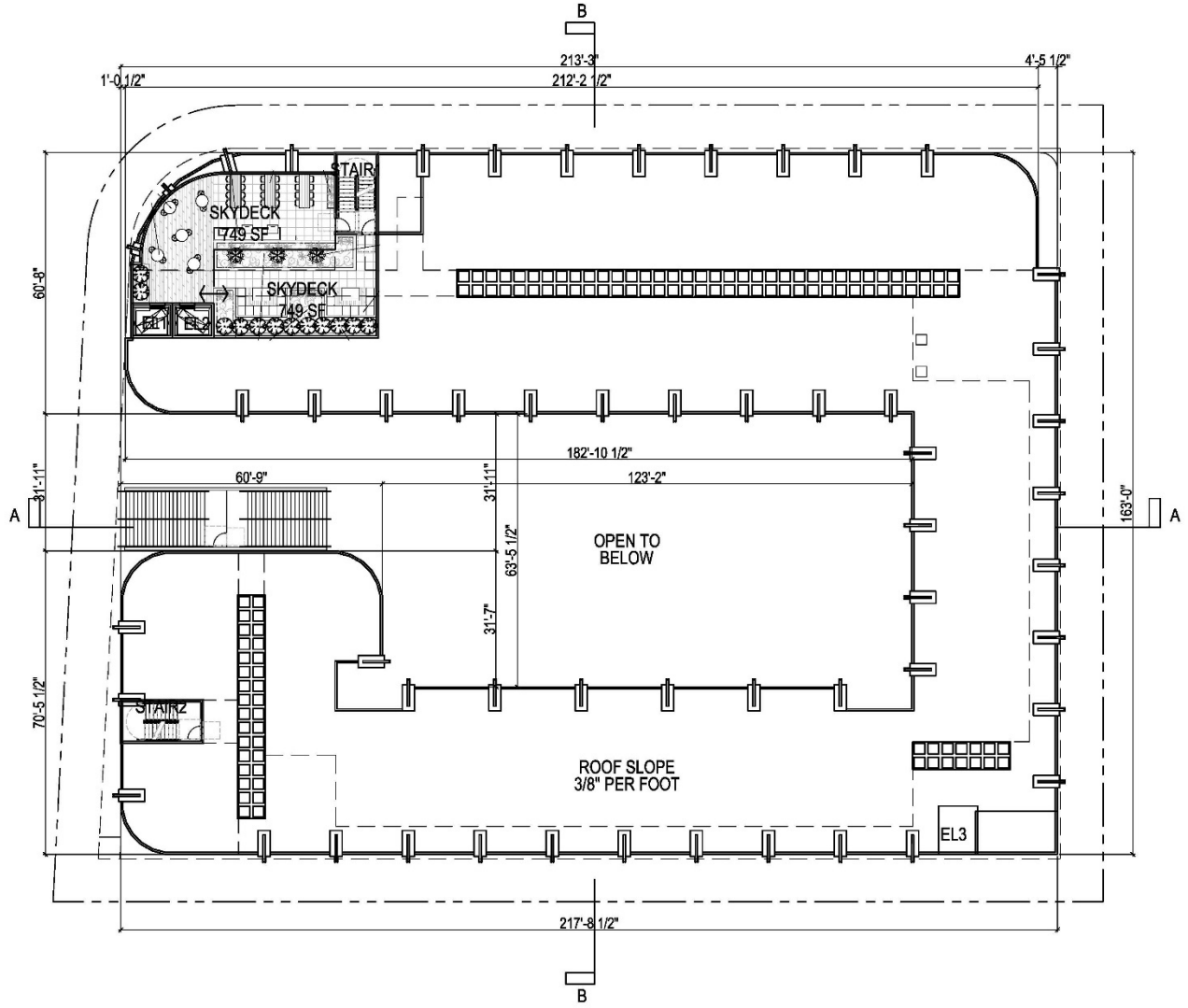
Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-8 Site Plan – Level 5



Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-9 Site Plan –Roof



Source: Humphreys and Partners Architects LP (November 2018)

D.2 RESIDENTIAL

The multi-family residential development will include studio, one bedroom, and two bedroom units. Studio units will range in size from 452 to 458 square feet, one bedroom units from 596 to 675 square feet, and two bedroom units will be 1,111 square feet. *Table V-2, Residential Unit Type*, details unit types, quantity, unit area, and unit mix percentage.

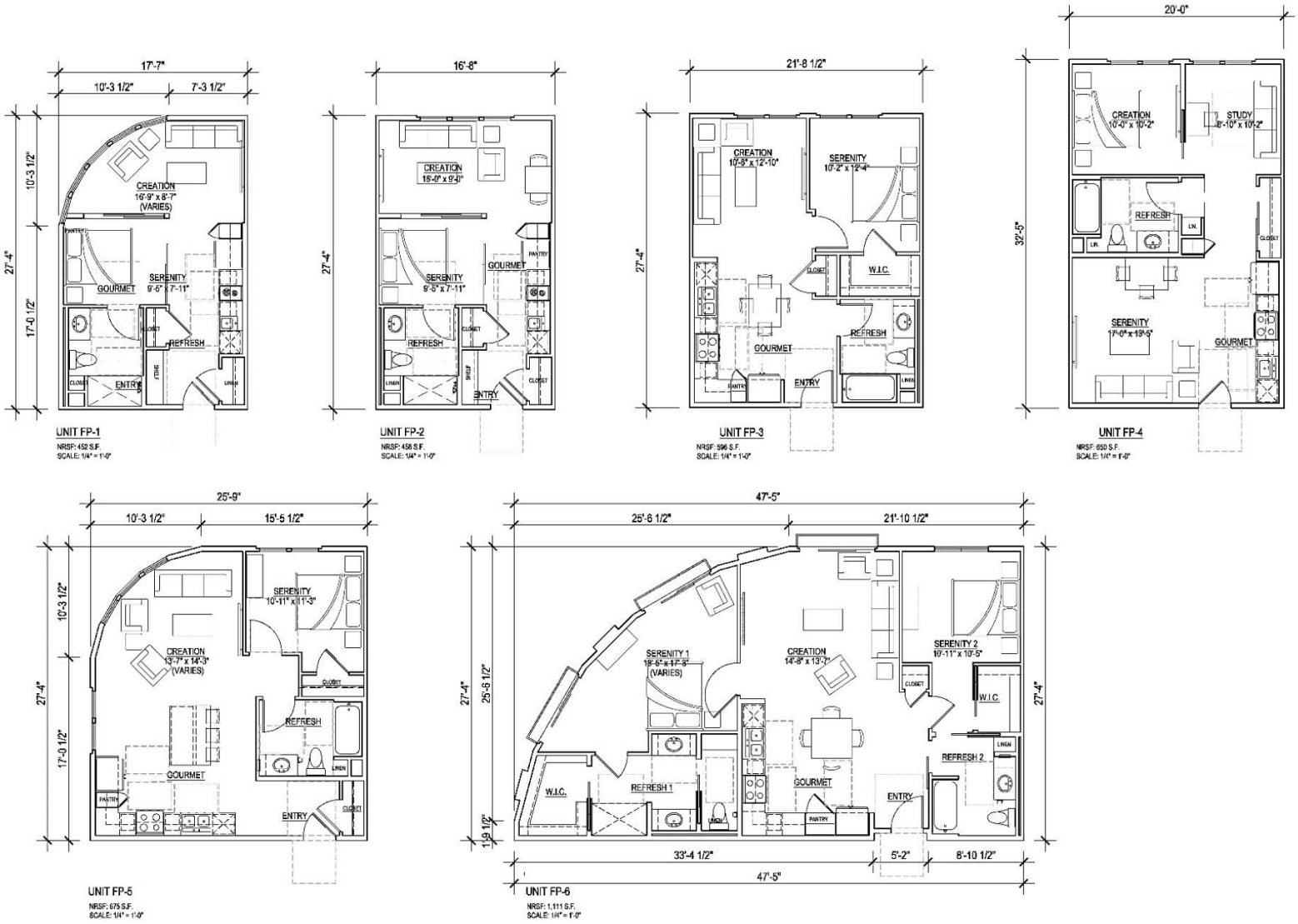
TABLE V-2
RESIDENTIAL UNIT TYPE

Unit Type	Number of Units	Unit Area (Net Square Feet)	Net Residential Square Feet[1]	Unit Mix
Studio				
FP-1	3	452	1,356	
FP-1a	2	452	904	
FP-2c	1	458	458	
FP-2	69	458	31,602	
FP-2a	6	458	2,748	
FP-2b	3	458	1,374	
Subtotal	***84***		***38,172***	***73.7%***
One Bedroom				
FP-3	2	596	1,192	
FP-4	15	651	9,785	
FP-5	89	675	6,075	
Subtotal	***26***		***17,032***	***22.8%***
Two Bedroom				
FP-6	4	1,111	4,444	
Subtotal	***4***		***4,444***	***3.5%***
TOTAL	**114**		**59,918**	**100.0%**

Notes:
1. Square footage taken to outside of walls and centerline (CL) of partition walls.
FP = Floor Plan

Exhibit V-10, Unit Floor Plans, illustrates the floor plans for the studio, one bedroom, and two bedroom units.

Exhibit V-10 Unit Floor Plans



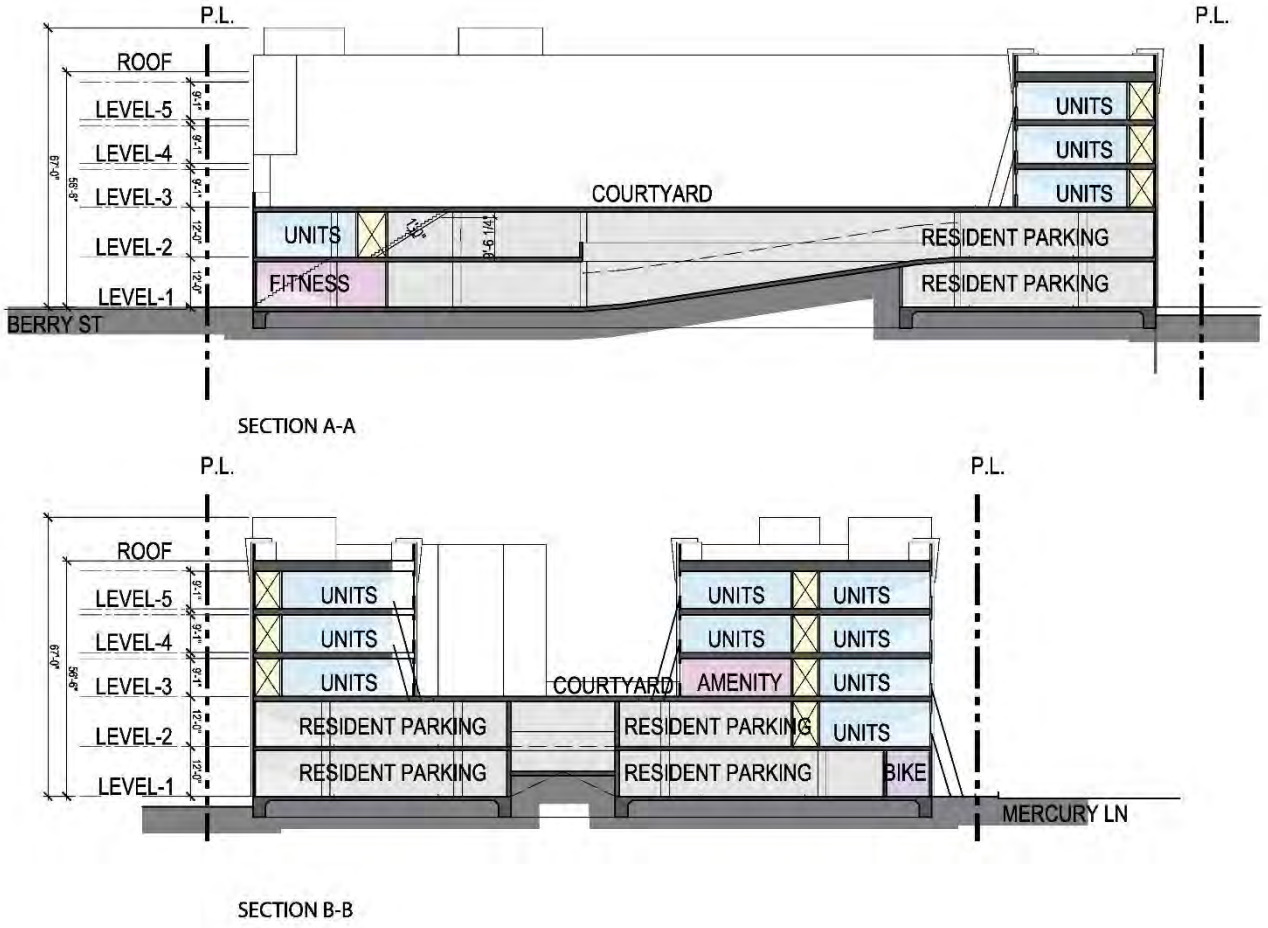
Source: Humphreys and Partners Architects LP (November 2018)

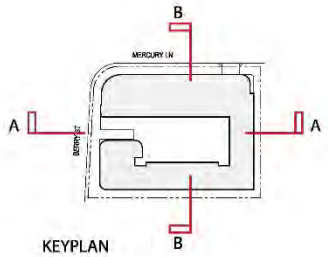
In addition to the apartment units, the building will include a lobby, leasing office, mail room, fitness room, laundry rooms, bicycle storage room, resident storage areas, a Courtyard (Level 3), and a Skydeck/Terrace (Roof), as shown in *Table V-3, Use By Level*, and *Exhibit V-11, Concept Sections*.

TABLE V-3
USE BY LEVEL

Building Level	Use		
1 (Street)	Resident Parking	Lobby Leasing Mail Room	Fitness Room Flex Room
2	Resident Parking	Lobby Residential Units	Bicycle Storage Room Laundry Room Resident Storage
3 (Courtyard)	Courtyard 1-Story Amenity	Lobby Residential Units	Laundry Room Resident Storage
4		Lobby Residential Units	Laundry Room Resident Storage
5		Lobby Residential Units	Laundry Room Resident Storage
Roof	Skydeck/Terrace		

Exhibit V-11 Concept Sections





Source: Humphreys and Partners Architects LP (November 2018)

D.3 PARKING

VEHICLES

A 118-space parking garage will service the development with at-grade access off Mercury Lane. The parking garage will include one level at street level (Level 1) and one above-grade (Level 2). Refer to T*able V-4, Parking Provided For Development*, and *Table V-5, Parking Spaces Provided By Use*.

All parking spaces will be assigned to tenants, with the tandem spaces designated for two-bedroom units. Incentives, monetary or otherwise, may be explored and offered to tenants without a car.

On-street guest parking will be available on Mercury Lane. In addition, guests can utilize Brea Downtown parking garages.

BICYCLES

The development will include 114 bicycle parking stalls on Level 1. The enclosed and secured room will be available only to residents and their guests.

TABLE V-4
PARKING PROVIDED FOR DEVELOPMENT

Type	Quantity
Vehicle Parking Stalls	
Level 1 (Street)	62
Level 2 (Above Grade)	56
Total	**118**
Bicycle Parking Stalls	
Level 1 (Street)	114
Total	**114**

TABLE V-5
PARKING SPACES PROVIDED BY USE

Use	Parking Spaces
Residential Unit	
Studio	84
One Bedroom	26
Two Bedroom	4
Guest Parking	0
Total	**118**

D.4 OPEN SPACE

The development will include common open space for the residents on Level 3 (Courtyard) and the Roof. No private open space will be provided. Refer to *Table V-6, Common Open Space*.

A total of 9,317 square feet will be provided on the Level 3 Courtyard and 1,498 square feet on Roof for a total of 10,815 square feet. Refer to Landscape section below for details about hardscape features/amenities to be installed within the Courtyard.

TABLE V-6
COMMON OPEN SPACE

Courtyard (Level 3)	9,317 sf
Skydeck/Terrace (Roof)	1,498 sf
Total	**10,815 sf**

Notes:
sf = square feet

D.5 LANDSCAPE

A landscape plan has been prepared for the Master Plan area, and provides landscaping on Level 1 (Street), Level 3 (Courtyard), and the Roof; refer to *Exhibit V-12* through *Exhibit V-14*. In total, the project provides 6,386.5 square feet of landscaped area.

The landscape plan provides approximately 4,410.4 square feet of landscaped area along Berry Street and Mercury Lane, 1,572.5 square feet on Level 3 (Courtyard), and 403.6 square feet on the Roof.

The property and/or building owner will be responsible to maintain the public and private landscaping/common areas.

LEVEL 1 (STREET)

A 5-foot landscape area with shrub and ground cover massing will be installed along the eastern and southern boundaries. Adjacent to these landscape areas is a minimum 5-foot sidewalk for fire access.

Along Berry Street and Mercury Lane a minimum 5-foot sidewalk will be provided. A minimum 10-foot landscape area will be provided between the sidewalk and the building along Berry Street and Mercury Lane.

Within the landscape area, street trees, shrub and ground cover massing, and ornamental grass massing will be installed.

GREEN WALLS

Green walls will be provided on both sides of the Berry Street stairway that leads to the third level (Podium). They will also be provided on the building façade along Berry Street and Mercury Lane.

HARDSCAPE

Hardscape improvements include:

- Two-tone concrete pavers at Berry Street/Mercury Lane corner
- Two-tone concrete pavers at Stairwell Entrance (Berry Street)
- Two-tone concrete pavers at Fitness Center Entrance (Berry Street)
- Benches, including for Rideshare

The proposed location for a Rideshare bench is on South Berry Street north of the building entrance and lobby.

LEVEL 3 (COURTYARD)

Within the courtyard area, a mix of landscape and hardscape/amenity features will be provided, as shown below.

Landscape Features	Hardscape/Amenity Features
• Raised Planters • Raised Planters with Ornamental Grasses • Prefab Pots with Ornamental Trees • Artificial Turf • Screen Shrubs	• Custom Water Feature • Accent Wall with Outdoor TV • Linear Fire Trough • Steel Shade Structure • BBQ Counter • Table Tennis • Hammocks/Day Beds on Artificial Turf • Cantilevered Concrete Seat Wall • Custom Community Tables • Prefab Dining Tables • High Top Tables with Umbrella

ROOF

For the Skydeck/Terrace, a mix of landscape and hardscape/amenity features will be provided, as shown below.

Landscape Features	Hardscape/Amenity Features
• Prefab Planter • Raised Planters with Ornamental Grasses • Pots with Specimen Plants • Screen Shrubs	• Outdoor Sectionals • BBQ Counter • Custom Community Tables • Café Tables

D.6 ARCHITECTURAL DETAILS, COLORS, AND MATERIALS

The Mercury's architectural design reflects the Art Deco style with its streamlined style, simple shapes, and stylized details. As shown on *Exhibit V-15, Architectural Details and Materials*, the color palette includes classic hues of sand, taupe, green, silver, and gold. The exterior building materials are also reflective of the Art Deco style with plaster; a variety metals for awnings, railings, balconies, roll up doors, grills and siding; vinyl windows, and wall mounted lighting fixtures.

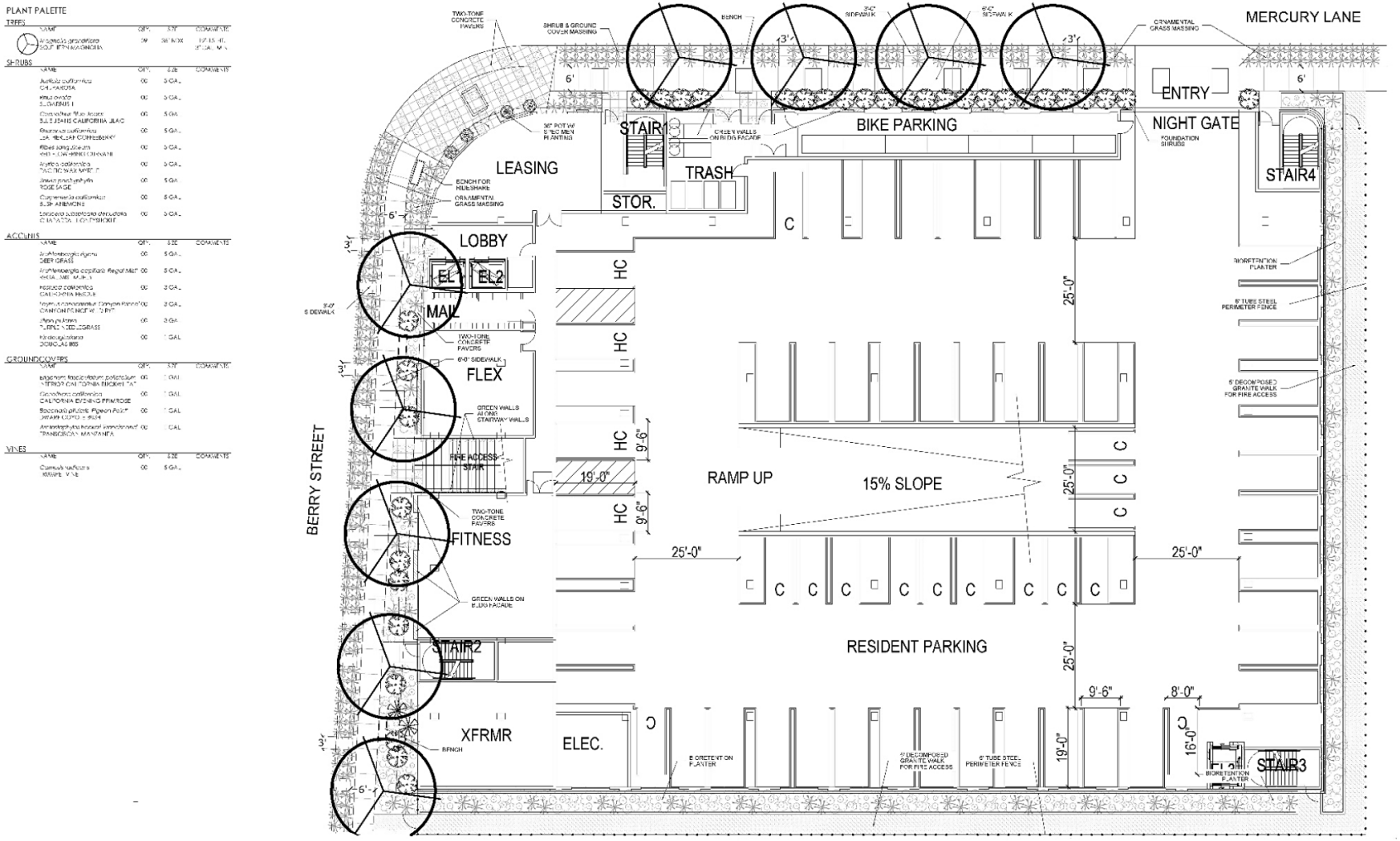
Art Deco Architecture is defined by a smooth wall surface, smooth-faced stone and metal; multicolored, often with vivid colors; forms simplified and streamlined; geometric designs; towers and other vertical projections, presenting a vertical emphasis; machined and often metallic construction materials for decorative features.

D.7 SIGNAGE

Unique signage consistent with the Art Deco architectural style, colors, type style, and materials will be provided for the development, as shown on *Exhibit V-16, Conceptual Sign Program*. The development will include six signs utilizing several signage or lettering types. The signage types and dimensions are shown below.

Signage Type	Dimensions (Height x Width)
Building Identification 1	34'2" x 2'9" to 5'2"
Building Identification 2	26'2 ½" x 5'4"
Building Entrance 1	2'0" x 16'10"
Building Entrance 2	1'7" x 16'10"
On-Site Identification Signage	1'7" x 16'10"
Rooftop	5'5½" x 6'11"

Exhibit V-12 Landscape Plan – Level 1



Source: HPLA (November 2018)

Exhibit V-13 Landscape Plan – Level 3 (Courtyard)

PLANT PALETTE

TREES

	NAME	QTY.	SIZE	COMMENTS
	Metrosideros excelsa NEW ZEALAND CHRISTMAS TREE	07	36" BOX	10'-12' HT. 3" CAL. MIN. MULTI-TRUNK

UNDERSTORY TREES

	NAME	QTY.	SIZE	COMMENTS
	Prunus cerasifera PURPLE LEAF PLUM	00	24" BOX	10' HT. 1.5" CAL. MIN.

SHRUBS

	NAME	QTY.	SIZE	COMMENTS
	Justicia californica CHUPAROSA	00	5 GAL	
	Rhus ovata SUGAR BUSH	00	5 GAL	
	Ceanothus 'Blue Jeans' BLUE JEANS CALIFORNIA LILAC	00	5 GAL	
	Rhamnus californica LEATHERLEAF COFFEEBERRY	00	5 GAL	
	Ribes sanguineum RED FLOWERING CURRANT	00	5 GAL	
	Myrica californica PACIFIC WAX MYRTLE	00	5 GAL	
	Salvia pachyphylla ROSE SAGE	00	5 GAL	
	Carpenteria californica BUSH ANEMONE	00	5 GAL	
	Lonicera subspicata denudata CHAPARRAL HONEYSUCKLE	00	5 GAL	

ACCENTS

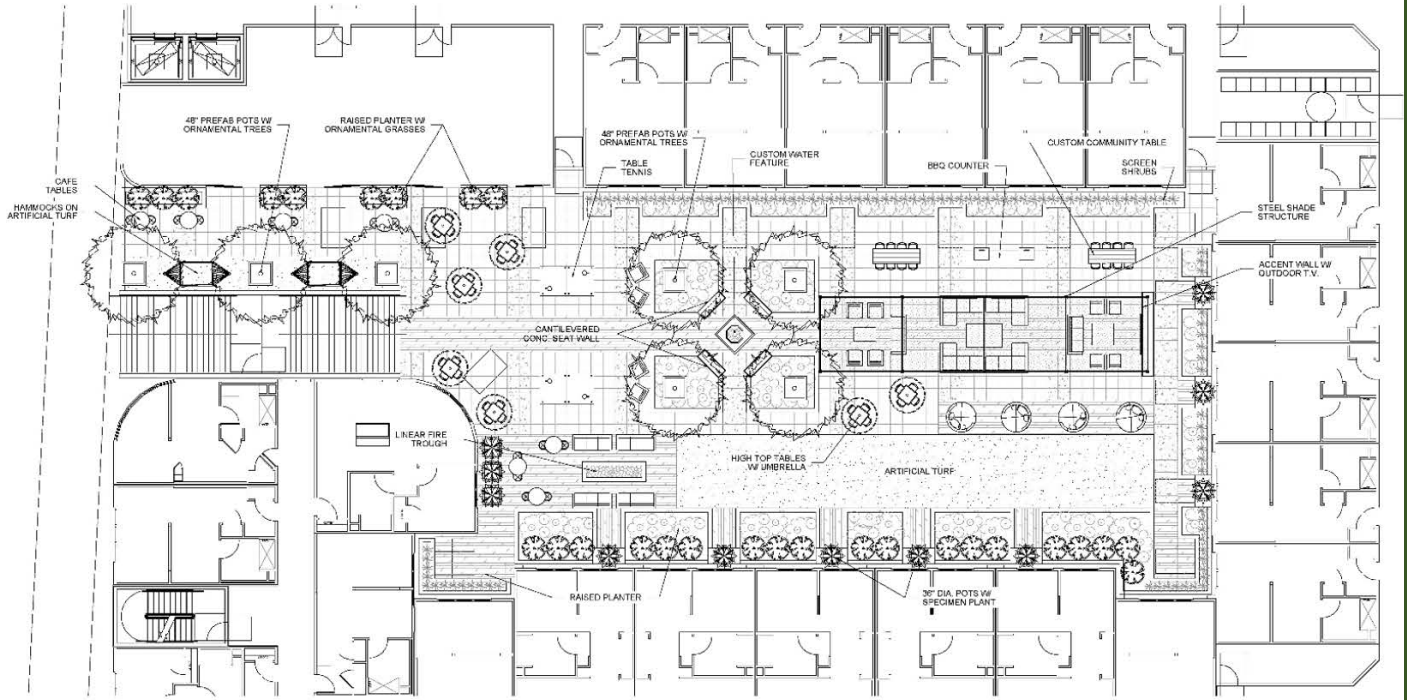
	NAME	QTY.	SIZE	COMMENTS
	Muhlenbergia rigens DEER GRASS	00	5 GAL	
	Muhlenbergia capillaris 'Regal Mist' REGAL MIST MUHLY	00	5 GAL	
	Festuca californica CALIFORNIA FESCUE	00	5 GAL	
	Leymus condensatus 'Canyon Prince' CANYON PRINCE WILD RYE	00	5 GAL	
	Stipa pulchra PURPLE NEEDLEGRASS	00	5 GAL	
	Iris douglasiana DOUGLAS IRIS	00	1 GAL	

GROUNDCOVERS

	NAME	QTY.	SIZE	COMMENTS
	Eriogonum fasciculatum polifolium INTERIOR CALIFORNIA BUCKWHEAT	00	1 GAL	
	Oenothera californica CALIFORNIA EVENING PRIMROSE	00	1 GAL	
	Baccharis pilularis 'Pigeon Point' DWARF COYOTE BUSH	00	1 GAL	
	Arctostaphylos hookeri franciscana' TRANSICAN MANZANITA	00	GAL	

VINES

	NAME	QTY.	SIZE	COMMENTS
	Campsis radicans TRUMPET VINE	00	5 GAL	



Source: HPLA (November 2018)

Exhibit V-14 Landscape Plan – Roof

PLANT PALETTE

SHRUBS

NAME	QTY.	SIZE	COMMENTS
Justicia californica CHUPAROSA	00	5 GAL	
Rhus ovata SUGARBUSH	00	5 GAL	
Ceanothus 'Blue Jeans' BLUE JEANS CALIFORNIA LILAC	00	5 GAL	
Rhamnus californica LEAFY REDBERRY COFFEEBERRY	00	5 GAL	
Ribes sanguineum RED FLOWERING CURRANT	:::	5 GAL	
Myrica californica PACIFIC WAX MYRTLE	00	5 GAL	
Salvia pachyphylla ROSE SAGE	00	5 GAL	
Carpenteria californica BUSH ANEMONE	00	5 GA	
Lonicera subspicata denudata CHAPARRAL HONEYSUCKLE	00	5 GAL	

ACCENTS

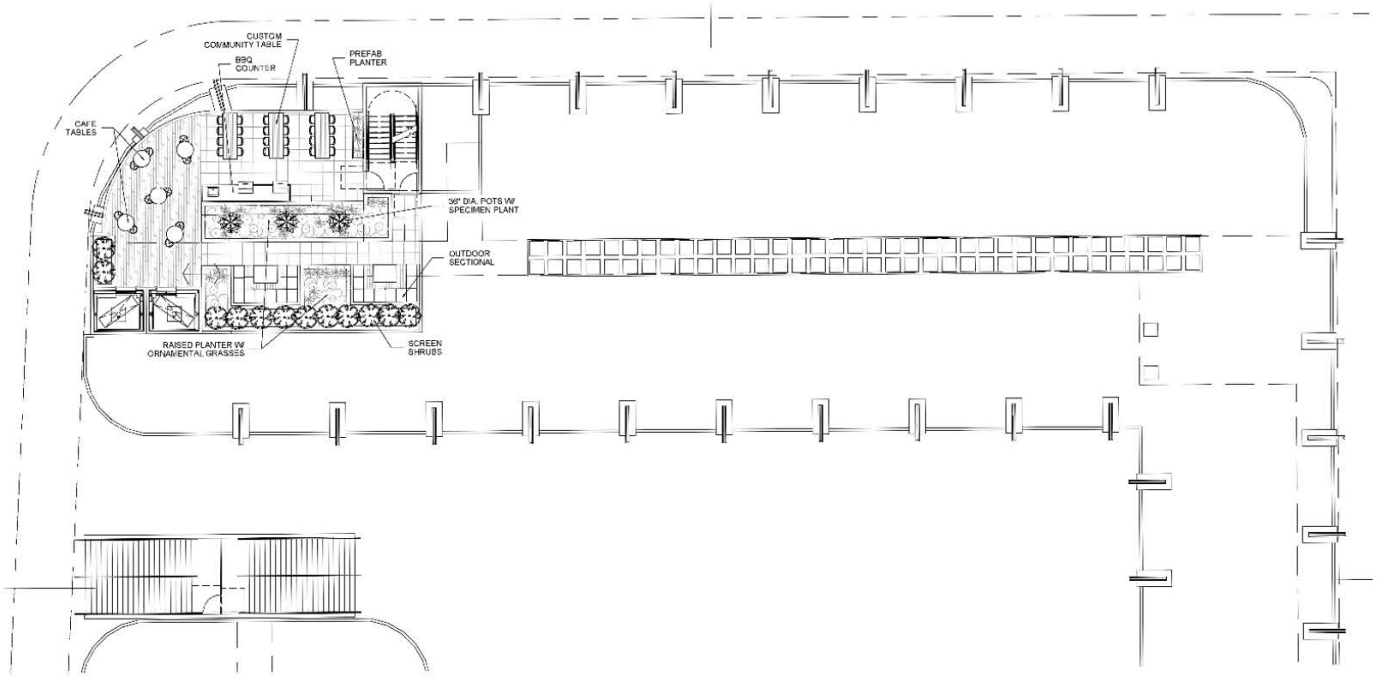
NAME	QTY.	SIZE	COMMENTS
Muhlenbergia rigens DEER GRASS	00	5 GAL	
Muhlenbergia capillaris 'Regal Mist' REGAL MIST MUHLY	00	5 GAL	
Festuca californica CALIFORNIA FESCUE	00	3 GAL	
Leymus condensatus 'Canyon Prince' CANYON PRINCE WILD RYE	00	3 GAL	
Stipa pulchra PURPLE NEEDLEGRASS	:::	3 GAL	
Iris douglasiana DOUGLAS IRIS	00	1 GAL	

GROUNDCOVERS

NAME	QTY.	SIZE	COMMENTS
Eriogonum fasciculatum polifolium INTERIOR CALIFORNIA BUCKWHEAT	00	1 GAL	
Ceanothus californica CALIFORNIA EVERGREEN PINK ROSE	00	1 GAL	
Baccharis pilularis 'Pigeon Point' DWARF COYOTE BUSH	00	1 GAL	
Arctostaphylos hookeri franciscana' FRANCISCAN MANZANITA	00	1 GAL	

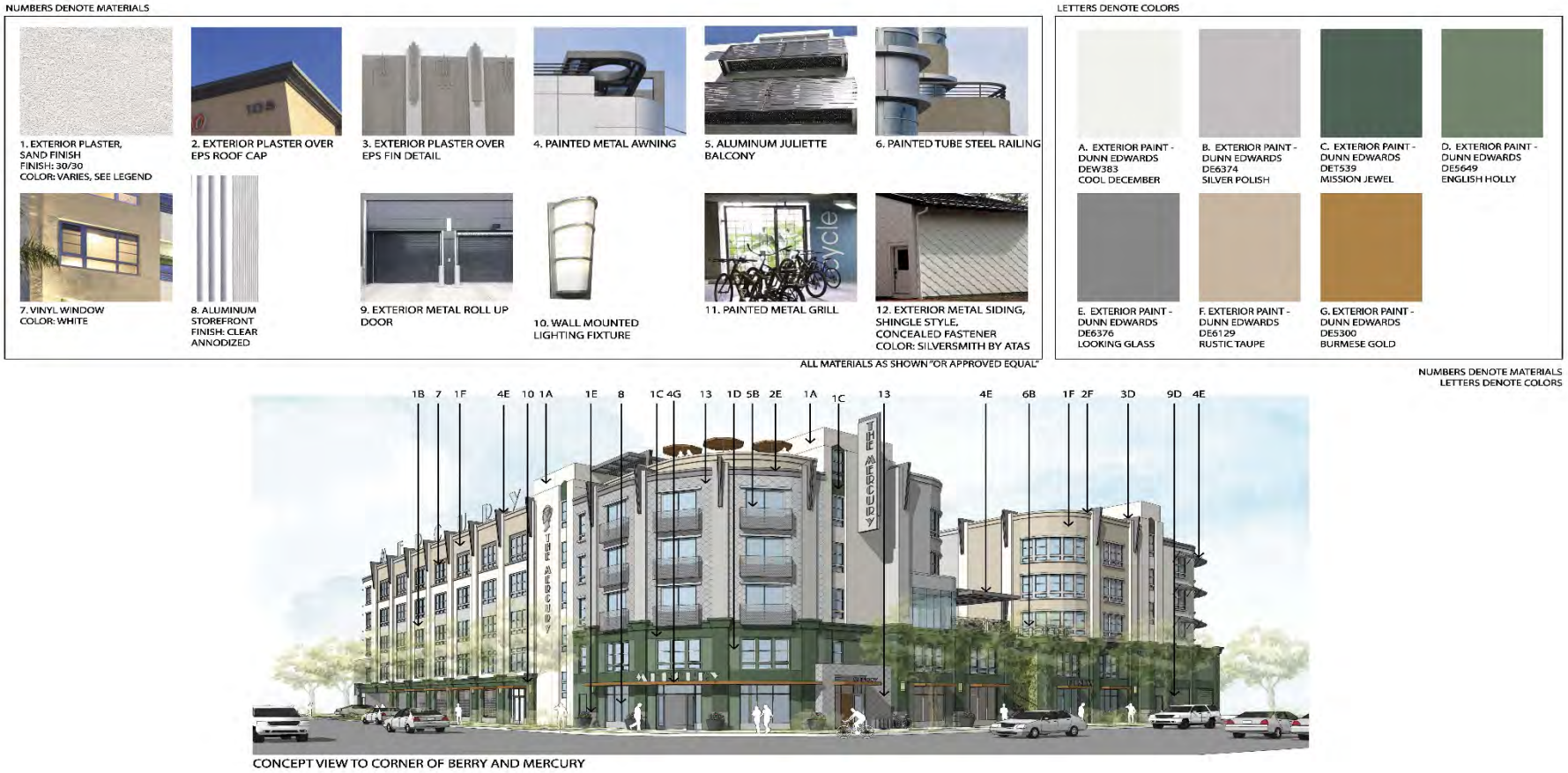
VINES

NAME	QTY.	SIZE	COMMENTS
Campsis radicans TRUMPET VINE	00	5 GAL	



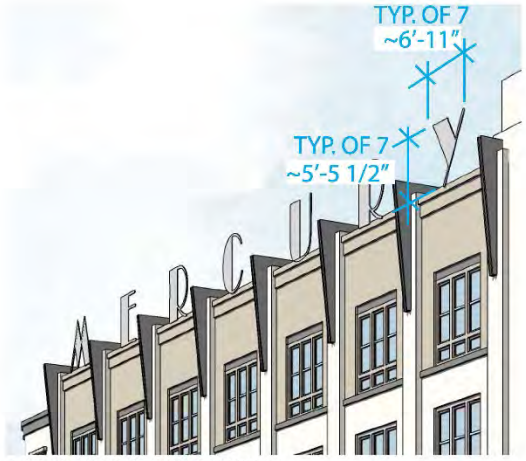
Source: HPLA (November 2018)

Exhibit V-15 Architectural Details and Materials



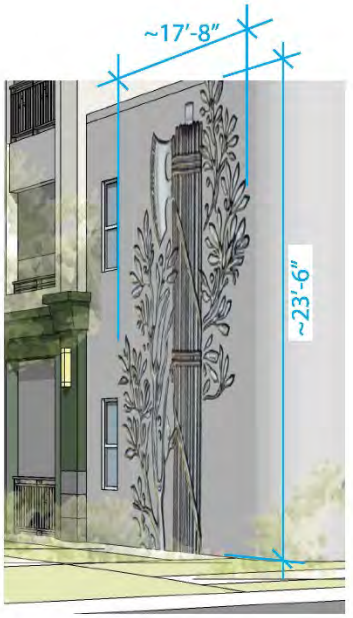
Source: Humphreys and Partners Architects LP (November 2018)

Exhibit V-16 Conceptual Sign Program



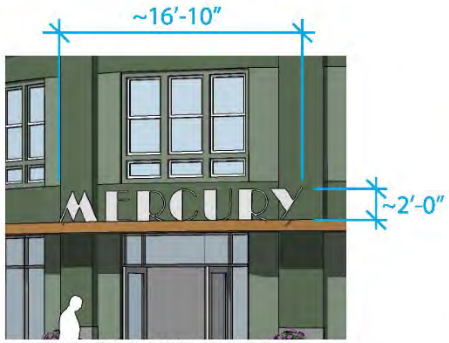
1. CONCEPT VIEW TO ROOFTOP SIGNAGE

3. CONCEPT VIEW TO SIGNAGE 2

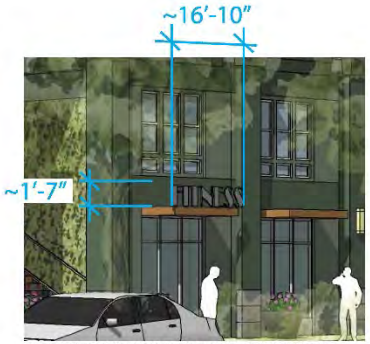


6. CONCEPT VIEW TO MURAL

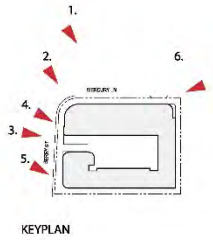
2. CONCEPT VIEW TO SIGNAGE 1



4. CONCEPT VIEW TO RAISED LETTERS TYPE 1



5. CONCEPT VIEW TO RAISED LETTERS TYPE 2



KEYPLAN

Source: Humphreys and Partners Architects LP (November 2018

PROJECT NAME/BUILDING IDENTIFICATION

The development will include two project name/building identification signs, one each on Mercury Lane and Berry Street:

- **THE MERCURY** on Mercury Lane. This will be a Building Identification 1 sign type; refer to Image 2 – Signage 1 on *Exhibit V-16*.
- **THE MERCURY** on Berry Street. This will be a Building Identification 2 sign type; refer to Image 3 – Signage 2 on *Exhibit V-16*.

BUILDING ENTRANCE

The development will include two building entrance signs:

- **MERCURY** on Mercury Lane. This will be a Building Entrance 1 sign; refer to Image 4 - Raised Letters Type 1 on *Exhibit V-16*.
- **S BERRY** on Berry Street. This will be a Building Entrance 2 sign; refer to Image 5 – Raised Letters Type 2 on *Exhibit V-16*.

ON-SITE IDENTIFICATION

The development will include one on-site identification sign:

- **FITNESS** on Berry Street; refer to Image 5 – Raised Letters Type 2 on *Exhibit V-16*.

ROOFTOP

The development will include one rooftop sign:

- **MERCURY** on Mercury Lane; refer to Image 1 – Rooftop Signage on *Exhibit V-16*.

E. PROJECT PHASING

Construction and development of the project will occur in a single phase.

Implementation of the Development Agreement will require improvements to traffic/circulation, drainage, utility infrastructure, and public art.

F. POPULATION

The project includes 114 rental apartment units. Three unit types will be included: studio, one bedroom, and two bedroom units. A breakdown by unit type, size, and quantity is provided below.

Unit Type	Unit Size	Number of Units
Studio	452 to 458 square feet	84
One Bedroom	596 to 675 square feet	26
Two Bedroom	up to 1,111 square feet	8
	Total	114

Given the project's mix of studio, one bedroom, and two bedroom units and assuming an average of 1.81 persons per unit, the project will add 206 new residents to the City.

G. UNIT AFFORDABILITY

All 114 residential units will be affordable to individuals within the low-income (51-80% AMI[3]) and moderate-income (81-120% AMI) categories. Eleven units (10 percent) will be specifically for the low-income category as part of the City's Affordable Housing Program per Brea City Code Chapter 20.40.

A LOCAL WORKER CAN BE A LOCAL RESIDENT

This workforce housing is intended for individuals that work in Brea, but may not currently reside in Brea. The Applicant is targeting workers that generally make between $18.00 and $40.00 per hour, which equates to $37,740.00 to $83,200.00 per year.

Table V-7, State Income Categories and Monthly Housing Expense, shows the 2018 estimated housing expense for households by income category The table shows that the **monthly household expense for low- and moderate-income households should be between $1,531.25 to $2,317.50** depending upon the household size; these household incomes are between $61,250.00 to $92,700.00 per year.

ANTICIPATED RENTS

Rents are anticipated to be between $1,000.00 to $2,500.00 per month, depending upon the unit size, location within the building, or a scenic view. The project's anticipated monthly rents will accommodate individuals and households within the low- and moderate-income categories.

WAITING LIST AND TENANT SELECTION

Ninety-one units (80 percent) will be identified with a local preference for individuals that work in Brea. This local preference will be used to create a waiting list and for tenant selections. Occupancy for potential tenants will be offered through Brea businesses for its employees, including all City of Brea staff.

[3] AMI = Average Median Income

TABLE V-7 STATE INCOME CATEGORIES AND MONTHLY HOUSING EXPENSE					
Income Category	Percent (%) County Area Median Income (AMI)	2018 Orange County Income Limits (Annual)			
		1 Person Household (70% of Base)	2 Person Household (80% of Base)	3 Person Household (90% of Base)	4 Person Household (Base)
Extremely Low	0-30% AMI	$23,000.00	$26,250.00	$29,550.00	$32,800.00
Monthly Housing Expense		$575.00	$656.30	$738.80	$820.00
Very Low	0-50% AMI	$38,300.00	$43,750.00	$49,200.00	$54,650.00
Monthly Housing Expense		$957.50	$1,093.75	$1,230.00	$1,366.25
LOW	**51-80% AMI**	**$61,250.00**	**$70,000.00**	**$78,750.00**	**$87,450.00**
MONTHLY HOUSING EXPENSE		**$1,531.25**	**$1,750.00**	**$1,968.75**	**$2,186.25**
MODERATE	**81-120% AMI**	**$64,900.00**	**$74,150.00**	**$83,450.00**	**$92,700.00**
MONTHLY HOUSING EXPENSE		**$1,622.50**	**$1,853.75**	**$2,086.25**	**$2,317.50**
Above Moderate	120%+ AMI	$77,900.00	$89,000.00	$100,150.00	$111,250.00
Monthly Housing Expense		$1,947.50	$2,225.00	$2,503.75	$2,781.25
Source: California Department of Housing and Community Development, 2018 Income Limits.					

MAINTAINING RENT AFFORDABILITY

For the 11 units (10 percent) under the Affordable Housing Program, they are subject to Brea City Code Chapter 20.40.050.C affordability requirements, which stipulates that the units be retained as affordable units for 55 years for rental units. The affordability period begins upon the initial rental of the unit.

In addition, the Applicant will establish an annual rent increase percentage for 91 units (80 percent). For these 91 units, there will be a 2.5 percent annual rent increase cap for 25 years.

H. EFFICIENT BUILDING AND UNIT DESIGN

The strategic positioning of units, elevators, common areas, parking spaces, and other site amenities highlight how space efficiency was achieved throughout the building. In addition, the units have been thoughtfully designed to ensure residents can enjoy every square foot of their unit by creating separate spaces for different activities. All units include the following areas:

- Entry
- Gourmet (kitchen, dining)
- Serenity (sleeping)
- Creation (living, recreation, work)
- Refresh (bathing, toilet)
- Storage (closet, linen, pantry)

The functionality of space within a unit is enhanced with built-in storage and sliding partitions for flexibility of openness and privacy. Floor plans FP-1, FP-2, and FP-4 include a full-height sliding partitions wall to separate the Serenity/ Gourmet, and Creation areas.

The Gourmet area includes a sink, dishwasher, stove, refrigerator, counter space, kitchen cabinets, and built-in pantries. Floor plans FP-1 and FP-2 will include an efficient appliance package; the larger floor plans will include market-rate appliances. Each unit has entry closets, linen drawer banks in bathrooms, and select units have walk-in closets to provide ample storage opportunities.

I. PRIVATE STORAGE WITHIN UNITS

Each residential unit contains ample storage in a variety of types to accommodate the needs of the residents. Proposed storage includes a combination of full-height closets with shelf and pole, half-height linen shelving, full height kitchen pantry with built-in shelves, and walk-in closets in select unit plans. Unit storage is proposed in sizes appropriately scaled for the respective unit square footage.

Figure V-17 shows the in-unit storage provided by storage type in color:

- Blue: Pantry
- Red: Closet
- Green: Linen

Table V-8, Storage Within Units, summarizes the square footage of storage space by type for each floor plan.

TABLE V-8
STORAGE WITHIN UNITS

Unit Type/Floor Plan	Pantry (Blue)	Closet (Red)	Linen (Green)	Total
Studio				
FP-1	3 sf	15 sf	10 sf	28 sf
FP2	3 sf	16 sf	10 sf	29 sf
FP-3	3 sf	35 sf	2 sf	40 sf
One Bedroom				
FP-4	3 sf	14 sf	5 sf	22 sf
FP-5	3 sf	21 sf	2 sf	26 sf
Two Bedroom				
FP-7	6 sf	70 sf	8 sf	84 sf

Notes:
sf = square feet

Exhibit V-17 Private Storage Within Units

Source: Humphreys and Partners Architects LP (March 2019)

J. SOUND ATTENUATION

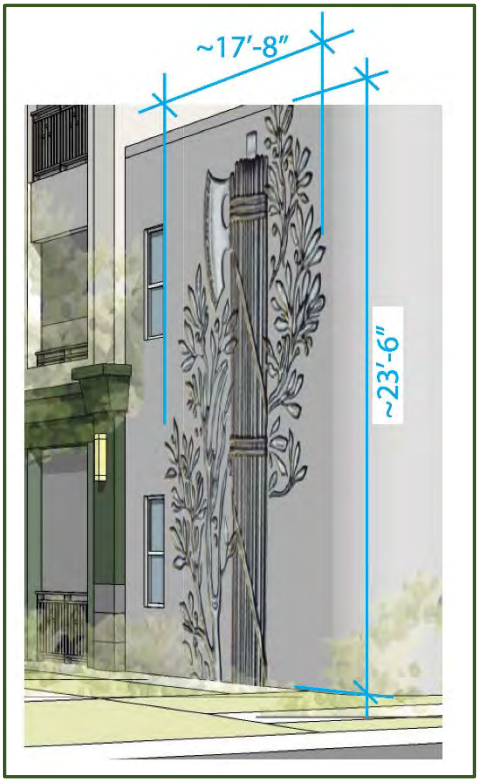
A list of design goals relative to on-site building sound attenuation is provided below. These goals shall be considered and incorporated, where feasible, into building plans for the project.

- Specify 26 STC for unit entry doors.
- Provide skid walls (plumbing walls) at all plumbing at corridors and party walls. Note kitchen sink may vary.
- Provide double stud walls with 1" airspace at party walls with 2 layers drywall each side and one side insulation. Plywood shear-wall at one side can take the place of one layer drywall.
- Corridor walls are 2" x 6" with double layer one side on resilient channel, single layer with plywood on inside, if agreed upon by the Applicant and the City.
- Design kitchen cabinets so that they do not fasten through drywall and compromise acoustical assembly.
- Provide acoustical caulking at head of wall conditions.
- Use putty pads (acoustical pads) at party walls.
- Install typical floor assembly with 1¼" gypcrete over ¼" acoustimat over ¾" plywood over TJI (preferred) or 2x conventional framing with 2 layers drywall and resilient channel underneath.
- Buffer units from trash enclosure locations and elevator locations by putting stairs in between, where possible.
- Incorporate sound insulation details for trash chutes.
- Install typical design concrete filled metal pan for exit stairs versus checker plate; wood stairs with carpet is a sound attenuation option.
- Use detail piping within unit with insulation for sound isolation.
- Use upgraded drywall (quietrock) at any unit above or adjacent to common areas.
- The project architect shall review and incorporate, as applicable, building materials (exterior walls, windows, etc.) to attenuate the effects of exterior noise on project residents. The exterior sound attenuation details shall be provided at the appropriate stage of plan review by the City.
- If determined necessary by the City, prepare an acoustical study to determine exterior noise levels to project residents, and appropriate design measures and construction methods.

K. ART IN PUBLIC PLACES

The City of Brea's Art in Public Places program began in 1975 with the objective of integrating public art with private development to benefit the general population. Art pieces are implemented as part of private projects through a City Ordinance that requires developments over $1.5 million to provide 1% of their total value in outdoor sculpture for public display. All artists and art pieces are selected by the private developers and are funded, maintained and privately owned. Currently, over 175 sculptures have been implemented in public view throughout the City since the program's inception.

The project will integrate its contribution to the Art in Public Places program on-site. The project is proposing a mural on the lower northeast corner of the building; refer to the East Elevation on *Exhibit V-2B, Concept Elevations (South and East)*. This mural (shown on the right) draws inspiration from the reverse of the Mercury dime[4] with a fasces[5] and an olive branch.[6] The fasces symbolizes unity and strength and the olive branch signifies peace. The mural as depicted on the right represents an artist's interpretation of the Mercury dime features, and the actual design may vary from this depiction.



The art piece will be developed by a professional artist with direction from the developer and in accordance with the City of Brea's application process.

[4] The fasces and olive branch are depicted on the reverse of the Mercury dime.

[5] A fasces is a bundle of rods bound together around an axe with the blade projecting, carried before ancient Roman magistrates as an emblem of authority.

[6] Art shown as artist interpretation; the actual design may vary.

L. CIRCULATION PLAN

The Circulation Plan provides for safe vehicular, pedestrian, and bicycle movement within and around the Master Plan area. The Circulation Plan has been designed to accommodate the circulation/traffic demands associated with the proposed development. The circulation system provides for efficient movement of vehicles and pedestrians within the project areas and in the vicinity. The following sections describe the existing circulation system and the proposed circulation plan, which are depicted graphically in *Exhibit V-18, Typical Roadway Cross-Sections*, and *Exhibit V-19, Circulation Plan*.

REGIONAL ACCESS

Regional access is provided by the Orange Freeway (State Route 57 [SR-57}), which traverses the City in a north-south direction.

ARTERIALS

Arterials distribute traffic from local and collector streets to major highways.

Imperial Highway (State Route 90 [SR-90]) is classified as a Smart Street, which is an arterial with enhanced traffic-carrying capacity with 6 or more lanes, divided within a 91.5- to 122-foot right-of way (ROW).

Lambert Road is a Major Arterial with six lanes; divided within a 99- to 120-foot ROW.

Both traverse the City is an east-west direction. Imperial Highway is approximately 0.1 mile south of the Master Plan area; Lambert Road is approximately 0.3 mile north of the Master Plan area.

PERIMETER ROADS

Berry Street (north-south roadway) is located on the western boundary of the Master Plan area and is designated as a Secondary Arterial with a right-of-way width of 80 feet. Berry Street is a Secondary Arterial from Imperial Highway north to Lambert Road with four travel lanes and Class II bike lanes on the west and east sides of the street. On-street parking is not allowed along Berry Street.

Mercury Lane (east-west roadway) is located along the northern boundary of the Master Plan area and is designated as a Local Roadway with a right-of-way width of 45 feet. Mercury Lane is a cul-de-sac that provides two travel lanes. Class II bike lanes and on-street parking are provided on the north and south sides of the street.

SIGNALIZED INTERSECTIONS

Signalized intersections in the vicinity of the Master Plan area include:

- Berry Street/Mercury Lane
- Berry Street/Imperial Highway
- Berry Street/Lambert Road

All three intersections serve vehicular traffic and provide for pedestrian crossings.

SITE ACCESS

Vehicular access will be off Mercury Lane.

EMERGENCY ACCESS

The project provides for emergency access from Mercury Lane and Berry Street.

THE TRACKS AT BREA TRAIL

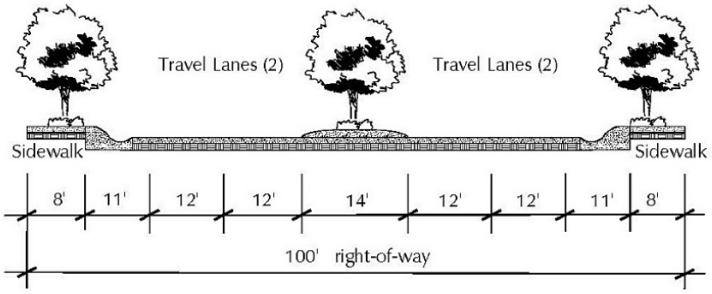
The Tracks at Brea trail (The Tracks) was a former railroad and train depot that has been transformed into a 50-acre linear park that traverses the City across four miles. The western terminus is Arovista Park and the eastern terminus is Valencia Avenue at the Village at La Floresta. The Tracks features a two-way bike trail (Class I bike path), with a separate pedestrian path, nine fitness stations, two bike repair stations, seating areas with shade structures, benches, drinking fountains, and restrooms. There are also interpretive signs along the trail that offer information and photographs on the area's history, butterfly gardens and low water landscaping.

Connections to The Tracks are approximately 0.15 miles to the east (end of Mercury Lane cul-de-sac) and 0.17 miles to the south at Arovista Park.

Exhibit V-18 Typical Roadway Cross-Sections

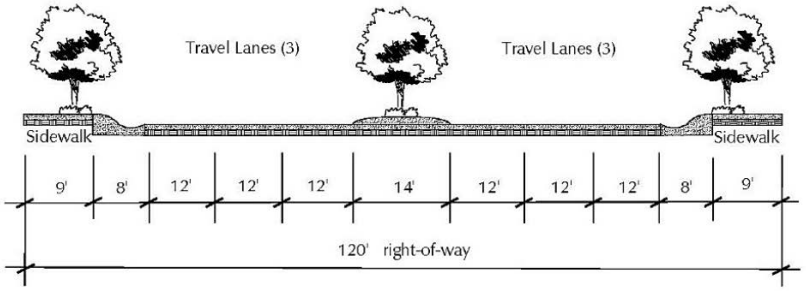
IMPERIAL HIGHWAY

Primary Arterial



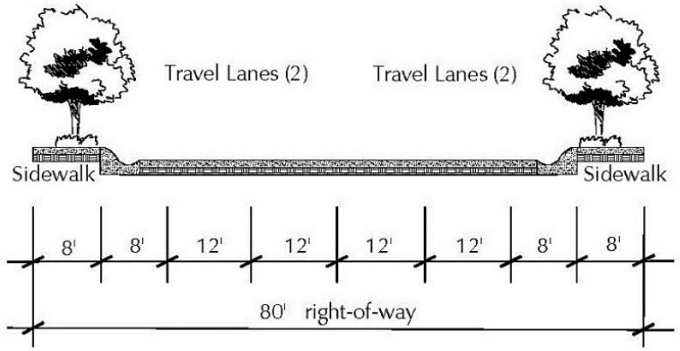
LAMBERT ROAD

Major Arterial



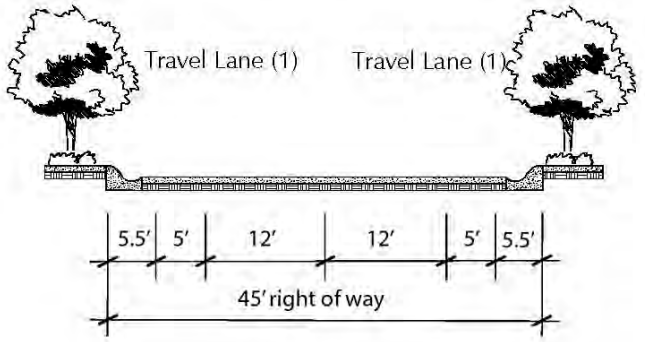
BERRY STREET

Secondary Arterial



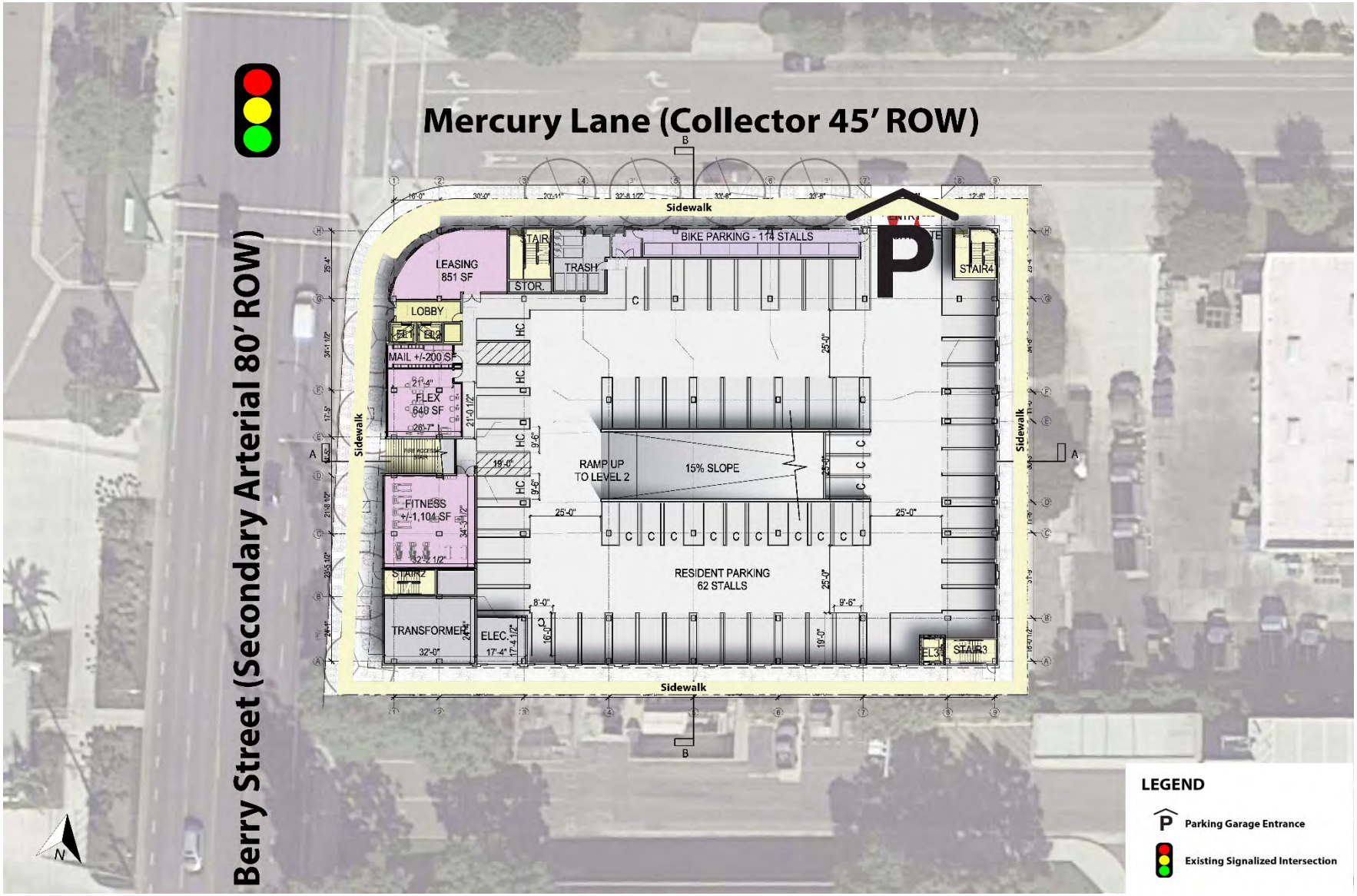
MERCURY LANE

Collector Roadway



Source: Brea General Plan Community Development Element, Figures CD-6 and CD-7, and actual street configurations.

Exhibit V-19 Circulation Plan



PEDESTRIAN AND BICYCLE CIRCULATION

Transportation alternatives to automobiles are important project considerations that allow residents to easily walk or bicycle to amenities in Brea Downtown and the ability to utilize pedestrian paths, bike lanes, and trail systems in the City.

PEDESTRIAN CIRCULATION PLAN

The project will provide minimum 5-foot sidewalks on Berry Street and Mercury Lane. The addition of the sidewalks along the project frontage will provide a sidewalk along Mercury Lane west to Berry Street, and a continuous sidewalk on the east side Berry Street from Imperial Highway north to Mercury Lane. A continuous sidewalk presently exists on the west side of Berry Street for this segment.

Sidewalks do not presently exist on Mercury Lane, thus, pedestrians will need to utilize sidewalks installed with the project to access Berry Street and Imperial Highway. Pedestrians can access Downtown Brea from The Tracks entrance on Imperial Highway or Imperial Way. Refer to *Exhibit V-20, Pedestrian and Bicycle Circulation Plan* and *Exhibit V-21, Pedestrian and Bicycle Connections to Downtown Brea*.

BICYCLE CIRCULATION PLAN

Bicycle circulation will be accommodated by existing facilities adjacent to the project site on Berry Street (Class II bike lanes), Mercury Lane (Class II bike lanes), and The Tracks (Class I bike path). Refer to *Exhibit V-20* and *Exhibit V-21*.

BUS ROUTES

The Orange County Transportation Authority (OCTA) provides public bus service in the City. An established network of bus routes provides access to employment centers, shopping, and recreational areas within the City, including at the Brea Mall. The closest routes to the project site are Route 129 and Route 143 on Brea Boulevard. Both routes have bus stops at Brea Boulevard and Birch Street, and Route 143 has a bus stop at Brea Boulevard and Imperial Highway. These stops are approximately 0.5 miles east of and a 10-minute walk to the project site. There are no current routes or bus stops on Imperial Highway in the immediate vicinity of the project site.

TAXI/RIDESHARE PICK-UP/DROP-OFF

The project includes a designated pick-up/drop-off location on Mercury Lane for taxi or rideshare services. Pick-up/drop-off will not be permitted on Berry Street. Refer to *Exhibit VII-1, Loading Zone*. The proposed location for a Rideshare bench is on Berry Street north of the building entrance and lobby.

Exhibit V-20 Pedestrian and Bicycle Circulation Plan

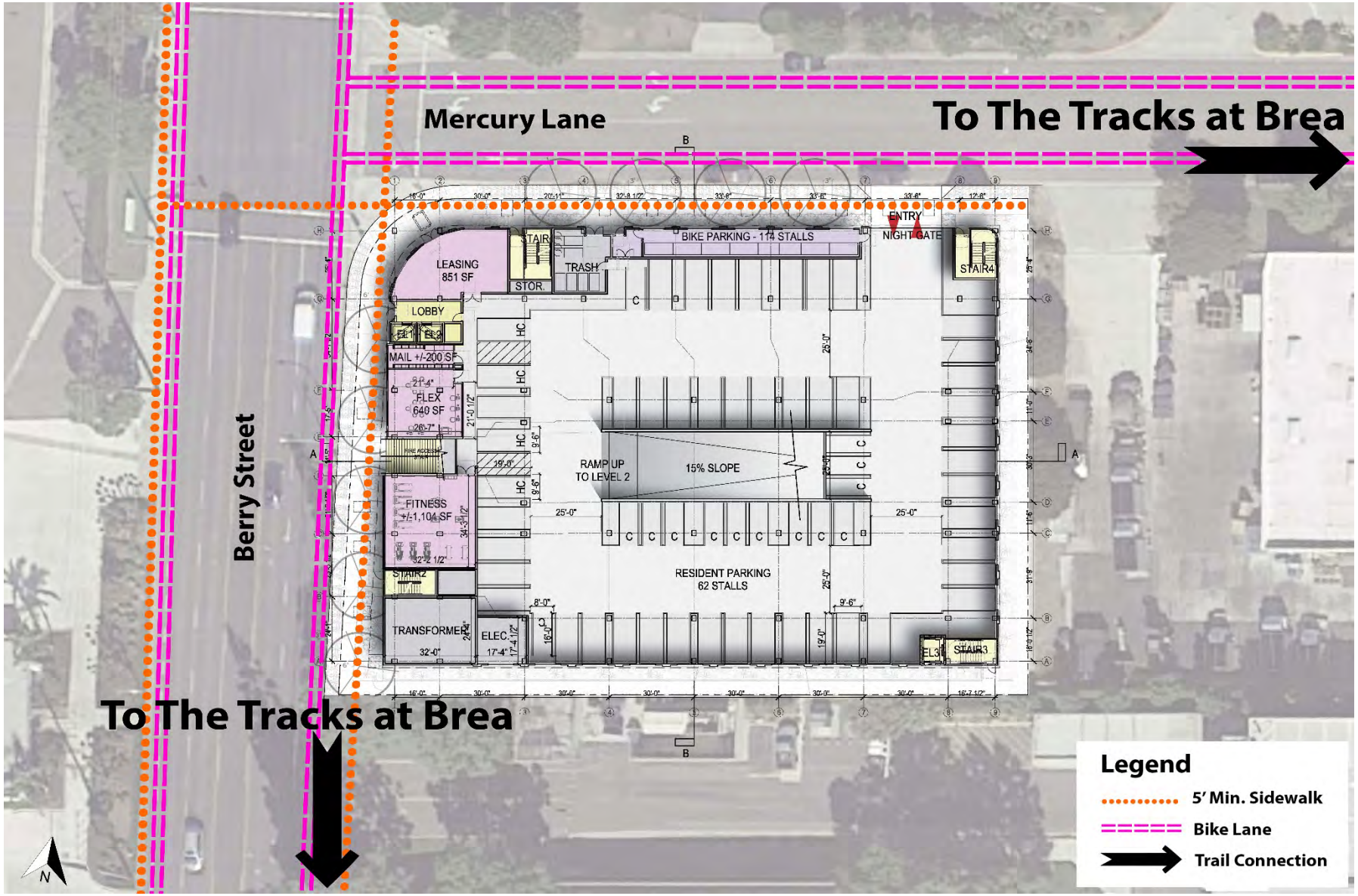


Exhibit V-21 Pedestrian and Bicycle Connections to Downtown Brea

Project Site =o=o Pedestrian & Bicycle Connections oooo Pedestrian Connections ====Bicycle Connections

M. PUBLIC FACILITIES

THE TRACKS AT BREA TRAIL

The Tracks at Brea Trail (The Tracks) was a former railroad and train depot that has been transformed into a 50-acre linear park that traverses the City across four miles. The western terminus is Arovista Park and the eastern terminus is Valencia Avenue at the Village at La Floresta. The Tracks features a two-way bike trail (Class I bike path), with a separate pedestrian path, nine fitness stations, two bike repair stations, seating areas with shade structures, benches, drinking fountains, and restrooms. There are also interpretive signs along the trail that offer information and photographs on the area's history, butterfly gardens and low water landscaping.

Connections to The Tracks are approximately 0.15 miles to the east (end of Mercury Lane cul-de-sac) and approximately 0.17 miles to the south at Arovista Park.

AROVISTA PARK

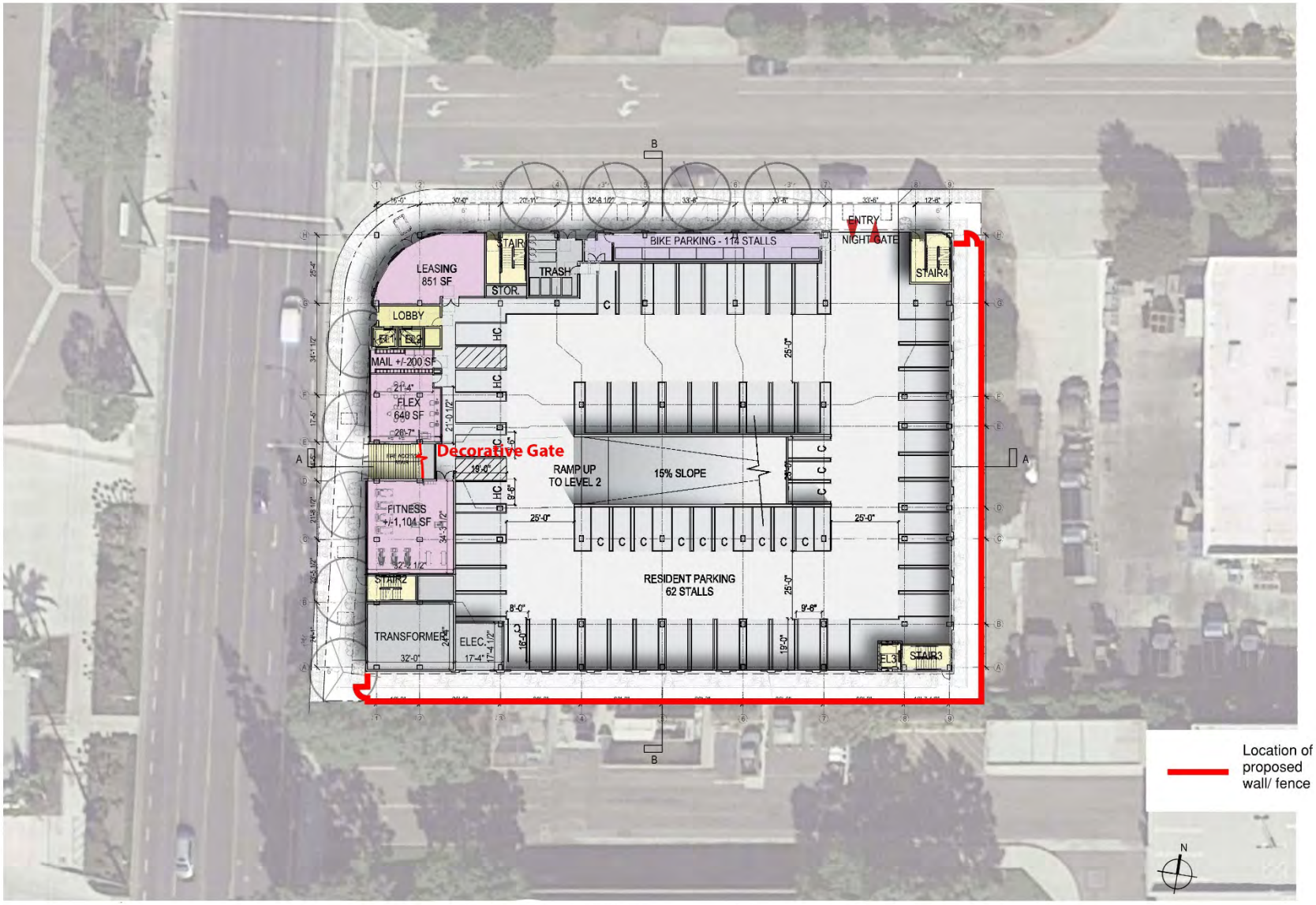
Arovista Park is a 15-acre neighborhood park located on Imperial Highway at Berry Street. The park features a children's play area, barbeques, picnic tables, restrooms, ball diamonds, soccer fields, football field, basketball courts, volleyball court, amphitheater, and a concession stand. The park is located 0.17 miles south of the project site.

The project does not propose any new trails, parks, or public facilities.

N. WALLS AND FENCES

Six-foot-high chain link fencing exists on the entire perimeter of the site. The project will remove all the chain link fencing and install a 6-foot tubular steel fence on the eastern and southern boundaries. A decorative gate will be installed at the top of the Berry Street stairs on Level 3 (Courtyard) and will be a secured entry for residents only. Refer to *Exhibit V-22, Walls and Fences Plan*.

Exhibit V-22 Walls and Fences Plan



Source: Humphreys and Partners Architects LP (March 2019)

0. INFRASTRUCTURE

The City of Brea has 15-foot utility easement along the project site's southern boundary and a 10-foot utility easement along the project site's western boundary along Berry Street.

WATER

Water will be supplied to the project site by the City of Brea. There is an existing 12-inch water line in Mercury Lane. The project includes separate domestic and fire water service points of connection (POC) and laterals to the existing water main in Mercury Lane. Refer to *Exhibit V-23, Utilities Plan*.

SEWER

Per the City of Brea Sewer Master Plan, the project site falls within Drainage Region 2 – Fullerton, which is s generally bounded by the City boundary to the north, Berry Street to the west, the City of Fullerton to the south, and Brea Boulevard to the east. The existing regional flow direction is from north to south. There are two existing mainline sewers in the Fullerton Drainage Region: Line A and Line B. Line B is closest to the project site. Line B starts at the northern end of Robert Court, south of Northwood Avenue. It travels south and west to Berry Street south of Amber Hill Drive. It then extends south to Imperial Highway.

There is an existing 12-inch sewer line in Berry Street and 8-inch lateral connecting to the 12-inch line. The 8-inch lateral is located within the City of Brea 15-foot utility easement along the project site's southern boundary.

The project includes a sewer point of connection (POC) to connect to the existing 8-inch lateral. Refer to *Exhibit V-23, Utilities Plan*.

STORM WATER DRAINAGE

Storm water drainage and flood control is maintained by the Orange County Flood Control District (OCFCD). The Master Plan area is generally flat and is located within the Brea Creek watershed. The Brea Creek watershed slopes generally from northeast to southwest and the runoff flows southwesterly to the Coyote Creek Channel (an OCFCD facility). Coyote Creek drains a watershed of 165 square miles, 85.5 square miles of which lie in north Orange County, with the remainder in Los Angeles County.

No storm drain facilities exist on-site. However, storm water on the project site is collected by an existing 36-inch storm drain in Berry Street through an existing catch basin located near the site's southwestern corner.

The project includes the storm drain improvements identified below and will connecting to the existing storm drain system . Refer to *Exhibit V-23, Utilities Plan*.

ON-SITE

Along the site's eastern boundary, the project includes a storm drain line, two building storm drain points of connection (POC), and two inlets.

Along the site's southern boundary (within the City of Brea 15-foot utility easement), the project includes a storm drain line, two building storm drain POC, and one inlet.

The property and/or building owner will maintain the on-site drainage facilities.

OFF-SITE

An area drain and storm drain outlet will be constructed off-site immediately west of the site's southwestern boundary.

P. WATER QUALITY

The project is required to comply with urban runoff pollution control provisions of the Brea City Code, Chapter 13.32, Storm Water Drainage, Section 13.32.030 Control of Urban Runoff, which regulates the treatment of stormwater runoff from new development.

EXISTING CONDITIONS

Under existing conditions, the western portion of the project site sheet flows in a southerly direction towards the adjacent property to the south, while the eastern portion of the site drains in a southeasterly direction towards the southeastern corner of the project site that discharges flows off-site. All flows from the project site eventually connect into storm drain lines that converge into the Brea Canyon Channel, which is located approximately 500 feet due east of the project site and which ultimately drains into the Pacific Ocean.

PROPOSED CONDITIONS

Under the proposed conditions, flows will be conveyed in a manner similar to existing conditions, although flows will converge at one discharge point at the southeastern corner of the project site prior to draining into the Brea Canyon Channel. Runoff flows from the Roof and Courtyard (Level 3) levels will drain into raised planter boxes for biotreatment prior to outlet discharge at-grade, with treated flow leaving the project site at the southeastern corner. High flows will be diverted and will sheet flow west on Berry Street or exit at the discharge point in the southeastern corner of the project site. Any flows not naturally infiltrated along the at-grade sidewalk landscaping will flow southeast along an existing v-ditch and connect to the southeastern corner discharge point and converge into the Brea Canyon Channel. Refer to *Exhibit V-24, Water Quality Management Plan*.

Approximately 16 percent of the project site will be landscaped; the percentage is subject to change upon finalization of the site plan.

SITE DESIGN BMPS

Minimize Impervious Area. Impervious surfaces have been minimized by incorporating landscaped areas throughout the project site surrounding the proposed building. Landscaping will be provided throughout the project site within common areas, as well as around the building perimeter.

Maximize Natural Infiltration Capacity. Infiltration to treat project runoff is not recommended for the project site due to low infiltration rates and proximity to a former Leaking Underground Storage Tank (LUST) within 250 feet of the project site.

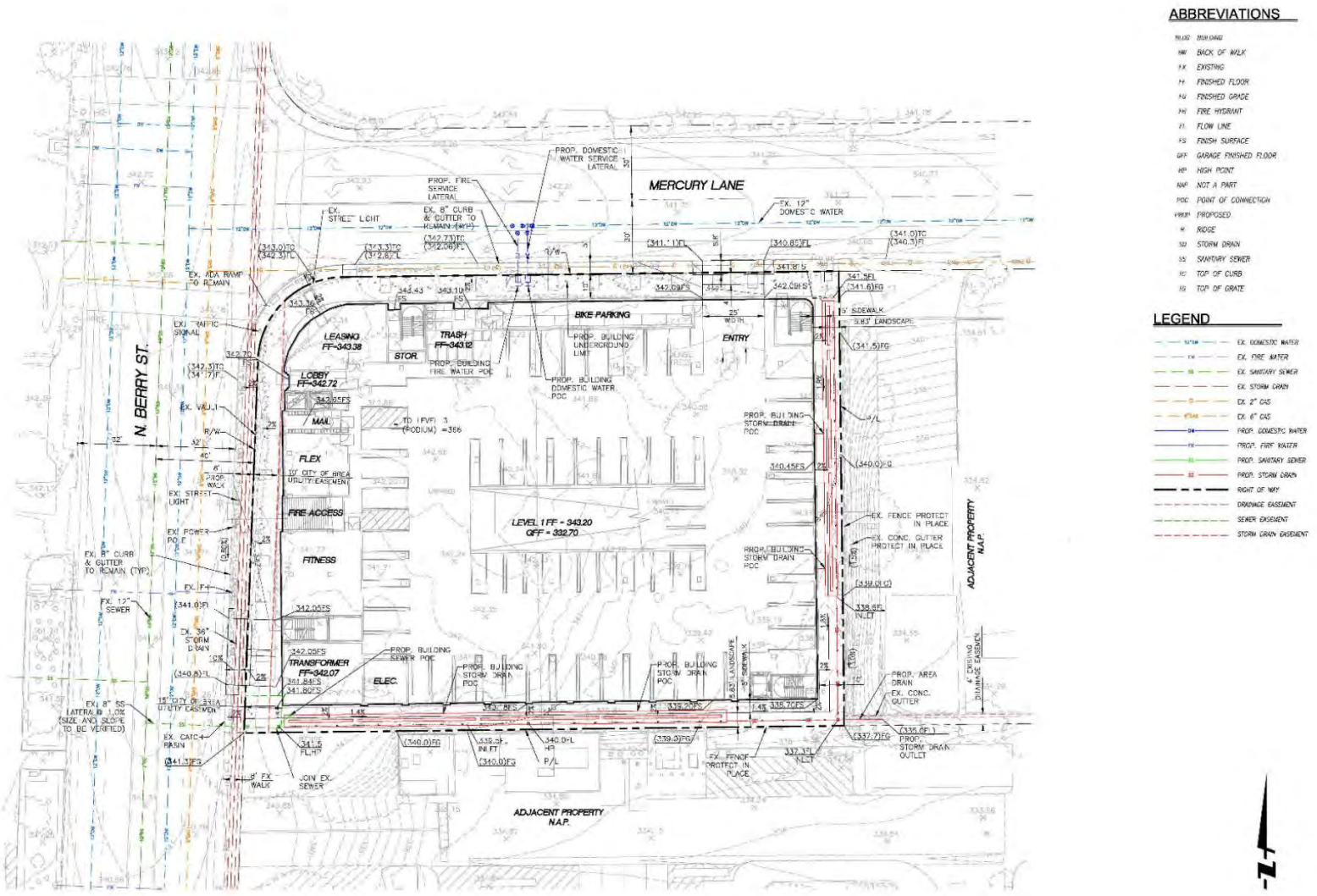
Preserve Existing Drainage Patterns and Time of Concentration. Runoff from the project site will continue to flow similar to existing conditions. Low-flows and first-flush runoff will drain landscaped bioretention cells with underdrains for water quality via bio-filtration.

Disconnect Impervious Areas. Landscaping will be provided adjacent to sidewalks and between the proposed buildings (i.e., Courtyard [Level 3]). Low-flows and first-flush runoff will drain to landscaped bioretention cells with underdrains for water quality treatment via bio-filtration.

Protect Existing Vegetation and Sensitive Areas, and Revegetate Disturbed Areas. There are no existing vegetated or sensitive areas to preserve on-site. All disturbed areas will either be paved or landscaped.

Xeriscape Landscaping. Xeriscape landscaping is not proposed for the project. However, native and/or tolerant landscaping will be incorporated into the site design consistent with City guidelines (Brea City Code Chapter 14.00, Water Efficient Landscaping Requirements).

Exhibit V-23 Utilities Plan



Source: Fuscoe Engineering (May 2018)

Exhibit V-24 Water Quality Management Plan

Source: Fuscoe Engineering (May 2018)

Q. GRADING

The existing site is generally flat in nature, with an elevation of approximately 341 feet above mean sea level. The site topography slopes downward to the south at an estimated gradient of approximately 1 to 2 percent, with an estimated elevation differential of 3 to 4± feet across the site. The grades along the western and northern boundaries are consistent with the grades of existing roadways. The project requires approximately 13,000 cubic yards of cut, 50 cubic yards of fill, and a net export of 12,950 cubic yards. Refer to *Exhibit V-25, Conceptual Grading Plan*.

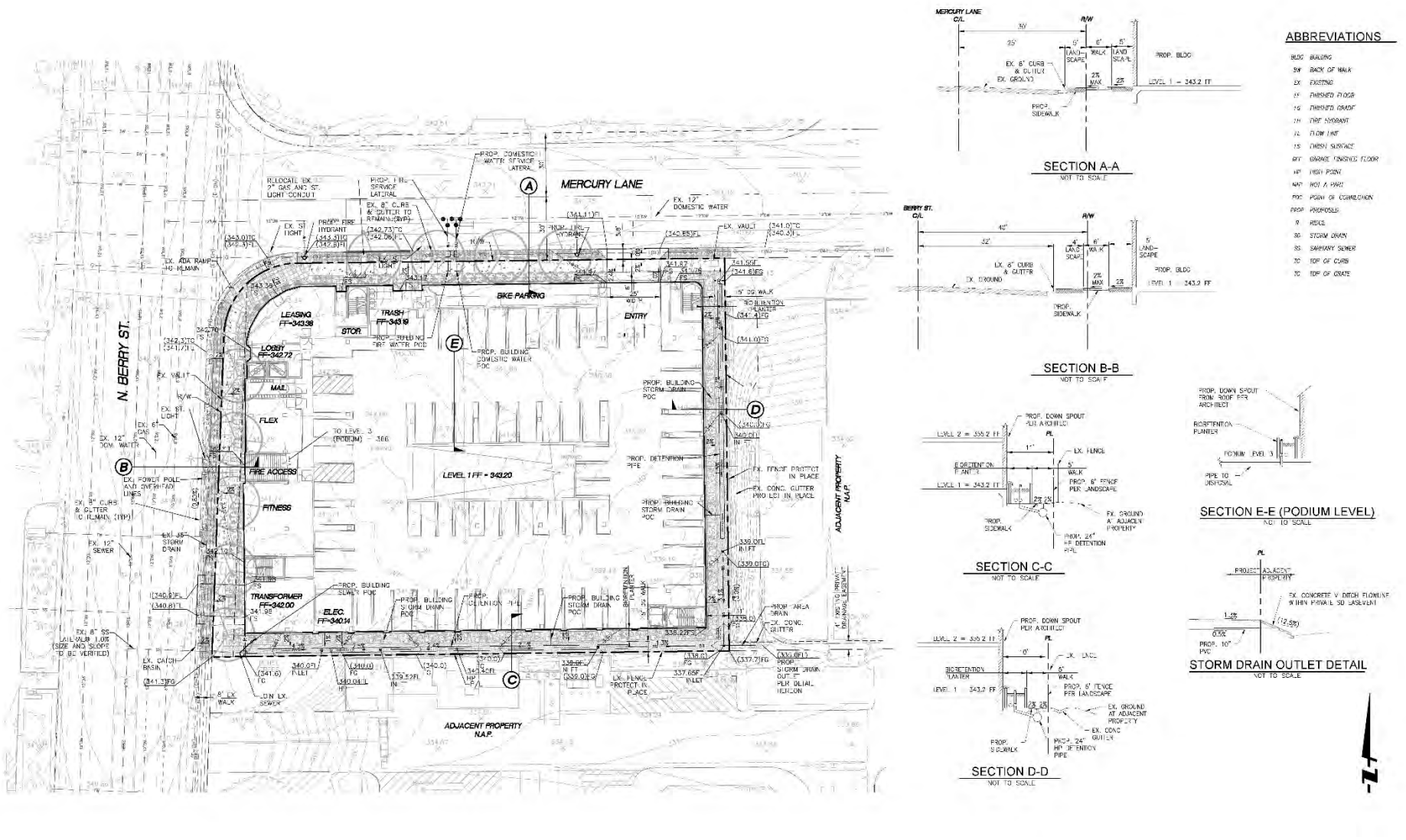
Excavation (Cut). The project will require excavation (cuts) of up to 10 to 12± feet in order to construct the below-ground parking level. In addition, remedial grading will be performed within the new building pad area, and will include overexcavation to a depth of at least 5 feet below the existing grade and 3 feet below the proposed pad grade. The remedial grading will occur to a depth sufficient to remove all of the existing undocumented fill soils.

Fill. The previously excavated soils can be replaced as compacted structural fill following the completion of overexcavation. In addition, to address the potential of liquefaction of on-site soils, a new layer of structural fill within the proposed building area will incorporate geotextile reinforcement to provide additional rigidity.

Building Foundation. The proposed building will be supported on conventional shallow foundations in newly placed compacted fill. Due to the relatively large anticipated foundation loads and other considerations, it may be desirable or necessary to support the proposed building on an alternate foundation system such as a mat foundation or a deep foundation system.

Prior to the issuance of a building permit, a site plan approval will be required, including a precise grading plan based on the final architectural design.

Exhibit V-25 Conceptual Grading Plan



Source: Fuscoe Engineering (March 2019)

R. PUBLIC SERVICES

FIRE SERVICE

The Fire Master Plan shows an existing fire hydrant location on Berry Street and the proposed on-site ladder pads and fire hose pull locations. Berry Street and Mercury Lane will serve as the fire apparatus access roads. An on-site fire access road will not be provided; however, a five-foot sidewalk for fire access is provided along the east and south boundaries.

Per Brea City Code Chapter 16, Fire Safety, Section 16.04, Brea Fire Code, the fire apparatus shall extend to within 150 feet of all portions of the development and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

The project provides 150-foot fire hose pulls along the southern boundary extending east from Berry Street and along the eastern boundary extending south from Mercury Lane. The fire hose pulls do not reach the southeast corner of the site; thus, other fire prevention methods are included. Details by Level 1, Level 2, Level 3 (Courtyard) and the Roof are provided below and are illustrated in *Exhibit V-26* through *Exhibit V-29*.

LEVEL 1 (STREET)

An existing fire hydrant is located adjacent to the project site on Berry Street within the public right-of-way, approximately 56 feet north of the southern boundary, and will be used to service the project. An existing fire hydrant is located approximately 20 feet south of the southern boundary on the adjacent property.

Ladder pads are proposed on Mercury Lane and Berry Street to service north and west windows on Levels 2 and 3. Fire hose pulls (150 feet each) are proposed along the southern and eastern boundaries. Service windows are not proposed along the south and east facades for units located in the southeast corner (refer to discussion under Level 3).

The Fire Department will access the building from Berry Street, including the pedestrian access from the street (Level 1) to Level 3 (Courtyard), and Mercury Lane, and will utilize all four stairwells, as needed.

All four stairwells will be used by residents as exit stairs from all levels above.

LEVEL 2

The Fire Department will access the building from Berry Street, including the pedestrian access from the street (Level 1) to Level 3 (Courtyard), and Mercury Lane, and will utilize all four stairwells, as needed. Stairwells 1 and 3 will be used by residents as exit stairs from all levels above.

LEVEL 3 (COURTYARD)

The Fire Department will access the building from Berry Street, including the pedestrian access from the street (Level 1) to Level 3 (Courtyard), and Mercury Lane, and will utilize all four stairwells, as needed.

For units located in the southeast corner of the building, service windows are not proposed along the south and east facades, but are proposed for the court-facing units. This allows fire apparatus to access these Level 3 units from the courtyard. In addition, ladder pads are proposed on Level 3 (Courtyard) to service court-facing units with emergency egress windows on Levels 4 and 6.

Stairwells 1, 2, and 3 will be used by residents as exit stairs from all levels above.

ROOF

The Fire Department will access the building from Berry Street and Mercury Lane, and will utilize all four stairwells, as needed.

Stairwells 1 and 2 will be used by residents as exit stairs from all levels above.

POLICE SERVICE

Police services for the Master Plan area are provided by the Brea Police Department. The Police Station is located at the Civic Center (1 Civic Center Drive), approximately 1.0 miles southeast of the project site.

TRASH SERVICE

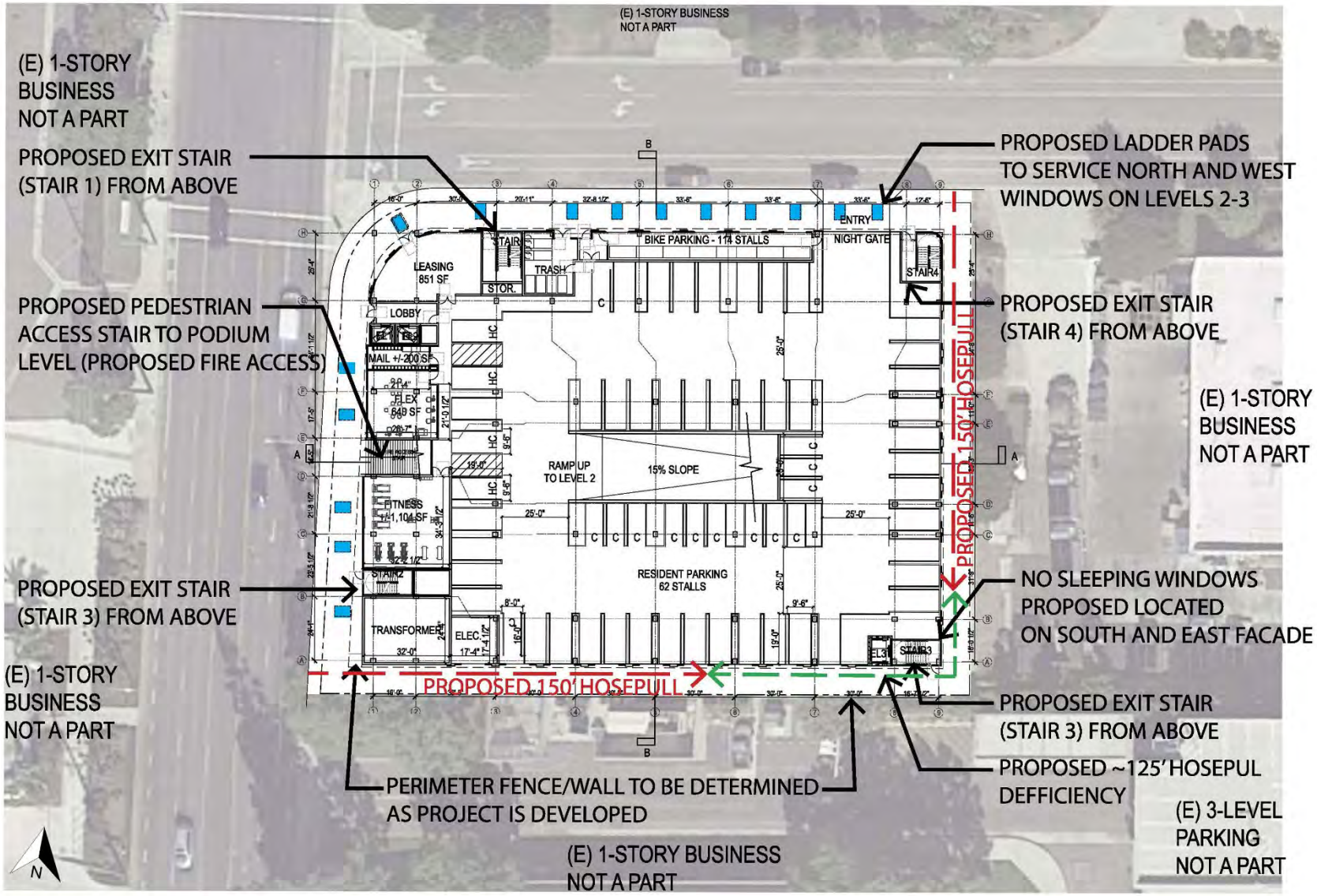
The City of Brea contracts with Republic Services, also known as Brea Disposal, for trash service and collection.

Trash bins will be provided on-site within a separate room on Level 1. Trash chutes will be provided on Levels 2, 3, and 4 and are proposed to be located in an easily accessible location, such as adjacent to elevator or the stairwells. Brea Disposal will be able to access the trash room and trash bins from Mercury Lane.

Residents can contact Brea Disposal for information regarding hazardous waste disposal or to request a bulky item pick-up.

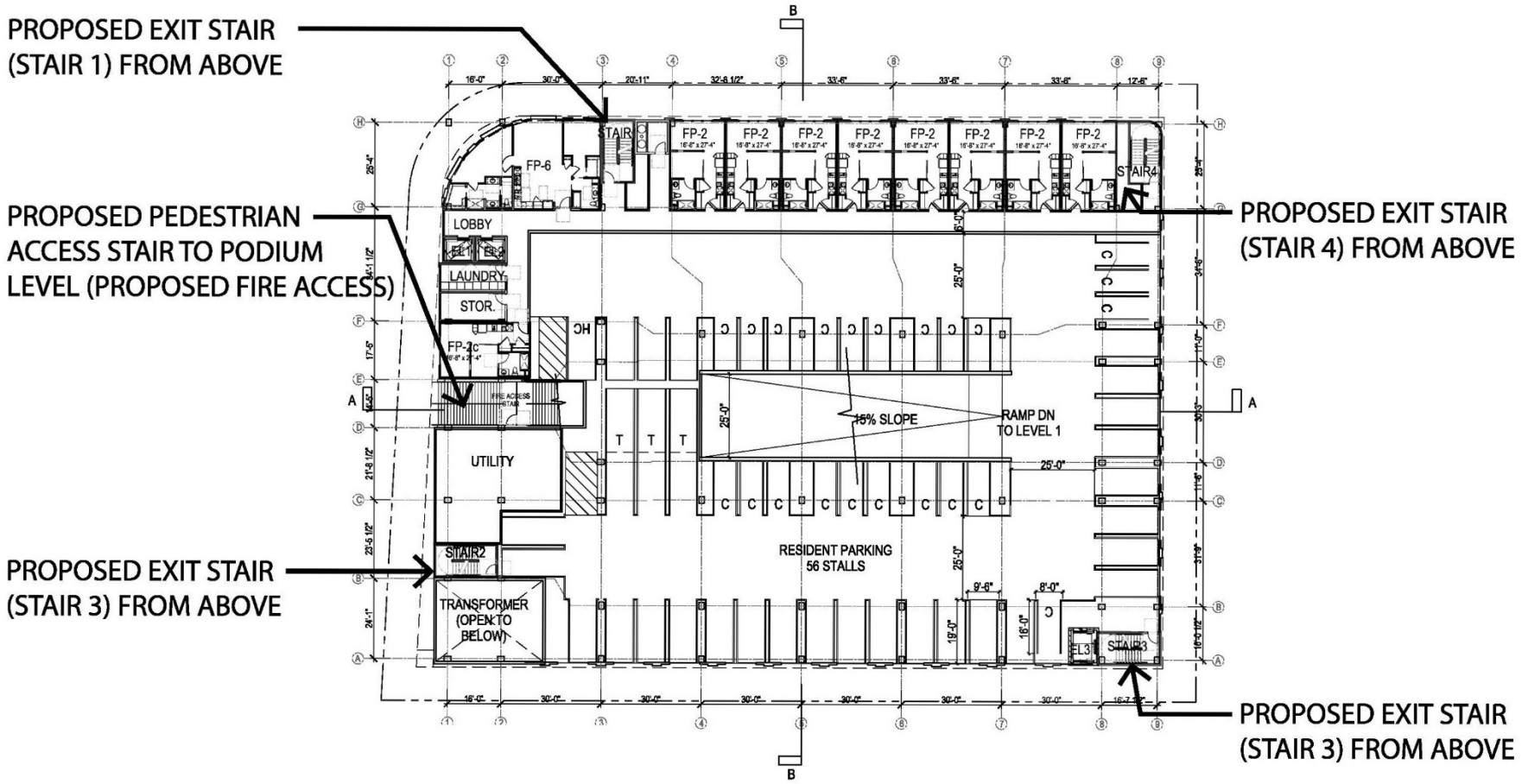
The proposed trash enclosure location and service route is shown in *Exhibit V-30, Trash Service Plan*.

Exhibit V-26 Fire Master Plan – Level 1



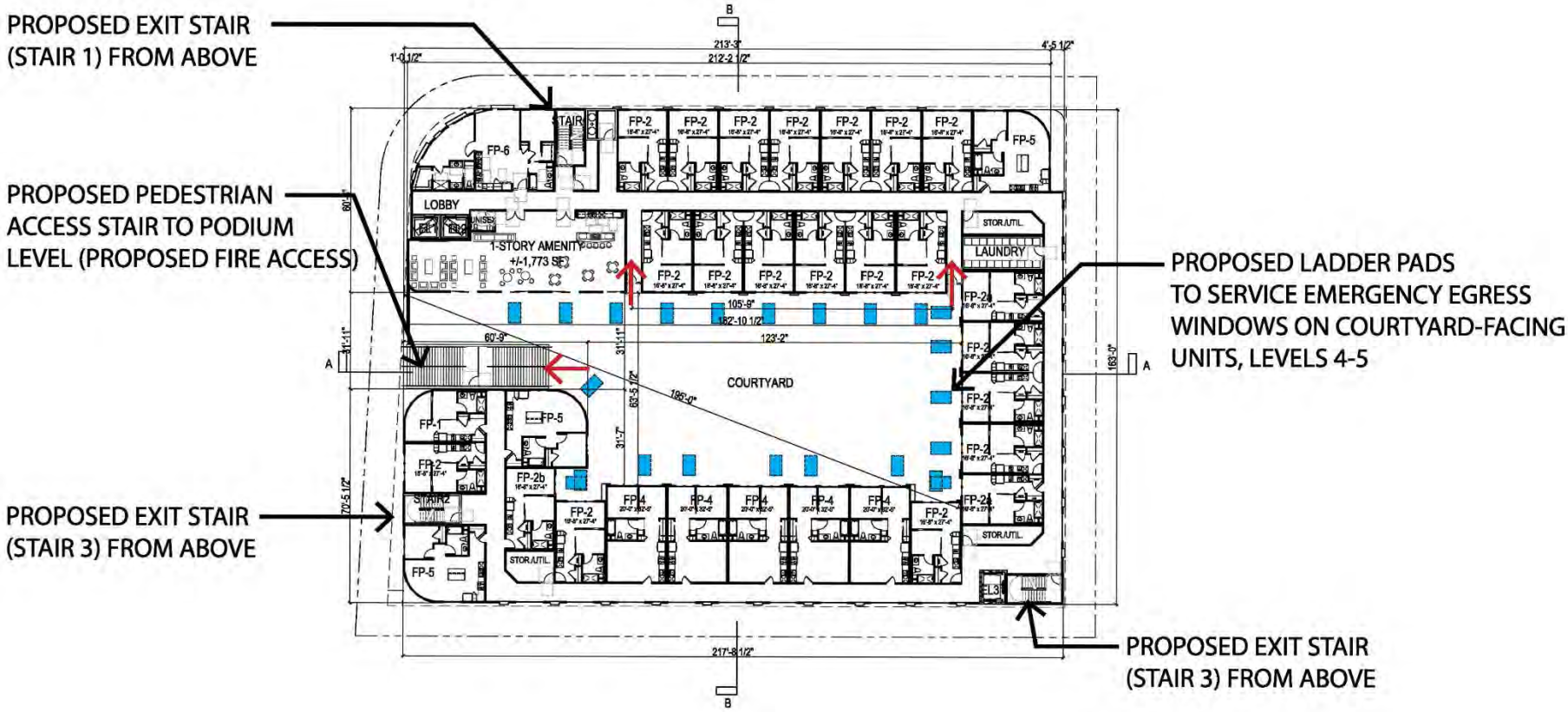
Source: Humphreys & Partners Architects LP (November 2018)

Exhibit V-27 Fire Master Plan – Level 2



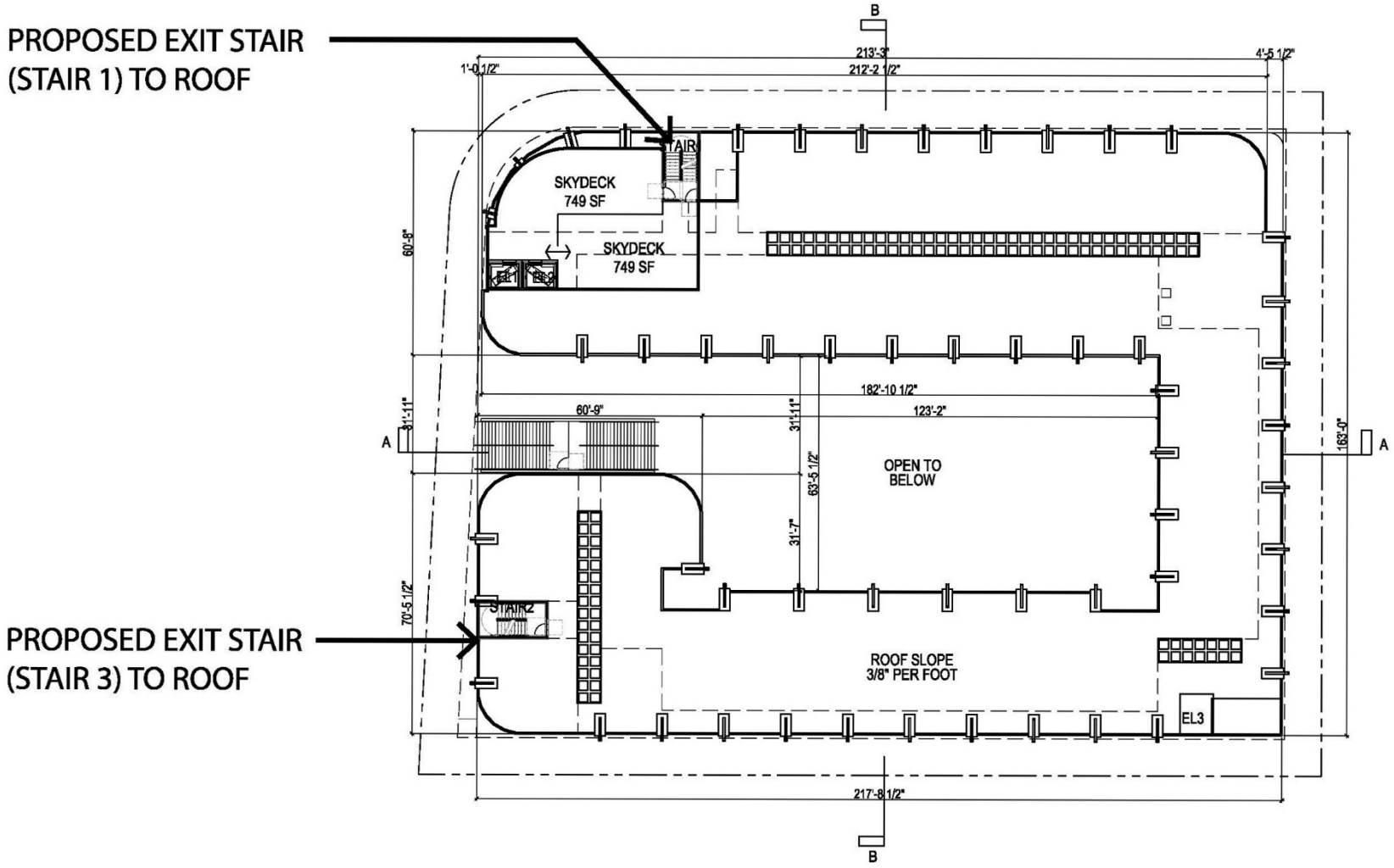
Source: Humphreys & Partners Architects LP (November 2018)

Exhibit V-28 Fire Master Plan – Level 3 (Courtyard)



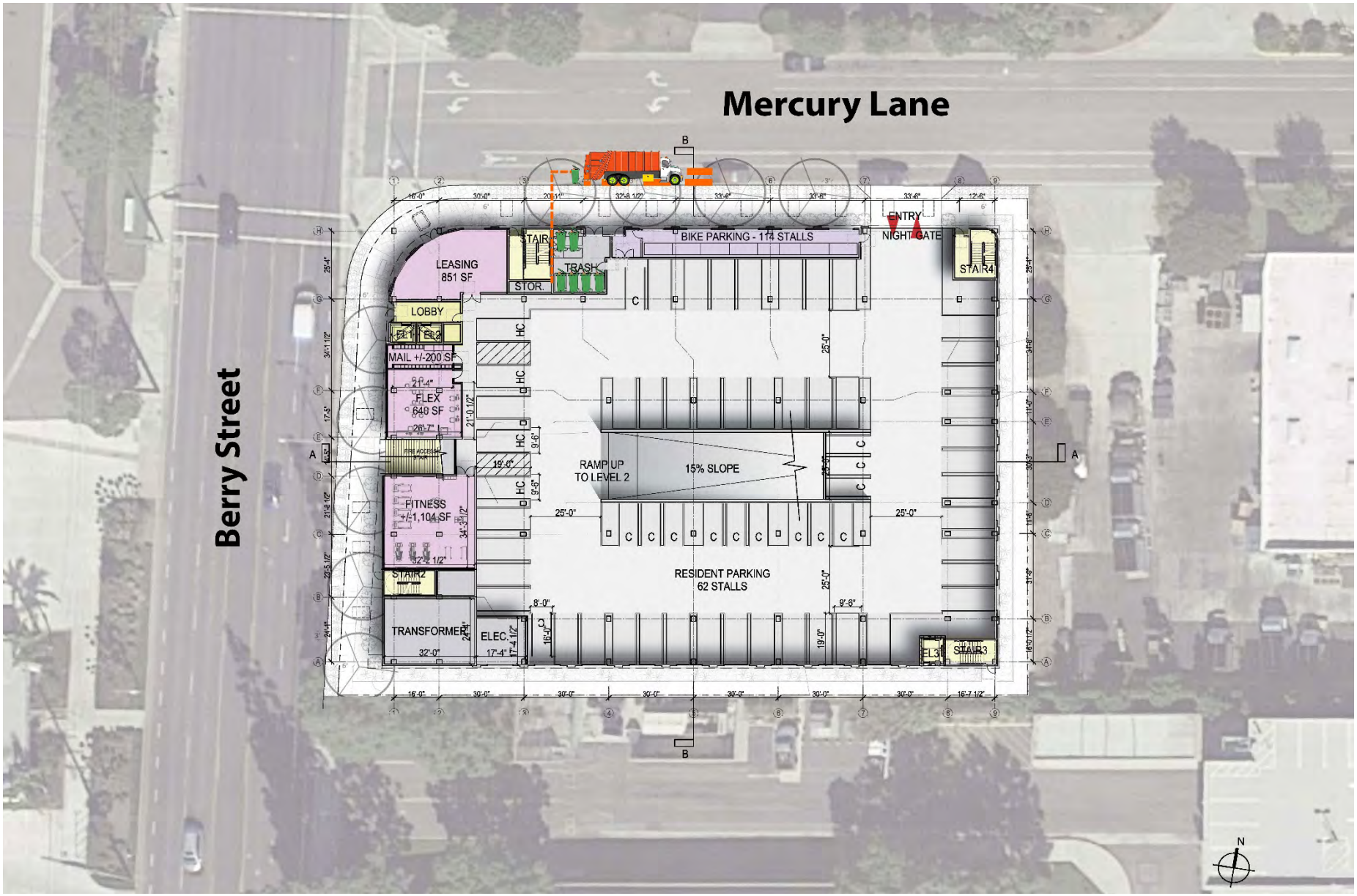
Source: Humphreys & Partners Architects LP (November 2018)

Exhibit V-29 Fire Master Plan –Roof



Source: Humphreys & Partners Architects LP (November 2018)

Exhibit V-30 Trash Service Plan



S. DISCLOSURES

As part of the Master Plan approval, a condition of approval may require that the Covenants, Conditions, and Restrictions (CC&Rs) ensure a reasonable level of compatibility between the new residential uses and the existing industrial uses, as well as minimizing noise and nuisance complaints.

This could include the following or similar requirements:

1) Disclose the existing noise environment and any odor-generating uses within and surrounding the residential development. Residents would need to sign a disclosure notice, which would acknowledge living in a residential development with adjacent industrial uses and waiving their right to claim nuisances on these uses.

2) Distribute written notice of the then-existing noise environment and any odor-generating uses within a specified radius of the residential development to any prospective purchaser or tenant at least 15 days prior to close of escrow, or within three days of the execution of a real estate sales contract or rental/lease agreement, whichever is longer.

The provisions of the CC&Rs that relates to the disclosures will be reviewed and approved by the City Attorney's office prior to recordation. A provision to the CC&Rs will also stipulate that any subsequent revisions to the CC&Rs related to this issue must be approved by the City Attorney's office.

The City Attorney's office shall determine the legal mechanism employed to ensure disclosure of noise- and odor-generating uses.

VI. COMMUNITY BENEFITS

A. THE MERCURY

It's not often that a new residential development can fit seamlessly in an established community and add a class of housing that does not exist. The Mercury's addition of workforce housing to the community fabric will both enhance and capitalize on the numerous neighborhood amenities in Downtown Brea.

The Mercury:

- Provides the opportunity for urban living
- Provides a new and emerging rental housing product – workforce housing
- Provides all rental units within the low- and moderate-income categories
- Creates site-specific standards to ensure quality design and rental affordability by:
    - Regulating building density by height, setback, and floor area ratio requirements
    - Requiring no private open space for units (similar to Brea Downtown and Birch Street Lofts)
    - Providing enhanced shared common open space and amenities
    - Providing an on-site Bike Room with one bike storage space per unit
    - Establishing on-site parking standards specific for workforce housing
- Provides connections to Downtown Brea and the City via multiple transportation options: walking, bicycle, rideshare, motor vehicles, and buses
- Provides access to a multitude of destinations in Downtown Brea - home, work, stores, restaurants, entertainment, and recreation – all within a ¼- to ½–mile walking and biking distance

The Mercury development is affordable due to its thoughtful and efficient design. The unit sizes, vehicle parking, bicycle parking, and shared common open space and amenities result in fewer construction costs and thus more affordable rents.

UNIT SIZES

The efficiently-designed studio and one-bedroom units range in size from 495 square feet to 596 square feet. This is important as smaller unit sizes reduce the cost of housing for renters. These slightly smaller and denser units are supported with shared spaces.

SHARED SPACES FOR URBAN LIVING

The development design has considered the best use of open space for residents and opted for shared fun, varied, and usable common open space within the building's Courtyard and Skydeck/Terrace. The table below highlights the variety of amenities to be provided for active and passive recreation.

Courtyard Features	Skydeck/Terrace Features	Shared Spaces
• Custom Water Feature • Accent Wall with Outdoor TV • Linear Fire Trough • Steel Shade Structure • BBQ Counter • Table Tennis • Hammocks/Day Beds on Artificial Turf • Cantilevered Concrete Seat Wall • Custom Community Table • Prefab Dining Tables • High Top Tables with Umbrella	• Outdoor Sectionals • BBQ Counter • Custom Community Tables • Café Tables	• Fitness Room • Flex Room • Bike Storage Room

VEHICLE AND BICYCLE PARKING

This site is strategically located near sites of employment, services, shopping, dining, entertainment, and recreation, and as such, encourages residents to use alternative modes of travel, such as walking, bicycles, skateboards, or scooters.

The Master Plan provides one parking space for each studio and one-bedroom unit and two spaces for two-bedroom units, which is supplemented by a bike storage room with one bike space for each unit. The Master Plan provides for no on-site guest parking. Parking is available on Mercury Lane and in nearby Downtown Brea parking garages. Providing the right amount of on-site vehicle and bicycle parking further assists in reducing construction costs and in providing affordable rents.

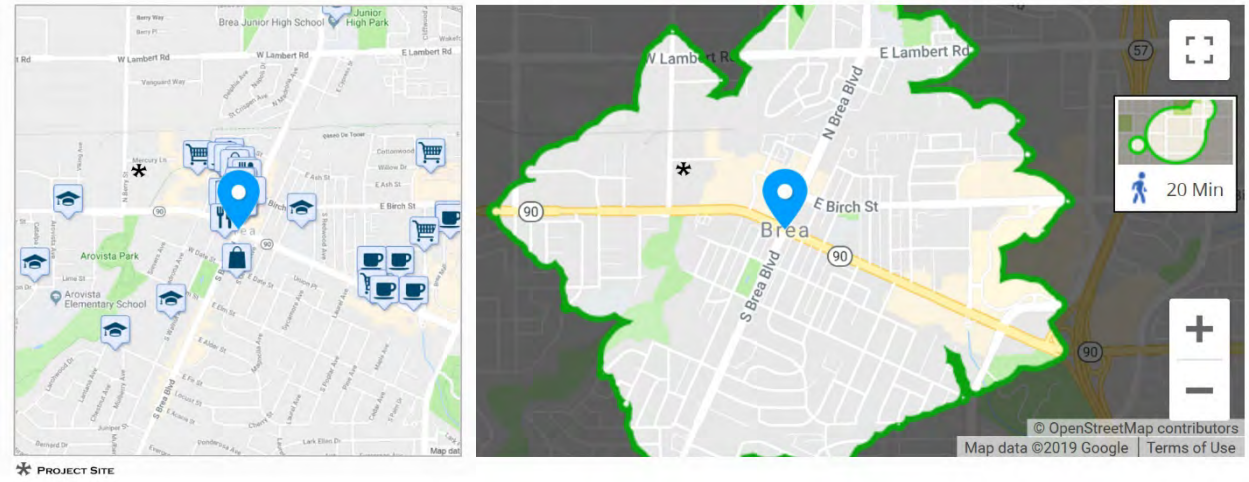
B. MAKING DOWNTOWN BREA A PLACE FOR ALL

B.1 DOWNTOWN BREA

Downtown Brea is an established mixed-use area with a variety of residential, commercial, entertainment, employment, and recreation options. The addition of workforce housing to the Downtown Brea further strengthens the viability of this neighborhood.

WALKABLE AND BIKEABLE NEIGHBORHOOD

Downtown Brea has a Walk Score of 90 and a Bike Score of 85, making it a walker's paradise and a very bikeable area.[1] This location is a Walker's Paradise so daily errands do not require a car. This location is Very Bikeable, including use of The Tracks. Nearby parks include Arovista Park, City Hall Park, and Lagos De Moreno Park.



The above Travel Time Map (map on the right), shows how far you can travel in 20 minutes by foot from the intersection of Imperial Highway and South Brea Boulevard. The Mercury project site can be easily accessed by walking to/from Downtown Brea.

Walking Travel Times From The Mercury

Anticipated walking travel times for The Mercury residents to nearby locations are noted below:

- Arovista Park or Berry Town Center via Berry Street – 3 to 5 minutes
- Gateway Center via Berry Street and Imperial Highway – 6 to 7 minutes
- Downtown Brea (intersection of Birch Street and South Brea Boulevard) via Berry Street, Imperial Highway, and Brea Boulevard – 8 to 10 minutes

[1] Source: Walk Score website, accessed June 25, 2019, https://www.walkscore.com/score/downtown-brea-ca

Multiple Amenities Near The Mercury

The Mercury residents will be served by numerous amenities with ½-mile:

- More than 35 fast dining or sit-down restaurants
- Movie theaters, comedy club, live music venues
- Grocery Store (Ralphs)
- Drug Store/Pharmacy (Rite-Aid)
- Banks
- Shopping: Gateway Center, Birch Street, Brea Downtown
- Recreation: Arovista Park, City Hall Park, The Tracks
- Electric Vehicle Charging Stations
    - Brea Downtown Parking Garage at 101 South Brea Boulevard

Additional amenities more than 1/2-mile from The Mercury site include the Brea Civic Center and Brea Mall.

B.2 THE MERCURY MAKES IT POSSIBLE TO LIVE AND WORK IN DOWNTOWN BREA

The Mercury strengthens the vitality of Downtown Brea and the City as a whole by showing that:

- Having truly affordable rental housing options for those that work in Brea is a priority
- Brea is a community with housing choices affordable to its own municipal workers, such as firemen, police, teachers, clerks, planners, etc.,
- It's all about community - priority for the units will be given to those that work in Brea by collaborating with the Human Resources Departments of large employers and the City of Brea
- Individuals can choose to opt out of car ownership, and use the savings to increase their quality of life and personal savings
- Individuals improve their quality of life with increased personal time and personal savings due to reduced commute times and costs
- New residents to the community will shop, dine, and recreate in the community, which brings in additional sales and tax revenues to the businesses and the City
- Brea is a place for all to live, work, and play

The Mercury Makes It Possible to Live and Work in Brea

- **114 Workforce Dwelling Units**
- Up to 206 Residents

All unit rents will fall within the low-income (51-80% AMI) and moderate-income (81-120% AMI) categories

- **Reduced % of income on rent**
- **Reduced % on income on transportation costs**
- **Increased $$ for expendable income & personal savings**

The Mercury | **Targeted Worker Wages** | **Affordable Rents** | **The Mercury Residents' Commute Gains** | **The Mercury Residents' Outcomes**

Rents are targeted for workers making between:

$18 to $40 per hour = $37,740 to $83,200 per year

- 1,656,600 Vehicle Miles Travelled Per Year

+ $737,800 Total in Car Expense Savings for Residents' Use

+41,400 Total Hours Per Year

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The Mercury Workforce Housing = Economic Development for Downtown Brea

The Mercury Provides:

- Housing Close to Work
- Cool Property Features
- Shopping, Dining & Entertainment Options
- Outdoor Recreation Options

Affordable Workforce Housing

Shopping & Services

- Grocery and Drug Stores within ¼-mile
- Variety of retail and service options within ½ mile
- Close to Brea Mall

Entertainment

- Two Movie Theaters
- Comedy Club
- Live Music Venue

Dining

- 30 fast-dining and sit-down restaurants within ½-mile

Outdoor Recreation

- 1 minute bike ride to The Tracks
- 3-5 minute walk to The Tracks
- 3-5 minute walk to Arovista Park

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The Mercury – Shopping With ¼ - ½ Mile

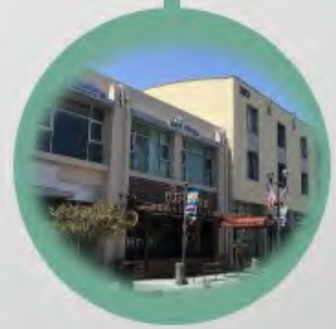
Gateway Center

Gateway Center

Berry Towne Center & Arrovista Plaza

Birch Street

Birch Street



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The Mercury – Dining Within ¼ - ½ Mile

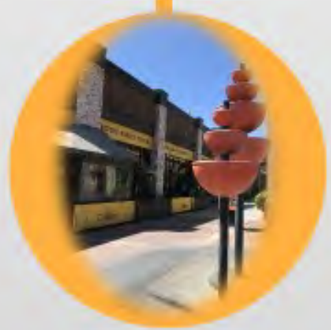
Brea Downtown

Brea Downtown

Brea Downtown

Brea Downtown

Berry Towne Center & Arrovista Plaza



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The Mercury – Entertainment & Recreation Within ¼ - ½ Mile

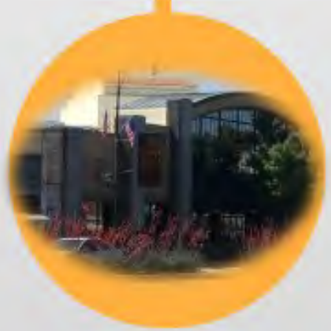
Brea Downtown

Brea Downtown

Brea Downtown

Brea Downtown

Brea Downtown



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The Mercury Makes It Possible to Live and Work in Brea

- 114 Affordable Rental Workforce Housing Units
- **Monthly Rents Between $1,000 to $2,500**

- Residents Spending Less on Rent (Approximately 30%)
- **Residents Have More Expendable Income**

More Time, Expendable Income & Personal Savings:

1,656,000 Fewer Vehicle Miles Travelled Per Year

$737,800 in Total Car Expense Savings

41,400 More Hours of Personal Time

The Mercury	Fewer Vehicle Miles Travelled	The Mercury Residents' Savings	The Mercury Residents' Have More Free Time	The Mercury Residents' Outcomes

- 20 Miles One Way
- 40 Miles Roundtrip
- 200 Workdays
- **8,000 Fewer Vehicle Miles Travelled Per Year Per Resident**

- **Each Resident Gets Back 1 Hour/Day (200 Hours/Year)**

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C. COMMUNITY BENEFITS

Increasing the City's supply of affordable workforce housing creates a number of community and economic benefits for Brea. The Mercury Planned Community Master Plan Project will enhance and strengthen the community by:

- Providing 114 rental units within Downtown Brea, which will support local businesses and commercial centers.
- Providing workforce housing that is not currently available within the City - without taxpayer assistance or funds.
- Providing rental housing with lower and more affordable rents, all within the low- and moderate-income categories, for the City's workforce.
- Providing 11 units (10 percent) for the Brea Affordable Housing Program.
- Giving priority to employers and employees within the City to apply for and occupy units.
- Giving residents the opportunity to live and work in Brea.
- Providing the opportunity for college graduates to move out of their parent's home and live close to their family.
- Strengthening the success and competitiveness of businesses in the City by providing housing for the City's workforce.
- Providing a deeper talent pool for local businesses and employees and increasing economic activity within the City.
- Providing economic and environmental benefits by providing housing close to employment centers in the City.
- Providing the opportunity for residents to walk or bike to work, particularly in the western portion of the City, which eliminates the need to drive to work.
- Installing sidewalks along the development frontage on Mercury Lane and South Berry Street. A continuous sidewalk will be created on the east side of South Berry Street from Imperial Highway north to Mercury Lane.
- Providing connections to City bicycle and pedestrian paths/trails.
- Installing a major art piece on-site.

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VII. DEVELOPMENT AND DESIGN STANDARDS

A. LAND USE AND DEVELOPMENT STANDARDS

A.1 GENERAL PROVISIONS

1. Upon adoption by Ordinance, this Master Plan will constitute the zoning for the Master Plan area. Subsequent development plans or agreements, site plans, or any other action requiring ministerial or discretionary approval relative to the Master Plan area must be consistent with the development regulations contained within this Section (Section VII.A).

2. The provisions contained in this Master Plan shall govern all development within The Mercury Master Plan area. Any land use not specifically covered by the provisions contained herein shall be subject to review and determination by the Community Development Director or designee.

3. Any ambiguities related to the implementation of the provisions of this Master Plan shall be resolved by the Community Development Director or designee. Such interpretations shall take into account the stated objectives and intent of this Master Plan. Any interpretation made by the Community Development Director or designee may be appealed to the City Council.

4. If provisions or conditions contained in this Master Plan differ or conflict with provisions or conditions of the Brea Zoning Ordinance, the provisions contained in this document shall take precedence.

5. Setback requirements shall be defined as the distance perpendicular from the existing property line to the closest part of a structure (excluding building overhangs).

6. Building height shall be defined as the vertical distance from finished grade at primary fire department access to the uppermost part of the structure.

7. All grading and construction shall comply with the provisions as stated in the California Building Standards Code and other applicable chapters of the Brea City Code. The commencement of construction shall not occur prior to the determination by the Community Development Director or designee that all applicable regulations, standards and conditions of The Mercury Master Plan have been satisfied.

8. The terms and definitions used in this section shall have the same definitions as provided in Section 20.070.00 of the Brea Zoning Ordinance, unless defined otherwise.

9. Severability. In the event that any regulation, condition, program, portion, or policy of this Master Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Master Plan or applications thereof which can be implemented without the invalid provision.

A.2 PERMITTED LAND USES

Uses permitted within the Master Plan area shall be in compliance with those listed in *Table VII-1, Permitted Land Uses*. If a use is proposed that is not specifically listed in *Table VII-1*, a determination as to whether or not it should be allowed, conditionally allowed, or prohibited shall be made in compliance with the provisions of the Brea Zoning Ordinance.

TABLE VII-1
PERMITTED LAND USES

Use or Activity	Master Plan
Multi-Family Dwelling Units	P
Permanent Resident Manager's Office	P
Home Occupations[1]	P
Accessory Uses & Structures	P
Alternative Fuels & Recharging Facilities as an Accessory Use	P
Motor Vehicle Parking Lot/Structure Facilities	P
Satellite Dishes/Antenna	P
Animals[2]	P
Private Noncommercial Greenhouses, Horticultural Collections, Flower Gardens, Vegetable Gardens, and Fruit Trees	P

Legend:
P = Permitted Use
C = Conditional Use, Conditional Use Permit Required
X = Not a Permitted Use

Notes:
For land uses not listed above, the provisions of § 20.408.010 (Administrative Interpretation) of the Brea Zoning Ordinance shall apply.
1. Per criteria set forth in Chapter 20.36 of the Brea Zoning Ordinance.
2. Per criteria set for in Section 20.220.020.6 of the Brea Zoning Ordinance.

A.3 SITE DEVELOPMENT STANDARDS

The development standards in *Table VII-2, Development Standards,* shall provide the primary development criteria within the Master Plan area.

TABLE VII-2
DEVELOPMENT STANDARDS

Topic	Standard
Minimum Parcel Size	10,000 sf
Minimum Parcel Depth	120 ft
Minimum Parcel Width (Corner Lot)	85 ft
Maximum Allowable Floor Area Ratio	3.0 FAR
Building Setback Requirements[1] Front Side, Adjoining Nonresidential Uses Side, Street Rear, Adjoining Nonresidential Uses	 10 ft 10 ft 10 ft 10 ft
Maximum Lot Coverage by Structures[2]	80%
Maximum Structure Height	68 ft to top of structure
Structures Permitted Above Maximum Structure Height (Brea Zoning Ordinance Section 20.220.040.C.2 and 20.220.040.C.3)	Chimneys; Domestic Radio & Television Masts; Fire & Parapet Walls; Roof Structures for Air Conditioners; Elevators; Stairways; Tanks; Ventilating Fans & Similar Equipment
Minimum Dwelling Unit Size Bachelor/Studio One Bedroom Two Bedroom	 450 sf 595 sf 800 sf
Minimum Private Open Space Per Unit	0 sf
Minimum Common Space Per Unit	75 sf

Legend:
ft = feet; sf = square feet; du = dwelling unit; ac = acre

Notes:
1. Setback is the minimum distance by which structures, parking, or uses on a parcel shall be separated from a street right-of-way or lot line.
2. Lot coverage is the percentage of total site area occupied by structures. Lot coverage includes the primary structure, all accessory structures and architectural features (e.g., balconies, chimneys, decks above the first floor , porches, stairs, etc.). Lot coverage is measured from exterior wall to exterior wall.
3. Building height shall be defined as the vertical distance from finished grade at primary fire department access to the uppermost part of the structure.

A.4 SITE ACCESS

1. Vehicular access to the Master Plan area will consist of a single point located along Mercury Lane into the parking garage.

2. Pedestrian access is provided at multiple locations on Mercury Lane and Berry Street.

3. A minimum 15-foot line of sight shall be provided at the project entryway and at all street corners.

4. A minimum 6-inch-high raised concrete curb shall be provided for all public streets and on-street parking areas.

A.5 PARKING AND LOADING

VEHICLE PARKING

1. A maximum of 118 off-street parking spaces shall be provided in a parking garage within the Master Plan area. *Table VII-3, Parking Space Requirements*, identifies the off-street parking space requirement by unit size.

2. Standard, compact, tandem, and handicap parking spaces shall be provided. *Table VII-4, Parking Space Size Requirements*, identifies the parking space size requirement by space type.

TABLE VII-3
PARKING SPACE REQUIREMENTS

Use	Requirement
Residential Unit	
Studio	1 space per unit
One Bedroom	1 space per unit
Two Bedroom	2 spaces per unit
Guest Parking	0 space per unit

TABLE VII-4
PARKING SPACE SIZE REQUIREMENTS

Space Type	Space Size	Requirement
Standard	9'6" x 19'	Master Plan Requirement
Compact	8' x 16'	§20.080.040.C.2.b.4
Tandem – Front	9'6" x 19'	Master Plan Requirement
Tandem - Back	9'6" x 19'	Master Plan Requirement
Handicap	9'6" x 19'	§20.080.040.C.2.b.3

3. New vehicle parking spaces required for the multi-family residential development may be substituted, with the exception of handicapped parking spaces, by bicycle parking at a ratio of one (1) off-street vehicle parking space for every five (5) bicycle parking spaces provided. The reduced number of vehicle parking spaces shall not exceed ten (10) percent of the total number of required spaces.

4. Residential parking standards within The Mercury Master Plan area shall comply with Section 20.08.040, Off-Street Parking and Loading, of the Brea Zoning Ordinance with the following exceptions: subsections 20.080.040.C.2.b.1.a.i and 20.080.040.C.2.c.3.

BICYCLE PARKING

1. The multi-family residential development shall provide one bicycle space for every one (1) unit.

2. A maximum of 114 bicycle parking spaces shall be provided in a bicycle room within the Master Plan area.

3. Bicycle parking spaces shall be separated from vehicle parking spaces. Bicycle parking spaces shall be located in a bicycle storage facility or bicycle room.

4. Bicycle Parking Definitions

In this Section, the following definitions shall apply:

Bicycle Parking Space. A single space provided for locking a single bicycle to a rack element or in a bicycle storage facility or bicycle room.

Bicycle Rack. One or more rack elements joined on any common base or arranged in a regular array and fastened to a common mounting service.

Rack Element. The part of a bicycle rack that supports one bicycle.

Bicycle Storage Facility. A shed, storage room, locker, or similar facility designed to hold one or more bicycles.

Bicycle Room. A bicycle room is defined as a locked bicycle parking area designed to hold bicycles, and is walled off to prohibit access by the general public.

5. Bicycle Parking Design Standards

In this Section, the following standards shall apply:

a. All bicycle racks and/or bicycle storage facilities shall be anchored securely to the ground or the building structure to prevent them from being removed from the location.

b. The surfacing of a bicycle storage facility or bike room shall be a hard surface that shall be maintained to be mud and dust free.

c. Bicycle parking spaces shall be at least two (2) feet wide by six (6) feet length per bicycle.

d. An aisle, a minimum of forty-eight (48) inches (4 feet) wide or as specified by manufacturer, shall be provided behind bicycle parking to allow for maneuvering.

e. Sufficient space, a minimum of twenty-four (24) inches or as specified by manufacturer, shall be provided beside each parked bicycle to allow access. This access may be shared by adjacent bicycles.

f. Bicycle storage facilities or bicycle racks shall be installed a minimum of 10 (ten) inches, or as specified by manufacturer, from any wall or other obstruction.

g. Rack elements shall support the bicycle frame at two locations, prevent the wheel of the bicycle from tipping over, and enable the frame and one or both wheels to be secured with a user-supplied locking device. Rack elements that support a bicycle primarily by a wheel, such as standard wire racks are damaging to wheels and are not permitted.

h. Bicycle parking shall be illuminated at night.

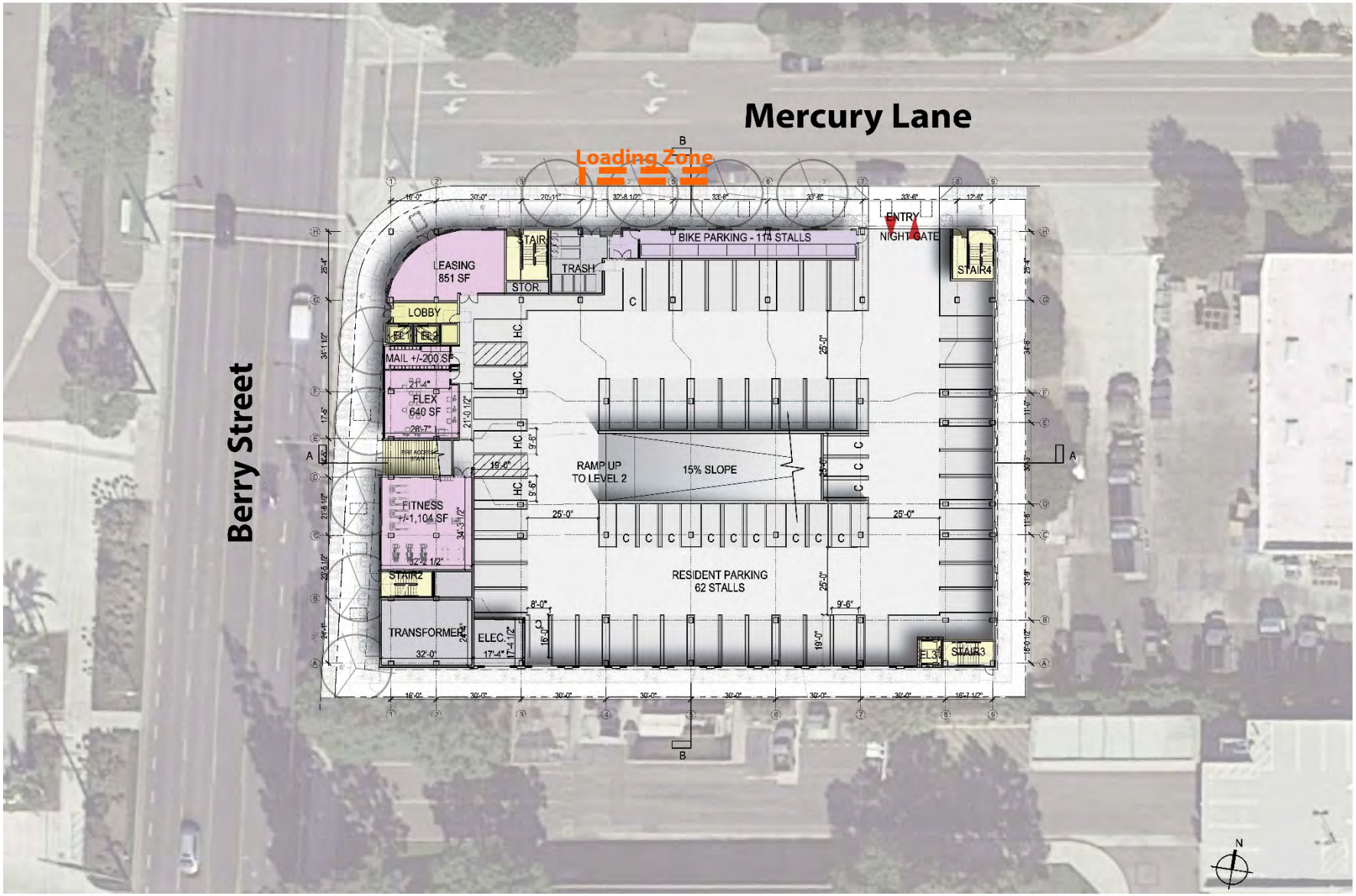
i. The bicycle storage facility or bike room shall provide a public bike pump and a public bike repair stand.

6. For every five (5) bicycle parking spaces that are provided, the number of required off-street vehicle parking spaces, with the exception of handicapped parking spaces, may be reduced by one space, provided the reduced number of spaces does not exceed ten (10) percent of the total number of required spaces.

LOADING

1. A loading zone shall be provided on Mercury Lane, and shall consist of a painted curb. The loading zone shall begin 25 feet from the easternmost crosswalk boundary line on Mercury Lane and shall be a minimum of 40 feet in length and a maximum of 60 feet in length. Refer to *Exhibit VII-1, Loading Zone*.

Exhibit VII-1 Loading Zone



A.6 LANDSCAPE/OPEN SPACE

COMMON OPEN SPACE

1. Common open space shall be provided at a minimum of 75 square feet per unit with a minimum of 10-feet in any direction.

2. Common open space shall be purposefully designed as active or passive recreational facilities.

3. Rooftop open space may satisfy this requirement, provided it is available for use by all residents.

LANDSCAPE

1. All unpaved areas on the development site shall be planted with an effective combination of trees, shrubs, ground cover, turf, or other decorative landscape materials specifically approved by the Community Development Department. All setback areas that are visible from the public right-of-way shall be landscaped by the developer prior to occupancy.

2. Prior to the issuance of building permits, a landscape plan shall be submitted to and approved by the City, indicating the size and species of trees, shrubs, groundcover, and other plant materials to be installed within the Master Plan area.

    a. Drought-tolerant landscaping materials shall be emphasized to the greatest degree possible without compromising the quality of the overall design.

3. Permanent, automatic irrigation systems shall be provided in all landscaped areas.

    a. Landscape irrigation systems shall be designed to prevent run-off and overspray to the greatest degree possible.

    b. Water conserving irrigation techniques, such as drip irrigation, shall be utilized where feasible.

    c. Landscaping shall comply with the City's Water Efficient Landscape Requirements stated in Chapter 14.00 of the Brea City Code.

4. Landscape areas shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris.

A.7 SCREENING, FENCES, AND WALLS

1. All screening installed within the Master Plan area shall conform to the requirements provided in Chapter 20.08 of the Brea Zoning Ordinance.

2. A minimum 15-foot line of sight shall be provided at all intersections and corner locations.

3. Walls and other non-structural features shall be designed to blend with the architectural character within the Master Plan area through the use of similar materials and colors.

4. Landscaping shall be used in combination with walls to soften blank surfaces.

5. Walls and other screening methods shall be compatible with the overall architectural character of the Master Plan area. The final design shall be subject to the approval of the Community Development Department.

6. All walls and fences installed shall conform to Sections 20.236.040 and 20.220.040 of the Brea Zoning Ordinance.

A.8 SERVICE FACILITIES

1. Overhead utility lines along Berry Street shall remain in place.

2. Utility equipment (e.g., electric and gas meters, electrical panels, and junction boxes) shall be enclosed within cabinets or screened from view using architecturally compatible walls and landscaping.

3. All utility lines extending from the service drop shall be located underground.

4. Mechanical equipment, including air conditioners, vents, or other incidental appurtenances, shall be located on the roof of any structure and screened from view.

5. Trash enclosures and/or solid waste receptacles shall be located within or adjacent to the building, and shall not create a nuisance for on-site residents or adjacent properties.

    a. All trash enclosures shall be kept and maintained in clean, neat, orderly, and operable condition out of view from interior streets, except on trash collection days.

A.9 LIGHTING

1. All exterior and interior lighting fixtures shall be of consistent, high quality and shall compliment the overall architectural design of the Master Plan area.

2. Exterior and interior lighting standards and fixtures shall be shielded so that illumination is fully confined within the Master Plan area boundaries.

3. Exterior lighting shall provide sufficient illumination for access and security purposes. Such lighting shall not blink, flash, or oscillate.

4. Exterior mounted security lighting fixtures shall not project above the fascia or roof line of the building.

5. Photoluminescent (PL) lighting and materials shall be used for emergency exit and fire extinguisher signage, stair nosing and handrails, and egress locations, where feasible. The PL lighting shall meet all applicable International Building Code, Fire Code, NFPA Safety Code, and UL 924 Emergency Lighting and Power Equipment standards.

6. Lighting within the Master Plan area shall conform to Sections 20.08.040.C.5 and 20.220.040.I of the Brea Zoning Ordinance.

A.10 SIGNS

1. Signage within The Mercury Master Plan area shall be consistent with the building architectural style, including colors, type style, and materials, as shown on *Exhibit VII-2*, *Sign Program*.

2. Permitted Signs.

   a. A maximum of two illuminated or non-illuminated signs shall be permitted for the purpose of identification which contains the name and/or address of the multi-family development only. Each sign shall not exceed 180 square feet in area.

   b. A maximum of four non-illuminated signs shall be permitted pertaining only to building entrances, lease or rental office, or other on-site use or amenity of the particular building, property or premises upon which such signs are displayed. Each sign is not exceed 34 square feet in area.

   c. A maximum of one illuminated on non-illuminated rooftop sign shall be permitted for the purpose of identification which contains the name of the multi-family development only. Each sign shall not exceed 280 square feet in area.

3. Aggregate Area of Signs Permitted. The maximum combined area of the signs defined in A.10.2 is 776 square feet.

4 Prohibited Signs. All signs not expressly permitted shall be prohibited, including but not limited to:

- Flashing signs
- Animated signs
- Moving or rotating signs
- Portable signs
- "Sniping" signs

A.11 COLORS, MATERIALS, AND ARCHITECTURAL FEATURES

1. Development within The Mercury Master Plan area shall utilize façade articulation techniques that will create visual interest and shadows to promote a high level of aesthetic quality for the Master Plan area.

2. Development within The Mercury Master Plan area shall maintain an individual identity while complimenting the aesthetic quality of the surrounding area and community as a whole.

3. An appropriate use of color schemes and building material shall be utilized for building elevations to establish variation and visual interest.

   a. Color schemes shall be consistent and/or compatible with existing architectural features on adjacent sites.

   b. Exterior materials for architectural features, paving, and wall accents shall be of high quality and durability, and may include plaster, brick, tile and stone veneer.

c. Roofing treatments shall be appropriate for the design and utilize high quality materials. Bright or trendy color are discouraged.

Refer to *Exhibit V-15, Architectural Details and Materials*.

A.12 ACCESSORY STRUCTURES

Accessory structures shall comply with the regulations and standards as set forth in Section 20.08.035.F of the Brea Zoning Ordinance.

B. SUSTAINABILITY GUIDELINES

B.1 GREEN BUILDINGS

Refer to the requirements of the Brea City Code Chapter 15.24, Green Building Standards Code, and the California Green Building Standards Code (CALGreen). A variety of additional green building techniques are available for application to the project, such as those found in:

- Build It Green (www.builditgreen.org) and its GreenPoint Rated Guidelines
- United States Green Building Council/Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ (USGBC/LEED: www.usgbc.org)
- The National Association of Homebuilders Model Green Home Building Guidelines (www.nahbrc.org/Greenguidelines)

B.1.A ENERGY

Solar Access, Daylighting, Passive Solar Heating and Cooling

1. Where not in conflict with building scale and frontage and building placement regulations, the massing and orientation of new buildings should optimize solar and wind exposure for heating, cooling, daylighting, and management of glare.

2. For energy savings and thermal comfort, the location and design of shading structures and devices, window orientation, and window size should minimize solar heat gain and maximize cooling during warm weather and promote solar heat gain during cold weather. These elements include, but are not limited to roof overhangs, canopies, "brise-soleil" shading elements, latticework, and trellises.

3. Shading devices, window orientation, window opening sizes, and glazing selections should be designed to promote daylighting of interior spaces, minimize the need for artificial lighting, and control glare. The use of skylights or "light shelves" (façade-mounted horizontal surfaces beneath windows to diffuse sunlight deeply into interior spaces) is also encouraged for this purpose.

4. Building massing, roof forms, shading devices, and façade cladding systems should be designed and oriented to direct airflow that facilitates natural ventilation.

5. Exterior building wall design may incorporate hollow cavities that help to insulate the building. These hollow cavities can also be designed to direct airflow that supports natural ventilation.

6. Suggested rooftop green building features include:

   a. Photovoltaic panels – with appropriate screening measures.

   b. "Cool roofs" (white or light colored), to reduce solar heat gain – with proper orientation and screening measures to prevent glare effects on adjacent buildings, public streets, and public spaces.

   c. Green roofs with living materials and soil, as appropriate to local climate and water conditions.

B.1.B CONSTRUCTION MATERIALS

To reduce resource consumption in manufacture and transport, locally produced and recycled building construction materials should be used whenever possible and as directed by Brea City Code Chapter 8.29, Construction and Demolition Waste Management Code.

B.1.C MECHANICAL EQUIPMENT AND SCREENING

Similar to all other building- and site-mounted mechanical equipment, mechanical equipment in support of sustainability such as photovoltaic or solar water heating panels should be architecturally integrated into the roof and/or screened from public view to the degree possible or as specified in the Brea City Code.

B.2 GREEN SITE TREATMENTS

B.2.A WATER CONSERVATION AND QUALITY

1. See applicable sections of Brea City Code Chapter 14.00, Water Efficient Landscaping Requirements.

2. Drought tolerant landscaping is highly recommended and turf is discouraged.

3. Rooftop gardens or other rainwater capture and recycling systems are encouraged, especially on otherwise unoccupied flat portions of building roofs.

B.2.B STORMWATER MANAGEMENT

1. All landscaped areas including those constructed as part of street or sidewalk improvements should be designed to allow aquifer filtration and minimize stormwater run-off utilizing stormwater management best management practices and low impact development techniques.

2. The grading of all paved areas and adjacent non-paved areas, the selection of paving materials, and the design of drainage facilities should maximize paving permeability and be configured to allow water run-off to percolate back into native soil as much as possible.

3. Paved areas should incorporate best management practices to control stormwater as outlined in the Santa Ana Region Municipal Regional Stormwater NPDES Permit – for more information refer to https://www.waterboards.ca.gov/santaana/water_issues/programs/stormwater/oc_permit.html or the National Pollution Discharge Elimination System (NPDES) Guidelines – for more information refer to http://epa.gov/npdes/

VIII. REQUIRED PROJECT ENTITLEMENTS

Approval of the following actions will be required to implement the proposed project:

- **Zoning Map Amendment.** Change to PC Planned Community Zone with Planned Community Master Plan.

- **Development Agreement.** A development agreement is required to implement The Mercury Project.

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IX. PROJECT TEAM

PROJECT APPLICANT
Mercury CXIV, LLC

ARCHITECT
Humphreys & Partners Architects, LP

LANDSCAPE ARCHITECT
HPLA Studio

CIVIL ENGINEER
Fuscoe Engineering, Inc.

MASTER PLAN
Morse Planning Group

PARKING
RK Engineering Group, Inc.

CONSTRUCTION
Peregrine Construction, Inc.

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Appendix A

The Mercury
Planned Community Master Plan
Public Outreach Plan

This Plan is intended to guide public outreach activities for The Mercury Project. The Applicant Team has the responsibility to oversee the outreach efforts, summarize input received, and provide a summary of the outreach efforts to the City.

Project Overview

The Applicant Team will prepare a Project Overview Sheet, which will provide a summary of the project and proposed amenities. The Project Overview sheet will be available on the project website and be provided at all project information meetings.

Project Information

The Applicant Team will make project information to the public in the following ways:

- Project Website
- Graphic Signs and Windscreens On Project Site
- Scaled Model of Project
    - Available at City Hall
- Mounted Exhibits - Site Plan and Architectural Elevations
    - Available at City Hall

Project Overview Meetings

The project information meetings will provide community stakeholders an opportunity to learn about the project as well as provide their feedback. Some of the presentations will take place during regularly scheduled meetings of local organizations and groups.

- Meet with Adjacent Property Owners & Businesses
    - On Mercury Lane
    - Mercury Insurance
    - Properties to the west
    - Berry Town Center

  The intent is to hold individual meetings with property owners or tenants.

- Meet with Brea Downtown Owner Association (BDOA)
- Meet with Brea Chamber of Commerce

- Meet with Residential Property Owners & Tenants Within Specified Radius (1000-foot)
    - Open House format

- Meet with Businesses in the City
    - Share project information to owners and employees

Implementation Matrix

The matrix below summarizes the specific actions that should be undertaken to implement the Public Outreach Plan for The Mercury Project.

OUTREACH TOOL	TARGET AUDIENCE Property Owners = PO Commercial/Industrial Tenants = CIT Residents = R Business Groups = BG Local Organizations = LO Community-Wide = CW	TIMING
Project Overview	All	2nd Quarter 2019
Project Information		
Project Website	All	2nd Quarter 2019
Graphic Signs and Windscreens On Project Site	All	2nd – 3rd Quarter 2019
Scaled Model of Project	All	2nd Quarter 2019
Mounted Exhibits - Site Plan and Architectural Elevations	All	2nd Quarter 2019
Project Information Meetings		
Meet with Adjacent Property Owners & Businesses ▪ *On Mercury Lane* ▪ *Mercury Insurance* ▪ *Properties to the west* ▪ *Berry Town Center*	PO CIT	Initiate 2nd Quarter 2019
Meet with Brea Downtown Owner Association (BDOA)	BG	Initiate 2nd Quarter 2019
Meet with Brea Chamber of Commerce	BG	Initiate 2nd Quarter 2019
Meet with Residential Property Owners & Tenants Within Specified Radius (Radius TBD)	PO R	Initiate 2nd Quarter 2019
Meet with Businesses in the City	BG	Initiate 2nd Quarter 2019