

5. Environmental Analysis

5.5 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Brea from implementation of the proposed Mercury Residential project. Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR. The analysis in this section is based, in part, upon the following sources:

- *The Mercury Planned Community Master Plan (PC Master Plan)*, Mercury CXIV, LLC, July 22, 2019
- *Parking Analysis*, RK Engineering Group, Inc., March 18, 2019

Complete copies of these studies are in Appendix M and Appendix N, respectively, of this Draft EIR.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY FRAMEWORK

Regional Regulations

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG adopted the 2016-2040 RTP/SCS: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, which encompasses three principles, mobility, economy, and sustainability, that work as the key to the region's future. The 2016-2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2016).

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Local Regulations

City of Brea General Plan

The land use section of the City of Brea General Plan Community Development Element defines the distribution of land uses and the intensity of development. The land use section provides goals and policies that are used to guide implementation of land use objectives that provide for the present and future population.

- **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.
- **Policy CD-1.4.** Ensure that the City maintains a balance among residential, commercial, and industrial land uses.
- **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.
- **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.
- **Policy CD-4.2.** Improve transportation, pedestrian, and visual connections between Brea Downtown and the rest of the community.

Moreover, the 2014-2021 Housing Element identifies strategies and programs that focus on the conservation and improvement of existing affordable housing; the provisions of adequate housing sites; assistance in the development of affordable housing; removal of governmental and other constraints to housing development; the promotion of equal housing opportunities; and the promotion of sustainability and energy efficiency.

- **Policy HE-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.
- **Policy HE-2.6 – Housing for Workforce.** Promote the City’s Affordable Housing Programs with employers in Brea.
- **Policy HE-3.1 – Variety of Housing Choices.** Provide site opportunities for development of housing that responds to diverse community needs in terms of housing type, cost, and location, emphasizing locations near services and transit that promote walkability.
- **Policy HE-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.

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- **Policy HE-3.4 – Reuse Sites.** Explore reuse opportunities on obsolete or underutilized commercial and industrial sites.
- **Policy HE-4.1 – Regulatory Incentives for Affordable Housing.** Support the use of regulatory incentives, such as density bonuses, fee waivers, and parking reductions, to offset the costs of affordable housing while ensuring that potential impacts are addressed.
- **Policy HE-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 (CRT) corridors.
- **Policy HE-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.
- **Policy HE-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.
- **Policy HE-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.

City of Brea Municipal Code

The City of Brea Zoning Ordinance, Title 20, Zoning Code, is designed to encourage the most appropriate use of land and to facilitate adequate provision for community facilities and utilities. Section 20.04.010 of the municipal code establishes zones for allowable uses. Chapter 20.240, C-M Commercial Industrial Zone, indicates that the intent of the C-M zone is to permit certain uses consistent with the forgoing in areas master planned for industrial use.

The purpose of the PC zone, according to Chapter 20.272, PC Planned Community, is to encourage, preserve, and improve the health, safety, and general welfare of the community by encouraging the use of contemporary land planning principles.

Planned-Community (PC) Zone

The purpose of the PC zone is to encourage, preserve, and improve the health, safety, and general welfare of the community by encouraging innovative development that allows for diversification of uses, use relationships, building heights, densities, and open spaces while ensuring consistency with the City’s General Plan. The PC zone is reserved for the development of innovative projects in areas of the City that present unique planning challenges due to considerations such as geography, topography, and changing patterns of development not otherwise addressed by the City’s existing zoning rules. The purpose of the PC zone is to encourage, preserve, and improve the health, safety, and general welfare of the community by encouraging innovative development that allows a diversification of uses, use relationships, building heights, densities, and

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open spaces in planned community developments while ensuring consistency with the City's General Plan. The City's current General Plan and Zoning Map identifies the use of the PC zone. The General Plan indicates that, similar to specific plans which provide a detailed plan for development within a particular area that may or may not reflect standard zoning ordinance requirements, the PC zone provides a similar flexible tool through the approval of PC Master Plans. Additionally, the City discourages the use of PC zones unless circumstances indicate that a PC zone represents the best method of achieving a cohesive land use plan for a property or related properties.

Development of properties in the PC zone requires preparation and approval of a site-specific planned community master plan. The PC master plan is required to include a general statement of goals and objectives and detailed elements that explain how such goals and objectives will be met. The following elements are required for every PC master plan:

- **Land Use Element:** The land use element shall consist of text, maps, and figures setting forth the distribution, general location, and extent of the areas of land devoted to each category of land use proposed as part of the PC master plan. It may therefore include but not necessarily be limited to designations for various housing types, retail shopping facilities, office facilities, service facilities, public and semipublic facilities, conservation or open space areas, and mixed uses, as well as development and construction timelines for any of these.
- **Circulation Element:** The circulation element shall consist of text, maps, and figures setting forth the general locations, dimensions, operational standards, and specifications of all streets, walkways, trails, transportation alternatives, and all transportation-related infrastructure proposed as part of the PC master plan. This element shall include but not necessarily be limited to design criteria for engineering review and the traffic carrying capacities of all arterial streets and highways.
- **Population Element:** The population element shall contain text, maps, and figures that explain the distribution of dwelling unit and anticipated population density for both the entire PC master plan and each subarea, if any.
- **Public Services and Facilities Element:** The public services and facilities element shall contain text, maps, and figures setting forth the general locations and specifications of any and all existing and proposed trail and public facilities for the PC master plan area.

The PC zone requires a development agreement, which ensures that projects and considerations are commensurate with the community benefits a proposed project provides and that the utilization of the PC zone will have a positive impact. According to Chapter 20.272, *PC Planned Community*, of the Brea Municipal Code, the City Council shall only approve a Planned Community Plan if it makes the following findings:

- The Planned Community Master Plan is consistent with the General Plan, inclusive of any amendments proposed and approved as part of the application for the Planned Community Master Plan.
- The Planned Community Master Plan is consistent with the Brea Envisions Community Strategic Plan.

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- The Planned Community Master Plan would provide for an innovative development in an area of the City that presents unique planning challenges due to considerations such as geography, topography, and changing patterns of development not otherwise addressed by the City's existing zoning rules.
- The properties included in the Planned Community Master Plan are suitable for the uses specified therein, in terms of access, size their relationship to adjacent properties and similar or related uses, and other considerations deemed relevant by the City Council.
- The Planned Community Master Plan is in the best interest of the City as a whole.

Brea Envisions

In 2016, the City of Brea started Brea Envisions, a community visioning and strategic planning process. The goals of Brea Envisions were to better understand what residents value about the city and to use the information gathered through the process to develop a strategic plan that will help guide future planning, policy, capital improvement, and service-related decisions in a manner that is consistent with residents' shared vision for the city. The initiatives of Brea Envisions indicate that residents are focused on maintaining rather than changing the character of Brea, and preserving or enhancing existing qualities of the city, such as providing affordable housing and reducing traffic congestion. Approval of the Planned Community Master Plan requires finding that it is consistent with Brea Envisions, as stated in Chapter 20.272 of the Brea Municipal Code. The proposed project is intended to fulfill the following Brea Envisions values and initiatives:

- Value: Balanced and Responsible Growth
 - Initiative 3: Enhance and promote pedestrian-friendly development throughout our community and within the public spaces.
 - Promote the Tracks at Brea as an alternative pathway through the community.
 - Initiative 4: Maintain a consistent and acceptable balance of both residential and commercial/industrial development.
- Value: Workforce Housing Opportunities
 - Initiative: City and community planning will promote higher density living and mixed affordable housing where appropriate for the existing neighborhood.
 - Staying within public standards and guidelines, planning and development will account for and promote workforce housing solutions at every opportunity.

5.5.1.2 ONSITE AND SURROUNDING LAND USES

As shown in Figure 3-3, *Aerial Photograph*, the square-shaped project site is undeveloped and vacant. The eastern portion of the site is currently being used for sorting charitable donations, and the western portion of

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the site is vacant with no structures or trees. During a site visit in May 2018, four trailers and one pickup truck were on the eastern portion of the site and are used by a charity for transport and sorting of clothing donations. There is one California pepper tree near the access gate for the eastern half of the site. There is a porta-potty and a small plastic storage shed with drinking water near the pepper tree. A small storage shed along the eastern fence line holds supplies for the charity. Gravel has been laid down on areas of the site.

The project site is on the fringe of the industrial area of Brea and is surrounded by industrial and commercial uses to the north, east, and south, and general industrial to the west across Berry Street. Located to the south and southeast of the project site is the Mercury Insurance commercial office building and associated parking structure, respectively; to the east of the project site is SPX Cooling Technologies/Recold, a manufacturer of commercial cooling units; to the north across Mercury Lane is Blaine Event Services, which includes truck trailer parking; and to the northeast is an industrial business complex with several retail and industrial tenants. To the northwest across Berry Street is the Pacific Plastics Incorporated, which manufactures PVC pipes; Baker Distributing, a wholesaler of HVAC systems; and Yorba Linda Electric Inc., an electrical maintenance and installation company.

A railroad spur is approximately 0.1 mile north of the project site. However, this portion of the Brea Industrial Lead Track, east of Berry Street, is no longer active. The last freight customer on this track is Pacific Plastics, which is just west of Berry Street, and freight delivery to this customer is infrequent. Further, the Mercury Lane Bridge, across the Brea Canyon Channel, connects the Mercury Lane cul-de-sac with the west Brea Downtown parking structure and Brea Canyon Channel Trail. Brea Downtown is just beyond the Brea Canyon Channel Trail, approximately 580 feet from the project site.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.5.3 Plans, Programs, and Policies

- PPP LU 1 The proposed project is required to provide disclosures to address the continued operation of adjacent uses, and that residents living in the proposed project may be subject to noise. An acoustic study per building code would be required to ensure that design features are incorporated into the building design to reduce noise generated at the adjacent industrial uses from affecting the residential living spaces to achieve interior noise levels.
- PPP LU 2 A Development Agreement, pursuant to City of Brea Municipal Code 20.272, PC Planned-Community, is required to be prepared in order to ensure the proposed project would benefit the community. The City will require the following conditions of approval:

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Developer and/or rental representative shall provide notification to all affected tenants/residents of Mercury Lane Residential that units may be exposed to elevated noise levels at all hours as a result of proximity to the adjacent industrial area.

5.5.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Project implementation would not divide an established community. [Threshold LU-1]

The vacant and undeveloped project site is in a developed commercial industrial area, west of Brea Downtown, and is surrounded by light industrial land, general industrial, and commercial office uses (see Figure 3-3, *Aerial Photograph*). The proposed project would not divide an established residential community. The following addresses impacts from introduction of a residential project into a primarily industrial area of the city.

Urban Decay

Urban decay occurs when a previously functioning city or part of a city falls into disrepair and decrepitude, potentially resulting in abandoned buildings and high unemployment. The project would introduce residential uses into an industrial area of the city. This action in itself would not result in decay of the industrial area. First, although the project site is surrounded by commercial and industrial uses, the project site is on the fringe of the industrial area, approximately 580 feet from Brea Downtown. Second, the project site would be valued higher on a per acre basis than a light industrial use because residential uses often spur more investment. Last, the project site is currently vacant and has been vacant for some time. Thus, the introduction of residential uses to the project site, which is on the outskirts of an industrial area, would not result in urban decay due to its close proximity to Brea Downtown, the higher value of land that results from residential development, and developing a vacant site would promote more efficient use of the project site.

Industrial Adjacency

The project site is currently designated in the General Plan as Light Industrial and zoned Commercial-Industrial (C-M) with a Precise Development (PD) Overlay. The C-M zone was created to provide a buffer between heavier manufacturing operations, such as those within the Industrial zones (M-2, M-1). The C-M zone prohibits outdoor manufacturing or processing operations. In accordance with the CEQA Guidelines, the analysis below focuses on whether there would be any adverse environmental impact that might result from dividing an established industrial community.

Figure 4-2, *Zoning*, in Chapter 4, *Environmental Setting*, identifies that the nearest Industrial (M-2, M-1) zone is west across Berry Street and north of the Brea Trail. As identified above, the project site is on the eastern edge of the industrial area in the City. The proposed zone change to Planned Community (PC) would not divide the industrial community. Because the project does not meet the City's existing guidelines and standards for the Light Commercial zone, it therefore requires either: (i) a combination of a zoning code

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and/or zoning map amendment; or (ii) a zone change to Planned Community (PC) and approval of a PC Master Plan. The former would also require a General Plan Amendment while the latter would not because the General Plan already recognizes the use of PC Master Plans as a flexible planning tool.

Pursuant to *CBLA v. BAAQMD* (see Section 5.1, *Air Quality*), potential environmental effects of the project are the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. However, as described in Section 5.4, *Hazards and Hazardous Materials*, only one facility proximate to the site uses chemicals in substantial enough quantities to warrant a risk management plan (Albertsons Distribution Center [Facility ID 100000071165]). The project site is approximately 845 feet southeast of this facility. Placement of residential uses at this distance would not warrant an offsite consequence analysis. Additionally, while industrial uses can generate a higher number of truck trips, the uses directly abutting the project site do not generate a substantial number of truck trips that idle onsite and would warrant a health risk assessment.¹ Placement of the project would not exacerbate environmental hazards.

Industrial uses west of Berry Street and north of Mercury Lane are buffered from the project site by these local roadways. The use south of the project site is an office use. The only industrial property that directly abuts the project site is SPX Cooling Technologies. Although the C-M zones requires industrial zones to be setback 100 feet from residential zone, the City does not apply this to Mixed Use or Planned Community zones. Thus, although the project would be constructed within 100 feet of the SPX building, this is not inconsistent with the zoning code. Nor would placement of a residential land use within 100 feet of the adjacent industrial building exacerbate existing hazards since this facility doesn't use chemicals in substantial enough quantities to require submittal of a risk management plan (see Section 5.4, *Hazards and Hazardous Materials*). SPX Cooling Technologies can, however, potentially generate elevated noise levels in the evening and early morning hours when residential uses are more sensitive to noise. In accordance with the California Green Building Standards Code (CALGreen), the City of Brea requires that the residential units be designed to achieve interior noise levels of 45 dBA CNEL (see Section 5.6, *Noise*). As a condition of approval, the proposed project would be required to provide disclosures to address the continued operation of adjacent uses and that residents living in the proposed project may be subject to noise. An acoustic study, per building code, would be required to achieve the City and State interior noise levels.

Consequently, placing the residential project within a parcel previously zoned C-M to provide a buffer between industrial and residential uses would not result in a significant impact on the environment.

Level of Significance Before Mitigation: Based on the analysis above, Impact 5.5-1 would be less than significant.

¹ The California Air Resources Board 2005 *Air Quality Land Use Handbook* defines land uses with more than 100 trucks trips per day as having the potential to elevate health risk. The Fontana Truck Trip Study identifies that trucks typically comprise up to 21 percent of total daily trips at light industrial uses.

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**Impact 5.5-2: Project implementation would not conflict with the City of Brea Zoning designations.
[Threshold LU-2]**

The project site is zoned C-M (Commercial/Industrial), and the existing General Plan land use designation of the project site is Light Industrial. The proposed project would either require modification of its design to meet existing guidelines and standards of a conforming zone and a zone change and General Plan amendment to those conforming designations, or, alternatively, a zone change to Planned Community (PC) zoning, which can provide for alternative development guidelines and standards. Either action would provide for the necessary General Plan consistency. In accordance with the CEQA Guidelines, this analysis focuses on whether there would be any adverse physical environmental impact that might result from a conflicting with the existing zoning.

Spot Zoning

The proposed project would require modification of its design to meet existing guidelines and standards of a conforming zone and a zone change and General Plan amendment to those conforming designations, or alternatively, a zone change to Planned Community (PC) zoning, which can provide for alternative development guidelines and standards. Spot zoning may occur when a small parcel of property is subject to less or more restrictive zoning than the surrounding properties. The proposed project is an approximately one-acre parcel on the eastern edge of the city's industrial center, proximate to Brea Downtown. The project would result in conversion of the current zoning from C-M to PC. The project is surrounded by parcels zoned C-M and M-2.

The proposed project would reclassify an approximately one-acre site with less restrictive zoning than surrounding properties. However, even where a small island is created in the midst of more/less restricting zoning, the zoning may be upheld when the facts supporting the classification provides a public benefit. As detailed in the PC Master Plan (see Appendix M), the project is intended to address the goals of the City's General Plan Housing Element and Brea Envisions and would place workforce housing proximate to Brea Downtown and major employers.

The proposed project would increase and introduce new residential product types to the marketplace; allow for affordable market-rate residential development; promote active transportation due to the close proximity to Brea Downtown and employment opportunities and through the incorporation of a secured bicycle storage; and develop workforce housing within close proximity to Brea Downtown and commercial office, general industrial, and light industrial uses. These project objectives address the General Plan policies that pertain to providing a jobs-housing balance; providing development that responds to diverse community needs; encouraging development that is organized around compact, walkable, mixed-use districts that reduce reliance on automobiles; and improving connections between Brea Downtown and the rest of the community. The proposed project would set aside a portion of the units as affordable units as part of the development agreement.

Further, minimal land use compatibility conflicts would occur as a result of project implementation (see Impact 5.5-1). The project site is on the fringe of Brea's industrial area and is south and southeast of an office building, Mercury Insurance, and associated parking structure, which would not create hazards or noise

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impacts to the proposed project. Further, uses west of the project site are buffered by Berry Street, thereby reducing potential noise and hazard impacts. Moreover, uses to the north of the project site and buffered by Mercury Lane and a parking lot are predominantly used for trailer parking and do not consist of intensive industrial uses. The only potential impacts would be onsite residents being exposed to noise from proximity to the SPX Cooling Technologies/Recold business adjacent to the eastern portion of the project site. As identified above, the project building would be designed to achieve the required interior noise standards, and as a condition of approval, the proposed project would be required to provide disclosures to address the continued operation of adjacent uses and that residents living in the proposed project may be subject to noise. Moreover, the findings for approval of a PC Master Plan require that “the Planned Community Master Plan is in the best interest of the City as a whole,” which would ensure there would be some public benefit and would not result in spot planning.

PC Zone Consistency

Prior to the approval of reclassification of the project site to the PC zone, the project applicant would comply with the requirements outlined in Chapter 20.272, PC Planned Community, to ensure that the proposed project meets the goals and objectives of the City of Brea General Plan. These requirements, and the project’s consistency with the requirements, are outlined in the PC Master Plan (see Appendix M).

Moreover, the PC Master Plan is intended to fulfill Policy HE-2.2 and Policy HE-2.6, of the City of Brea General Plan 2014-2021 Housing Element, which support the provision of affordable housing and workforce housing. Additionally, the PC Master Plan is intended to satisfy Policies HE-6.5 and HE-6.6, of the 2014-2021 Housing Element of the City of Brea General Plan, pertaining to incorporating transit and transportation alternatives and walkability, as well as encouraging a closer link between housing and jobs, including affordable workforce housing. Furthermore, the PC Master Plan is intended to meet the City of Brea General Plan Housing Element’s Provision of Affordable Housing Sites: Program 9, *Mixed Use/High Density Opportunities Sites*, because the project site is within the Mercury Lane corridor, which has been identified as an area of opportunity to explore for mixed-use development or high density residential infill opportunities.

The PC zone encourages innovative development that allows a diversification of uses, use relationships, building heights, densities, and open spaces while ensuring consistency with the City’s General Plan. Thus, the zone change of the project site would satisfy the objectives of the proposed project, which include increasing the number of housing units within the City of Brea as well as providing modern and secure housing for the workforce population. The proposed project’s close proximity to Brea Downtown and surrounding commercial office, light industrial, and general industrial uses would place workforce residents closer to employment opportunities, thereby enabling residents to use alternative transportation to commute to work. Therefore, the rezoning of the project site would result in benefits to the City’s housing needs and workforce population.

The proposed project would be five stories and approximately 68 feet tall. Under the current zoning, a maximum building height of 35 feet is permitted. The approval of a PC zone would allow the project to exceed the building heights of the current and adjacent properties, and no environmental effects would result

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from increasing building height. For example, the project requires review and approval from the Brea Fire Department to ensure that the proposed design would not increase fire hazards on- or offsite. Likewise, under the PC zone the proposed project would be allowed to have a lot coverage of greater than 50 percent. The project includes a five-foot landscape area with shrub and ground cover massing along the eastern and southern boundaries of the proposed building, and a minimum ten-foot landscape area would be provided between the sidewalk and the building along Berry Street and Mercury Lane. The proposed project would include an onsite parking structure. The increase in floor area ratio allowed under the PC zone would not result in an environmental impact.

Parking

The project applicant is required to provide parking in accordance with the City's zoning requirements. If the development plans submitted by the project applicant show less than the required parking, the City would require the submittal of a parking impact analysis. Municipal Code Title 20, Division I, Section, 20.08.040, (D), Parking Space Requirements, details the required number of spaces for residential dwellings based on the number and type of units. Table 5.5-1, *Mercury Lane Residential Parking Requirements*, identifies parking provided onsite.

Table 5.5-1 Mercury Lane Residential Parking Requirements

Unit Type	Number of Units	Resident Parking Required under the City of Brea Municipal Code (Spaces)	Parking Spaces Provided
Studio ¹	86	129	86
1 Bedroom ²	24	42	24
2 Bedroom ³	4	8	8
Guest Parking Spaces ⁴		23	0
Total (excludes Guest Parking)	114	179	118
Mercury Lane Residential Parking Provided		118	118
Bicycle Parking Credit		—	12 ⁵
Parking Surplus/Shortage		-61	12

Notes: Title 20, Division I, Section, 20.08.040, (D), *Parking Space Requirements*.

¹ Studios. One and one-half (1½) spaces per unit, of which one space shall be located within a garage or three sided carport.

² One Bedroom Units. One and three-quarter (1¾) spaces per unit, of which one space shall be located within a garage or three sided carport.

³ Two Bedroom Units. Two spaces per unit, of which one space shall be located within a garage or three sided carport.

⁴ All building sites or lots containing five or more units: 0.2 guest parking space shall be provided for each dwelling unit, in addition to the required number of parking spaces stated above. A maximum of 25 percent of the required uncovered parking spaces may be of compact car size, provided such spaces are clearly and individually marked.

⁵ Under the PC Master Plan, the project would receive a credit of approximately 12 spaces for providing 114 bicycle parking spaces (one space credited for every five bicycle spaces provided. up to 10 percent of total required parking).

The proposed project would provide 118 vehicle parking spaces and 114 bicycle parking spaces. The parking, as proposed, will be analyzed and studied by the City. Parking for the proposed project would be required to meet City of Brea Municipal Code Section 20.08.040, *Off-Street Parking and Loading*, or the exceptions, as indicated in Section 20.08.040 (F), *Exceptions or Modifications to Off-Street Parking Requirements*, which state that

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exceptions or modifications to the provisions can be made if the requirements of this section are considered to be excessive in accordance with the following procedures:

- Any property owner, his or her authorized agent or the City may apply for exceptions to, or modifications of, the off-street parking regulations.
- Exceptions to, or modifications of the off-street parking requirements as they relate to shared parking and/or the location of off-street parking may be permitted subject to the approval of a conditional use permit application.

According to the draft parking analysis, the proposed project's forecast for parking demand can be expected to be significantly less than a typical multifamily housing project because of (1) the relatively small size of the units, (2) affordable housing classification, (3) proximity to Brea Downtown (2,000 feet), and (4) proximity to transit and bus stations near Brea Downtown. These factors may potentially reduce the parking demand for the project compared to a typical residential use.

Pursuant to the City's regulations, the City of Brea will review the parking study and may impose additional conditions to ensure that the proposed parking demand of the project is satisfied. Review by the City would ensure that the project would provide adequate parking and would not result in a physical impact on the environment.

Level of Significance Before Mitigation: Based on the analysis above, Impact 5.11-2 would be less than significant.

5.5.5 Cumulative Impacts

Implementation of the proposed project, in conjunction with other cumulative development in accordance with the City's General Plan, could cause citywide land use and general planning impacts. As identified above, the proposed project would not result in a significant impact associated with approval of the PC Zone in the eastern portion of the industrial neighborhood. Cumulative development projects in accordance with the City's General Plan would be subject to compliance with the regional and local plans reviewed in this section. The development of the proposed project would take place within the footprint of the project site, and thus would not result in citywide land use and planning impacts. The proposed project would introduce workforce housing within a walking distance of Brea Downtown and major employers. The proposed project combined with related projects would not result in cumulatively considerable impacts to land use and planning.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.5.7 Mitigation Measures

No mitigation measures are required.

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5.5.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.5.9 References

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