



**CITY OF BREA
NOTICE OF PREPARATION
of an ENVIRONMENTAL IMPACT REPORT
for the AMAZON PARCEL DELIVERY FACILITY
PROJECT and NOTICE OF SCOPING MEETING**

Date: July 13, 2023
Subject: Notice of Preparation and Scoping Meeting for the Amazon Parcel Delivery Facility Project Environmental Impact Report
To: State Clearinghouse, Responsible Agencies, Trustee Agencies, Other Public Agencies, and Interested Organizations and Persons
Lead Agency City of Brea, Planning Division
Project Applicant: Tim Reed, Ware Malcomb
Project Title: Amazon Parcel Delivery Facility Project

NOTICE IS HEREBY GIVEN that the City of Brea (City) will prepare an environment impact report (EIR) for the Amazon Parcel Delivery Facility Project (“Project”). The City is the lead agency for the Project. The purpose of this notice is to (1) serve as a Notice of Preparation (NOP) of an EIR pursuant to the California Environment Quality Act (CEQA) Guidelines Section 15082, (2) solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the Project, and (3) notice the public scoping meeting.

NOTICE OF PREPARATION: The City determined that the proposed Project would require preparation of an EIR. The City of Brea, as lead agency, requests that responsible and trustee agencies respond in a manner consistent with Section 15082(b) of the CEQA Guidelines. Pursuant to Section 21080.4 of the CEQA Guidelines, all responsible agencies must submit any comments in response to this notice no later than 30 days after receipt. The public review period will commence on **Thursday, July 13, 2023** and will close on **Friday, August 11, 2023**. A copy of the NOP can be viewed electronically on the City’s webpage at: www.cityofbrea.net/projectsinprocess

PUBLIC SCOPING MEETING: The City will hold a scoping meeting in order to present the Project and the EIR process, and to provide an opportunity for agency representatives and the public to assist the lead agency in determining the scope and content of the environmental analysis for the EIR. The public scoping meeting will be held at the time and location listed below:

Date: July 24, 2023
Time: 6:00 p.m. – 7:00 p.m.
Location: Community Room A (2nd Floor)
1 Civic Center Circle
Brea, CA 92821

WRITTEN COMMENTS: Any person wishing to comment on the NOP can provide written comments by the end of the public review period at **5:00 p.m., Friday, August 11, 2023**, addressed to:

City of Brea – Planning Division
Jessica Newton, Senior Planner
1 Civic Center Circle, Level 3
Brea, CA 92821

Or

at jessican@cityofbrea.net

PROJECT LOCATION: The Project is located at 275 Valencia Avenue on Assessor Parcel Numbers 320-233-17, 320-301-11, and 320-301-12 (Project Site) in the City of Brea. Primary regional access to the Project Site is provided via Imperial Highway/State Route (SR) 90 approximately 0.2 miles to the south of the Project Site and Carbon Canyon Road/SR 142 approximately 0.4 miles to the north of the Project Site. Local access to the Project Site is provided via Valencia Avenue, Surveyor Avenue, E. Birch Street, and Enterprise Street.

As shown in **Figure 1 – Project Vicinity**, the Project Site is bounded by Valencia Avenue to the east, Nasa Street to the south, Surveyor Avenue to the west, and adjacent industrial and office uses to the north. Surrounding uses in the vicinity of the Project Site include existing light industrial, office, and surface parking uses to the west, south and north. To the east and south-southeast, across Valencia Avenue, is La Floresta, a master-planned horizontal mixed-use community comprised of single and multi-family residential uses and a mix of retail and restaurant uses.

EXISTING CONDITIONS: The Project Site is currently occupied by an existing three-story office building containing approximately 637,503 square feet of floor area and a 1,952-stall surface parking lot. The existing office building is surrounded by paved surfaces, trees, shrubs, and ornamental landscaping. There are approximately 100 trees within the parking area and along the perimeter of the Project Site. Existing vehicular access to the Project Site is provided via four curb-cuts along Valencia Avenue, one curb-cut on Nasa Street, and two curb-cuts on Surveyor Avenue. Existing pedestrian access to the Project Site is generally provided at the intersection of Valencia Avenue and La Entrada Drive.

The Project Site has two land use designations under the City of Brea General Plan (General Plan). The northern 24.52-acre portion of the Project Site is designated as Light Industrial, intended for industrial uses that are low intensity and contained entirely within buildings. The Light Industrial designation allows for a maximum FAR of 0.75. The southern 7-acre portion of the Project Site is designated as Mixed Use II, which is intended to provide opportunities for the coordinated development of urban villages that offer a diverse range of complementary land uses in close proximity to one another. The Mixed Use II land use designation allows a maximum FAR of 2.00.

The northern 24.52-acre portion of the Project Site is zoned Light Industrial (M-1), and the southern 7-acre portion of the site is zone Mixed-Use II (MU-II). Per the City of Brea City Code (BCC), M-1 zoning permits an array of light industrial uses, including warehouse and storage, and MU-II zoning permits a mix of commercial, residential, and parking uses. Both M-1 and MU-II zones permit a maximum height of 60 feet.

PROJECT DESCRIPTION: The Project would demolish the existing 637,503-square-foot office building and surface parking lot to construct a 181,500-square-foot parcel delivery facility, consisting of 163,350 square feet of warehouse space and 18,150 square feet of ancillary office space, on a 31.52-acre site. The proposed facility would be a single-story building with a maximum height of 44 feet and FAR of 0.14. The Project would provide 1,064 vehicle parking spaces (consisting of 305 automobile spaces, 755 delivery van spaces, and four trailer truck spaces), 180 van loading spaces (90 loading spaces and 90 staging spaces), and 14 Utility Tractor Rig loading spaces to serve facility operations. The proposed facility would be generally located in the center of the Project Site and flanked by loading areas and surrounded by vehicle parking. The Project building would be located entirely within the M-1 zone, and surface parking and drive aisles would be located within the M-1 and MU-II zoned portion of the Project Site.

The Project would operate 24 hours per day, 7 days per week to support delivery of packages to customer locations. The Applicant anticipates approximately 25 line haul trucks delivering packages to the Project Site each day, primarily between the hours of 10:00 p.m. to 8:00 a.m. The packages are removed from the line haul trucks, sorted by delivery routes, placed onto movable racks, and staged for dispatch. Delivery Service Partner (DSP) and Amazon Flex drivers would work shifts between the hours of 9:20 a.m. and 9:10 p.m. to deliver customer packages. Amazon associates and managers would be assigned shifts to support and supervise delivery operations. Employee shifts and departure windows for delivery drivers are designed to alleviate impacts during rush hour periods.

The Applicant anticipates that on a daily basis, there would be a total of 224 associates, managers, and dispatchers who work within the proposed facility; 312 van drivers; and 80 Flex drivers.¹ In order to fulfill the operational need, the Applicant anticipates that a maximum of 800 workers would be hired at the proposed facility.

¹ Amazon Flex delivery drivers are independent contractors who utilize their own vehicle to deliver packages for Amazon. Types of permitted vehicles include 4-door, mid-sized sedan or larger vehicle, such as a truck with a covered bed, SUV, or a van.

ENVIRONMENTAL EFFECTS IDENTIFIED FOR FURTHER ANALYSIS:

Based on a preliminary environmental assessment, the City determined that the Project could result in potentially significant impacts on the environment. Accordingly, the City will prepare an EIR to evaluate the potential impacts in greater detail. This determination is based upon the criteria of the CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). Pursuant to CEQA Guidelines Section 15063, an Initial Study is not required to determine that an EIR will be prepared and is therefore not attached.

The purpose of the EIR is to provide information about potential short-term, long-term, and cumulative impacts of the Project on the environment; identify possible ways to minimize the significant impacts; and describe and analyze possible alternatives to the Project that could avoid or reduce one or more of these significant impacts. The topics to be discussed in the EIR include the following:

- **AIR QUALITY:** The Project is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Project would generate air pollutants during both construction and operation. Construction of the Project would include site clearance/demolition, excavation and grading, hauling of materials, and building construction, all of which would generate dust and equipment exhaust. In the long term, the proposed development would change vehicular travel to and from the Project Site and in the surrounding area, thus potentially increasing tailpipe emissions. Other activities typically associated with a warehouse building could also generate air pollutant emissions, such as outdoor landscaping and building maintenance. The EIR will quantify the Project's construction and operation emissions and compare the Project's emissions to the SCAQMD's regional and localized thresholds of significance. Project consistency with the SCAQMD regional Air Quality Management Plan will also be assessed. If air quality impacts are deemed to be potentially significant, the EIR will identify mitigation measures to reduce or avoid such impacts to less than significant levels if feasible.
- **ENERGY:** The EIR will include an analysis of the anticipated energy usage associated with construction and operation of the Project Site, including electricity, petroleum fuels, and natural gas. The analysis will evaluate whether consumption of these energy resources would result in significant impacts related to the inefficient, wasteful, or unnecessary consumption of energy or whether the Project's energy consumption characteristics would conflict with adopted plans and programs aimed at fostering energy efficiency and use of renewable forms of energy. If energy impacts are deemed to be potentially significant, the EIR will identify mitigation measures to reduce or avoid such impacts to less than significant levels if feasible.
- **GREENHOUSE GAS (GHG) EMISSIONS:** The Project would generate GHG emissions during construction and operation activities. GHG emissions would primarily result from construction equipment exhaust, change in vehicle trips to and from the developed parcel delivery facility, and consumption of natural gas and electrical energy. The Project's GHG footprint will be quantified by primary sources, in accordance with current industry standards for metrics and reporting. The EIR will evaluate the environmental consequences of the Project's GHG impacts in consideration of the Climate Change Scoping Plan, the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy, the City of Brea's sustainability goals and policies, and guidance provided by the California Air Resources Board and SCAQMD. If GHG emissions impacts are deemed to be potentially significant, the EIR will identify mitigation measures to reduce or avoid such impacts to less than significant levels if feasible.
- **HAZARDS AND HAZARDOUS MATERIALS:** The EIR will consider the potential for site contamination from prior land uses and whether the Project Site is included as a hazardous materials site pursuant to Government Code Section 65962.5. Further, the potential for public exposure to hazardous materials through routine transport, use, or disposal of hazardous materials or through foreseeable upset or accident conditions through release of hazardous materials will be evaluated in the EIR. The EIR will also evaluate whether the Project would interfere with an adopted emergency response or evacuation plan and whether the Project would expose people or structures to risk of loss, injury, or death involving wildland fires. If hazards and hazardous material impacts are deemed to be potentially significant, the EIR will identify mitigation measures to reduce or avoid such impacts to less than significant levels if feasible.
- **NOISE:** Construction and operation of the Project would generate noise and vibration sources on and near the Project Site. Short-term construction noise, as well as groundborne vibrations, would result from the use of construction equipment, construction procedures, and haul trucks traveling to and from the Project Site. Operational noise would primarily result from Project-related traffic including delivery vehicle trips. The closest

sensitive receptors are located east of the Project Site (single-family homes just east of Valencia Avenue). The EIR will evaluate short-term and long-term noise and vibration impacts from the construction and operation of the Project and whether ambient noise levels in the Project vicinity would increase in excess of the City's established noise standards. If noise impacts are deemed to be potentially significant, the EIR will identify mitigation measures to reduce or avoid such impacts to less than significant levels if feasible.

- **PUBLIC SERVICES (Fire and Police Protection):** The Project could create a demand for public services. Specifically, such public services include Fire Department services to protect the proposed structures from fire events and provide emergency medical response, and Police Department services to address criminal activity and property crimes. The EIR will evaluate the Project's potential impacts on local governmental facilities and will determine whether the Brea Fire Department and Brea Police Department would have the facilities necessary to maintain acceptable levels of service in the area if the Project were to be implemented. The focus of these analyses will be to determine whether any new or expanded public facilities would need to be constructed to provide/maintain desired levels of service, and whether such construction could result in adverse environmental effects. If impacts are deemed to be potentially significant, the EIR will identify mitigation measures to avoid or reduce potentially significant impacts to less than significant levels if feasible.
- **TRANSPORTATION:** The Project would change vehicle trips to and from the Project Site. The volume and distribution of this traffic will be evaluated. A Vehicle Miles Traveled (VMT) assessment will be included in the EIR to determine if the Project would conflict with CEQA Guidelines Section 15064.3(b). The transportation analysis will also consider the Project's proximity to public transit and how it would affect transit. The EIR will also determine whether design of the proposed development would create geometric design hazards and whether the Project Site has sufficient emergency vehicle access. Project impacts will be assessed with respect to potential conflicts with adopted plans or programs involving transit, pedestrian, and bicycle modes of travel. If transportation impacts are deemed to be potentially significant, the EIR will identify mitigation measures to avoid or reduce potentially significant impacts to less than significant levels if feasible.
- **TRIBAL CULTURAL RESOURCES:** Because the Project would involve earth moving, there is a potential to disturb or damage tribal cultural resources that may lie within proposed excavation areas. Pursuant to Sections 21080.3.1 and 21080.3.2 of CEQA, the City notified and will consult with a Native American tribe who has expressed interest in Project consultation with the City of Brea. If potentially significant impacts to tribal cultural resources are identified, the EIR will incorporate any mitigation measures developed in consultation with the tribe to avoid or reduce such impacts to less than significant levels, if feasible.

OTHER REQUIRED EIR TOPICS

In addition to the specific environmental issues noted above, the EIR will include an analysis of the following topics, as required by the State CEQA Guidelines Section 15126:

- Significant Environmental Effects of the Project
- Significant and Unavoidable Effects of the Project
- Significant Irreversible Environmental Changes
- Growth Inducing Effects
- Mitigation Measures Proposed to Minimize Significant Environmental Effects
- Alternatives to the Project

EFFECTS FOUND NOT TO BE SIGNIFICANT:

As detailed below, it is determined that the Project's effects related to the environmental topics listed below would not be significant based on the Project's environmental setting and development characteristics. Therefore, no further analysis of these topics in the EIR is warranted.

- **AESTHETICS:** The Project Site is located in an urbanized area within the City of Brea. According to Figure CR-4 Scenic Resources, in Chapter 4: Community Resources of the City of Brea General Plan (General Plan), there are no prominent ridgelines, view corridors, or scenic viewpoints identified within the Project area. Therefore, the Project would not have a substantial adverse effect on a scenic vista.

Relative to state scenic highways, there are no officially designated state scenic highways within proximity to the Project. The nearest officially designated state scenic highway is SR-91 located approximately 4.5 miles

to the south of the Project Site.² The nearest eligible state scenic highway is a segment of SR-57 (between Imperial Highway/SR-90 and SR-60) located approximately 1.8 miles to the west of the Project Site.³ Views along SR-57 toward the Project Site are generally constrained by topographical changes, trees and other existing vegetation, and existing development. Therefore, the significant distance and intervening terrain make it unlikely that the Project would be visible from a state scenic highway. As such, the Project would not substantially damage scenic resources within a state scenic highway.

The Project would demolish an existing three-story office building containing approximately 637,503 square feet of floor area and a 1,952-stall surface parking lot and construct a 181,500-square-foot parcel delivery facility, consisting of 163,350 square feet of warehouse space and 18,150 square feet of ancillary office space, on a 31.52-acre site. The proposed facility would be a single-story building with a maximum height of 44 feet and a FAR of 0.14. As such, the Project would replace the existing office uses with a substantially smaller single-story building structure, resulting in less development intensity. In addition, the Project's structures would be similar to the existing light industrial development surrounding the Project Site, which include research and development, light manufacturing and processing, offices, light warehousing and storage, high-technology production, and other related uses. As such, the Project would not significantly alter the character of the Project Site or surrounding area. In addition, the proposed parcel delivery facility, ancillary office, and parking uses are consistent with the General Plan Light Industrial and Mixed Use II land use designations as well as the M-1 and MU-II zones, and the Project has been designed to comply with all applicable General Plan goals, objectives, and policies; zoning regulations; and community design guidelines. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

Relative to light and glare impacts, the Project's light sources would be similar to the existing light sources of the Project Site and surrounding uses and roadways. Considering the existing sources of lighting on the Project Site and in the surrounding vicinity, the amount and intensity of nighttime lighting proposed on-site would not adversely impact the nighttime or daytime views in the area. In addition, the Project would not include highly reflective building materials or architectural treatments that could cause substantial daytime glare. The proposed solar panels would absorb rather than reflect sunlight. Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Based on the above, the Project would result in no impacts or less than significant impacts related to aesthetics and further analysis of this topic is not warranted in the EIR.

- **AGRICULTURE AND FORESTRY RESOURCES:** Based on the California Department of Conservation's California Important Farmland Finder⁴, the Project Site is located entirely within lands designated as "Urban and Built-Up Land." Therefore, the Project Site is not in an area of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Farmland of Local Potential, or Grazing Land. In addition, there are no forest lands or timberlands within the Project area. Therefore, the Project would have no impacts related to agriculture and forestry resources and further analysis of this topic not warranted in the EIR.
- **BIOLOGICAL RESOURCES:** The Project Site is located within an urbanized area surrounded by light industrial uses and is currently developed with a three-story office building and surface parking lot. Therefore, candidate, sensitive, or special status species; riparian habitat or other sensitive natural communities; state or federally-protected wetlands; and established native resident or migratory wildlife corridors do not exist on the Project Site. Further, on-site vegetation is limited to ornamental landscaping. According to Figure CR-1 Parks and Open Space Plan, in Chapter 4: Community Resources of the General Plan, there are no creeks, streams, or drainage channels that traverse the Project Site. In addition, the Project Site is not located within a regional wildlife corridor or wildlife corridor crossing according to Figure CR-3 Regional Wildlife Corridors, in Chapter 4: Community Resources of the General Plan. Moreover, the Project Site is not located within or

² California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Accessed June 30, 2023. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacc>.

³ Ibid.

⁴ California Department of Conservation. 2022. California Important Farmland Finder. Accessed June 30, 2023. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

adjacent to an existing or proposed Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), including the NCCP/HCP Central and Coastal Subregion of Orange County.⁵ Therefore, the Project would result in no impacts or less than significant impacts related to biological resources and further analysis is not warranted in the EIR.

- **CULTURAL RESOURCES:** The Project Site is currently developed with a three-story office building and surface parking lot. According to Figure CR-6 Historic Resources in Chapter 4: Community Resources of the General Plan, the Project Site is not located within a historic district and there are no historical resources on or adjacent to the Project Site. Furthermore, based on the existing building's early 1980s construction date⁶ and the developed nature of the Project Site, it is not anticipated that any historical or archaeological resources exist onsite. In addition, the Project would be required to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 in the event of discovery of human remains, which would ensure that impacts would be less than significant. Therefore, the Project would result in no impacts or less than significant impacts related to cultural resources and further analysis is not warranted in the EIR.
- **GEOLOGY AND SOILS:** According to Figure 13 Geologic and Seismic Hazards in Chapter 6: Public Safety of the General Plan, the Project Site is not located on an earthquake fault or within an Alquist Priolo Earthquake Fault Zone, within a liquefaction zone, or within a landslide zone. Based on the Geotechnical Report prepared for the Project, the probability of liquefaction and induced settlement at the Project Site is negligible and lateral spreading is unlikely to pose a significant hazard to the Project.⁷ The Project would be required to incorporate the recommendations contained in the Geotechnical Report pertaining to earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations into the design and construction of the Project in order to obtain the necessary permits, which would address any issues related to expansive soils and soil stability. Moreover, the Project would not create or exacerbate any geological hazards; therefore, the Project would not result in any environmental impacts pursuant to CEQA. The Project would also be required to comply with the National Pollution Discharge Elimination System (NPDES) permit and City grading requirements, which would include implementation of Best Management Practices (BMPs) that would address soil erosion during construction. Upon completion of the Project, the Project Site would be developed with the parcel delivery facility, surface parking, and landscaping and on-site soils would not be susceptible to erosion. In addition, all wastewater generated by the Project would be discharged into the City of Brea municipal sewer system. As such, no septic systems or other alternative wastewater disposal systems would be necessary as part of the Project. Furthermore, due to the existing development of the Project Site, on-site soils have been previously excavated and graded and it is not anticipated that any paleontological resources exist on site. Therefore, the Project would result in no impacts or less than significant impacts related to geology and soils and further analysis is not warranted in the EIR.
- **HYDROLOGY AND WATER QUALITY:** In accordance with Brea City Code (BCC) Section 13.32.030, the Project must comply with the Orange County Drainage Area Management Plan (DAMP) and reduce or eliminate pollutants in stormwater runoff from the Project Site. The Project has prepared a Preliminary Water Quality Management Plan (WQMP) that is consistent with the Orange County DAMP and NPDES permit requirements for the Santa Ana Region.⁸ Implementation of the BMPs contained in the WQMP would ensure that the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

According to the Geotechnical Report, the measured groundwater depths ranged from approximately 34 to 108 feet below ground surface (bgs) based on monitoring well readings performed between December 2020 and May 2021 in the formerly Brea Chemical Plant site, approximately one mile southwest of the Project Site.⁹ Borings were advanced to depths of approximately 95 feet bgs during the explorations conducted for the

⁵ California Department of Fish and Wildlife (CDFW). n.d. NCCP Plan Summary – County of Orange (Central/Coastal) NCCP/HCP. Accessed June 30, 2023. <https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans/Orange-Coastal>.

⁶ Geosyntec Consultants. 2022, December 20. Geotechnical Report, Site Code DJT4, Brea, California. See page 14.

⁷ Geosyntec Consultants. 2022, December 20. Geotechnical Report, Site Code DJT4, Brea, California.

⁸ Ware Malcomb. 2023, January 5. County of Orange/Santa Ana Region Priority Project Water Quality Management Plan (WQMP), Project Name: DJT4, 275 Valencia Avenue, Brea, CA 92823.

⁹ Geosyntec Consultants. 2022, December 20. Geotechnical Report, Site Code DJT4, Brea, California. See page 16.

Geotechnical Report, but no groundwater was encountered.¹⁰ The Project would require excavation to a depth of approximately 22 feet bgs. Therefore, the Project is unlikely to encounter groundwater or decrease groundwater supplies.

According to the Preliminary Hydrology Report prepared for the Project, the existing drainage pattern which generally flows from northeast to southwest would be largely maintained post-development.¹¹ The imperviousness of the Project Site would slightly increase; however, the Project would install biotreatment BMPs, infiltration BMPs, and detention chambers to address the increased runoff.¹² According to Figure 11 Flood Hazard Zones in Chapter 6: Public Safety of the General Plan, the Project Site is located within FEMA Flood Zone X – Area of Minimal Flood Hazard. In addition, based on Figure 12 Location of Reservoirs and Dams and Flood Plain and Dam Inundations Areas in Chapter 6: Public Safety of the General Plan, the Project Site is not located in an inundation area. Therefore, the Project would not result in release of pollutants due to Project inundation.

Based on the above, the Project would result in no impacts or less than significant impacts related to hydrology and water quality and further analysis is not warranted in the EIR.

LAND USE AND PLANNING: the Project Site is developed with a three-story office building that was formerly occupied by Bank of America. The Project proposes to demolish the existing building and construct a parcel delivery facility that would be centrally located on the Project Site similar to the existing building. None of the proposed Project components would constitute a barrier that would physically divide an established community and no new linear features are included in the Project. Access to and movement throughout the Project area and the City would not be physically impaired due to the Project.

The northern 24.52-acre portion of the Project Site is zoned Light Industrial (M-1), and the southern 7-acre portion of the site is zone Mixed-Use II (MU-II). Per the BCC, M-1 zoning permits an array of light industrial uses, including warehouse and storage, and MU-II zoning permits a mix of commercial, residential, and parking uses. Both M-1 and MU-II zones permit a maximum height of 60 feet. The Project is consistent with the applicable General Plan land use designation and would not otherwise conflict with the General Plan. Furthermore, the Project Site is not within an area where special land use policies or zoning standards have been created and the Project would not conflict with goals, objectives, or policies adopted for the purpose of avoiding or mitigating environmental effects.

Based on the above, the Project would not divide an established community, nor would it conflict with an applicable land use plan, policy, or regulation established for the purpose of avoiding or mitigating an environmental effect. Therefore, the Project would result in no impact or a less than significant impact related to land use and planning and further analysis is not warranted in the EIR.

- **MINERAL RESOURCES:** According to the California Department of Conservation, the Project Site is mapped as Mineral Resource Zone 3 (MRZ-3) wherein the significance of mineral deposits is undetermined.¹³ The City of Brea does not designate any locally important mineral resource recovery site in its general plan or other land use plan. In addition, the Orange County General Plan does not identify the Project Site as a mineral resource area in Figure VI-3, *Orange County Mineral Resources*. Further, the Project Site has no history of use as a mineral resource recovery operation and is located in a predominantly developed area of the City. Therefore, the Project would have no impacts related to mineral resources and further analysis is not warranted in the EIR.
- **POPULATION AND HOUSING:** The Project proposes to demolish the existing three-story office building to construct a parcel delivery facility on the Project Site. The Project would not construct new homes on the Project Site or extend roads or other infrastructure. Although the Project would create a maximum of 800 employment opportunities that would increase the daytime population at the Project Site, it is anticipated that

¹⁰ Ibid.

¹¹ Ware Malcomb. 2023, January 5. Preliminary Hydrology Study for DJT4, 275 Valencia Avenue, Brea, CA 92823. See page 4.

¹² Ware Malcomb. 2023, January 5. County of Orange/Santa Ana Region Priority Project Water Quality Management Plan (WQMP), Project Name: DJT4, 275 Valencia Avenue, Brea, CA 92823. See page 5.

¹³ California Department of Conservation. 1995. Open File Report 94-15, Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part III – Orange County.

these jobs would be filled by the existing regional workforce. The increase in employment opportunities would improve the City's job-housing balance. Therefore, the Project would not induce substantial unplanned population growth in the City or displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. As such, the Project would have no impact or a less than significant impact related to population and housing and further analysis is not warranted in the EIR.

- **PUBLIC SERVICES (Schools, Parks, Other Public Facilities):** The Project does not include residential uses and would not generate a residential population on the Project Site that would utilize schools, parks and recreational facilities, or other public facilities such as libraries in the City. Therefore, the Project would have no impact related to these public services and further analysis is not warranted in the EIR.
- **RECREATION:** The Project does not include residential uses and would not generate a residential population on the Project Site that would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Moreover, the Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As such, the Project would have no impact related to recreation and further analysis is not warranted in the EIR.
- **UTILITIES AND SERVICE SYSTEMS:** The existing building on the Project Site is served by existing water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. No new utility connections would be required with Project implementation. The Brea Public Works Department would continue to provide water, sewer, and storm drain services to the Project Site. Wastewater treatment would be provided by Orange County Sanitation District and the City contracts with Republic Services for trash removal and disposal. Southern California Edison and SoCalGas Company would continue to provide electric services and natural gas services to the Project Site, respectively. As such, the Project Site would be adequately served by all required utilities and services. In addition, the Project would comply with the City's solid waste reduction programs, which are designed to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, the Project would result in less than significant impacts related to utilities and service systems and further analysis is not warranted in the EIR.
- **WILDFIRE:** According to the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone Viewer¹⁴ and the Orange County State Responsibility Area Fire Hazard Severity Zones map¹⁵, the Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHZ). Figure 9 Fire Hazard Severity Zones in Chapter 6: Public Safety of the General Plan also shows that the Project Site is not located in a VHFHZ. In addition, according to Figure 10 Emergency Evacuation Access in Chapter 6: Public Safety of the General Plan, the Project Site is not in an area of concern for emergency evacuation access. The Project would be required to comply with the provisions of the Brea Fire Code (BCC Chapter 16.04), which incorporates by reference the California Fire Code. Compliance with the Brea Fire Code would ensure that access for emergency vehicles would be maintained during construction and operation and fire protection systems would be installed in the proposed building. Therefore, the Project would result in less than significant impacts related to wildfire and further analysis is not warranted in the EIR.

Date: July 13, 2023

Signature:



Jason Killebrew, Community Development Director

ATTACHMENT:

Figure 1 – Project Vicinity

¹⁴ California Department of Forestry and Fire Protection (CAL FIRE). n.d. FHSZ Viewer. Accessed July 3, 2023. <https://egis.fire.ca.gov/FHSZ/>

¹⁵ CAL FIRE. 2023, June 15. Orange County State Responsibility Area Fire Hazard Severity Zones.



Source: Google Earth Pro, July 2023



NOT TO SCALE

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