NOVEMBER 2024

DRAFT ENVIRONMENTAL IMPACT REPORT

DJT4 PARCEL DELIVERY FACILITY PROJECT

SCH NO. 2023070241

CITY OF BREA
Planning Division
1 Civic Center Circle
Brea, California 92821

CITY of BREA

PREPARED BY

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
AB	Assembly Bill
ACM	asbestos-containing materials
ADA	American with Disabilities Act
Amazon	Ware Malcomb representing Amazon.com Services LLC
Applicant	Ware Malcomb representing Amazon.com Services LLC
APS	Alternative Planning Strategy
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
ATCM	airborne toxics control measure
BAAQMD	Bay Area Air Quality Management District
BCC	City of Brea City Code
bgs	below ground surface
BPD	Brea Police Department
Brea Fire	Brea Fire Department
BTUs	British Thermal Units
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CAL OES	California Governor’s Office of Emergency Service
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board

CBC	California Building Code
CCA	Community Choice Aggregation
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFC	California Fire Code
CFCs	chlorofluorocarbons
CFR	Code of Federal Regulations
CH_4	methane
City	City of Brea
CMP	Congestion Management Plan
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utilities Commission
CREC	controlled recognized environmental conditions
CRHR	California Register of Historical Resources
CRIAs	Community Revitalization and Investment Authorities
CUPA	Certified Unified Program Agency
CVC	California Vehicle Code
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DSP	Delivery Service Partner
DTSC	Department of Toxic Substances Control
EIFDs	Enhanced Infrastructure Financing Districts
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act

EOP	Emergency Operations Plan
EPCA	Energy Policy and Conservation Act
ESA	Environmental Site Assessment
EV	electric vehicle
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration
GDP	Gross Domestic Product
General Plan	City of Brea General Plan
GHG	greenhouse gas
GWh	gigawatt-hour
GWP	global warming potential
H_2O	water vapor
HASP	Health and Safety Plan
HCFCs	hydrochlorofluorocarbons
HCP	Habitat Conservation Plan
HDPUV	Heavy-Duty Pickup Trucks and Vans
HFCs	hydrofluorocarbons
HFSZ	High Fire Severity Zone
hp	horsepower
HQTAs	High Quality Transit Areas
HRA	health risk assessment
HREC	historical recognized environmental conditions
HVAC	heating, ventilation, and air conditioning
ICC	Integrated Crime Center
IEPR	Integrated Energy Policy Report
IOUs	investor-owned utilities
IRP	Integrated Resource Planning
ISO	International Organization for Standardization

Kizh Nation	Gabrieleno Band of Mission Indians – Kizh Nation
km	kilometer
kWh	kilowatt-hours
LBP	lead-based paint
lbs/day	pounds per day
L_{dn}	day-night average noise levels
L_{eq}	equivalent noise level
LEL	lower explosive limit
LEV	Low Emission Vehicle
LOS	level of service
LST	localized significance thresholds
LUST	leaking underground storage tank
M-1	Light Industrial zone
MATES	Multiple Air Toxics Exposure Study
MEIR	Maximumly Exposed Individual Resident
MEIW	Maximumly Exposed Individual Worker
mgd	million gallons per day
MM	mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
mpg	miles per gallon
MPO	metropolitan planning organization
MRZ	Mineral Resource Zone
MU-II	Mixed-Use II zone
Mutual Aid Plan	California Fire Service and Rescue Emergency Mutual Aid Plan
MW	megawatt
MWDOC	Municipal Water District of Orange County
MWh	megawatt-hours
MY	Model Year
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan

NHTSA	National Highway Traffic and Safety Administration
NMAs	Neighborhood Mobility Areas
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places
O_3	ozone
OC	Orange County
OCHCA	Orange County Health Care Agency
OCTA	Orange County Transportation Authority
OCTAM	Orange County Traffic Analysis Model
OEHHA	Office of Environmental Health Hazard Assessment
OHP	California Office of Historic Preservation
OPR	State Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration (US)
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PGA	Priority Growth Area
PM	particulate matter
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PMI	Point of Maximum Impact
ppb	parts per billion
PPE	personal protective equipment
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
Project	DJT4 Parcel Delivery Facility Project

PST	Pacific Standard Time
RA	Resource Adequacy
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental conditions
REL	Reference Exposure Level
RH	relative humidity
RMS	root mean square
ROG	reactive organic gases
RP	Related Project
RPS	Renewable Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLF	Sacred Lands File
SMP	soil management plan
SO_2	sulfur dioxide
SoCalGas	Southern California Gas
SOIs	Spheres of Influence
SO_x	sulfur oxides
SR	State Route
SRA	source receptor area
S.W.A.T.	Special Weapons and Tactic
TACs	toxic air contaminants

TDM	Transportation Demand Management
therms	measure of natural gas consumption
TIA	transportation impact analysis
TPA	Transit Priority Area
USC	United States Code
USEPA	U.S. Environmental Protection Agency
UST	underground storage tank
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VdB	vibration velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compounds
WAIRE	Warehouse Actions and Investments to Reduce Emissions
WPCO	Warehouse Point Compliance Obligation
WQMP	Water Quality Management Plan
ZEV	zero emissions vehicle
$\mu g/m^3$	micrograms per cubic meter

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code Section 21000 et seq., as amended) and its implementing guidelines (California Code of Regulations, Title 14, Division 6, Chapter 4, Section 15000 et. seq.).

This Draft EIR assess the environmental impacts associated with DJT4 Parcel Delivery Facility Project (Project) proposed by Ware Malcomb representing Amazon.com Services LLC (Amazon, or the Applicant). This document focuses on the environmental impacts determined to be potentially significant and areas of controversy by the lead agency, City of Brea (City), in the Notice of Preparation (NOP) completed for the Project (**Appendix A**). Additionally, feasible mitigation measures are recommended, when applicable, that could reduce significant environmental impacts or avoid significant environmental impacts. This Draft EIR also discloses impacts found not to be significant, and significant cumulative impacts of past, present, and reasonably anticipated future projects when considered in combination with the Project. Pursuant to CEQA Guidelines Section 15123, this Executive Summary briefly summarizes the proposed actions of the Project and known areas of controversy and identifies the Project's significant effects, proposed mitigation measures, and alternatives that would reduce or avoid significant effects.

1.2 PROJECT SUMMARY

1.2.1 Project Location and Surrounding Uses

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, Nasa Street, and Enterprise Street. 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 southeast across Valencia Avenue is La Floresta, a master-planned horizontal mixed-use community comprised of single-family residential, multi-family residential, and commercial uses.

1.2.2 Project Description

The Applicant proposes to demolish the existing three-story 637,503-square-foot closed Bank of America office building and surface parking lot to construct a 181,500-square-foot single-story parcel delivery facility. This would consist of 163,350 square feet of warehouse space and 18,150

square feet of ancillary office space, on an approximate 31.6-acre site. The Project would provide 1,065 surface vehicle parking spaces (consisting of 304 automobile spaces, 757 delivery van spaces, and 4 line-haul truck trailer spaces), 180 ancillary van loading spaces (90 loading spaces and 90 staging spaces), and 13 Utility Tractor Rig loading spaces to support facility operations. The Project would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, electric vehicle (EV) charging stations. Additionally, security lighting would be provided at all times for the safety of employees and van drivers.

The Project would operate 24 hours per day, 7 days per week to support delivery of packages to customer locations. The Applicant anticipates a maximum of 31 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 9:50 p.m. to deliver customer packages. Most delivery trips are within 10 to 20 miles of the delivery stations.

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 231 associates, managers, and dispatchers who work within the facility; 345 van drivers; and 97 Flex drivers.[1] In order to fulfill the operational need, the Applicant anticipates that a maximum of 800 workers would be hired at the facility; however, the total daily workers onsite would not exceed 673 workers.

A list of the required permits and approvals from the City for this Project include:

- Pursuant to BCC Section 20.408.040, Plan Review No. 2022-09 for a new construction project in the M-1 and MU-II zones.
- Pursuant to BCC Section 18.36, Vesting Tentative Parcel Map No. 2022-193 for a proposed merger and subdivision on the Project Site.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, sign permits, and tree removal permits.

1.2.3 General Plan Land Use and Zoning

The Project Site has two land use designations under the City of Brea General Plan (General Plan). The northern approximately 24.2-acre portion of the Project Site is designated as Light Industrial (M-1), which accommodates industrial uses that are low intensity and contained entirely within buildings including warehousing and storage. The southern approximately 7.4-acre portion of the Project Site is designated as Mixed Use II (MU-II), which is intended to provide opportunities for the coordinated development of urban villages that offer a diverse range of land uses, including

[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.

parking facilities. 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.

1.2.4 Project Objectives

CEQA Guidelines Section 15124(b) requires that an EIR contain a statement of objectives sought by the proposed project. The objectives of the Project are as follows:

- Develop a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods.
- Develop a parcel delivery facility that complies with City of Brea development and zoning standards, including providing enclosed onsite parcel sorting, staging, and similar operational activities associated with the use.
- Provide a productive use of currently underutilized industrial land to help meet the unmet regional demands for goods delivery services.
- Reduce the distances traveled for goods delivery to the City of Brea.
- Expand economic development and facilitate job creation in the City of Brea, including hundreds of direct operational jobs and indirect jobs through the development and establishment of a new parcel delivery use.
- Encourage cyclist and pedestrian safety in the City.
- Attract new businesses to the City of Brea and thereby maintain a jobs-housing balance in the area that will reduce the need for members of the local workforce to commute outside the area for employment.

1.3 CEQA ENVIRONMENTAL PROCESS

The construction and operation of the Project constitutes a project as defined by CEQA (California Public Resources Code Section 21065). CEQA Guidelines Section 15367 (14 California Code of Regulations 15000–15387) states that a CEQA lead agency is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, the City of Brea is the lead agency responsible for compliance with CEQA.

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of a proposed project. The EIR process is intended to facilitate the evaluation of potentially significant direct, indirect, and cumulative environmental impacts of a proposed project, and to identify feasible mitigation measures and/or alternatives that might reduce or avoid the project’s significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to remain significant, even after the incorporation of mitigation measures.

1.3.1 Notice of Preparation and Public Scoping Meeting

The City filed a Notice of Preparation (NOP) with the California Office of Planning and Research (State Clearinghouse) to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. The NOP was filed with the State Clearinghouse and distributed to potential Responsible Agencies, Trustee Agencies, other interested parties, and property owners within 500 feet of the Project Site on July 13, 2023, for a 30-day public review period. The NOP was distributed for public review to solicit responses that would help the City identify the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this Draft EIR.

In addition, a publicly-noticed EIR Scoping Meeting was held on July 24, 2023. The EIR Scoping Meeting provided public agencies, interested parties, and members of the general public an additional opportunity to learn about the Project, the CEQA review process, and how to submit comments on environmental concerns to be addressed in this Draft EIR.

1.3.2 Areas of Controversy and Issues to be Resolved

In accordance with Section 15123(b) of the CEQA Guidelines, the Draft EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public, and any issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects. A total of 16 agencies/interested parties responded to the NOP, and 9 interested parties provided comments during the scoping meeting. The NOP, public review distribution list, and written comments received by the City during the NOP public review period are provided in **Appendix A** of this Draft EIR. Substantive issues raised in response to the NOP and during the Scoping Meeting are summarized below in **Table 1-1**. The environmental issues identified in response to the NOP and during the EIR Scoping Meeting have been incorporated into the environmental analysis of the Project, provided in **Section 5.0, Environmental Impact Analysis** of this Draft EIR. With regard to issues to be resolved, three alternatives to the Project were evaluated in this EIR, as summarized in **Subsection 1.4, Alternatives to the Project**, below. **Table 1-2**, Summary of Project Impacts and Mitigation Measures, identifies how the City intends to mitigate the Project's significant effects.

Table 1-1
Summary of NOP and Scoping Meeting Comments

Commentor	Date	Summary of Comments	Response/Issue Addressed in
Agencies			
Native American Heritage Commission (NAHC)	7/20/2023	Concerns with tribal cultural resources and tribal consultation	5.9 Tribal Cultural Resources
Orange County Transportation Authority (OCTA)	8/7/2023	Concerns with bike parking and safety	5.8 Transportation
South Coast AQMD	8/11/2023	Concerns with air quality and Rule 2305- Warehouse Indirect Source Rule	5.1 Air Quality 5.8 Transportation

Commentor	Date	Summary of Comments	Response/Issue Addressed in
City of Yorba Linda, Community Development Department	8/11/2023	Concerns with air quality, potential impact to the pavement condition of the City roadway system	5.1 Air Quality 5.8 Transportation
Interested Parties			
Jay Kim	7/15/2023	Concerns with the 24-hour operation regarding transportation and noise, pedestrian safety, and property value	5.5 Noise 5.8 Transportation
Aveena Desai	7/24/2023	Concerns with pedestrian safety and proximity of project near public trail, noise, traffic, and Valencia Greenery (Olinda Alpha Landfill) traffic	5.5 Noise 5.8 Transportation
Lisa Irwin	7/24/2023	Concerns with current and future traffic	5.8 Transportation
Brea Museum	7/24/2023	Concerns with 20th century artifacts during construction	7.0 Other CEQA Considerations
Vicky Foulks	7/24/2023	Concerns with traffic, noise, air quality, and Valencia Greenery (Olinda Alpha Landfill)	5.1 Air Quality 5.5 Noise 5.8 Transportation
David Maxey	7/24/2023, 8/9/2023	Concerns with traffic, air quality, noise	5.1 Air Quality 5.5 Noise 5.8 Transportation
Sumir Desai	7/24/2023	Concerns with traffic, proximity to residential area and trail access	5.8 Transportation 7.0 Other CEQA Considerations
Mika Hua	7/24/2023	Concerns with traffic, 24-hour operation, noise, roadway conditions, and trail access	5.5 Noise 5.8 Transportation
Marie Nunez	7/24/2023	Concerns with traffic, public notification	2.0 Introduction 5.8 Transportation
Laura Jimenez	7/24/2023	Concerns with traffic, air quality, noise	5.1 Air Quality 5.5 Noise 5.8 Transportation
Richard Romero	7/24/2023	Concerns with traffic, air quality, noise	5.1 Air Quality 5.5 Noise 5.8 Transportation
Citizens' Climate Lobby	7/29/2023	Concerns with land use and zoning, noise, lighting, air quality, 24-hour operation, and school	5.1 Air Quality 5.5 Noise 7.0 Other CEQA Considerations
Sandra Spencer	8/7/2023	Concerns with traffic, noise, air quality, 24-hour operation, and lighting	5.1 Air Quality 5.5 Noise 5.8 Transportation 7.0 Other CEQA Considerations

Commentor	Date	Summary of Comments	Response/Issue Addressed in
Carol Gray	8/8/2023	Concerns with noise, air quality, 24-hour operation, and Valencia Greenery (Olinda Alpha Landfill) traffic	5.1 Air Quality 5.5 Noise 5.8 Transportation
Rachel & Julie Infante	8/10/2023	Concerns with noise, air quality, property value, and Valencia Greenery (Olinda Alpha Landfill) traffic	5.1 Air Quality 5.5 Noise 5.8 Transportation
Andrea Nesbitt	8/10/2023	Concerns with air quality, noise, transportation, and Valencia Greenery (Olinda Alpha Landfill) traffic	5.1 Air Quality 5.5 Noise 5.8 Transportation
Californians Allied for a Responsible Economy (CARE CA)	8/11/2023	Concerns with traffic and air quality	5.1 Air Quality 5.8 Transportation
International Brotherhood of Teamsters	8/11/2023	Concerns with NOP and air pollution	5.1 Air Quality
David Foster	8/11/2023	Concerns with noise, air quality, and Valencia Greenery (Olinda Alpha Landfill) traffic	5.1 Air Quality 5.5 Noise 5.8 Transportation
Kathryn Bigelow	8/11/2023	Concerns with traffic, noise, air quality, and 24-hour operation	5.1 Air Quality 5.5 Noise 5.8 Transportation

1.4 ALTERNATIVES TO THE PROJECT

In accordance with the CEQA Guidelines, alternatives to the Project have been considered in this Draft EIR to explore potential means to mitigate or avoid the significant environmental impacts associated with implementation of the Project while still achieving the primary objectives of the project. Pursuant to Section 15126.6(a) of the CEQA Guidelines, an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR should present a reasonable range of feasible alternatives that will support informed decision making and public participation regarding the potential environmental consequences of a project and possible means to address those consequences.

Three alternatives were considered and discussed in this Draft EIR:

- Alternative 1: No Project/No Build
- Alternative 2: Reduced Project Alternative
- Alternative 3: Adaptive Reuse of the Existing Building Alternative

1.4.1 Alternative 1: No Project/No Build Alternative

Alternative 1, the No Project/No Build Alternative, assumes that the existing 637,503-square-foot building would be reoccupied for office uses, consistent with the previously established land use for the project site. This alternative would not require demolition or construction activities as no warehouse would be built. Alternative 1 would have a daily maximum of 2,075 employees onsite. Alternative 1 would result in greater impacts related to operational regional and localized air emissions, operational energy consumption, operational GHG emissions, operational demand for fire and police protection services, and VMT when compared to the Project. All other impacts under this alternative would be less than or similar to the Project.

1.4.2 Alternative 2: Reduced Project Alternative

Alternative 2, the Reduced Project Alternative, would reduce the Project's building square footage and delivery operations by 15 percent. Total building square footage for the proposed parcel delivery facility would be 154,275 square feet, which would be comprised of 138,848 square feet of merchandise warehouse space and 15,427 square feet of ancillary office space. As a result of this reduction in building square footage, this alternative would involve some outdoor activities such as project staging prior to loading. This outdoor activity would require additional discretionary approval from the City, given the limitations in the City's municipal code for such outdoor activity. Alternative 2 would have a daily maximum of 572 employees onsite. Alternative 2 would result in similar or less impacts compared to the Project, except for the potentially greater noise impacts resulting from outdoor operational activities such as parcel staging. Due to the reduced size, Alternative 2 would not provide all parcel staging and similar activities in enclosed spaces; thus, Alternative 2 would result in an inconsistency with the City's development and zoning standards.

1.4.3 Alternative 3: Adaptive Reuse of the Existing Building Alternative

Alternative 3, the Adaptive Reuse of Existing Building Alternative, would repurpose the existing building to accommodate the proposed parcel delivery facility. The ground floor of the existing building, which is approximately 163,000 square feet, would be utilized as merchandise warehouse space and the upper floors comprising approximately 474,503 square feet would be occupied by office uses. Alternative 3 would have a daily maximum of 2,218 employees onsite. This Alternative would result in greater impacts related to operational regional and localized air emissions, operational energy consumption, operational GHG emissions, operational off-site noise (traffic) levels, operational demand for fire and police protection services, and VMT. All other impacts would be less than or similar to the Project.

1.4.4 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires a lead agency to identify the "environmentally superior alternative" among the alternatives evaluated in the EIR. Based on the comparative analysis of impacts for each alternative presented in this EIR, the environmentally superior alternative is Alternative 2, the Reduced Project Alternative.

1.5 SUMMARY OF IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

This Draft EIR has been prepared to assess potentially significant impacts on the environment that could result from implementation of the Project. For a detailed discussion regarding potential impacts, refer to **Section 5.0, Environmental Impact Analysis**, of this Draft EIR. A summary of Project-related impacts and a list of the proposed mitigation measures that are recommended in response to these Project impacts is provided in **Table 1-2**. This table also provides a determination of the level of significance of the Project impact after implementation of the recommended mitigation measures.

The analysis in the NOP (**Appendix A**) concluded that the Project would not result in significant impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services (schools, parks, other public facilities), recreation, utilities and service systems, and wildfire. Potential effects to these topic areas are summarized in **Section 7.0, Other CEQA Considerations**, of this Draft EIR. Therefore, these specific resource thresholds are not addressed in the Draft EIR as separate environmental impact analysis and are not summarized in **Table 1-2**.

Table 1-2
Summary of Project Impacts and Mitigation Measures

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
Air Quality			
Threshold 5.1(a): Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.1(b): Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.1(c): Would the project expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.1(d): Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Energy			
Threshold 5.2(a): Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.2(b): Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant	No mitigation measures are required.	Less Than Significant

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
Greenhouse Gas Emissions			
Threshold 5.3(a): Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.3(b): Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Hazards and Hazardous Materials			
Threshold 5.4(a): Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.4(b): Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant	**MM-HAZ-1:** Prior to the commencement of any ground-disturbing activities, the Project Applicant shall develop a Soil Management Plan (SMP) and submit the SMP to the City's Fire Department, Building & Safety Division, and Public Works Department for review and approval. The SMP would include the following elements: • Project Site Description: Description of general on-site conditions, soil types, and identification of prior on-site testing results, constituents of concern, and possible residual contaminants and suspected materials. • Health and Safety Measures: No soil disturbance or excavation activities shall be performed by any contractor without a site-specific Health and Safety	Less Than Significant

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
		Plan (HASP) that complies with applicable occupational health and safety standards. The HASP should specify appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact suspect soil to perform all activities in accordance with the HASP. • Soil Management Procedures: Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Procedures to be included in the SMP should include: waste segregation, visual soil screening; stormwater pollution controls; criteria for on-site re-use of soils; soil characterization and profiling requirements prior to offsite transportation of excavated soil; measures to prevent soil track-out; and soil import criteria (if needed). An environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by the property owner prior to the beginning of work.	

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
		• Identification and Management of Unanticipated Conditions: The potential exists for encountering of unanticipated contamination or features. The SMP should include descriptions of possible indications of contamination (i.e., suspect soil) that may be observed and the appropriate response measures. Potential conditions to be addressed should include, at a minimum: soil staining; strong or unusual odors; oily or shiny soil; unknown or unidentified liquids; buried structures such as tanks, pipelines, sumps or vaults; and existing or former wells including water wells, monitoring wells, or oil wells. If the General Contractor or subcontractor(s) encounter any suspect soil, the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils and inform the property owner's representative and the environmental monitor. Procedures should be included in the SMP to guide the environmental monitor's sampling and analysis for characterization of suspect soil. • Dust Management: Procedures to minimize generation of fugitive dust during earthwork. Water or other effective means shall be used to control dust where drilling, excavating, stockpiling, or other dust producing operations occur in accordance with applicable local and state regulations.	

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
		• UST Removal Procedures: One existing abandoned UST is present on-site and is planned for removal. Additional unanticipated USTs may also be encountered and require removal. All UST removals should be performed in accordance with the *Orange County Health Care Agency (OCHCA) Environmental Health Division–Guidelines for the Removal of Underground Storage Tanks*. The SMP should include a description of the applicable OCHCA permitting and notification requirements, soil/tank handling procedures, inspection and reporting requirements. • Documentation: Identify requirements for documentation and tracking of soil characterization, waste profiling, offsite transportation, disposal, and soil import, and soil import. **MM-HAZ-2**: Prior to the issuance of first building permit, the Project Applicant shall submit to the City of Brea Fire Department for review and approval plans demonstrating that the required soil-gas mitigation system has been implemented in the Project design. In accordance with the Full Mitigation system requirement of the *City of Brea Combustible Soil-Gas Guideline*, the Project shall incorporate the following measures approved by the City of Brea during plan review:	

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
		• Below-grade passive venting equally spaced under all foundation slabs with multiple vent risers. • Vapor impermeable membrane under all foundations. • Utility dams at the edge of each foundation and throughout Project area. • All penetrations/voids in slabs sealed with an expanding 50-yr. foam. • Wye-seals in all dry utilities.	
Threshold 5.4(c): Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant	Refer to **MM-HAZ-1**, above.	Less Than Significant
Threshold 5.4(d): Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, create a significant hazard to the public or the environment?	No impacts would occur.	No mitigation measures are required.	No impacts would occur.
Threshold 5.4(e): For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No impacts would occur.	No mitigation measures are required.	No impacts would occur.
Threshold 5.4(f): Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	No mitigation measures are required.	Less Than Significant

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
Threshold 5.4(g): Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Noise			
Threshold 5.5(a): Would the project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.5(b): Would the project generate excessive groundborne vibration or groundborne noise levels?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.5(c): For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No impacts would occur.	No mitigation measures are required.	No impacts would occur.
Fire Protection			
Threshold 5.6(a): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,	Less Than Significant	No mitigation measures are required.	Less Than Significant

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
response times, or other performance objectives for fire protection services?			
Police Protection			
Threshold 5.7(a): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Transportation			
Threshold 5.8(a): Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.8(b): Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.8(c): Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Threshold 5.8(d): Would the project result in inadequate emergency access?	Less Than Significant	No mitigation measures are required.	Less Than Significant

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
Tribal Cultural Resources			
Threshold 5.9(a): Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Potentially Significant	**MM-TCR-1**: Prior to commencement of any ground disturbing activity at the Project Site, the Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill 52 (the "Tribe" or the "Consulting Tribe"), and in concurrence with the City of Brea as the CEQA lead agency. A copy of the executed contract shall be submitted to the City of Brea Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or augering, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, at the Project Site. The Tribal monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal representatives and Tribal monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon	Less Than Significant

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
		discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Tribal monitor. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of discovery, and the county coroner shall be notified per Public Resources Code Section (PRC) 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California PRC Section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5(f)). If a non-Native American resource is determined by the qualified archaeologist to constitute as a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC	

Environmental Threshold	Significance Before Mitigation	Mitigation Measure(s)	Significance After Mitigation
		Section 21074(b) for unique archaeological resources. **MM-TCR-2: Discovery of Cultural Resources (not Native American in origin)**: Prior to commencement of any ground disturbing activity at the Project Site, the Applicant shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983). If cultural resources that are not Native American in origin are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. If the discovery proves to be significant as determine by the site archaeologist, additional work such as data recovery excavation may be warranted and will be reported to the City.	

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2.0 INTRODUCTION

2.1 OVERVIEW

This Draft Environmental Impact Report (EIR) was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA). An EIR is described in CEQA Guidelines Section 15121(a) as a "public informational document that analyzes the environmental effects of a project, identifies ways to minimize the significant impacts, and describes reasonable alternatives to the project." A "project" refers to the whole of an action that has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). The City of Brea (City), as the Lead Agency, has determined that the proposed DJT4 Parcel Delivery Facility (Project) is a project as defined by CEQA.

This document analyzes the actions associated with the Project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both the direct and indirect impacts of the Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects (i.e., related projects). CEQA requires the preparation of an objective full disclosure document to inform agency decision-makers and the public of the direct and indirect environmental effects of the proposed action, provide mitigation measures to reduce or eliminate significant adverse effects, and identify and evaluate reasonable alternatives to the Project.

2.1.1 CEQA Environmental Process

The construction and operation of the Project constitutes a project as defined by CEQA (California Public Resources Code Section 21065). CEQA Guidelines Section 15367 (14 California Code of Regulations 15000–15387) states that a CEQA lead agency is "the public agency which has the principal responsibility for carrying out or approving a project." Therefore, the City of Brea is the lead agency responsible for compliance with CEQA.

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of a proposed project. The EIR process is intended to facilitate the evaluation of potentially significant direct, indirect, and cumulative environmental impacts of a proposed project, and to identify feasible mitigation measures and/or alternatives that might reduce or avoid the project's significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to remain significant, even after the incorporation of mitigation measures.

NOTICE OF PREPARATION

A Notice of Preparation (NOP) was prepared and published to notify responsible agencies, organizations, and other interested parties that the City of Brea planned to prepare a Draft EIR and to request input regarding the scope and content of the environmental analysis and information to be included in the Draft EIR. The NOP was circulated for public comment to the State Clearinghouse (SCH) of the Governor's Office of Planning and Research, responsible agencies, and other interested parties on July 13, 2023, for a 30-day review period, ending August 11, 2023. The NOP was also posted at the Orange County Clerk-Recorder on July 13, 2023. Refer to **Appendix A** of this Draft EIR for the NOP.

In addition, a scoping meeting for the Project was held on July 24, 2023, which was attended by 20 individuals. Nine oral comments were received during the public scoping meeting. A total of 16 written comment letters were received during the NOP scoping period. The comment letters received during the NOP public review period are included in their entirety in **Appendix A** of this Draft EIR.

FOCUS OF THE EIR 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 has prepared an EIR to evaluate the potential impacts in greater detail. As provided in the NOP, it was 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 the following topics in the EIR is warranted: aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services (schools, parks, and other public facilities), recreation, utilities and service systems, and wildfire. These resource areas are described in **Section 7.0, Other CEQA Considerations**, of this Draft EIR.

The topics discussed in this Draft EIR include the following:

- Air Quality
- Energy
- Greenhouse Gas (GHG) Emissions
- Hazards and Hazardous Materials
- Noise
- Public Services (Fire and Police Protection)
- Transportation
- Tribal Cultural Resources

The Draft EIR provides information about potential short-term, long-term, and cumulative impacts of the Project on the environment; identifies possible ways to minimize the significant impacts; and describes and analyzes possible alternatives to the Project that could avoid or reduce one or more of these significant impacts. This Draft EIR also includes a discussion of other CEQA-mandated issues, including cumulative impacts, mitigation measures proposed to minimize significant environmental effects, alternatives to the Project, significant and unavoidable effects of the Project, potential significant irreversible environmental changes, growth inducing effects, potential secondary effects as a result of the proposed mitigation measures, and effects not found to be significant.

DRAFT EIR REVIEW

This Notice of Availability of the Draft EIR has been circulated through the State Clearinghouse (SCH Number 2023070241); posted at the Orange County Clerk-Recorder; published in the Brea Star Progress; distributed directly to a property owners within a 500-foot radius, agencies, organizations, and interested parties for comment during a minimum 45-day public review period in accordance with CEQA Guidelines Section 15087. This Draft EIR and the studies upon which it is based are available for review online in the State Clearinghouse CEQAnet Database (search for SCH Number 2023070241 via https://ceqanet.opr.ca.gov/Search/Advanced) and on the City's website at https://www.ci.brea.ca.us/166/Projects-in-Process. The Draft EIR is also available for review at the following locations:

Brea City Hall	**Brea Library**	**Brea Community Center**
Brea Civic & Cultural Center 1 Civic Center Circle, 3rd Floor Brea, CA 92821	Brea Civic & Cultural Center 1 Civic Center Circle, 1st Floor Brea, CA 92821	695 Madison Way Brea, CA 92821

Organizations and interested members of the public are invited to comment on the information presented in this Draft EIR during the minimum 45-day public review period.

PREPARATION AND CERTIFICATION OF FINAL EIR AND MITIGATION MONITORING AND REPORTING PROGRAM

Comments received on the Draft EIR and responses to those comments will be incorporated into the Final EIR. In addition, CEQA Guidelines Section 15097 requires that public agencies adopt a program for monitoring mitigation measures or conditions of project approval that reduce or eliminate significant impacts on the environment. Accordingly, the City will prepare a Mitigation Monitoring and Reporting Program (MMRP) for the Project as a separate document. The MMRP will be submitted to the Planning Commission along with the Final EIR prior to consideration of the Project for approval. The Planning Commission will consider the Final EIR before certifying the document and making a final decision whether or not to approve the Project.[1]

[1] Planning Commission's approvals can be appealed to City Council.

2.1.2 Organization of the Draft EIR

The Draft EIR is organized as follows:

Section 1.0, Executive Summary provides an overview of the information provided in detail in subsequent sections. It consists of an introduction; a brief description of the Project and its alternatives; areas of controversy and issues to be resolved; and a summary of the potential environmental impacts in each environmental resource category, the significance determination for those impacts, mitigation measures, and significance of impacts after mitigation.

Section 2.0, Introduction provides a brief overview of the Project and the CEQA environmental review process, including a section describing the organization of the Draft EIR.

Section 3.0, Project Description provides a description of the Project. The Project location and vicinity as well as existing conditions are described. Project objectives are identified, and information on the Project characteristics, construction, and operation is provided. This chapter also includes a description of the intended uses of the Draft EIR and public agency actions.

Section 4.0, Environmental Setting provides a general overview of the existing setting and identification of the related projects.

Section 5.0, Environmental Impact Analysis describes the following for each environmental topic area: existing conditions and relevant background information; relevant regulatory framework; thresholds or criteria employed for judging whether an impact is significant; methodology of analysis; specific project design features; evaluation of impacts that would result from project implementation, including applicable mitigation measures that would eliminate or reduce any identified significant impacts and the impact level of significance after mitigation; and cumulative impacts, if any.

Section 6.0, Alternatives describes and evaluates the comparative merits of a reasonable range of alternatives to the Project that would feasibly attain most of the basic objectives of the Project and avoid or substantially lessen potentially significant Project-related impacts. This includes a required discussion of a No Project Alternative. An environmentally superior alternative, inclusive of the Project, is also identified.

Section 7.0, Other CEQA Considerations presents other mandatory CEQA topics, including a summary of the significant and unavoidable effects of the Project, potential significant irreversible environmental changes, growth inducing effects, potential secondary effects as a result of the proposed mitigation measures, and effects not found to be significant.

Section 8.0, Bibliography lists the sources of information and data used in the preparation of the EIR.

Section 9.0, Organizations and Persons Consulted identifies organizations and persons consulted and a list of preparers of the Draft EIR.

3.0 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

Ware Malcomb representing Amazon.com Services LLC (Amazon, or the Applicant) proposes to construct a single-story, 181,500-square-foot parcel delivery facility (the Project), consisting of 163,350 square feet of merchandise warehouse space and 18,150 square feet of ancillary office space, on an approximate 31.6-acre site. The Project would provide 1,065 surface vehicle parking spaces, including 304 automobile spaces, 757 delivery van spaces, and 4 line-haul truck trailer spaces. Additionally, the Project would provide 180 ancillary van spaces (90 loading spaces and 90 staging spaces), and 13 Utility Tractor Rig loading spaces to support facility operations. To accommodate the Project, an existing office building and surface parking lot would be demolished. Upon completion, the Project would have a floor area ratio (FAR) of approximately 0.14:1.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project would be 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. As shown in **Figure 3-1**, 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, Nasa Street, and Enterprise Street.

3.2.2 Surrounding Uses

As shown in **Figure 3-2**, 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-family residential, multi-family residential, and commercial uses.

3.2.3 Existing Site 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 1,949-stall surface parking lot. The existing office building is surrounded by paved surfaces, trees, shrubs, and ornamental landscaping. There are a total of 423 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.

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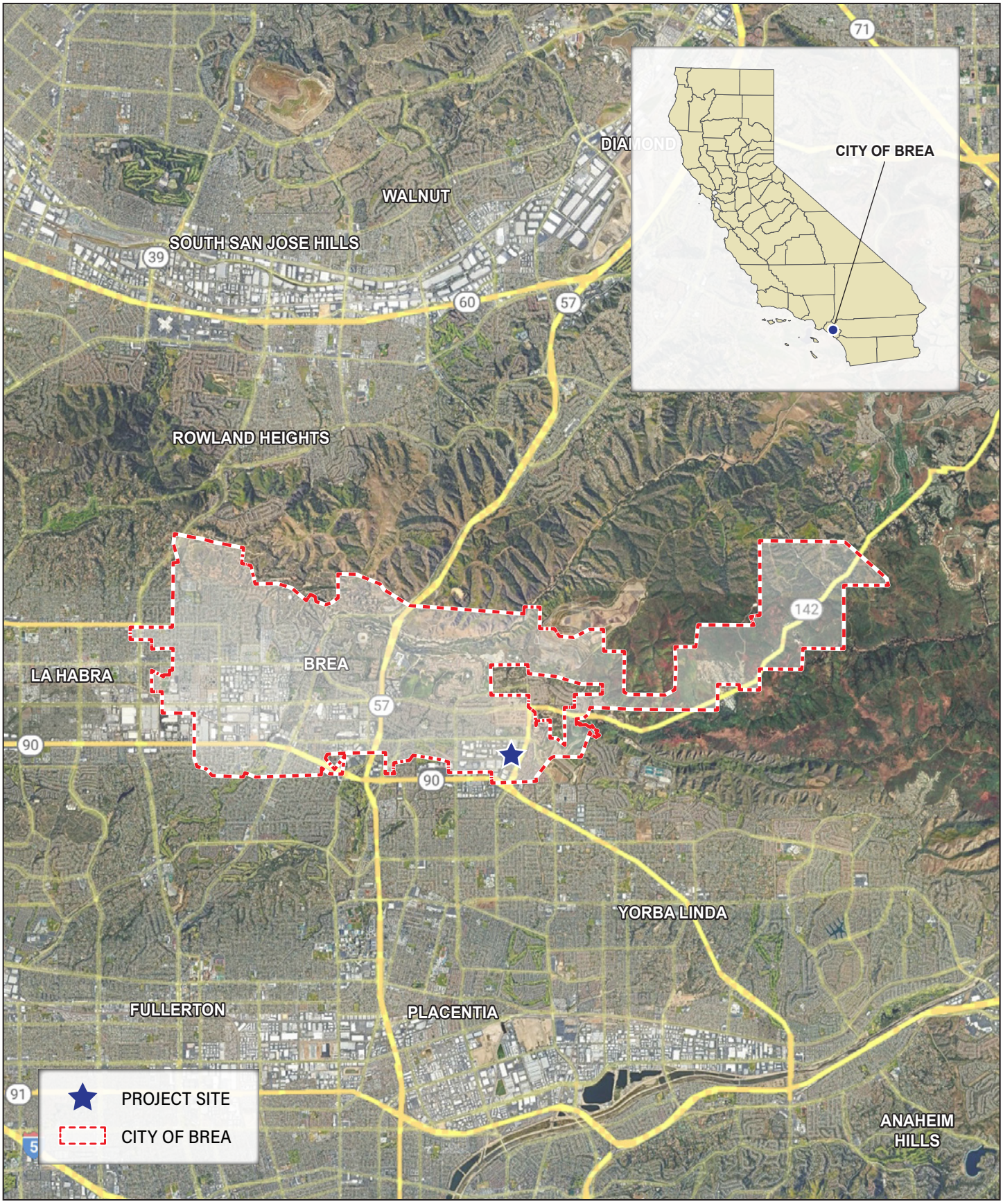

Source: Google Earth Pro, September 2024

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DJT4 PARCEL DELIVERY FACILITY PROJECT

Regional Location

Figure 3-1

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Source: Google Earth Pro, September 2024

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Project Vicinity

Figure 3-2

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3.2.4 General Plan Land Use and Zoning

The Project Site has two land use designations under the City of Brea General Plan (General Plan). The northern approximately 24.2-acre portion of the Project Site is designated as Light Industrial, which accommodates industrial uses that are low intensity and contained entirely within buildings. Light Industrial designation includes research and development, light manufacturing and processing, offices, warehousing and storage, logistics facilities, high-technology production, and related uses as permitted land uses and allows for a maximum FAR of 0.75. The southern approximately 7.4-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 designation includes parking facilities as a permitted land use and allows a maximum FAR of 2.00.

The northern approximately 24.2-acre portion of the Project Site is zoned Light Industrial (M-1), and the southern approximately 7.4-acre portion of the site is zoned 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.

3.3 PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) states that the project description shall contain "a statement of the objectives sought by the proposed project." CEQA Guidelines Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to provide a parcel delivery facility that would power the last mile of Amazon's customer order process and to help speed up deliveries to customers. The Project's specific objectives are as follows:

- Develop a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods.
- Develop a parcel delivery facility that complies with City of Brea development and zoning standards, including providing enclosed onsite parcel sorting, staging, and similar operational activities associated with the use.
- Provide a productive use of currently underutilized industrial land to help meet the unmet regional demands for goods delivery services.
- Reduce the distances traveled for goods delivery to the City of Brea.
- Expand economic development and facilitate job creation in the City of Brea, including hundreds of direct operational jobs and indirect jobs through the development and establishment of a new parcel delivery use.
- Encourage cyclist and pedestrian safety in the City.
- Attract new businesses to the City of Brea and thereby maintain a jobs-housing balance in the area that will reduce the need for members of the local workforce to commute outside the area for employment.

3.4 PROJECT CHARACTERISTICS

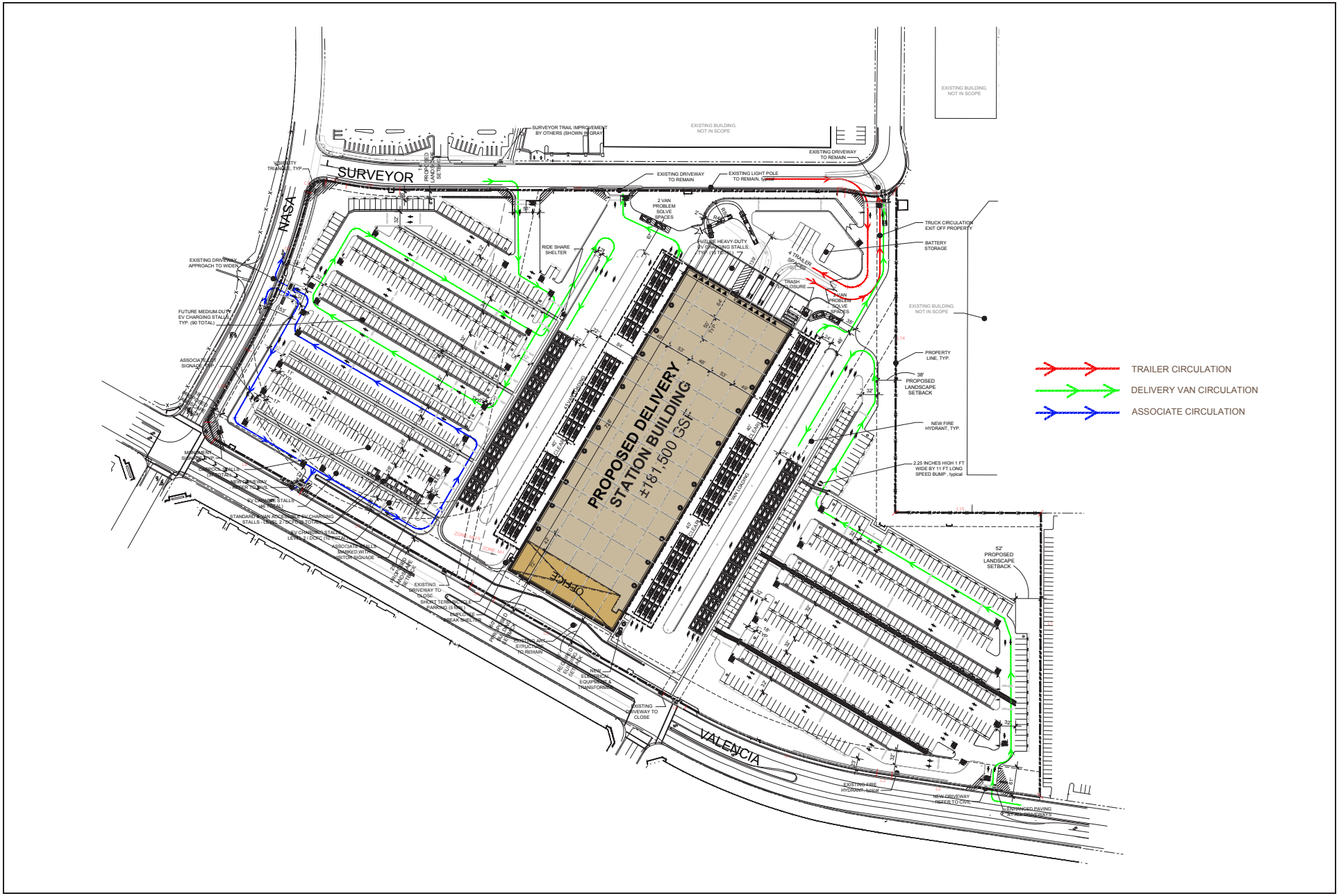
3.4.1 Project Overview

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 and storage space and 18,150 square feet of ancillary office space, on an approximate 31.6-acre site. The proposed facility would be a single-story building with a maximum height of 56 feet (including architectural projects) and FAR of approximately 0.14:1. The Project would provide 1,065 vehicle parking spaces (consisting of 304 automobile spaces, 757 delivery van spaces, and four [4] trailer spaces), 180 ancillary van loading spaces (90 loading spaces and 90 staging spaces), and 13 Utility Tractor Rig loading spaces to serve facility operations. As shown in **Figure 3-3**, 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 proposed facility would absorb portions of service areas that are currently covered by existing delivery stations in order to reduce the distance traveled by delivery vans throughout the region. Most delivery trips are within 10 to 20 miles of the delivery stations. The Project would operate 24 hours per day, 7 days per week to support delivery of packages to customer locations. The Applicant anticipates a maximum of 31 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 9:50 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 typical daily shift structure of parcel delivery facility employees is shown in **Table 3-1**, below.

Table 3-1
Typical Daily Shift Schedule

Shift	Hours	Employee Count
1st Shift	1:20 a.m. – 1:50 p.m.	159
2nd Shift	9:00 a.m. – 7:30 p.m.	48
3rd Shift	2:00 p.m. – 6:00 p.m.	19
4th Shift	4:00 p.m. – 10:30 p.m.	5
Note: The facility would also utilize 345 DSP and 97 Amazon Flex Drivers. While not assigned to a specific shift, work of DSP and Flex Drivers can occur from 9:20 a.m. to 9:50 p.m. *Source: Ware Malcomb representing Amazon.com Services LLC*		



Source: Ware Malcomb, 2024.

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Conceptual Site Plan

Figure 3-3

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The Applicant anticipates that on a daily basis, there would be a total of 231 associates, managers, and dispatchers who work within the proposed facility; 345 van drivers; and 97 Flex drivers.[1] In order to fulfill the employee need for the proposed facility, the Applicant anticipates that approximately 800 workers would be hired at the proposed facility; however the total daily workers onsite would not exceed 673 workers.

3.4.2 Building Setbacks

As previously described, the proposed facility would be located within the M-1 zone. Pursuant to BCC Section 20.252, within the M-1 zone, a 50-foot setback is required from Valencia Avenue, a 10-foot setback is required from Surveyor Avenue, a 10-foot setback from Nasa Street, and no setback is required from the interior lot line to the north of the Project Site. The proposed building would have a 60-foot setback from Valencia Avenue, a 152-foot setback from Surveyor Avenue, a 689-foot setback from Nasa Street and a 210-foot setback from the interior lot line to the north.

3.4.3 Design, Landscaping, and Improvements

The Project would be designed consistent with other delivery parcel facilities of the Amazon brand. As shown in **Figure 3-4**, the proposed building would include tones of blue, white, and gray, as well as varying materials (i.e., metal and glass) to provide a modern façade. In consideration of the residential community to the east of Valencia Avenue, the Project would place its line haul truck loading/docking area and truck circulation route on the western portion of the Project Site to face other industrial uses.

The BCC includes landscape requirements and standards, including those for setback buffers and tree planting. The BCC requires a landscape setback buffer in the front yard of 20 feet, perimeter side yard of 8 feet, interior side yard of 5 feet, and rear yard of 8 feet. In accordance with such standards, the Project would meet or exceed the required landscape buffers.

The BCC also requires tree planting for parking lot trees (1 tree per 5 stalls), perimeter trees interior to the property line (1 tree per 25 linear feet in the MU-II zone and 1 tree per 30 linear feet in the M-1 zone), and perimeter trees abutting streets (1 tree per 25 linear feet in portion of the Project zoned MU-II Zone and 1 tree per 30 linear feet in the portion of the Project zoned M1). Required trees may be grouped or clustered and shall be in additional to required ground cover and shrub material. Thus, the Project would be required to provide a minimum of 214 parking lot trees, 52 perimeter interior trees, and 133 perimeter street-abutting trees. As shown in **Figure 3-5**, the Project would exceed such requirements by providing 286 parking lot trees, 82 perimeter interior trees, and 152 perimeter street abutting trees. The Project would provide approximately 323,744 square feet of landscaping, including perimeter landscaping and maintained landscaped areas throughout the site. In addition, existing mature perimeter trees would be protected in place; however, 46 mature London Plane street-adjacent trees along Valencia Avenue and Nasa Street would be removed as part of the Project to provide a pedestrian sidewalk along the street frontage

[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.

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Source: Ware Malcomb, 2024.

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DJT4 PARCEL DELIVERY FACILITY PROJECT

Valencia Avenue View

Figure 3-4

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Source: Ware Malcomb, 2024.

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DJT4 PARCEL DELIVERY FACILITY PROJECT

Conceptual Planting Plan

Figure 3-5

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linking to La Floresta. Replacement tree planting would be consistent with the property development standards for the M-1 and MU-II zones as specified in BCC Sections 20.252.040 and 20.258.020, respectively.

The Project would also include improvements to The Tracks at Brea, a localized portion of the regional Orange County (OC) Loop trail network adjacent to the Project Site. Currently, the trail ends near the northwest corner of the Project Site and resumes further down Imperial Highway away from the Project Site. A related project for a proposed light industrial, warehouse building located at 3200 Nasa Street on the northwest corner of Nasa Street and Surveyor Avenue, will be extending The Tracks at Brea along the Surveyor Avenue frontage. As shown in **Figure 3-6**, the Project would improve the bike and walkway path by extending The Tracks along the Nasa Street Project frontage to the intersection of Valencia Avenue and Nasa Street.

3.4.4 Parking and Access

As shown in **Figure 3-7**, Parking for the Project would be divided into two primary designations. The first designation is automobile (associate) parking; spaces within this area are designated for employees who would work within the facility. Associate parking would be located to the south of the proposed building along Nasa Street. The second designation is delivery van parking; spaces within this area are designated for delivery vans and van drivers' personal vehicles. Designated van fleet parking would be located to the north and south of the proposed building. A total of 345 delivery vans would be parked on-site overnight.

The BCC parking requirement is 1 space per 1,000 square feet of floor area for warehouse and storage uses, and 1 space per 250 square feet of floor area for office uses. As such, the proposed 163,350 square feet of warehouse and storage space would require 163 spaces, and the 18,150 square feet of ancillary office uses would require 73 spaces for a Project total of 236 vehicle parking spaces. The Project would provide 1,065 vehicle parking spaces consisting of 304 associate vehicle spaces (inclusive of 8 Americans with Disabilities Act-compliant spaces), 757 delivery van spaces, and four (4) trailer spaces, which would exceed the BCC parking requirements. The associate vehicle parking spaces would be located to the south of the proposed building along Nasa Street and would be designated for the employees who would work within the facility. The delivery van parking spaces would be located to the north and south of the proposed building and would be designated for delivery vans and van drivers' personal vehicles. The Project would also provide 13 Utility Tractor Rig loading spaces and 180 ancillary van loading/staging spaces. Van loading and staging areas would be located on the west and east sides of the proposed building. In addition, the Project would provide short-term and long-term bicycle parking spaces near the building frontage along Valencia Avenue.

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Source: Ware Malcomb, 2024.

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DJT4 PARCEL DELIVERY FACILITY PROJECT

Nasa Steet View

Figure 3-6

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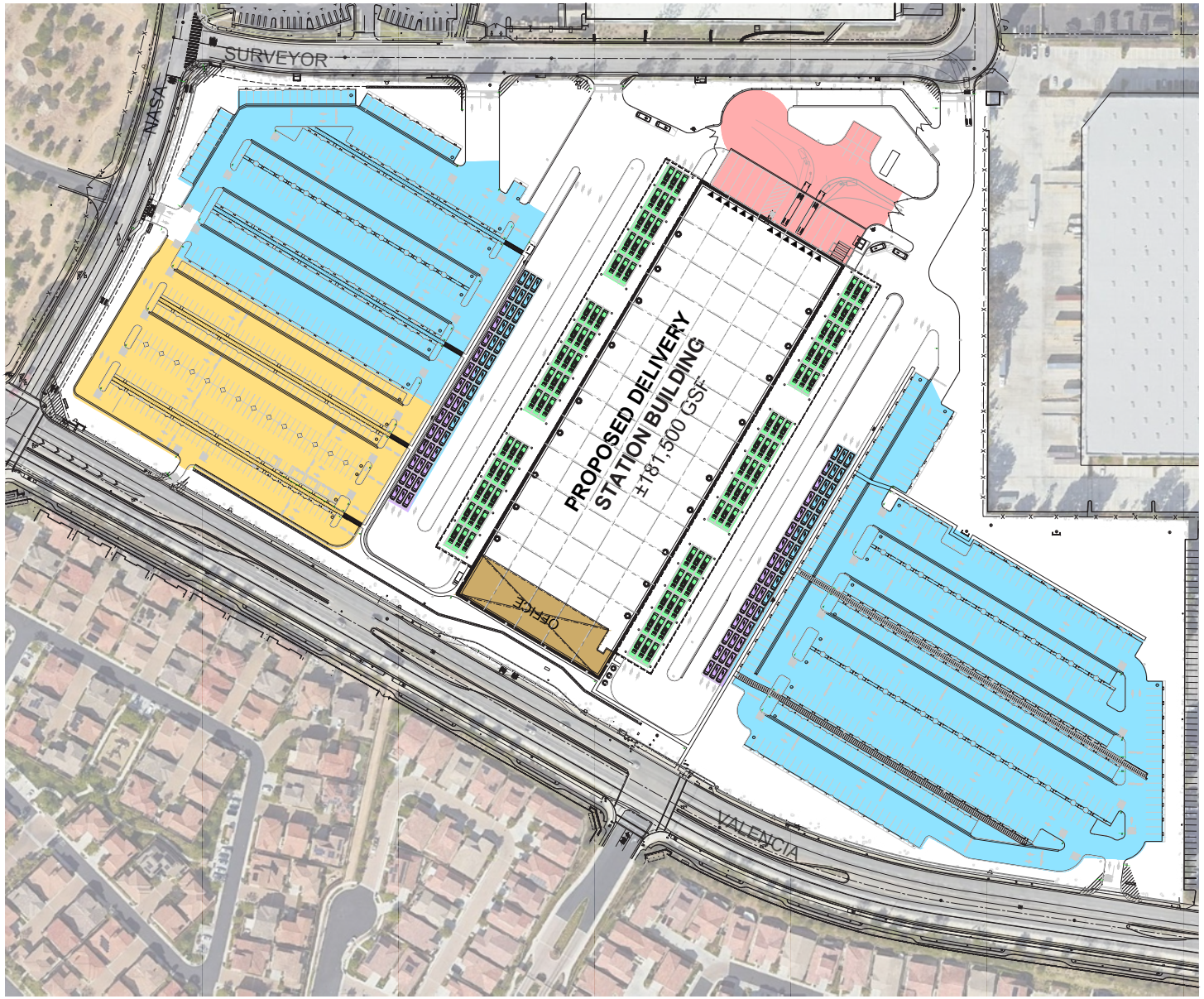

CATEGORY	PROVIDED
ASSOCIATE LOT	
TOTAL ASSOCIATE LOT PARKING	304
ADA PARKING	8
EV CHARGING ADA PARKING	2
EV LIGHT-DUTY CAPABLE PARKING	46
EV CHARGING PARKING	18
CARPOOL / VANPOOL PARKING	37
VAN LOT	
TOTAL VAN PARKING (11'X24')	757
LOADING & STAGING AREA	
VAN STAGING SPACES*	90
VAN LOADING SPACES	90
EV MEDIUM-DUTY CAPABLE PARKING	90
TRUCK YARD	
LOADING DOCK SPACES	13
TRAILER PARKING SPACES (INCL. HOSTLER)	4
EV HEAVY-DUTY CAPABLE PARKING	13
*VAN STAGING ALSO REFERRED TO AS VAN QUEUEING	

VISITOR PARKING NOTE:

THIS SITE IS NOT INTENDED TO BE PUBLIC FACILITY, HOWEVER, IS NOT GATED OR A CONTROLLED ACCESS CAMPUS. SIGNAGE IDENTIFIED ON THIS PLAN WILL PROVIDE WAYFINDING FOR RARE/ERRANT VISITORS TO PARK IN SELECT IDENTIFIED ASSOCIATED PARKING STALLS.

Source: Ware Malcomb, 2024.

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Parking Exhibit

Figure 3-7

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As shown in **Figure 3-3**, the Project would include predetermined circulation patterns that would separate circulation paths for trucks, delivery vans, and associate vehicles. The truck circulation would begin on the west side of the Project Site, utilizing the ingress/egress on Surveyor Avenue, and wrap around to the west end of the proposed building where the truck parking is located. The truck area would have a dedicated turning area and would not cross pathways with the associate circulation. Truck traffic would exit the Project Site and travel south onto Surveyor Avenue, east onto Nasa Street, and south onto Valencia Avenue; 40 percent of the trucks from Valencia Avenue would travel east onto Imperial Highway, while 60 percent would travel west onto Imperial Highway.

For delivery vans, there would be two separate circulation paths that end on the north and south end of the building where the van parking is located. The first delivery van pathway would begin on the north end of the Project Site via the ingress along Valencia Avenue and would move along the northern portion of the site, ultimately wrapping around and lining up along the north face of the structure for queueing and loading during dispatch. The second delivery van pathway would utilize one of the access points on Surveyor Avenue, wrapping around a portion of the proposed parking lot, and lining up near the southern end of the proposed building for queueing and loading during dispatch. These two delivery van circulation pathways would not intersect with the truck or associate circulation patterns.

Lastly, for associates, access would be available via the ingress/egress on Nasa Street and the circulation path would wrap around the proposed parking on the southeast portion of the Project Site, with egress options onto Valencia Avenue and Nasa Street.

3.4.5 Sustainability Features

The Project would comply with the 2022 California Green Building Standards Code, which was adopted by reference by the City of Brea per BCC Section 15.24.010 and would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, electric vehicle (EV) charging stations, EV readiness, and low-flow water fixtures. Under the Project, approximately 18 associate vehicle parking spaces would have electrical charging stations installed at Project completion. In addition, 46 associate vehicle parking spaces would have conduit installed to accommodate the potential installation of electrical charging stations for electrical passenger vehicles. Further, some delivery van spaces and 4 trailer spaces would have conduit run to stalls to accommodate the potential addition of future charging stations. These electrical vehicle charging stations would be served by a separate electrical service and the electricity would be managed by a load management software to help reduce the amount of electrical consumption associated with the vehicle charging. The Project would be consistent with the City's electrical vehicle parking requirements.

The Project would also comply with the City’s water efficient landscape requirements and would provide drought tolerant landscaping and water-efficient irrigation via a drip irrigation system utilizing a Smart Controller to moderate water use.

3.4.6 Lighting and Signage

The Project would provide on-site lighting in compliance with the BCC and other applicable regulations. Security lighting would be provided at all times for the safety of employees and van drivers. Monument identification signs would be provided at all employee and truck entrances and would provide directional wayfinding for any visitors. Building wall signage would also be provided for business identification. Additionally, freestanding pole lighting would be provided to illuminate the Tracks at Brea connection adjacent to the Project Site. All proposed signage would be compliant with the BCC and submitted for City review and approval during the plan check process.

3.4.7 Site Security

The Project would include various security measures to ensure the safety and security of employees and the property 24-hours a day. These features would include exterior/interior cameras, motion sensors, a building intrusion alarm, and an access control system that would require employees to utilize a badge at building entrances. In addition, the building, walkways, and entry points would be properly lit to increase the safety and visibility of the Project Site.

3.5 ANTICIPATED CONSTRUCTION SCHEDULE

Construction of the Project would begin with site clearance and demolition of the existing buildings, followed by grading and excavation to a depth of approximately 21 feet below existing grade. It is estimated that approximately 25,680 cubic yards of soil would be exported from the Project Site during the site preparation/grading phase. The building foundation would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to occur over a 24-month period and be completed in mid-2027.

3.6 REQUIRED PERMITS AND APPROVALS

Pursuant to Article 4 of the CEQA Guidelines, the City of Brea is the lead agency and has the primary responsibility for conducting the environmental review and the authority to approve the Project. A list of the required permits and approvals from the City for this Project include:

- Pursuant to BCC Section 20.408.040, Plan Review No. 2022-09 for a new construction project in the M-1 and MU-II zones.
- Pursuant to BCC Section 18.36, Vesting Tentative Parcel Map No. 2022-193 for a proposed merger and subdivision on the Project Site.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, sign permits, and tree removal permits.

4.0 ENVIRONMENTAL SETTING

This section of the Draft EIR provides an overview of the existing regional and local setting in which the Project Site is located, and a brief description of the existing conditions at the Project Site. Detailed environmental setting information is provided in each of the environmental issue analyses found in **Section 5.0, Environmental Impact Analysis**, of this Draft EIR.

4.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

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, Nasa Street, and Enterprise Street.

As shown in **Figure 3-1** in **Section 3.0, Project Description**, of the Draft EIR, 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.

4.1.1 On-Site 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 1,949-stall surface parking lot. The existing office building is surrounded by paved surfaces, trees, shrubs, and ornamental landscaping. There are approximately 423 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.

As shown in **Figure 4-1**, the Project Site has two land use designations under the City of Brea General Plan (General Plan). The northern approximately 24.2-acre portion of the Project Site is designated as Light Industrial, which accommodates industrial uses that are low intensity and contained entirely within buildings. Allowable uses include research and development, light manufacturing and processing, offices, warehousing and storage, logistics facilities, high-technology production, and related uses. The Light Industrial designation allows for a maximum FAR of 0.75. The southern approximately 7.4-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 designation includes parking facilities as a permitted land use and allows a maximum FAR of 2.00.

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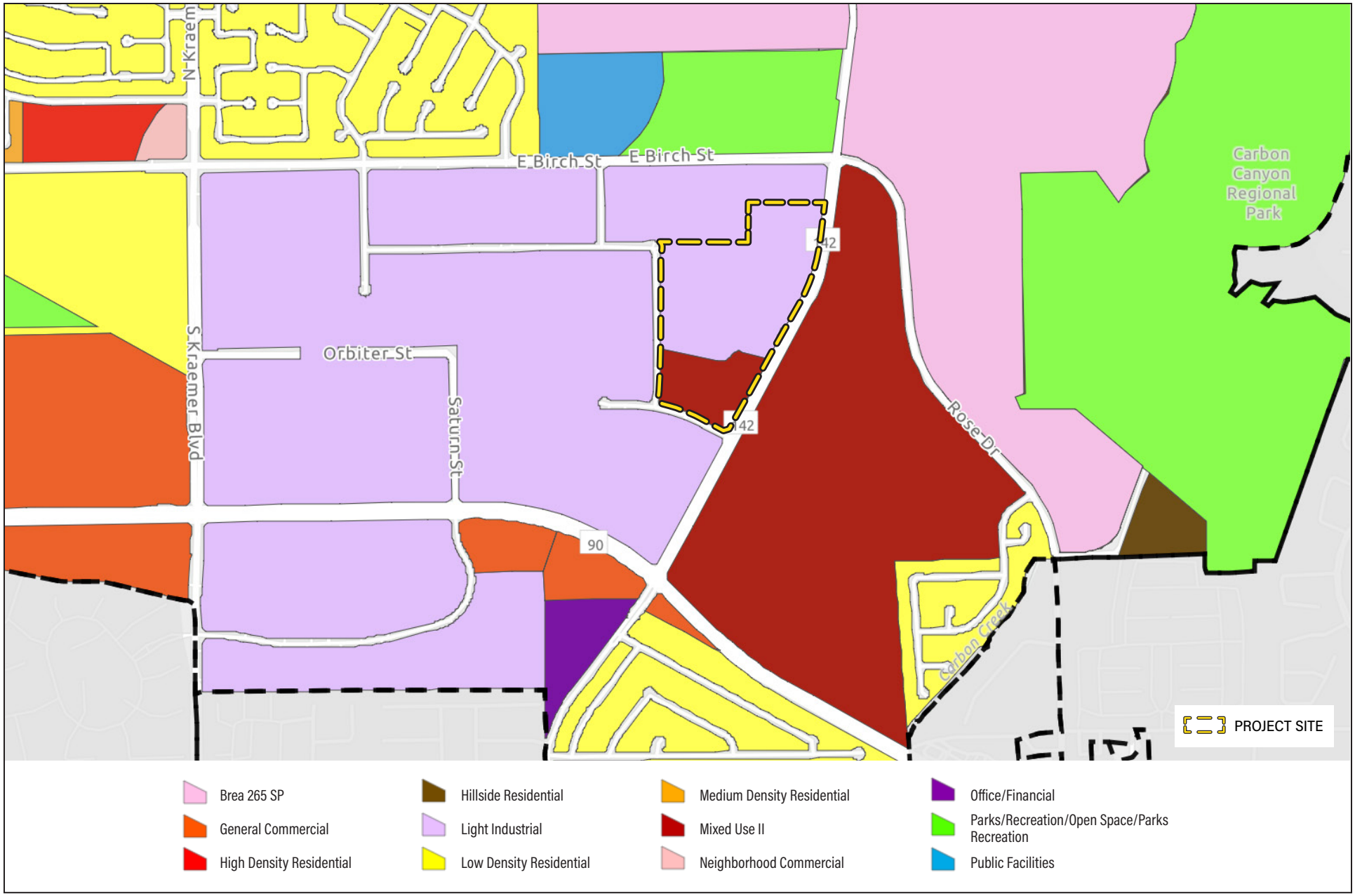

Source: City of Brea GIS Application for Zoning/General Plan Designation

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Land Use Designations for the Project Site and Vicinity

Figure 4-1

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As shown in **Figure 4-2**, the northern approximately 24.2-acre portion of the Project Site is zoned Light Industrial (M-1), and the southern approximately 7.4-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.

4.1.2 Surrounding Uses

The Project Site is located in an urbanized area. Surrounding uses in the immediate vicinity of the Project Site include existing 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-family residential, multi-family residential, and commercial uses. Further north and northwest of the Project Site are Brea Sports Park, Olinda Elementary School, and residential uses. To the north and northeast of the Project Site is the Brea 265 Specific Plan Area. Further east is the Carbon Canyon Regional Park. The land use and zoning designations in the vicinity of the Project Site are also illustrated in **Figure 4-1** and **Figure 4-2**, respectively.

4.2 RELATED PROJECTS

The California Environmental Quality Act (CEQA) Guidelines (Section 15130(a)) require that an Environmental Impact Report (EIR) discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution to a significant cumulative impact will be less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute."

CEQA Guidelines Section 15130(b) states that one of the following two elements is necessary to provide an adequate discussion of significant cumulative impacts:

(A) A list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency; or

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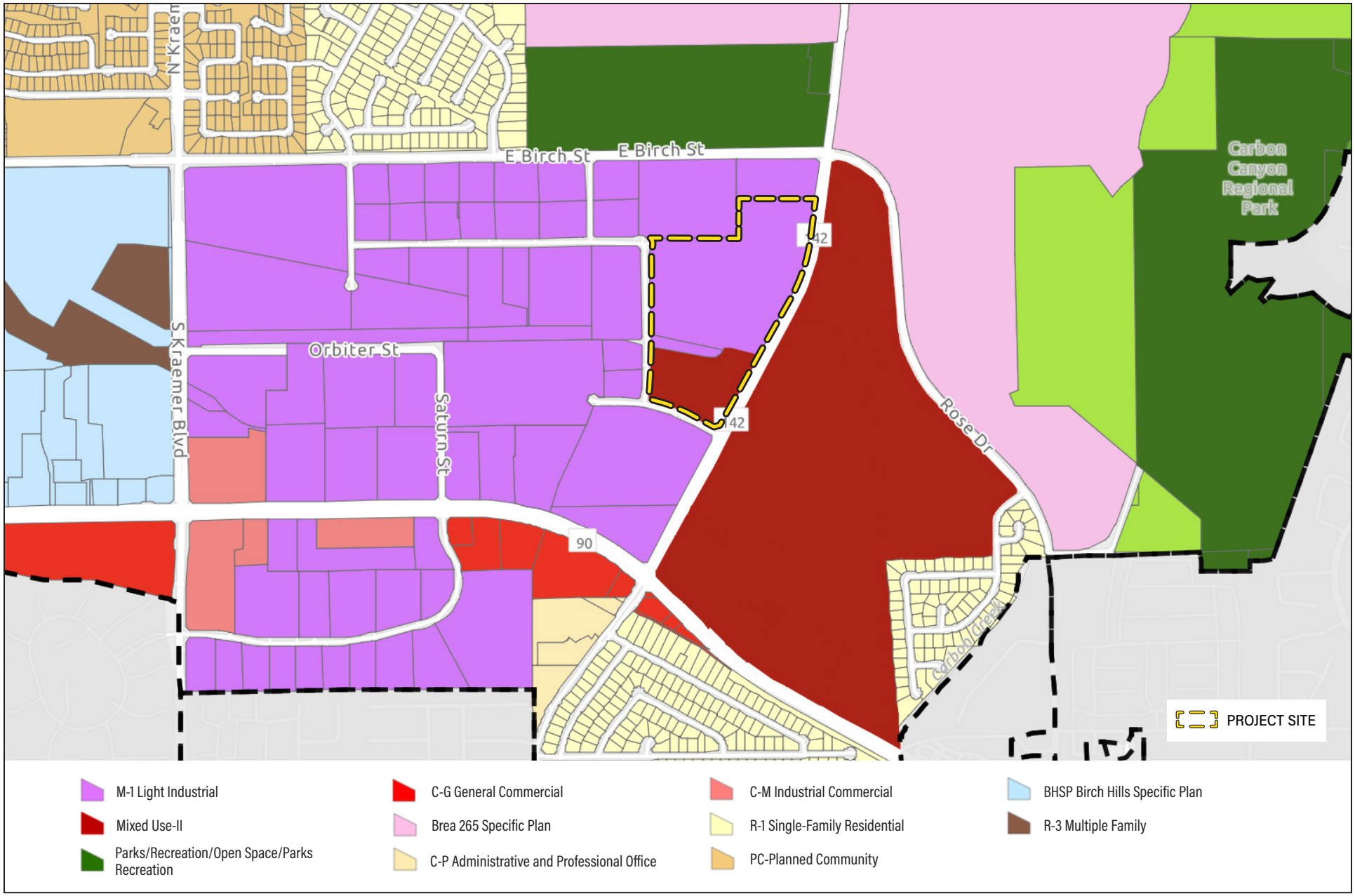

Source: City of Brea GIS Application for Zoning/General Plan Designation

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Zoning Designations for the Project Site and Vicinity

Figure 4-2

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(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative off-site noise impact during construction may only affect the vicinity of the project site, while a cumulative air quality impact may affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those boundaries for the cumulative study area of each environmental issue are identified in the applicable environmental issue section in **Section 5.0, Environmental Impact Analysis**, of this Draft EIR.

As shown in **Figure 4-3**, two related development projects have been identified within the vicinity of the Project Site for inclusion in the cumulative impact analysis for this EIR:

- **Related Project No. 1** is identified by the City as PR 2023-08 and proposes a light industrial, warehouse building at 3200 Nasa Street on the northwest corner of Nasa Street and Surveyor Avenue on a site that is currently developed as a surface parking lot. This development is located immediately west of the Project Site and was approved on July 1, 2024.
- **Related Project No. 2** consists of the Brea 265 Specific Plan development on a 262-acre site generally bounded by Lambert Road/Carbon Canyon Road to the north, Carbon Canyon Regional Park to the east, Birch Street and Rose Drive to the south, and residential uses to the west. The Brea 265 Specific Plan proposes up to 1,100 residential units, parks and recreational amenities, open space, and right-of-way improvements. This development is located north and northeast of the Project Site.

A conceptual project located northeast of the Project Site at 3350 E. Birch Street, which proposes the demolition of an existing office building and construction of an 86,145-square-foot warehouse building, was submitted to the City with a request for preliminary comments. However, any project that requests preliminary plan review is not considered an active project and is not included in the cumulative impact analysis.

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Source: Google Earth Pro, July 2024

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Location of Related Projects

Figure 4-3

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5.0 ENVIRONMENTAL IMPACT ANALYSIS

The following sections of the Draft EIR contain detailed environmental analyses of the existing conditions of the Project Site and surrounding area; Project impacts, such as indirect, direct, short-term, long-term, and cumulative; and recommended mitigation measures, if necessary. This Draft EIR addresses those environmental issues identified in the Notice of Preparation (NOP), which is provided as **Appendix A**.

The Draft EIR examines the following environmental issue areas:

- 5.1 Air Quality
- 5.2 Energy
- 5.3 Greenhouse Gas Emissions
- 5.4 Hazards and Hazardous Materials
- 5.5 Noise
- 5.6 Public Services – Fire Protection
- 5.7 Public Services – Police Protection
- 5.8 Transportation
- 5.9 Tribal Cultural Resources

Each environmental issue is addressed in a separate section of this Draft EIR and is organized into seven subsections, as follows:

Environmental Setting

The Environmental Setting subsection describes the existing and pre-Project conditions in terms of the physical environment at the time of the NOP issuance. This section also provides the background information that supports the analysis of the Project's impacts presented in the following subsections.

Regulatory Framework

The Regulatory Framework subsection explains the applicable federal, state, regional, and/or local regulations, statutes, and guiding policies that pertain to each respective environmental issue that may be applicable to the Project.

Thresholds of Significance

The Thresholds of Significance subsection identifies the significance thresholds, which are based on Appendix G of the CEQA Guidelines and used to determine the level of significance of a particular issue.

Methodology

The Methodology subsection identifies the methods used to analyze the impacts of the Project in consideration of the significance thresholds. Each environmental issue area has its own methodology, which may include identification of models used (if applicable), surveys and research that were conducted, calculations, and plans or policies reviewed for consistency.

Project Design Features

As applicable, the Project Design Features subsection identifies components of the Project that would be implemented above and beyond compliance with specific regulations and requirements but not for the purpose of mitigating the Project's significant impacts.

Project Impacts

The Project Impacts subsection addresses each environmental topic that was identified for further analysis in the NOP (**Appendix A** of this Draft EIR). The environmental impact analysis involves the identification of the environmental changes to existing physical conditions that could occur if the Project were to be implemented, as well as the magnitude, duration, extent, frequency, and range of potential impacts, as determined through review of factual, scientific data and consideration of all potential direct and reasonably foreseeable indirect effects of the Project. The impact determination is either no impact, less than significant impact, or significant impact (prior to mitigation). If potentially significant impacts are identified, feasible mitigation measures are recommended. These mitigation measures are Project-related actions taken to (1) avoid significant adverse impacts, (2) minimize a significant adverse impact, (3) rectify a significant adverse impact through restoration, (4) compensate for the impact by replacement of a substitute resource or environment, or (5) reduce or eliminate a significant adverse impact over time by preservation and maintenance operations. After consideration of the mitigation measures, the "Level of Significance after Mitigation" determination is made and any impacts that would remain after the application of Project-level mitigation measures are identified. If mitigation measures would not reduce the effects of a Project impact to less than significant, then the Project effects are considered significant and unavoidable.

Cumulative Impacts

The Cumulative Impacts subsection analyzes the impacts of the Project when considered with related projects that have been identified by the City and/or the geographical scope relevant to each particular environmental issue. The related projects may include past, present, and probable future projects that have the potential to produce cumulative impacts.

References

The References subsection provides a list of documents and information sources that were used in the preparation of the Draft EIR section.

5.1 AIR QUALITY

This section evaluates the Project's potential impacts on air quality. This section estimates the air pollutant emissions generated by construction and operation of the Project and evaluates whether the Project would conflict with or obstruct implementation of the air pollution reduction strategies set forth in the South Coast Air Quality Management District's (SCAQMD) *2022 Air Quality Management Plan*. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance thresholds. This section relies on information included in the *Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project*, prepared by ECORP Consulting, Inc., dated September 2024, and provided in **Appendix B** of this Draft EIR.

5.1.1 ENVIRONMENTAL SETTING

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the South Coast Air Basin (SCAB), which encompasses the Project Site, pursuant to the regulatory authority of the SCAQMD.

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project Site and vicinity.

SOUTH COAST AIR BASIN

The California Air Resources Board (CARB) divides the State into air basins that share similar meteorological and topographical features. The Project Site lies in the SCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds. The annual average temperature varies little throughout the 6,645-square-mile SCAB, ranging from the low 60s to the high 80s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the south coastal region are typically characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a for few days before predominant meteorological conditions are reestablished. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Orange County.

CRITERIA AIR POLLUTANTS

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) are considered to be local pollutants because they tend to accumulate in the air locally. Particulate matter (PM) is also considered a local pollutant.

Carbon Monoxide

CO in the urban environment is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease, and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high

concentrations of CO are typically found near crowded intersections and along heavy roadways with slow moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within relatively short distances of the source. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO levels in the SCAB are in compliance with the state and federal one- and eight-hour standards.

Nitrogen Oxides

Nitrogen gas comprises about 80 percent of the air and is naturally occurring. At high temperatures and under certain conditions, nitrogen can combine with oxygen to form several different gaseous compounds collectively called nitric oxides (NO_x). Motor vehicle emissions are the main source of NO_x in urban areas. NO_x is very toxic to animals and humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membrane, and skin. In animals, long-term exposure to NO_x increases susceptibility to respiratory infections, and lowers resistance to such diseases as pneumonia and influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations can suffer from lung irritation or possible lung damage. Precursors of NO_x, such as NO and NO_2, are attributed to the formation of O_3 and $PM_{2.5}$. Epidemiological studies have also shown associations between NO_2 concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

Ozone

O_3 is a secondary pollutant, meaning it is not directly emitted. It is formed when volatile organic compounds (VOCs) or reactive organic gases (ROGs) and NO_x undergo photochemical reactions that occur only in the presence of sunlight. The primary source of ROG emissions is unburned hydrocarbons in motor vehicles and other internal combustion engine exhaust. NO_x forms because of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level O_3 to form. Ground-level O_3 is the primary constituent of smog. Because O_3 formation occurs over extended periods of time, both O_3 and its precursors are transported by wind and high O_3 concentrations can occur in areas well away from sources of its constituent pollutants. People with lung disease, children, older adults, and people who are active can be affected when O_3 levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level O_3 exposure to a variety of problems including lung irritation, difficult breathing, permanent lung damage to those with repeated exposure, and respiratory illnesses.

Particulate Matter

PM includes both aerosols and solid particulates of a wide range of sizes and composition. Of concern are those particles smaller than or equal to 10 microns in diameter size (PM_{10}) and smaller than or equal to 2.5 microns in diameter ($PM_{2.5}$). Smaller particulates are of greater concern because they can penetrate deeper into the lungs than larger particles. PM_{10} is generally emitted directly because of mechanical processes that crush or grind larger particles or form the resuspension of dust, typically through construction activities and vehicular travel. PM_{10} generally settles out of the atmosphere rapidly and is not readily transported over large distances. $PM_{2.5}$ is directly emitted in combustion exhaust and is formed in atmospheric reactions between various

gaseous pollutants, including NO_x, sulfur oxides (SO_x) and VOCs. $PM_{2.5}$ can remain suspended in the atmosphere for days and/or weeks and can be transported long distances.

The principal health effects of airborne PM are on the respiratory system. Short-term exposure of high $PM_{2.5}$ and PM_{10} levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure is associated with premature mortality and chronic respiratory disease. According to the U.S. Environmental Protection Agency (USEPA), some people are much more sensitive than others to breathing PM_{10} and $PM_{2.5}$. People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and children may experience decline in lung function due to breathing in PM_{10} and $PM_{2.5}$. Other groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths.

Sulfur Dioxide

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is classified in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO_2 emissions are from fossil fuel combustion at power plants and other industrial facilities. Other sources of SO_2 emissions include industrial processes, such as extracting metal from ore, and the burning of fuels with a high sulfur content by locomotives, large ships, and off-road equipment. SO_2 is linked to several adverse effects on the respiratory system, including aggravation of respiratory diseases, such as asthma and emphysema, and reduced lung function.

Lead

Lead (Pb) is a metal found naturally in the environment, as well as in manufactured products. Historically, the major sources of lead emissions have been mobile and industrial sources. Since the 1970s, the USEPA has set national regulations to gradually reduce the lead content in gasoline. As a result of phasing out leaded gasoline, metal processing is the current primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. The health impacts of lead include behavioral and hearing disabilities in children and nervous system impairment.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

CARB has identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs; due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

5.1.2 REGULATORY FRAMEWORK

FEDERAL

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the USEPA to establish the NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. **Table 5.1-1** lists the current federal and state standards for regulated pollutants.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The USEPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation.

Table 5.1-1
Federal and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]		Federal Standards[b]	
		Concentration[c]	SCAB Attainment Status	Concentration[c]	SCAB Attainment Status
Ozone (O_3)[d]	1 Hour	0.09 ppm (180 μg/m³)	**Non-attainment**	N/A	N/A[f]
	8 Hours	0.070 ppm (137 μg/m³)	**Non-attainment**	0.070 ppm (137 μg/m³)	**Non-attainment**
Particulate Matter (PM_{10})[e]	24 Hours	50 μg/m³	**Non-attainment**	150 μg/m³	Attainment/ Maintenance
	Annual Arithmetic Mean	20 μg/m³	**Non-attainment**	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)[e]	24 Hours	No Separate State Standard		35 μg/m³	**Non-attainment**
	Annual Arithmetic Mean	12 μg/m³	**Non-attainment**	12.0 μg/m³	**Non-attainment**
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Attainment/ Maintenance
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Attainment/ Maintenance
Nitrogen Dioxide (NO_2)[f]	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	N/A	53 ppb (100 μg/m³)	Attainment/ Maintenance
	1 Hour	0.18 ppm (339 μg/m³)	Attainment	100 ppb (188 μg/m³)	Attainment/ Maintenance
Sulfur Dioxide (SO_2)[g]	24 Hours	0.04 ppm (105 μg/m³)	Attainment	0.14 ppm (for certain areas)[g]	Unclassified/ Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 μg/m³)	Attainment	75 ppb (196 μg/m³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)[g]	Unclassified/ Attainment
Lead (Pb)[h,i]	30 days Average	1.5 μg/m³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 μg/m³ (for certain areas)[h]	**Non-attainment**
	Rolling 3-Month Average	N/A	N/A	0.15 μg/m³	**Non-attainment**
Visibility-Reducing Particles[j]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70 percent RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 μg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m³)	Unclassified		
Vinyl Chloride[h]	24 Hour	0.01 ppm (26 μg/m³)	N/A		

Notes:

μg/m³ = micrograms per cubic meterppm = parts per million

ppb = parts per billion km = kilometer(s)

RH = relative humidity PST = Pacific Standard Time

N/A = not applicable

[a] California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1- and 24-hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles) are values that are not to be exceeded. All others are not to be equaled or

Pollutant	Averaging Time	California Standards[a]		Federal Standards[b]	
		Concentration[c]	SCAB Attainment Status	Concentration[c]	SCAB Attainment Status

exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[e] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[f] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[g] On June 2, 2010, a new 1-hour SO_2 standard was established, and the 24-hour and annual primary standards at the time were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[h] CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[i] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 Pb standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[j] In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer,” respectively.

Source: CARB. May 2016. Ambient Air Quality Standards.

National Highway Traffic and Safety Administration

The National Highway Traffic and Safety Administration (NHTSA) sets and enforces the Corporate Average Fuel Economy (CAFE) Standards, which were first enacted by Congress in 1975. The purpose of CAFE is to reduce energy consumption by increasing fuel economy in passenger cars and light trucks. CAFE Standards set fleet-wide targets that auto manufacturers must achieve each year. Increased CAFE Standards reduce GHG emissions, reduce consumer fuel consumption and costs, and increase the nation's independence from foreign oil. Most recently, on June 7, 2024, NHTSA announced the final Model Years (MY) 2027-2031 CAFE Standards and MY 2030-2035 Heavy-Duty Pickup Trucks and Vans (HDPUV) Fuel Efficiency Standards. The final rule establishes standards that would require an industry-wide fleet average of approximately 50.4 miles per gallon (mpg) in MY 2031 for passenger cars and light trucks, and an industry fleet-wide average for HDPUVs of roughly 2.851 gallons per 100 miles in MY 2035. The final CAFE standards increase at a rate of 2 percent per year for passenger cars in MY 2027-2031 and 2 percent per year for light trucks in MY 2029-2031. The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year in MYs 2030-2032 and 8 percent per year in MY 2033-2035. NHTSA projects the final standards will save consumers nearly $23 billion in fuel costs and avoid the consumption of about 70 billion gallons of gasoline (equivalent) through 2050. The agency also projects the standards will prevent more than 710 million metric tons of carbon dioxide emissions by 2050, reduce air pollution, and reduce the country's dependence on oil. The final standards provide critical savings at the gas pump for American consumers and set goals that are consistent with Congress' direction to conserve energy and provide flexibility to industry on how best to meet those goals from proven, available fuel-saving technologies.[1]

STATE

California Clean Air Act

The California Clean Air Act (CCAA) allows the State to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

[1] United States Department of Transportation. Accessed July 3, 2024. Corporate Average Fuel Economy. Accessed July 3, 2024. https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy.

As with the federal CAA, the CCAA also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas designated as nonattainment are those that do not meet (or that contribute to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant. Areas designated as attainment are those that meet the national primary or secondary ambient air quality standard for the pollutant.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP for areas not meeting air quality standards. In California, the SIP is a collection of documents that set forth the State's strategies for achieving the NAAQS and CAAQS—a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, state regulations, and federal controls. The SIP also includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. CARB is the lead agency for all purposes related to the SIP under State law. Local air districts are responsible for preparing and implementing air quality attainment plans for pollutants for which the district is in non-compliance and the plans are incorporated into the SIP. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The *2022 Air Quality Management Plan* (2022 AQMP) is the SIP for the SCAB.

In addition to pollutants like O_3 and PM, the SIP also addresses lead, which is a criteria pollutant under the NAAQS. Lead emissions primarily result from industrial sources, such as metal processing facilities and battery manufacturing. Lead was one of the first pollutants regulated under the SIP due to its severe health impacts, particularly on children. California's SIP includes specific strategies to reduce lead emissions and maintain compliance with the NAAQS for lead. The USEPA's 2008 lead standard lowered the level to 0.15 µg/m³, and California's air districts, in collaboration with CARB, have implemented stringent controls to meet this standard in affected areas.

Tanner Air Toxics Act & Air Toxics "Hot Spots" Information and Assessment Act

CARB's statewide comprehensive air toxics program was established in 1983 with Assembly Bill (AB) 1807, the Toxic Air Contaminant Identification and Control Act (Tanner Air Toxics Act of 1983). AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure (ATCM) for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

CARB also administers the State's mobile source emissions control program and oversees air quality programs established by state statute, such as AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices

and public meetings. In September 1992, the "Hot Spots" Act was amended by SB 1731, which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulations)

In November 2022, CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulation) aimed at further reducing emissions from the off-road sector. The amendments require fleets to phase-out use of the oldest and highest polluting off-road diesel vehicles in California; prohibit the addition of high-emitting vehicles to a fleet; and require the use of R99 or R100 renewable diesel in off-road diesel vehicles. Off-road vehicles subject to the amended rule are used in construction, mining, industrial operations, and other industries. The amended rule went into effect January 2024.

According to CARB, the amended rule will reduce harmful air pollutants from over 150,000 in-use off-road diesel vehicles that operate in California and is expected to yield $5.7 billion in health benefits, prevent more than 570 air-quality related deaths and nearly 200 hospitalizations and emergency room visits from 2023 to 2038. From 2024 through 2038, the current amendments will generate an additional reduction above and beyond the current regulation of approximately 31,087 tons of NO_x and 2,717 tons of $PM_{2.5}$.[2] About half of those additional reductions are expected to be realized within the first five years of implementation.

Mobile Source Strategy

In 2016 CARB released the update to the Mobile Source Strategy. This demonstrates how the state will meet air quality standards, achieve GHG emission reduction targets, decrease health risks from transportation emissions, and reduce petroleum consumption over the next 15 years. This includes engine technology that is effectively 90 percent cleaner than today's current standards, with clean, renewable fuels comprising half the fuels burned.

The Mobile Source Strategy also relies on the increased use of renewable fuels to ensure that air pollutant reductions are achieved while meeting the ongoing demand for liquid and gaseous fuels in applications where combustion technologies remain, including in heavy-duty trucks and equipment and light-duty hybrid vehicles. The estimated benefits of the Mobile Source Strategy in reducing emissions from mobile sources includes an 80 percent reduction of O_3-forming emissions (ROG and NO_x), and a 45 percent reduction in DPM emissions in the SCAB from current levels. Statewide, the Mobile Source Strategy would also result in a 45 percent reduction of GHG emissions and a 50 percent reduction in the consumption of petroleum-based fuels.

Governor's Sustainable Freight Action Plan

Under the Governor's Sustainable Freight Action Plan strategy, CARB is working with agency partners and stakeholders to implement a broad program that includes regulations, incentives, and policies designed to support the transformation to a more sustainable freight system and reduce community impacts from freight operations in California. The Governor's Sustainable

[2] CARB. n.d. In-Use Off-Road Diesel-Fueled Fleets Regulation. Accessed July 3, 2024. https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation.

Freight Action Plan identifies strategies and actions to achieve a sustainable freight transportation system that meets California's environmental, energy, mobility, safety, and economic needs. The plan also identifies and initiates corridor-level freight pilot projects within the state's primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure and local economic development opportunities. The plan seeks to improve the state freight system efficiency 25 percent by "increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030" as well as to deploy over 100,000 zero-emission freight vehicles and equipment and maximizing near-zero equipment and equipment powered by renewable energy by 2030.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

In 2008, CARB approved the Truck and Bus Regulation to significantly reduce PM and NOx emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks had to be retrofitted with PM filters beginning January 1, 2012, and older trucks had to be replaced by January 1, 2015. By January 1, 2023, nearly all trucks and buses needed to have 2010-model-year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks by reporting and there are a number of extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

Heavy-Duty Vehicle Idling Emission Reduction Program

The purpose of CARB's ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling is to reduce public exposure to DPM and criteria pollutants by limiting the idling of diesel-fueled commercial vehicles. The driver of any vehicle subject to this ATCM is prohibited from idling the vehicle's primary diesel engine for greater than five minutes at any location and is prohibited from idling a diesel-fueled auxiliary power system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB Final Regulation Order, Requirements to Reduce Idling Emissions from New and In-Use Trucks, which began in 2008, requires that new 2008 and subsequent model-year heavy-duty diesel engines be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.

REGIONAL

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties, including the Project Site. The agency's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

Air Quality Management Plan

The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SCAB and those portions of the Salton Sea Air Basin that are under SCAQMD's jurisdiction. The 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available zero emission and low NOx technologies and (2) developing new zero emission and ultra-low NOx technologies for use in cases where the technology is not currently available. The 2022 AQMP prioritizes distribution of incentive funding in "environmental justice" areas and seek opportunities to focus benefits on the most disadvantaged communities. The 2022 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (USEPA, CARB, local governments, Southern California Association of Governments [SCAG], and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS. The current status of the SIPs for the SCAB's nonattainment pollutants are shown below:

- On November 28, 2007, CARB submitted a SIP revision to the USEPA for O_3, $PM_{2.5}$ (1997 Standard), CO, and NO_2 in the SCAB. This revision is identified as the "2007 South Coast SIP". The 2007 South Coast SIP demonstrates attainment of the federal $PM_{2.5}$ standard in the SCAB by 2014 and attainment of the federal eight-hour O_3 standard by 2023. This SIP also includes a request to reclassify the O_3 attainment designation from "severe" to "extreme". The USEPA approved the redesignation effective June 4, 2010. The "extreme" designation requires the attainment of the eight-hour O_3 standard in the SCAB by June 2024. CARB approved $PM_{2.5}$ SIP revisions in April 2011 and the O_3 SIP revisions in July 2011. The USEPA approved the $PM_{2.5}$ SIP in 2013 and has approved 46 of the 61, 1997 eight-hour O_3 SIP requirements. In 2014, the USEPA proposed a finding that the SCAB

has attained the 1997 $PM_{2.5}$ standards. In 2016, the USEPA determined that the SCAB had attained the 1997 $PM_{2.5}$ standards; however, the SCAB was not redesignated as an attainment area because the USEPA had not approved a maintenance plan and additional requirements under the CAA had not been met.

- In 2012, the SCAQMD adopted the 2012 AQMP, which was a regional and multiagency effort (the SCAQMD, CARB, SCAG, and the USEPA). The primary purposes of the 2012 AQMP were to demonstrate attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 and to update the USEPA-approved eight-hour Ozone Control Plan. In 2012, the 2012 AQMP was submitted to CARB and the USEPA for concurrent review and approval for inclusion in the SIP. The 2012 AQMP was approved by CARB on January 25, 2013.
- In 2017, the SCAQMD adopted the 2016 AQMP. The 2016 AQMP includes strategies and measures to meet the following NAAQS:
    - 2008 eight-hour O_3 (75 parts per billion [ppb]) by 2013
    - 2012 Annual $PM_{2.5}$ (12 µg/m3) by 2025
    - 1997 eight-hour O_3 (80 ppb) by 2023
    - 1979 one-hour O_3 (120 ppb) by 2022
    - 2006 24-hour $PM_{2.5}$ (35 µg/m3) by 2019
- In 2022, the SCAQMD adopted the 2022 AQMP. In response to the USEPA lowering the primary and secondary O_3 standard levels to 70 ppb, the 2022 AQMP was developed to address the requirements for meeting this standard. The 2022 AQMP explores new and innovative ways to accomplish these goals through incentive programs, efficiency improvements, recognition of co-benefits from other programs, regulatory measures, and other voluntary actions.

Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- Rule 201 & Rule 203 (Permit to Construct & Permit to Operate): Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants…” and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- Rule 212 (Standards for Approving Permits and Issuing Public Notice): This rule requires the applicant to show that the equipment used of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants, is so designed, controlled, or equipped with such air pollution control equipment that it may be expected to operate without emitting air contaminates in violation of Section 41700, 4170 or 44300 of the Health and Safety Code or of these rules.

- Rule 401 (Visible Emissions): This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- Rule 402 (Nuisance): This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- Rule 403 (Fugitive Dust): This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.
    - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
    - All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
    - All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
    - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
    - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- Rule 1113 (Architectural Coatings): This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- Rule 1401 (New Source Review of Toxic Air Contaminants): This rule requires new source review of any new, relocated, or modified permit units that emit TACs. The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.

- Rule 1403 (Asbestos from Demolition/Renovation Activities): This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program): This rule applies to owners and operators of warehouses located in the SCAB with greater than or equal to 100,000 square feet of indoor floor space in a single building. Key components of Rule 2305 include:
    - Compliance and Reporting: Warehouse owners and operators must submit annual Warehouse Actions and Investments to Reduce Emissions (WAIRE) reports and meet the Warehouse Point Compliance Obligation (WPCO).
    - Points-Based System: The WAIRE Program assigns points based on annual truck trips and warehousing activities. Warehouses can earn points by increasing visits from zero-emission or near-zero-emission trucks or by implementing other emission-reducing activities.
    - Mitigation Fee: Warehouses that do not earn enough points must pay a mitigation fee, similar to a carbon tax.

Additionally, the SCAQMD has adopted the Clean Communities Plan (November 5, 2010), which is a planning document designed to reduce the exposure to air toxics and air-related nuisances throughout the SCAB. The 2010 Clean Communities Plan is a planning document that outlines the overall control strategy for the SCAQMD's air toxics control program. The plan is the continuing effort and update to both the Air Toxics Control Plan developed in 2000 and the subsequent Addendum in 2004. The 2010 Clean Communities Plan is comprised of traditional source-specific control measures and measures to address cumulative toxic impacts that affect neighborhoods and communities within the SCAB.

The SCAQMD has conducted an in-depth analysis of the TACs and their resulting health risks for all of Southern California. This study, the Multiple Air Toxics Exposure Study V (MATES V) shows that cancer risk has decreased more than 40 percent between MATES IV and MATES V (cancer risk decreased more than 50 percent between MATES III and MATES IV). MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the SCAB emissions. The MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from TAC inhalation is 424 in one million basin-wide. These model estimates were based on monitoring data collected at 10 fixed sites within the SCAB. None of the fixed monitoring sites are within the local area of the Project Site. However, MATES V has extrapolated the excess cancer risk levels throughout the basin by modeling the specific grids. MATES V modeling predicted an excess cancer risk of 415 in one million for the Project Area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for the majority of total risk shown in MATES V.

Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy

SCAG formally adopted the *2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy* (2020–2045 RTP/SCS) on September 3, 2020, to provide a roadmap for sensible ways to expand transportation options, improve air quality, and bolster Southern California's long-term economic viability. The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center-focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation.

In April 2024, the SCAG Regional Council adopted the *2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy* (2024 RTP/SCS). The 2024 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2024 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035. However, CARB has not yet formally accepted the 2024–2050 RTP/SCS's quantification of GHG emission reductions.

LOCAL

City of Brea General Plan

The Community Resources Chapter of the City's General Plan provides goals, policies and actions designed to protect the area's regional resources, including air quality. The following are applicable to the Project:

- Policy CR-13.6: Cooperate with the South Coast Air Quality Management District and Southern California Association of Governments in their efforts to implement the regional Air Quality Management Plan.
- Policy CR-13.7: Work with other responsible federal, State, and County agencies to decrease air pollution emissions occurring within the air basin.
- Policy CR-13.8: Cooperate and participate in regional air quality management planning, programs, and enforcement measures.

- Implementation Measure: To reduce dust and particulate matter levels, implement SCAQMD's fugitive dust control measures such as:
    - Restricting outdoor storage of fine particulate matter;
    - Controlling construction activities and emissions from unpaved areas; and
    - Paving areas used for vehicle maneuvering.

5.1.3 EXISTING CONDITIONS

AMBIENT AIR QUALITY

Ambient air quality at the Project Site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. O_3, PM_{10} and $PM_{2.5}$ are the pollutants most potently affecting the Project region. The La Habra air quality monitoring station, located at 621 W. Lambert Road, approximately 5.9 miles west of the Project Site, is the most representative monitoring station for ambient concentrations of O_3 at the Project Site. The Anaheim–Loara School air quality monitoring station, located at 1630 Pampas Lane, approximately 7.7 miles southwest of the Project Site, is the most representative monitoring station for ambient concentrations of $PM_{2.5}$, PM_{10}, and NO_2 at the Project Site. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations in the Project Area. The La Habra air quality monitoring station and the Anaheim–Loara School air quality monitoring station do not monitor concentrations of CO, SO_2, or lead (Pb). **Table 5.1-2** summarizes the published data from the monitoring stations concerning O_3, PM_{10}, $PM_{2.5}$, and NO_2.

The USEPA and CARB designate air basins or portions of air basins and counties as being in "attainment" or "nonattainment" for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) (other than O_3, PM_{10} and $PM_{2.5}$ and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O_3, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period.

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant.

Table 5.1-2
Summary of Ambient Air Quality Data

Pollutant Standards	2020	2021	2022
O_3 – La Habra Monitoring Station			
Max 1-hour concentration (ppm)	0.171	0.103	0.106
Max 8-hour concentration (ppm) (state/federal)	0.114 / 0.113	0.075 / 0.075	0.087 / 0.087
Number of days above 1-hour standard (state)	15	2	1
Number of days above 8-hour standard (state/federal)	23 / 23	3 / 2	4 / 3
PM_{10} – Anaheim–Loara School Monitoring Station			
Max 24-hour concentration (µg/m^3) (state/federal)	74.5 / 74.8	63.3 / 63.6	66.7 / 67.0
Number of days above 24-hour standard (state/federal)	* / *	5.7 / 0.0	* / *
$PM_{2.5}$ – Anaheim–Loara School Monitoring Station			
Max 24-hour concentration (µg/m^3) (state/federal)	64.8 / 60.2	54.4 / 54.4	33.1 / 33.1
Number of days above 24-hour standard (federal)	12.0	10.0	0.0
NO_2 – Anaheim–Loara School Monitoring Station			
Annual 24-hour concentration (µg/m^3) (state/federal)	N/A	30 / 30	28 / 29
Number of days above standard (state/federal)	N/A	0 / 0	0 / 0

Notes:
ppm = parts per million
PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
µg/m^3 = micrograms per cubic meter
* = Insufficient data available to determine value
N/A = not available

Source: CARB. 2023. Air Quality Data Statistics. Accessed July 3, 2024. http://www.arb.ca.gov/adam/index.html.

Table 5.1-3 provides the attainment status for the Orange County portion of the SCAB, which encompasses the Project Site. As shown therein, the region is designated as a nonattainment area for the federal standards for O_3 and $PM_{2.5}$ and a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10}.

Table 5.1-3
Attainment Status of Criteria Pollutants in the Orange County Portion of the SCAB

Pollutant	State Designation	Federal Designation
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment
Lead (Pb)	Attainment	Attainment

Source: CARB. 2023. Maps of State and Federal Area Designations. Accessed, July 3, 2024. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

SENSITIVE RECEPTORS

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors to the Project Site include the residences across Valencia Avenue, which are as close as approximately 116 feet (37 meters) from the Project Site. Additionally, Olinda Elementary School is located approximately 920 feet (280 meters) northwest, and Brea Sports Park is located approximately 520 feet (159 meters) north of the Project Site. There are no additional sensitive receptors within 1,000 feet (305 meters) of the Project Site.

PROJECT SITE

The Project Site is currently occupied by an existing three-story office building containing approximately 637,503 square feet of floor area and a 1,949-stall surface parking lot. The existing office building is surrounded by paved surfaces, trees, shrubs, and ornamental landscaping. There are a total of 423 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.

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. Directly to the east and south-southeast, across Valencia Avenue, is La Floresta, a master-planned horizontal mixed-use community comprised of single-family residential, multi-family residential, and commercial uses.

5.1.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to air quality if it would:

Threshold 5.1(a): ***Conflict with or obstruct implementation of the applicable air quality plan.***

Threshold 5.1(b): ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.***

Threshold 5.1(c): ***Expose sensitive receptors to substantial pollutant concentrations.***

Threshold 5.1(d): ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.***

To assist in answering the Appendix G threshold questions, the City utilizes the thresholds of significance established by the SCAQMD.

REGIONAL THRESHOLDS

The SCAQMD's numeric significance thresholds for impacts to regional air quality are presented in **Table 5.1-4**. There are separate thresholds for short-term construction and long-term operational emissions. A project with daily emissions below these thresholds is considered to have a less-than-significant effect on regional air quality from both a direct and cumulative impact standpoint.

LOCALIZED SIGNIFICANCE THRESHOLDS

The SCAQMD has also developed localized significance thresholds (LST) as a tool to assist lead agencies in analyzing localized air quality impacts to sensitive receptors in the vicinity of projects, and in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk.* LST analysis for construction is applicable for all projects that disturb five acres or less in a single day.

The SCAQMD's LST Methodology outlines how to analyze localized impacts from common pollutants of concern, including NO_2, CO, PM_{10}, and $PM_{2.5}$, generated at new development sites (offsite mobile source emissions are not included in the LST analysis protocol). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within a project's source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor.

To assist lead agencies, the SCAQMD developed mass rate lookup tables as a simple screening procedure. If a project's on-site emissions do not exceed the screening levels for any pollutant, it can be concluded that the project would not cause or contribute to an adverse localized air quality impact. Screening levels are provided for various distances (i.e., 82 feet [25 meters], 164 feet [50 meters], 328 feet [100 meters], 656 feet [200 meters], and 1,640 feet [500 meters]) between the project boundary and the nearest sensitive receptor and various project site acreages (i.e., 1, 2, and 5 acres).

As previously described, the Project Site is located within Source Receptor Area (SRA) 16 (North Orange County), and the closest sensitive receptors to the Project Site are 116 feet (37 meters) in distance from the nearest boundary. Refer to **Table 5.1-5** for applicable LST screening levels at 82 feet (25 meters) of a sensitive receptor within SRA 16. As described above, the Orange County portion of the SCAB is designated as in attainment for lead. Additionally, as the Project's uses would not be a generator of lead pollutants (as is the case for lead-generating sources such as lead smelters and battery manufacturing and recycling facilities), an analysis of lead is not applicable.

Table 5.1-4
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	**Construction[b]**	**Operation**
NO_X	100 lbs/day	55 lbs/day
VOC[d]	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead[e]	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[c]		
NO_2 1-hour average Annual Arithmetic Mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (State) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual Average	10.4 μg/m^3 (construction)[d] & 2.5 μg/m^3 (operation) 1.0 μg/m^3	
$PM_{2.5}$ 24-hour average	10.4 μg/m^3 (construction) & 2.5 μg/m^3 (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal—99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 μg/m^3 (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average	1.5 μg/m^3 (state) 0.15 μg/m^3 (federal)	

Notes:
lbs/day = pounds per day ppm = parts per million μg/m^3 = micrograms per cubic meter

[a] SCAQMD CEQA Handbook, 1993, pages 6-2 and 6-3.
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
[c] Ambient air quality thresholds for criteria pollutants are based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[d] Ambient air quality threshold is based on South Coast AQMD Rule 403.

Source: SCAQMD. Revised 2023. South Coast AQMD Air Quality Significance Thresholds.

Table 5.1-5
Localized Significance Thresholds at 82 Feet (25 Meters) of a Sensitive Receptor within SRA 16

Project Size	Pollutant LST (lbs/day) Construction / Operation			
	NO_2	CO	PM_{10}	$PM_{2.5}$
1 acre	103 / 103	522 / 522	4 / 1	3 / 1
2 acres	147 / 147	762 / 762	6 / 2	4 / 1
5 acres	221 / 221	1,311 / 1,311	11 / 3	6 / 2

Notes:
LST = Localized Significance Thresholds
lbs/day = pounds per day

Source: SCAQMD. Revised October 21, 2009. Localized Significance Threshold Appendix C – Mass Rate LST Look-Up Tables. Accessed July 3, 2024. http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

HEALTH RISK THRESHOLDS

In addition to the emission of criteria air pollutants, this section evaluates the health risk from construction and operations of the Project; specifically, the potential exposure of nearby existing residents to DPM emissions emitted from heavy duty trucks.

The SCAQMD thresholds for what constitute an exposure of substantial air toxics are as follows.

- Cancer Risk: Emit carcinogenic or toxic contaminants that exceed the maximum individual cancer risk of 10 in one million.
- Non-Cancer Risk: Emit toxic contaminants that exceed the maximum hazard quotient of 1 in one million.

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to TAC exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. The 10-in-one-million standard is a very health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration of time. This risk would be an excess cancer that is in addition to any cancer risk borne by a person not exposed to these air toxics. To put this risk in perspective, the risk of dying from accidental drowning is 1,000 in a million, which is 100 times more than the SCAQMD's threshold of 10 in one million.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at, or below which health effects are not likely to occur. A hazard index

less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

5.1.5 METHODOLOGY

CONSISTENCY WITH AIR QUALITY MANAGEMENT PLAN

As previously mentioned, the Project Site is located within the SCAB, which is under the jurisdiction of the SCAQMD. The Project is subject to the SCAQMD's AQMP, which was drafted and adopted to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed. The first criterion considers whether a project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay attainment of air quality standards or the interim emission reductions specified in the 2022 AQMP. The second criterion considers whether a project would be consistent with the population, housing, and employment growth projections utilized by the 2022 AQMP.

EXISTING PROJECT SITE EMISSIONS

The existing baseline condition assumes the continuation of the former Bank of America use. Existing Project Site emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Existing air pollutant emissions are calculated using a combination of CalEEMod model defaults for Orange County and information of the Bank of America building.

PROJECT EMISSIONS

Air quality impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using CalEEMod, version 2022.1.

Construction Emission Calculations

Project construction-generated air pollutant emissions are calculated using a combination of CalEEMod model defaults for Orange County and information provided by the Project Applicant, specifically the demolition square footage, construction of new square footage, construction equipment employed during each phase of construction, the construction schedule, and the amount of soil material that would be imported and exported from the site. Construction emissions sources include onsite haul trucks, offsite haul trucks, and onsite construction. All onsite and offsite diesel truck traffic related PM_{10} exhaust emissions were generated using EMFAC2021. Offsite and onsite truck trips were obtained from CalEEMod. Offsite truck movement was modeled as line volume sources totaling 1.3 miles, exiting the Project Site and traversing south onto Surveyor Avenue, east onto Nasa Street, continuing onto Valencia Avenue with 50 percent of the trips traveling north to the Olinda Alpha Landfill and 50 percent of the trips traveling south on Valencia Avenue towards Imperial Highway and onto the I-57 freeway. Onsite construction

activities were modeled as an area source encompassing the existing building on the Project Site where the majority of demolition and building construction would occur. Due to the linear nature of construction paving activities, line volume sources were placed around the perimeter of the proposed parking lot areas totaling 96 volume sources. PM_{10} exhaust emissions were obtained from CalEEMod and distributed based on the proposed construction activities.

Operational Emission Calculations

Operational air pollutant emissions were based on the site acreage, building dimensions, and the Project's maximum daily vehicle generation, which would consist of 62 heavy duty truck trips, 1,346 passenger car trips, and 690 van trips. The average van trip length was taken from the Project's VMT Report (refer to **Appendix F** of this Draft EIR). The average truck trip length is calculated at 52 miles, which represents the average distance between the Project Site and the Port of Los Angeles/Long Beach, the Project Site and the Banning Pass, the Project Site and the San Diego County line, the Project Site and the Cajon Pass, and the Project Site and downtown Los Angeles, consistent with SCAQMD recommendation for calculating heavy-duty truck emissions.

In addition, the SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered.

Operational emissions sources include onsite and offsite trucks as well as idling emissions at the proposed loading dock. All onsite and offsite diesel truck traffic related PM_{10} exhaust emissions were generated using EMFAC2021. According to the Applicant, truck traffic would exit the Project Site and travel south onto Surveyor Avenue, east onto Nasa Street, and south onto Valencia Avenue; 40 percent of the trucks from Valencia Avenue would travel east onto Imperial Highway, and 60 percent would travel west onto Imperial Highway. Offsite truck movement was modeled as line volume sources totaling 1.3 miles. The Project would result in the generation of 62 daily truck trips. Onsite truck movement was modeled as line volume sources traversing the proposed path of travel. An area source was modeled within the location of the loading dock and used to account for onsite truck idling emissions.

The analysis below also includes a comparison of the Project's operational emissions to those associated with the existing baseline condition, which includes a 637,503-square-foot office building and 1,949 parking spaces as well as 4,818 daily vehicle trips.[3]

HEALTH RISK AND AIR DISPERSION MODELING

A Health Risk Assessment (HRA) was performed for Project construction and Project operations to determine the health risk associated with each aspect of the Project. The HRA analyzed cancer and chronic non-cancer risk calculated for 70-year, 30-year, 25-year, and 9-year operational exposure scenarios for operational emissions and utilized Project information for an

[3] NV5 Engineers & Consultants. September 3, 2024. Vehicle Miles Traveled (VMT) Analysis for Brea Delivery Station.

approximately 2-year construction scenario. The operational scenario durations were chosen for this analysis per OEHHA guidance; the 25-year scenario was used to model the health risk for workers at business locations, and the 70-, 30-, and 9-year scenarios were used for residents in residential areas. Construction risk was calculated using the duration provided by the Project Applicant and onsite emissions generated using CalEEMod.

For both operations and construction, emissions from the heavy-duty and medium heavy-duty trucks are calculated using PM_{10} exhaust running and idle emission rates generated for Orange County for year 2025 by the EMFAC2021 online interface. PM_{10} exhaust is considered a surrogate for DPM as it contains $PM_{2.5}$ exhaust as a subset and all diesel exhaust is considered to be DPM. Distances of the truck roadway links associated with Project operations are used along with a representative speed profile to calculate peak hourly and annual DPM emissions from Project related trucks. Emissions at various speeds were gathered to be used to develop a conservative aggregate emission factor for Project related heavy duty and medium duty truck activity.

CARB's HARP2 modeling program was utilized, with regulatory default settings, to assess DPM concentrations and associated health risk associated with both construction off-road equipment and construction haul trucks during construction, as well as heavy-duty and medium-duty trucks for Project operations. HARP2 implements the latest regulatory guidance to develop inputs to the USEPA AERMOD dispersion model for dispersion and as the inputs for calculations for the various health risk levels. AERMOD is a steady-state plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain.

Risk during operations was also modeled utilizing worker factors and residential factors to find the Maximumly Exposed Individual Resident (MEIR), Maximumly Exposed Individual Worker (MEIW) and Point of Maximum Impact (PMI). The resultant concentration values at vicinity sensitive receptors were then used to calculate chronic and carcinogenic health risk using the standardized equations contained in the Office of Environment Health Hazard Assessment (OEHHA) 2015 Guidance Manual for Preparation of Health Risk Assessments. Refer to **Appendix B** for specific modeling details.

CARBON MONOXIDE HOT SPOTS

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation

of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is designated as in attainment. As detailed modeling of Project-specific CO "hot spots" is not necessary, this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the SCAQMD's 1992 Federal Attainment Plan for Carbon Monoxide in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four of the busiest intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards. In order to establish a more accurate record of baseline CO concentrations affecting Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD), the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

5.1.6 PROJECT DESIGN FEATURES

The following project design features related to air quality would be implemented as part of the Project:

PDF-AQ-1: The Project will operate Tier 4 equipment or better for all engines above 50 horsepower (hp) during construction activities. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should be available for inspection and remain on-site during construction activities.

Also refer to Project Design Feature **PDF-TR-1** in **Section 5.8, Transportation**, of this Draft EIR, for the Project's Transportation Demand Management (TDM) measures, which would further reduce Project emissions.

5.1.7 PROJECT IMPACTS

Threshold 5.1(a): Would the project conflict with or obstruct implementation of the applicable air quality plan?

IMPACT ANALYSIS

As previously mentioned, the Project Site is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted and adopted the 2022 AQMP. The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's growth forecasts, which were defined in consultation with local governments and with reference to local general plans. According to the SCAQMD, in order to determine a project's consistency with SCAQMD's air quality planning two main criteria must be addressed, as evaluated below.

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As detailed in **Table 5.1-6** through **Table 5.1-9** below, the Project would result in emissions that would be below the SCAQMD regional and localized thresholds during both construction and operations. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As detailed below for Threshold 5.1(b) and as shown in **Table 5.1-6** and **Table 5.1-7** below, the Project would result in emissions that would be below the SCAQMD regional thresholds for construction and operations. As shown therein, maximum daily construction-generated emissions of ROG, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. During operations, the Project would result in less operational emissions across all emission sources when compared to the existing baseline and the Project's emissions would not exceed the SCAQMD thresholds for any criteria air pollutan

ts. Because the Project would result in less-than-significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based, in part, on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Project exceeds the assumptions utilized in preparing the forecasts presented in its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2022 AQMP?

As discussed above, the 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's growth forecasts, which were defined in consultation with local governments and with reference to local general plans. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the Project Site, which are used by SCAG in all phases of implementation and review. A project is consistent with regional air quality planning efforts, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. The City of Brea General Plan is referenced by SCAG in order to assist in forecasting future growth in the City.

As described in **Section 3.0, Project Description**, of this Draft EIR, the Project Site has two land use designations under the City of Brea General Plan. The northern 24.2-acre portion of the Project Site is designated as Light Industrial, which accommodates industrial uses that are low intensity and contained entirely within buildings. Allowable uses include research and development, light manufacturing and processing, offices, warehousing and storage, logistics facilities, high-technology production, and related uses. The Light Industrial designation allows for a maximum FAR of 0.75. The southern approximately 7.4-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 designation includes parking facilities as a permitted land use and allows a maximum FAR of 2.00. The northern approximately 24.2-acre portion of the Project Site is zoned Light Industrial (M-1), and the southern approximately 7.4-acre portion of the site is zone Mixed-Use II (MU-II). Per the City of Brea City Code, 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 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 merchandise warehouse and storage space and 18,150 square feet of ancillary office space, on a 31.6-acre site. The proposed facility would be a single-story building with a maximum height of 56 feet (including architectural projects) and FAR of approximately 0.14:1. Therefore, the Project is consistent with the General Plan land use designation.

In addition, as described in **Section 3.0, Project Description**, of this Draft EIR, the Project would create a maximum of 800 employment opportunities that are anticipated to be filled by the existing regional workforce. Furthermore, the overall number of employees would be less than that of the existing baseline condition. Therefore, the Project would not induce substantial unplanned growth in the City and would be consistent with the employment growth projections anticipated in the City's General Plan.

As discussed previously, the 2022 AQMP is based on SCAG RTP/SCS, which incorporates data from General Plans, as well as local land use data, such as the General Plan. The Project would adhere to the land uses envisioned in the General Plan and is, thus, consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the SCAG RTP/SCS, as detailed in **Table 5.3-4** in **Section 5.3, Greenhouse Gas Emissions**, of this Draft EIR. The Project-related employment growth would also be well within the Citywide growth projections. Thus, the Project would be consistent with the growth projections in the 2022 AQMP.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 201, 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. Rule 201 requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants…". Rule 1403 requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials. As described in **Section 5.4, Hazards and Hazardous Materials**, of this Draft EIR, portions of the building at the Project Site were constructed in 1981 and 1983; as such, asbestos-containing materials may be present in the building materials. However, there is no knowledge of asbestos being present in building materials at the Project Site or of any past surveys or abatement activities. Rule 1401 requires new source review of any new, relocated, or modified permit units

that emit TACs. As the Project is required to comply with SCAQMD rules, the Project would meet this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

Land use planning strategies to develop infill sites, reduce VMT and GHG emissions, and promote sustainable design in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. As discussed in detail below in **Section 5.3, Greenhouse Gas Emissions**, of this Draft EIR and **Table 5.3-4** therein, the Project would be consistent with SCAG's 2020-2045 RTP/SCS. The Project would redevelop an underutilized infill site in an urbanized area of the City and would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, EV charging stations, and EV capable stalls. The Project would also provide bike parking spaces, bike lockers, and extend The Tracks at Brea by improving the bike and walkway path along the Nasa Street Project frontage to the intersection of Valencia Avenue and Nasa Street, which would promote alternative modes of travel. Additionally, the Project would establish a last-mile parcel delivery facility with nearby access to freeways, which would facilitate the efficient movement of goods by absorbing portions of the service areas that are currently covered by existing delivery stations and reducing the distance traveled by delivery vans throughout the region. The Project would also provide approximately 800 employment opportunities in a housing-rich area that could be filled by local residents, thereby reducing commuter trips. These Project characteristics would support the goals of the RTP/SCS to reduce VMT and associated GHG emissions. Therefore, the Project would be consistent with the land use planning strategies set forth by SCAQMD in its 2022 AQMP. As such, the proposed Project meets this consistency criterion.

Conclusion

Given the Project's compliance with regulatory thresholds and SCAG forecasts, the Project would not conflict with or obstruct implementation of the 2022 AQMP, and impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.1(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.1(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.1(b): Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

IMPACT ANALYSIS

Construction

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. The basic sources of short-term emissions that will be generated through construction of the Project will be from grading activities and the from the operation of the construction vehicles (i.e., trenchers, dump trucks). Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities. In addition, pursuant to PDF-AQ-1, the Project will operate Tier 4 equipment or better for all engines above 50 horsepower during construction activities. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should be available for inspection and remain on-site during construction activities.

Table 5.1-6 summarizes the estimated maximum daily construction-generated emissions of ROG, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$. As shown therein, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and regional construction impacts would be less than significant.

Table 5.1-6
Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
CALENDAR YEAR 1						
Demolition	1.04	17.25	44.81	0.08	9.52	1.67
Site Preparation and Grading	3.25	18.86	162.75	0.30	5.78	1.33
Building Construction	1.01	7.18	42.10	0.08	1.37	0.45
Maximum Daily Emissions	**3.25**	**18.86**	**162.75**	**0.30**	**9.52**	**1.67**
CALENDAR YEAR 2						
Building Construction	0.99	7.12	42.41	0.08	1.37	0.45
Maximum Daily Emissions	**0.99**	**7.12**	**42.41**	**0.08**	**1.37**	**0.45**
CALENDAR YEAR 3						
Building Construction	0.95	7.05	42.14	0.08	1.37	0.45
Paving and Architectural Coating	46.34	4.75	8.22	0.01	0.34	0.10
Maximum Daily Emissions	**46.34**	**7.05**	**42.14**	**0.08**	**1.37**	**0.45**
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

lbs/day = pounds per day

Emissions shown are from the season (summer or winter) with the highest output. Project construction generated emissions are calculated using a combination of CalEEMod model defaults for Orange County and information provided by the Project proponent, specifically the construction equipment and model years for equipment that would be employed during all phases of construction, the construction schedule and the amount of soil material that would be exported from the site (25,680 cubic yards). The 13 tractor rig and 180 van queuing/loading spaces were accounted for in CalEEMod by increasing the total acreage of the modeled industrial and parking land use. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 25 miles per hour.

*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

Operation

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use, with other sources including emissions from landscape maintenance equipment, use of building/property maintenance and cleaning products, and other area sources. As previously described, operational air pollutant emissions were based on the building square footage from Project Site plans and traffic trip generation rates. Such emissions associated with the Project were also compared to the existing baseline condition. Long-term operational emissions attributable to the Project are identified in **Table 5.1-7** and compared to the operational significance thresholds set forth by the SCAQMD. As shown therein, the Project would result in less operational emissions across all emission sources compared to the existing baseline condition. The Project would result in a reduction of 27.04 pounds per day of ROG, 1.22 pounds per

day of NO_x, 92.25 pounds per day of CO, 0.02 pounds per day of SO_2, 2.80 pounds per day of PM_{10}, and 0.85 pounds per day of $PM_{2.5}$. As such, the Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants during operation. The reduction in criteria air pollutants is mainly attributed to a reduction in maximum daily vehicle trips as the existing 637,503-square-foot office building generates 4,818 maximum daily vehicle trips compared to the 2,098 maximum daily vehicle trips generated by the Project. Additionally, the existing building on the Project Site, developed in 1990, was not constructed to meet the stringent energy efficiency standards currently mandated, including high-performance insulation, efficient windows, and advanced heating, ventilation, and air conditioning (HVAC) systems.

Table 5.1-7
Operations-Related Emissions (Regional Significance Analysis)

Emission Source	Pollutant (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
PROJECT						
Mobile	5.22	17.22	86.40	0.35	28.10	7.35
Area	5.83	0.07	7.89	0.00	0.01	0.01
Energy	0.05	0.97	0.81	0.01	0.07	0.07
Total	**11.10**	**18.26**	**95.10**	**0.36**	**28.18**	**7.43**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
EXISTING BASELINE						
Mobile	18.00	14.90	156.00	0.35	30.60	7.91
Area	19.90	0.24	27.70	0.00	0.05	0.04
Energy	0.24	4.34	3.65	0.03	0.33	0.33
Total	**38.14**	**19.48**	**187.35**	**0.38**	**30.98**	**8.28**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
DIFFERENCE						
Mobile	-12.78	+2.32	-69.60	0.00	-2.50	-0.56
Area	-14.07	-0.17	-19.81	-0.00	-0.04	-0.03
Energy	-0.19	-3.37	-2.84	-0.02	-0.26	-0.26
Total	**-27.04**	**-1.22**	**-92.25**	**-0.02**	**-2.80**	**-0.85**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

As previously identified in **Table 5.1-3**, the Orange County portion of the SCAB is designated as a nonattainment area for the federal standards for O_3 and $PM_{2.5}$ and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10}. As shown in **Table 5.1-7**, although the Project would result in emissions of the O_3 precursor pollutants ROG and NOx, PM_{10}, and $PM_{2.5,}$ the Project would generate less emissions than the existing baseline condition. Moreover, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified.[4] The overall strategy for reducing air pollution and related health effects in the SCAQMD is contained in the SCAQMD 2022 AQMP. The AQMP provides control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SCAQMD are designed to meet the objectives of the AQMP and in doing so achieve attainment status with state and federal standards. As noted above, the Project would result in a net decrease in emissions of these pollutants and would not exceed the thresholds of significance established by the SCAQMD for purposes of reducing air pollution and its deleterious health effects.

Therefore, criteria pollutant emissions generated during Project operations would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and regional operational impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.1(b) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.1(b) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

[4] *Amicus Curiae* Brief of SCAQMD in Support of Neither Party in *Sierra Club v. County of Fresno (Friant Ranch, L.P.)* (2015) 6 Cal.5th 502, Case No. S219783; *Amicus Curiae* Brief of San Joaquin Valley Unified Air Pollution Control District in Support Of Defendant and Respondent, County of Fresno, and Real Party in Interest and Respondent, Friant Ranch L.P., in *Sierra Club v. County of Fresno (Friant Ranch, L.P.)* (2015) 6 Cal.5th 502, Case No. S219783.

Threshold 5.1(c): Would the project expose sensitive receptors to substantial pollutant concentrations?

IMPACT ANALYSIS

Project emissions were evaluated against the most stringent LST screening level distance. As described above, the Project Site is located within SRA 16 (North Orange County), and the closest sensitive receptors to the Project Site are 116 feet (37 meters) in distance from the nearest boundary. As the Project Site is approximately 31.6 acres and would disturb more than 5 acres during onsite construction activities on a single day, applying the 5-acre LST thresholds to projects disturbing greater acreage is conservative. For instance, the 5-acre LST thresholds were developed in part based on the dispersion of pollutants over a 5-acre construction area before exposing sensitive receptors. Thus, applying the 5-acre LST thresholds to a project that could disturb a greater daily acreage does not consider the pollutant-dispersing effect of the dispersion of pollutants over the entire Project Site before exposing receptors. Therefore, while the proposed Project could potentially disturb up to 15 acres on a single day, the LST threshold value for a 5-acre site was utilized from the LST lookup tables.

Construction

Table 5.1-8 summarizes maximum daily on-site emissions associated with construction of the Project. As shown therein, the on-site construction emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD LST screening levels during any phase of construction. Therefore, the Project would not expose sensitive receptors to substantial criteria pollutant concentrations during construction activities. As also shown in **Table 5.1-6** above, the Project would not exceed the SCAQMD regional significance threshold for emissions during construction.

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SCAB which encompasses the Project Area is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10}. Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SCAB are at unhealthy levels during certain periods. However, as shown in **Table 5.1-6** and **Table 5.1-8**, the Project would not exceed the SCAQMD regional or localized significance thresholds for construction.

Table 5.1-8
Construction-Related Emissions (Localized Significance Analysis)

Construction Activity	Onsite Pollutant (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition Calendar Year 1	15.4	41.4	8.52	1.4
Site Preparation and Grading Calendar Year 1	16.9	159.2	4.75	1.06
Building Construction Calendar Year 1	5.87	38.00	0.14	0.14
Building Construction Calendar Year 2	5.87	38.00	0.14	0.14
Building Construction Calendar Year 3	5.87	38.00	0.14	0.14
Paving and Painting Calendar Year 3	4.68	6.99	0.02	0.02
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*11*	*6*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Notes:

lbs/day = pounds per day

Emissions shown are from the season (summer or winter) with the highest output. Emissions shown are from the season (summer or winter) with the highest output. Project construction generated emissions are calculated using a combination of CalEEMod model defaults for Orange County and information provided by the Project proponent, specifically the construction equipment and model years for equipment that would be employed during all phases of construction, the construction schedule and the amount of soil material that would be exported from the site (25,680 cubic yards). The 13 tractor rig and 180 van queuing/loading spaces were accounted for in CalEEMod by increasing the total acreage of the modeled industrial and parking land use. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 25 miles per hour.

*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

Operation

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Project would construct a 181,500-square-foot parcel delivery facility, consisting of 163,350 square feet of merchandise warehouse and storage space, 18,150 square feet of ancillary office space, and a parking lot and heavy-duty truck loading docks. Therefore, in the case of the Project, the operational phase LST protocol is applied, specifically for CO, NO_2, PM_{10}, and $PM_{2.5}$.

To analyze a worst-case scenario, the emissions shown in **Table 5.1-9** include all "onsite" project-related stationary (area) sources, energy sources, and a standard 10 percent of the Project-related mobile sources to represent onsite movement of passenger automobiles, vans, and trucks on the Project Site. Considering that the trip length used for calculating mobile emissions is 52 miles for heavy duty trucks and 17.5 miles for vans and passenger automobiles, 10 percent of this total would represent an onsite travel distance for each truck of approximately 5.2 miles and an onsite travel distance for each van and passenger automobile of 1.75 miles. Thus, the 10 percent assumption is conservative and would tend to overstate the actual impact.

As shown in **Table 5.1-9**, the Project would result in a net reduction of 1.82 pounds per day of NO_x and 14.01 pounds per day of CO and an increase of 2.51 pounds per day of SO2 and 0.45 pounds per day of PM_{10} and 0.85 pounds per day of $PM_{2.5}$. Project emissions of the pollutants during operations would not exceed the SCAQMD thresholds. Therefore, Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 5.1-9
Operations-Related Emissions Attributable to Project Buildout
(Localized Significance Analysis)

Activity	Onsite Pollutant (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
PROJECT				
Mobile	1.72	8.64	2.81	0.74
Area	0.07	7.89	0.01	0.01
Energy	0.97	0.81	0.07	0.07
Total	**2.72**	**17.34**	**2.89**	**0.82**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
EXISTING BASELINE				
Mobile[1]	-	-	-	-
Area	0.24	27.7	0.05	0.04
Energy	4.34	3.65	0.33	0.33
Total	**4.58**	**31.35**	**0.38**	**0.37**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
DIFFERENCE				
Mobile	1.72	8.64	2.81	0.74
Area	-0.17	-19.81	-0.04	-0.03
Energy	-3.37	-2.84	-0.26	-0.26
Total	**-1.82**	**-14.01**	**2.51**	**0.45**

Notes:

lbs/day = pounds per day

1. There are no onsite mobile sources associated with the existing baseline condition, which assumes the continuation of the Bank of America use.

*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

Health Risk Assessment

Based on the HRA detailed in **Appendix B** of this Draft EIR, construction cancer risk calculations for existing residential and worker receptors are based on a 2-year construction scenario. Operational cancer risk calculations for existing residential receptors are based on 70-, 30-, and 9-year exposure periods and worker receptors are based on a 25-year exposure period to for operations. Additionally, the 2-year exposure period of construction and 9-year exposure period for operations was used for the Brea Sports Park as well as Olinda Elementary School located in the vicinity of the Project Site. The calculated cancer risk accounts for 350 days per year of exposure to residential receptors. Health risk calculations are based on the equivalent exposure of continual outdoor living. The calculated carcinogenic risk at Project vicinity receptors is summarized in **Table 5.1-10**. As shown therein, impacts related to cancer risk for all modeled scenarios would be below the 10 in one million threshold.[5]

Table 5.1-10
Project Maximum Construction and Operational Cancer Risk Summary

Maximum Exposure Scenario	Total Maximum Risk
CONSTRUCTION	
2-Year Construction Exposure Resident	4.61
2-Year Construction Exposure Worker	0.14
2-Year Construction Exposure Brea Sports Park	2.43
2-Year Construction Exposure Olinda Elementary School	1.02
Significance Threshold	*10*
Exceed Threshold?	**No**
OPERATION	
70-Year Exposure Resident	1.02
30-Year Exposure Resident	0.90
9-Year Exposure Resident	0.64
25-Year Exposure Worker	1.29
9-Year Exposure Brea Sports Park	0.58
9-Year Exposure Olinda Elementary School	0.24
Significance Threshold	*10*
Exceed Threshold?	**No**

Notes:
The MEIR for construction emissions is a single-family residence located east of the Project Site fronting Granada Circle. The MEIW for construction emissions is the building located west of the Project Site. The PMI for construction emissions is located west of the Project Site on Surveyor Avenue. The MEIR for operational emissions is the same as that for construction. The MEIW for operational emissions is located west of the Project Site across Surveyor Avenue. The PMI for operational emissions is located on Surveyor Avenue adjacent to the Project Site.

*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

[5] These calculations do not account for any pollutant-reducing remedial components inherent to the Project or the Project Site.

In addition to cancer risk, the significance thresholds for TAC exposure requires an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the REL. As no acute health risk guidelines have been established for DPM, **Table 5.1-11** shows only the maximum chronic hazard indexes for residents and workers due to Project construction and operations. As shown therein, impacts related to non-cancer risk as a result of the Project would not exceed significance thresholds.

Table 5.1-11
Project Maximum Non-Carcinogenic Health Risk Summary

Maximum Exposure Scenario	Chronic Health Hazard Index
CONSTRUCTION	
Resident	0.0027
Worker	0.0056
Significance Threshold	*1*
Exceed Threshold?	**No**
OPERATION	
Resident (70 Year for Chronic)	0.0020
Worker (25 Year for Chronic)	0.0042
Significance Threshold	*1*
Exceed Threshold?	**No**
*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*	

Carbon Monoxide Hot Spots

A CO “hot spot” would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. As detailed above in **Section 5.1.5**, the SCAQMD conducted CO hot spot analyses in 1992 and 2003 at four of the busiest intersections in Los Angeles County during the peak morning and afternoon time periods. The “hot spot” analyses demonstrated that, as a baseline, 100,000 vehicles per day would not predict any violation of CO standards. For the San Francisco Bay Area, the BAAQMD concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Project is anticipated to result in 2,098 daily trips, which would consist of a maximum of 62 daily heavy-duty truck trips, 1,346 daily passenger car trips, and 690 daily van trips. Thus, the Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day or 44,000 vehicles per hour, and there is no likelihood of the Project traffic exceeding CO values.

Conclusion

Based on the analyses above, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.1(c) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.1(c) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.1(d): Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

IMPACT ANALYSIS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

During construction, the Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project does not contain any of the land uses identified as typically associated with emissions of objectionable odors, and operational impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.1(d) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.1(d) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.1.8 CUMULATIVE IMPACTS

IMPACT ANALYSIS

The cumulative context for air quality is regional. For the Orange County portion of the SCAB, the region is designated as a nonattainment area for the federal standards for O_3 and $PM_{2.5}$ and a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10}. The SCAB is designated unclassifiable or in attainment for all other federal and state standards. Despite the current non-attainment status and local air quality standard exceedances, air quality in the SCAB has generally improved since the inception of air pollutant monitoring in 1976. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to further improve regional air quality and attain the ambient air quality standards. Thus, the setting for this cumulative analysis consists of the SCAB and associated growth and development anticipated in the air basin.

The SCAQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the CAA and CCAAs. As discussed earlier, the Project would not conflict with the 2022 AQMP, which aims to bring the SCAB into attainment for all criteria pollutants, as it supports the goals of the RTP/SCS to reduce VMT and associated GHG emissions. In addition, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts. Therefore, individual projects that do not generate operational or construction emissions that exceed the SCAQMD's daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the air basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. As provided in the analysis above, the Project would contribute PM and the O_3 precursors (VOC and NO_X) to the area during construction and operation. However, Project emissions of PM, VOC, and NO_X would be less than the emissions from the existing baseline condition. As discussed in detail above in **Section 5.1.7**, emissions during Project construction and operation would not exceed the SCAQMD regional or localized screening thresholds. Thus, the Project would not contribute substantially to an existing or projected air quality violation and Project emissions would not be potentially significant. Therefore, emissions from Project construction and operation would not be cumulatively considerable, and, as such, cumulative impacts related to air quality would be less than significant.

MITIGATION MEASURES

Cumulative impacts related to air quality would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to air quality were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.1.9 REFERENCES

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5.2 ENERGY

This section analyzes impacts on energy resources resulting from construction and operation of the Project. Consistent with Section 15126.2 (b) of the CEQA Guidelines, the analysis includes the quantification of the Project's construction and operational energy use to determine if the Project would result in wasteful, inefficient, or unnecessary consumption of electricity, natural gas, and transportation-related energy (petroleum-based fuels). This section also considers the Project's compliance with relevant building codes and the incorporation of renewable energy features in the Project design. Detailed energy calculations for the Project are provided in **Appendix C** of this Draft EIR.

5.2.1 REGULATORY FRAMEWORK

FEDERAL

Energy Policy and Conservation Act

The Energy Policy and Conservation Act (EPCA) of 1975 was enacted to increase energy supply and production, reduce energy demand, and improve energy efficiency. The EPCA created the Strategic Petroleum Reserve, the world's largest supply of emergency crude oil, to reduce the impact of disruptions to supplies of petroleum products, and the Energy Conservation Program for Consumer Products Other than Automobiles, which is a regulatory program that enforces minimum energy conservation standards for consumer products including appliances (e.g., commercial central air conditioners and central air conditioning heat pumps, furnaces or boilers, water heaters, specified lighting), equipment (e.g., commercial office equipment, heating equipment, distribution transformers), electric motors, and small electric motors. The EPCA also established the Corporate Average Fuel Economy (CAFE) standards, which are discussed in more detail below.

Energy Policy Act

The Energy Policy Act of 2005 addresses energy production in the United States including energy efficiency, renewable energy, oil and gas, coal, Tribal energy, nuclear matters and security, vehicles and motor fuels, hydrogen, electricity, energy tax incentives, hydropower and geothermal energy, and climate change technology. The act provides tax incentives and loan guarantees for energy production, including tax credits for business solar investments, tax incentives that promote alternative fuels and advanced vehicle production, and loan guarantees for innovative technologies that avoid, reduce, or sequester air pollutants or anthropogenic emissions of greenhouse gases (GHGs). The act also requires gasoline sold in the United States to contain an increasing amount of renewable fuel.

Energy Independence and Security Act

Enacted in 2007, the Energy Independence and Security Act (EISA) aims to direct the nation towards greater energy independence and security by improving fuel economy standards, increasing the production of clean renewable fuels (e.g., biofuels), promoting research of and deployment of GHG capture and storage options, and improving the efficiency of products (e.g.,

appliances and lighting), buildings, and vehicles. In addition, the EISA aims to improve the federal government's energy performance and increase the nation's energy security and renewable fuel production and development. The act establishes increased corporate average fuel economy standards, renewable fuel standards, improved appliance and lighting efficiency standards, biofuel specification standards, and building energy efficiency standards. In addition, EISA provides several grant programs to encourage further energy independence, including grants to produce biofuels and biofuels infrastructure, biofuel research, energy sustainability and efficiency for institutional entities, energy efficiency and conservation block grants, plug-in hybrid electric vehicles, and other emerging electric vehicle technologies.

Corporate Average Fuel Economy Standards

CAFE standards, which regulate how far vehicles must travel on a gallon of fuel, were established in 1975 for on-road vehicles beginning with model year 1978 in order to improve the overall fuel efficiency of new motor vehicles. The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) was granted authority to regulate the CAFE standards while the U.S. Environmental Protection Agency (USEPA) calculates average fuel economy levels for manufacturers and also sets related GHG emissions standards. The NHTSA sets CAFE standards for passenger cars and for light trucks (collectively, light-duty vehicles), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. In 2020, the NHTSA issued the standards for passenger cars and light trucks for model years 2021-2026, which will result in an average required fuel economy of 40.4 miles per gallon (mpg) by model year 2026 compared to 46.7 mpg under the 2012 standards. The CAFÉ standards in 2022 require an increase in fuel efficiency of 8 percent annually for model years 2024-2025 and 10 percent annually for model year 2026, which will result in a projected average fuel economy of approximately 49 mpg for passenger cars and light trucks. Most recently, the NHTSA issued CAFE standards that increases fuel economy by 2 percent per year for model years 2027-2031 passenger cars and model years 2029-2031 light trucks. These increases will bring the average light-duty vehicle fuel economy up to approximately 50.4 miles per gallon by model year 2031. Additionally, NHTSA increased the fuel efficiency for heavy-duty pickup truck and van fuel efficiency to 10 percent per year for model years 2030-2032 and 8 percent per year for model years 2033-2035, which will result in a fleetwide average of approximately 35 miles per gallon by model year 2035.

STATE

Renewables Portfolio Standard Program

California's Renewables Portfolio Standard (RPS) Program[1] was established in 2022 by Senate Bill (SB) 1078 and initially required 20 percent of electricity retail sales to be served by renewable resources by 2017. This requirement was accelerated in 2015 by SB 350 to 50 percent by 2030. In 2018, SB 100 was signed into law, which requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use

[1] California Public Utilities Commission. n.d. Renewables Portfolio Standard (RPS) Program. Accessed July 1, 2024. https://www.cpuc.ca.gov/rps/.

customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), state board, and all other state agencies to incorporate this policy into all relevant planning.

The CPUC implements and administers RPS compliance rules for California's retail sellers of electricity, which include large and small investor-owned utilities (IOUs), electric service providers and community choice aggregators. The CEC is responsible for the certification of electrical generation facilities as eligible renewable energy resources and adopting regulations for the enforcement of RPS procurement requirements of public owned utilities.

Community Choice Aggregation

The Community Choice Aggregation[2] (CCA) was enacted by Assembly Bill (AB) 117 in 2002. Under AB 117, "all electrical corporations must cooperate fully with community choice aggregators investigating, pursuing, or implementing community choice aggregator programs."

The IOU continues to provide transmission and distribution, metering, billing, collection, and customer service to retail customers participating in CCAs. AB 117 also provided guidance on how communities may create a CCA program. AB 117 requires that the city or county pass an ordinance to implement a CCA program within its jurisdiction. Two or more cities or counties may participate in a CCA program as a group through a Joint Powers agency. Potential customers within a community's service area are automatically enrolled in a CCA program unless they opt out, provided that they are notified in writing of their right to opt out. In the event that a customer opts out of CCA service, the IOU will continue to serve them as bundled customers.

Community choice aggregators are responsible to meet regulatory compliance requirements established in Resource Adequacy (RA), Integrated Resource Planning (IRP), and RPS. Community choice aggregators are responsible for tracking and compliance with CPUC regulations.

California Building Energy Efficiency Standards

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6), commonly referred to as "Title 24" or the California Energy Code, became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more. Buildings whose permit

[2] California Public Utilities Commission. n.d. Community Choice Aggregation. Accessed July 1, 2024. https://www.cpuc.ca.gov/consumer-support/consumer-programs-and-services/electrical-energy-and-energy-efficiency/community-choice-aggregation-and-direct-access-/cca-regulatory-information.

applications are applied for on or after January 1, 2023, must comply with the 2022 Title 24 standards.

California Green Building Standards

The 2022 California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California's landmark initiative Assembly Bill (AB 32), which established a comprehensive program of cost-effective reductions of GHGs to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[3]

California Public Utilities Commission Energy Efficiency Strategic Plan

The CPUC prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and GHG reductions. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State from 2009 to 2020 and beyond. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, because of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the following four strategies:

1. All new residential construction in California will be zero net energy by 2020.
2. All new commercial construction in California will be zero net energy by 2030.
3. Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Reports

In 2002, the California legislature adopted SB 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation,

[3] Nora Knox. March 25, 2015. Green Building Costs and Savings. accessed July 1, 2024. https://www.usgbc.org/articles/green-building-costs-and-savings.

delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024. The 2023 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040.

Executive Order N-79-20

Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

Climate Change Scoping Plan

AB 32 required the California Air Resources Board (CARB) to develop a Climate Change Scoping Plan to reduce GHG emissions. This plan must be updated at least once every five years. The three previous plans (2008, 2013, and 2017) focused on specific GHG reduction targets for the industrial, energy, and transportation sectors. The latest updated to the plan, the 2022 Scoping Plan, targets achieving carbon neutrality and reducing anthropogenic emissions to 85 percent below 1990 levels by 2045 or earlier. The 2022 Scoping Plan outlines aggressive actions to reduce the use of fossil fuels by building on CARB's existing programs such as the Advanced Clean Car program and the Low Carbon Fuel Standard; phasing out the use of fossil fuels for heating; promoting sustainable options for walking, biking, and public transit to reduce reliance on cars; and providing clean, renewable energy to displace fossil-fuel fired electrical generation.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

CARB's Airborne Toxic Control Measure (ATCM) drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds, including buses and sleeper berth equipped trucks, not idle the vehicle's primary diesel engine longer than five minutes at any location. The ATCM also requires owners and motor carriers that own or dispatch these vehicles to ensure compliance with the ATCM requirements.

In-Use Off-Road Diesel Fueled Fleets Regulation

Effective 2008, CARB's In-Use Off-Road Diesel Fueled Fleets Regulation (CCR, Title 13, Section 2449) sets an anti-idling limit of five minutes for all off-road vehicles 25 horsepower and up. It also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. Although the goal of this regulation is primarily to reduce diesel emissions, compliance would also reduce fuel consumption.

REGIONAL

Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a council of governments representing Orange, Los Angeles, Imperial, Riverside, San Bernardino, and Ventura Counties. SCAG is a federally recognized regional metropolitan planning organization focused on addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is required by Senate Bill 375 to adopt a Sustainable Communities Strategy containing land use and transportation strategies related to improved land use and housing patterns, proximity of development to transportation corridors, improved circulation patterns, and accessibility to alternative transportation modes that would achieve CARB's GHG emissions reduction targets. Every four years, SCAG updates the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The most recent RTP/SCS (Connect SoCal 2024) was approved by SCAG's Regional Council in April 2024, which outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region. Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

LOCAL

Brea City Code

The Brea Green Building Standards Code and the Brea Energy Code are codified in City of Brea City Code (BCC) Chapters 15.24 and 15.28, respectively. BCC Section 15.24.010, 2022 California Green Building Standards Code Adopted, adopts the 2022 California Green Building Standards Code in its entirety. BCC Section 15.28.010, 2022 California Energy Code Adopted, adopts the 2022 California Energy Code in its entirety and will regulate the erection, installation, alteration, repair, relocation, replacement, maintenance, or use of energy systems.

City of Brea General Plan—Community Resources Chapter

The City of Brea's General Plan, adopted in 2003, is a comprehensive, long-range plan designed to serve as a guide to future decision making about development, resource management, public safety, and general community well-being. The General Plan consists of an integrated and internally consistent set of goals, policies, and implementation measures and contains chapters or elements in accordance with state planning law. The Community Resources Chapter contains the goals and policies regulating the conservation, development, and utilization of natural resources in the City. The Community Resources Chapter also outlines strategies to preserve, protect, enhance, and expand the City's natural and manmade resources. The Community Resources Chapter states that energy conservation is a strategy for improving air quality and includes the following policy related to energy:

Policy CR-13.2: Promote energy conservation and recycling by public and private sectors.

5.2.2 EXISTING CONDITIONS

ELECTRICITY

Southern California Edison (SCE) is the electricity provider for the Project Site. SCE's electrical system includes 125,000 miles of distribution and bulk transmission lines, 91,375 miles of distribution lines, and 1.4 million electric poles that supply electricity to consumers within a 50,000 square mile service area.[4] Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, electricity generation is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in kilowatt-hours (kWh), megawatt-hours (MWh), or gigawatt-hours (GWh).

NATURAL GAS SERVICES

Southern California Gas Company (SoCalGas) is the natural gas provider for the Project Site. SoCalGas delivers one trillion cubic feet of natural gas annually to over 21 million consumers in more than 500 communities within an approximate 24,000 square mile area throughout Central and Southern California.[5] Natural gas, expressed in therms where one therm is equivalent to 100,000 British Thermal Units (BTUs), is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years as it is a relatively clean alternative to other fossil fuels, such as oil and coal. In California and throughout the western United States, many new electrical generation plants fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of natural gas burned in California was used for electricity generation, approximately 21 percent was consumed by the residential sector, approximately 25 percent was consumed by the industrial sector, and approximately 9 percent was consumed by the commercial sector.[6]

[4] Southern California Edison. n.d. Who We Are. Accessed July 1, 2024, https://www.sce.com/about-us/who-we-are.

[5] Southern California Gas Company. n.d. Our Mission. Accessed July 1, 2024. https://www.socalgas.com/mission.

[6] California Energy Commission. n.d. Supply and Demand of Natural Gas in California. Accessed July 1, 2024, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california.

PETROLEUM-BASED FUELS

Gasoline is the most-used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup truck, and sport utility vehicles.[7] Diesel fuel is the second largest transportation fuel used in California, representing 17 percent of total fuel sales behind gasoline.[8] According to the California Department of Tax and Fee Administration, approximately 13.6 billion gallons of gasoline and 3 billion gallons of diesel were sold in California in 2023.[9]

ENERGY USAGE

Orange County

The electricity and natural gas consumption attributable to Orange County from 2012 to 2022 is shown in **Table 5.2-1**. The year 2022 is the most recent year for which data is available. Fuel consumption in Orange County from 2012 to 2024 is provided in **Table 5.2-2**.

Table 5.2-1
Electricity and Natural Gas Consumption in Orange County 2012-2022

Year	Electricity Consumption (in millions of kilowatt hours)	Natural Gas Consumption (in millions of therms)
2012	20,372.57	612.55
2013	20,732.06	636.15
2014	20,732.06	544.76
2015	20,724.59	544.47
2016	20,234.20	569.94
2017	20,127.01	575.51
2018	19,993.46	575.10
2019	19,818.93	623.15
2020	19,691.16	594.60
2021	19,213.66	580.21
2022	20,243.72	572.45

Source: California Energy Commission. n.d. Electricity Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/elecbycounty.aspx.
California Energy Commission. n.d. Gas Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

[7] California Energy Commission. n.d. California Gasoline Data, Facts, and Statistics. Accessed July 1, 2024. https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics.

[8] California Energy Commission. n.d. Diesel Fuel Data, Facts, and Statistics. Accessed July 1, 2024. https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics.

[9] California Department of Tax and Fee Administration. n.d. Fuel Taxes Statistics and Reports: Motor Vehicle Fuel 10 Year Reports and Taxable Diesel Gallons 10 Year Report. Accessed July 1, 2024. https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm.

Table 5.2-2
Fuel Consumption in Orange County 2012-2024

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Construction Equipment Diesel Fuel Consumption (gallons)
2012	1,221,716,120	13,940,473
2013	1,230,613,217	14,476,860
2014	1,253,185,765	14,996,951
2015	1,282,550,476	15,516,610
2016	1,323,468,153	16,025,543
2017	1,329,315,533	16,532,460
2018	1,318,354,853	17,029,945
2019	1,340,613,628	17,524,978
2020	1,180,338,192	14,231,301
2021	1,322,606,339	14,237,783
2022	1,314,210,083	14,236,973
2023	1,299,066,009	14,238,647
2024(Projected)	1,277,762,122	14,182,623

Source: California Air Resources Board. n.d. EMFAC2021. Accessed March 1, 2024. https://arb.ca.gov/emfac/emissions-inventory.
California Air Resources Board. n.d. EMFAC2021 Off-Road Web Platform. Accessed March 1, 2024. https://arb.ca.gov/emfac/offroad/emissions-inventory.

Project Site

The Project Site is occupied by a three-story office building and surface parking. For the purposes of this analysis the existing baseline condition assumes the continuation of the Bank of America use. As shown in **Table 5.2-3** below, the existing baseline condition consumes 12,007 MWh of electricity, 161,584 therms of natural gas, and 711,421 gallons of gasoline annually.

5.2.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to energy if it would:

Threshold 5.2(a): ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.***

Threshold 5.2(b): ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.***

With regard to Threshold 5.2(a), this analysis relates to Appendix F to the CEQA Guidelines, prepared in response to the requirement in PRC Section 21100(b)(3) that an EIR shall include a detailed statement setting forth "[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."

With regard to Threshold 5.2(b), the Project was evaluated for consistency with adopted energy conservation plans and policies relevant to the Project. Such adopted energy conservation plans and policies include Title 24 energy efficiency requirements, CALGreen Code, and City building codes. The Project was also evaluated for consistency with the 2020– 2045 RTP/SCS, which includes goals to reduce VMT and corresponding decrease in fuel consumption.

5.2.4 METHODOLOGY

Appendix F of the CEQA Guidelines is an advisory document that assists environmental document preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The following analysis relies upon Appendix F of the CEQA Guidelines, which recommends the following topics that a lead agency may consider to determine whether the project would result in inefficient, wasteful, and unnecessary consumption of energy and whether the project would conflict with adopted energy conservation plans:

- Topic 1: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- Topic 2: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- Topic 3: The effects of the project on peak and base period demands for electricity and other forms of energy.
- Topic 4: The degree to which the project complies with existing energy standards.
- Topic 5: The effects of the project on energy resources.
- Topic 6: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the Project's energy usage is presented and addresses Topic 1. The discussion on construction-related energy use focuses on Topic 2, Topic 4, and Topic 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Topic 2, Topic 4, Topic 5, and Topic 6, and the building energy demand analysis discusses Topic 2, Topic 3, Topic 4, and Topic 5.

CONSTRUCTION

Construction energy impacts were assessed based on the incremental change in energy compared to baseline conditions. Under CEQA, the baseline environmental setting for an EIR is generally established at or around the time that the Notice of Preparation (NOP) for the EIR is published. Project construction would require temporary energy consumption primarily using fuel for construction equipment, construction worker vehicle trips to and from the Project Site, and the import and export of earth materials to and from the Project Site by heavy trucks. The estimated construction fuel consumption is based on the Project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. The Project would be constructed over a period of approximately 24

months and is expected to be completed in mid-2027. The Project would require approximately 25,680 cubic yards of soil to be exported. Energy consumption during construction, including gasoline and diesel fuel consumption from construction equipment, hauling trips, vendor trips, and worker trips, was estimated using the assumptions and factors from the California Emissions Estimator Model (CalEEMod) version 2022.1. The results of the CalEEMod modeling for construction estimates are provided in **Appendix B** and the energy calculations are provided in **Appendix C** of this Draft EIR. This analysis is based on estimated maximum construction activities, meaning that for each phase of construction it was assumed that all of the vehicles and equipment that could be used for that phase are in simultaneous use for all day and every day of the phase.

OPERATION

The Project would require energy use in the form of electricity, natural gas, and fuel consumption. The CalEEMod modeling included energy consumption data for the Project. The annual electricity (kWh) and natural gas (therms) consumption from CalEEMod were used as the approximate annual energy consumption during operation. The annual electricity and natural gas consumption from the Project were compared to the total consumption in Orange County in 2022, the latest year consumption data is available. The Project's mobile source energy consumptions were estimated by multiplying the Project's total gross vehicle miles traveled (VMT) calculated using the Project's trip generation provided in the Traffic Impact Assessment[10] and CalEEMod defaults values by the fuel consumption rate from EMFAC2021. The results of the CalEEMod modeling for operation are provided in **Appendix B** and the energy calculations are provided in **Appendix C** of this Draft EIR.

5.2.5 PROJECT DESIGN FEATURES

As stated in the **Section 3.0, Project Description**, of this Draft EIR, the Project would comply with the 2022 California Green Building Standards Code and would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, electric vehicle (EV) charging stations, EV-capable stalls, and low-flow water fixtures. The Applicant would exceed the EV charging station requirement by providing two additional stations. There are no other project design features related to energy proposed by the Project that would exceed regulatory requirements.

[10] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

5.2.6 PROJECT IMPACTS

Threshold 5.2(a): Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

IMPACT ANALYSIS

This analysis focuses on three sources of energy that are relevant to the Project: (1) electricity associated with construction and operation; (2) natural gas associated with operation; and (3) transportation fuel for off-road construction equipment and construction and operational vehicle trips . The Project's estimated annual energy consumption (Topic 1) is summarized in **Table 5.2-3**.

As shown in **Table 5.2-3**, the Project's net annual electricity and natural gas usage would result in a 0.0488 percent and 0.0219 percent decrease over the Orange County's typical annual electricity and natural gas consumption, respectively. The Project's construction off-road annual average energy consumption (diesel fuel) would result in a 1.2576 percent increase over the Orange County consumption. The Project's construction on-road (vehicle) annual average fuel consumption (gasoline and diesel) would result in a 0.0064 percent increase over the Orange County consumption. Lastly, the Project's net increase of operational vehicle fuel consumption (gasoline and diesel) would increase Orange County's consumption by 0.0088 percent.

Construction Energy Consumption

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Project construction may also consume a limited amount of electricity; however, natural gas consumption would not occur.

Electricity and Natural Gas

During construction, the Project would demolish the existing structures on-site and construct a temporary staging ground for equipment and resources. The temporary staging ground may include mobile office trailers and equipment (computers, lighting, electrical outlets, etc.) that may consume electricity. However, the electricity consumption during construction would be nominal and temporary. Additionally, natural gas would not be consumed during construction. As such, Project construction would have a minimal effect on the local and regional electricity supplies and no impact on natural gas supplies, and additional capacity would not be required (Topic 2).

Table 5.2-3
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Orange County Annual Energy Consumption[2]	Percent Increase Countywide[2]
Existing Baseline Condition			
Existing Electricity Consumption[3]	12,007 MWh	20,243,722 MWh	0.0593%
Existing Natural Gas Consumption[4]	161,584 therms	572,454,744 therms	0.0282%
Existing Operational Automotive Fuel Consumption (Gasoline)	711,421 gallons	1,320,982,171 gallons	0.0539%
Proposed Project			
Electricity Consumption[3]	2,132 MWh	20,243,722 MWh	0.0105%
Natural Gas Consumption[4]	36,088 therms	572,454,744 therms	0.0063%
Fuel Consumption			
Construction Off-Road (Diesel)	178,482 gallons	14,191,902 gallons	1.2576%
Construction On-Road	87,941 gallons	1,367,508,455 gallons	0.0064%
Gasoline	*49,263 gallons*	-	-
Diesel	*38,678 gallons*	-	-
Operational Automotive	732,994 gallons	1,320,982,171 gallons	0.0555%
Gasoline	*644,122 gallons*	-	-
Diesel	*184,134 gallons*	-	-
Net Increase			
Net Electricity Consumption[3]	-9,871 MWh	20,243,722 MWh	-0.0488%
Natural Gas Consumption[4]	-125,497 therms	572,454,744 therms	-0.0219%
Fuel Consumption			
Construction Off-Road (Diesel)	178,482 gallons	14,191,902 gallons	1.2576%
Construction On-Road (Diesel and Gasoline)	87,941 gallons	1,367,508,455 gallons	0.0064%
Operational Automotive	116,835 gallons	1,320,982,171 gallons	0.0088%
Gasoline	*-67,299 gallons*	-	-
Diesel	*184,134 gallons*	-	-

Notes:

1. Project electricity consumptions as modeled in California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. Project fuel consumption calculated based on CalEEMod results. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB's EMFAC2021 emissions inventories.
2. The Project's increase in electricity and natural gas consumption is compared to the total consumption in Orange County in 2022. The Project increases in construction off-road and on-road fuel consumption are compared with the projected Orange County off-road fuel consumption and countywide on-road fuel consumption in 2025. The Project increases in operational automotive fuel consumption is compared with the projected countywide on-road fuel consumption in 2027 (operation year).
3. Orange County electricity consumption data source: California Energy Commission. n.d. Electricity Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/elecbycounty.aspx.
4. Orange County natural gas consumption data source: California Energy Commission. n.d. Gas Consumption by County. Accessed September 18, 2024. https://ecdms.energy.ca.gov/gasbycounty.aspx.

*Source: Michael Baker International. September 24, 2024. DJT4 Parcel Delivery Facility Project Energy Calculation. See **Appendix C**.*

Transportation Fuels

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, paving, and architectural coating. As indicated in **Table 5.2-3**, the Project's off-road diesel fuel consumption and on-road fuel consumption (gasoline and diesel) during construction would be approximately 172,482 gallons. and 87,941 gallons (49,263 gallons of gasoline and 38,678 gallons of diesel), respectively. Consequently, the Project's off-road construction equipment diesel fuel consumption and on-road construction fuel consumption would increase Orange County's consumption by 1.2576 percent and 0.0064 percent, respectively. As such, Project construction would have a minimal effect on the local and regional transportation fuel supplies and would not require additional capacity (Topic 2).

Construction Energy Efficiencies

Some incidental energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off (i.e., Title 13, California Code of Regulations Section 2485). Project construction equipment would also be required to comply with the latest USEPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. CARB's In-Use Off-Road Diesel Fueled Fleets Regulation would minimize the idling of construction equipment used for the construction of the Project. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (Topic 4).

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials.[11] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source material. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. Further, it is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment, or building materials, or methods that would be less energy efficient than at comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (Topic 5).

[11] California Department of Resources Recycling and Recovery. n.d. Construction and Demolition Debris Recycling. Accessed July 1, 2024. https://calrecycle.ca.gov/condemo/.

Operational Energy Consumption

Building Energy Demand

The CEC developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the 2023 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[12] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[13]

As shown in **Table 5.2-3**, the Project's net operational electricity consumption of -9,871 MWh and natural gas consumption of -125,497 therms would represent an approximately 0.0488 percent and 0.0219 percent decrease, respectively, over the 2022 countywide electricity and natural gas consumption, which would be significantly below CEC's forecasts. Therefore, the Project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (Topic 2). Additionally, the Project would operate 24 hours a day and would consume energy evenly throughout the day. As a result, the Project would not result in unique or more intensive peak or base period electricity demand (Topic 3).

The Project would be required to comply with the 2022 Title 24 Building Energy Efficiency Standards (commonly known as Title 24 or the California Energy Code), which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent with each update. Thus, complying with the most current Title 24 standards would ensure that the Project would be more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. The Project would also comply with the 2022 CALGreen Code pertaining to the installation of EV charging stations. Compliance with the most current and applicable Title 24 standards and CALGreen Code significantly reduces energy usage (Topic 4).

SCE, the electricity provider for the Project Site, is subject to California's RPS reflected in SB 100. The RPS requires IOUs, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 44 percent by the end of 2024, 52 percent by the end of 2027, 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources (Topic 5).

[12] California Energy Commission. February 14, 2024. 2023 Integrated Energy Policy Report. Page 130.

[13] Based on 2023 Integrated Energy Policy Report, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, Final 2022 Integrated Energy Policy Report Update, Figure 18, May 10, 2023.

Transportation Energy Demand

Pursuant to the EPCA, the NHTSA is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. The Project would generate maximum 2,098 daily trips consisting of 1,346 passenger vehicle trips, 690 delivery van trips, and 62 line-haul truck trips.[14] The delivery vans would use gasoline but would have a lower mile per gallon efficiency rate than passenger vehicles. The line-haul trucks would use diesel with a lower mile per gallon efficiency rate and longer trip lengths, but would be required to comply with CARB's ATCM, which would restrict drivers from idling the vehicle's primary diesel engine longer than five minutes. As indicated in **Table 5.2-3**, the Project gasoline consumption would be 67,299 gallons less than existing baseline conditions; however, the Project would consume 184,134 gallons of diesel. The Project would result in a net operational fuel consumption (gasoline and diesel) of approximately 116,835 gallons of automotive fuel per year, which would increase Orange County's automotive fuel consumption by 0.0088 percent. Thus, the Project would not substantially increase the Orange County's annual automotive fuel consumption. Additionally, the Project would shorten the length of delivery trips by absorbing some service areas that are located closer to the Project Site than to the other existing delivery stations that currently serve these service areas, thereby reducing the distance traveled by delivery vans across all delivery stations. Therefore, the Project would not result in excessive operational fuel consumption (Topic 2).

The key drivers of transportation-related fuel consumption for the Project are employee-owned vehicles, delivery vans, and line-haul trucks traveling to and from the Project Site. The Project would include EV parking spaces with electrical charging stations installed, EV capable stalls, and short- and long-term bicycle parking spaces, in compliance with CALGreen Code requirements, which would reduce petroleum fuel consumption, encourage, and support alternative modes of travel, and reduce VMT (Topic 4, Topic 5, and Topic 6). Therefore, fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Summary

Based on the analysis above, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project construction or operation and impacts would be less than significant.

[14] NV5 Engineers & Consultants. September 3, 2024. Vehicle Miles Traveled (VMT) Analysis for Brea Delivery Station.

MITIGATION MEASURES

Impacts related to Threshold 5.2(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.2(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.2(b): Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

IMPACT ANALYSIS

The energy conservation policies, regulations, and plans relevant to the Project include the CAFÉ Standards (USEPA and NHTSA fuel efficiency standards); California's RPS Program; CEC's IEPR; the California Energy Code (Title 24) and the CALGreen Code, which are adopted in their entirety in the Brea Green Building Standards Code and the Brea Energy Code; CARB's ATCM and In-Use Off Road Diesel Fueled Fleets Regulation; SCAG's 2020–2045 RTP/SCS, and the City of Brea General Plan. The Project's consistency with each of these policies, regulations, and plans is discussed in **Table 5.2-4**.

Table 5.2-4
Project Consistency with Energy Policies, Regulations, and Plans

Policies, Regulations, and Plans	Project Consistency Analysis
CAFE Standards (USEPA and NHTSA Fuel Efficiency Standards)	**Consistent.** The vehicles used during Project construction and operation would be required to comply with USEPA and NHTSA fuel efficiency standards, which would reduce the Project's consumption of transportation fuels.
California's Renewables Portfolio Standard Program	**Consistent.** The RPS Program requires SCE to increase procurement from renewable energy sources to 60 percent by December 31, 2030 and 100 percent by December 31, 2045. The Project would utilize electricity provided by SCE. Therefore, the Project's electricity usage would not conflict with the RPS Program.
CEC's Integrated Energy Policy Report	**Consistent.** The Project's net operational electricity and natural gas consumption would represent an approximately 0.0488 percent and 0.0219 percent decrease, respectively, in consumption over the 2022 Orange County consumption, which would be significantly below CEC's forecasts in the 2023 IEPR (i.e., forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040 and natural gas consumption grows at a rate of about 0.2 percent annually through 2035). Therefore, the Project would be consistent with the CEC's 2023 IEPR.

Policies, Regulations, and Plans	Project Consistency Analysis
California Energy Code (Title 24) and CALGreen Code	**Consistent.** The Project would comply with the most current Title 24 (2022 Title 24), which provides minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The Project would also comply with the CALGreen Code which requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, HVAC, and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. Specifically, the Project would install energy efficient appliances and lighting, a solar-ready roof, EV charging stations, EV capable stalls, and low-flow water fixtures. Implementation of the most current Title 24 standards significantly reduces energy usage.
ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling	**Consistent.** The vehicles used during Project construction and operation would be required to with CARB's ATCM, which would reduce the Project's consumption of transportation fuels.
In-Use Off Road Diesel Fueled Fleets Regulation	**Consistent.** The Project's off-road construction equipment would be required to comply with CARB's In-Use Off Road Diesel Fueled Fleets Regulation, which would reduce the Project's consumption of diesel fuel.
2020-2045 RTP/SCS	**Consistent.** As discussed in detail in **Section 5.3, Greenhouse Gas Emissions** and **Table 5.3-4** of this Draft EIR, the Project would not conflict with SCAG's 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes strategies such as encouraging the use of EVs and alternative modes of transportation to reduce GHG emissions. The Project would promote alternative transportation options by providing EV charging stations, bike parking spaces, and increased connectivity with The Tracks at Brea. The Project would also provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, and water-efficient landscaping. In addition, the Project aims to establish a regional last-mile parcel delivery facility that has nearby access to freeways in order to efficiently facilitate the movement of goods. The Project would develop an underutilized property that would absorb portions of the service areas that are currently covered by existing delivery stations, which would allow the Project to reduce the distance traveled by delivery vans throughout the region. Furthermore, the Project would reduce commuter trips and GHG emissions by providing jobs to those who already live near the Project Site or in the City. Thus, the Project would result in a reduction in VMT from the Project Site when compared to existing baseline conditions. These Project characteristics and features that would reduce GHG emissions consistent with the strategies contained in the 2020-2045 RTP/SCS would also reduce the Project's energy consumption.

Policies, Regulations, and Plans	Project Consistency Analysis
Brea Green Building Standards Code and the Brea Energy Code	**Consistent.** Brea Green Building Standards Code and the Brea Energy Code adopt the California Energy Code and CALGreen Code in their entirety. As discussed above, the Project would comply with the most current California Energy Code and CALGreen Code.
The City of Brea General Plan	**Consistent.** The Project's proposed light industrial use is consistent with the Project Site's land use designation in the City's General Plan. Therefore, the Project would be consistent with the City's General Plan, including Policy CR-13.2, which encourages energy conservation.

Based on the above, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.2(b) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.2(b) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.2.7 CUMULATIVE IMPACTS

IMPACT ANALYSIS

The geographic context for the cumulative analysis of electricity consumption is SCE's service area and the geographic context for the cumulative analysis of natural gas consumption is SoCalGas' service area. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the Project in the context of countywide consumption. Growth within these areas is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

Electricity and Natural Gas

Buildout of the Project, the related projects, and additional forecasted growth would occur in the SCE and SoCalGas service areas, which would cumulatively increase electricity and natural gas consumption. Therefore, the Project and related projects would cumulatively increase the need for electrical and natural gas supplies and infrastructure capacity. However, as discussed above, the Project's electricity and natural gas demands would not significantly increase SCE's total electricity demand or SoCalGas' total natural gas demand for their respective service populations. Although future developments would result in the use of renewable and nonrenewable electricity and natural gas resources during construction and operation, which could limit future availability,

the use of such resources would be on a relatively small scale given the sizes and types of uses proposed by the related projects and would be reduced by measures being similarly implemented for the Project. In addition, SCE and SoCalGas implement long-range planning methods that account for regional and local growth expectations for their respective service areas. Furthermore, other future development projects and related projects would be expected to incorporate energy conservation features, comply with applicable regulations, including the CALGreen Code and Title 24 standards, and incorporate mitigation measures, as necessary. As such, the Project's contribution to cumulative impacts related to the wasteful, inefficient, and unnecessary use of electricity and natural gas would not be cumulatively considerable and, therefore, impacts would be less than significant.

Transportation Fuel

Buildout of the Project, the related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the State and region. As analyzed above, Project transportation fuel usage would represent a small percentage of total fuel consumption within Orange County. As with the Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. As such, the Project's contribution to cumulative impacts related to the wasteful, inefficient, and unnecessary use of transportation fuel would not be cumulatively considerable and, therefore, impacts would be less than significant.

Consistency with Applicable Plans

The related projects within the Project vicinity and future development projects would be required to comply with the Title 24 standards and CALGreen Code. As related projects would be required to meet the same energy consumption standards, there would be no significant cumulative impacts regarding consistency with applicable energy conservation plans. Therefore, the Project's contribution to cumulative impacts related to consistency with adopted energy conservation plans or state/local energy standards for renewable energy or energy efficiency would not be cumulatively considerable and impacts would be less than significant.

MITIGATION MEASURES

Cumulative impacts related to energy would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to energy were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.2.8 REFERENCES

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Southern California Edison. n.d. Who We Are. Accessed July 1, 2024, https://www.sce.com/about-us/who-we-are.

5.3 GREENHOUSE GAS EMISSIONS

This section compares the Project's characteristics with applicable regulations, plans, and policies set forth by the State of California, the Southern California Association of Governments (SCAG), and the City of Brea (City) to reduce greenhouse gas (GHG) emissions to determine whether the Project is consistent with and/or would conflict with the provisions of these plans. To assist in analyzing the Project's potential to conflict with applicable regulations, plans, and policies, this section also estimates the Project's GHG emissions generated by Project construction and operations. This section relies on information included in the *Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project*, prepared by ECORP Consulting, Inc., dated September 2024, and provided in **Appendix B** of this Draft EIR.

5.3.1 ENVIRONMENTAL SETTING

GLOBAL CLIMATE CHANGE

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Climate change is the observed increase in the average temperature of Earth's atmosphere and oceans over an extended period. The term "climate change" is often used interchangeably with "global warming," but climate change is preferred because it conveys changes are happening in addition to rising temperatures (such as changing wind patterns, precipitation, and storms). The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling, typically at an incremental rate over the course of thousands of years. However, scientists have observed acceleration in the rate of warming over the past 150 years.

GREENHOUSE GASES

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. GHGs are emitted by natural processes and human activities. Prominent GHGs contributing to the greenhouse effect are CO_2, methane (CH_4), and N_2O. Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen

trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate (i.e., global climate change or global warming). More specifically, experts agree that human activities, principally through emissions of GHGs, have unequivocally caused global warming, with global surface temperature reaching 33.98 degrees Fahrenheit (°F) (1.1 degrees Celsius [°C]) above 1850–1900 in 2011–2020.[1]

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:[2]

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The IPCC has not determined a GWP for water vapor.
- Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, CO_2 emissions from fossil fuel combustion increased by a total of 1.8 percent between 1990 and 2019. Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 27.9.

[1] Intergovernmental Panel on Climate Change. 2014. Climate Change 2014 Synthesis Report: Approved Summary for Policymakers.

[2] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) and Fifth Assessment Report (AR5), with the addition of GWPs from the IPCC's Sixth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4 and AR 5.

- Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 273.
- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 4.84 for HFC-161 to 14,600 for HFC-23.
- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,380 to 12,400.
- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 25,200. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 56.4 for HCFC-122 to 2,300 for HCFC-142b.
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 161 times that of CO_2.
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the USEPA Final Rule (57 Federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 3,550 for CFC-11 to 16,200 for CFC-13.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Despite the sequestration of CO_2, human-caused climate change is already causing damaging effects, including weather and climate extremes in every region across the globe.[3]

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; it is sufficient to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts on global climate change are inherently cumulative.

In 2023, CARB released the 2023 edition of the California GHG inventory covering calendar year 2021 emissions. In 2021, California emitted 381.3 million gross metric tons of CO_2e including emissions from imported electricity.[4] This inventory is 3.4 percent higher than the State's 2020 inventory, but 5.7 percent lower than 2019 level, which aligns with the global changes, shutdowns, and economic recoveries affected by the COVID-19 pandemic. Additionally, between 2020 and 2021, California's Gross Domestic Product (GDP) increased 7.8 percent while the GHG intensity of California's economy (GHG emissions per unit GDP) decreased 4.1 percent. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for approximately 38.2 percent of total GHG emissions in the state. Transportation emissions have increased 7.4 percent compared to 2020, which is most likely from light duty vehicle emissions that rebounded when COVID-19 shelter-in-place orders were lifted. Emissions from the electricity sector account for 16.4 percent of the inventory, which is an increase of 4.8 percent since 2020, despite the growth of in-state solar and imported renewable energy. California's industrial sector accounts for the second largest source of the state's GHG emissions in 2021, accounting for 19.4 percent, which saw an increase of nearly 1 percent since 2020.[5]

CLIMATE CHANGE IMPACTS

Potential impacts of climate change in California may include loss in water supply from reduced snowpack; sea level rise; and an increase in extreme heat days per year, large forest fires, and

[3] Intergovernmental Panel on Climate Change. 2014. Climate Change 2014 Synthesis Report: Approved Summary for Policymakers.

[4] California Air Resources Board. December 2023. California Greenhouse Gas Emission Inventory 2023 Edition. Accessed September 26, 2024. https://ww2.arb.ca.gov/ghg-inventory-data.

[5] California Air Resources Board. December 14, 2023. 2023 Inventory Documentation. California Greenhouse Gas Emissions from 2000 to 2021: Trends of Emissions and Other Indicators.

drought years. Below is a summary of some of the potential effects that could be experienced in California due to climate change.

Air Quality

The annual average maximum daily temperatures in California could rise by 4.4 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century.[6] Higher temperatures are conducive to air pollution formation, and rising temperatures could lead to worsened air quality in California. As temperatures have increased in recent years, the area burned by wildfires throughout the State has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks.

Water Supply

The average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea levels rose over 0.15 meters along the Central and Southern California coasts.[7] The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Year-to-year variability in Statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common. The overall impact of climate change on future precipitation trends and water supplies in California is uncertain, although projections indicate that the average spring snowpack in the Sierra Nevada and other mountain catchments in Central and Northern California will decline by approximately 66 percent from its historical average by 2050.[8]

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding and induce substantial sea level rise in the coming century. The rate of increase of global mean sea levels between 1993 to 2020, observed by satellites, is approximately 3.3 millimeters per year, double the twentieth century trend of 1.6 millimeters per year. A rise in sea levels could erode 31 to 67 percent of Southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events.[9] This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure.

[6] State of California, Governor's Office. April 2022. Protecting Californians From Extreme Heat: A State Action Plan to Build Community Resilience.

[7] California Office of Planning and Research, California Energy Commission, California Natural Resources Agency. California's Fourth Climate Change Assessment. Key Findings. Accessed July 2, 2024. https://www.climateassessment.ca.gov/state/overview/#water.

[8] Ibid.

[9] Ibid.

Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California's agricultural industry produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture.[10] In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks. Temperature increases could also change the time of year that certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality.

Ecosystems and Wildlife

Rising temperatures resulting from climate change could have four major impacts on plants and animals related to: (1) timing of ecological events; (2) geographic distribution and range; (3) species' composition and the incidence of non-native species within communities; and (4) ecosystem processes, such as carbon cycling and storage. Increases in wildfire would further remove sensitive habitat; increased severity in droughts would potentially starve plants and animals of water; and sea level rise would affect sensitive coastal ecosystems.

5.3.2 REGULATORY FRAMEWORK

FEDERAL

United States Environmental Protection Agency's GHG Findings of 2009

Based on scientific evidence, the United States Environmental Protection Agency (USEPA) announced its findings on GHG emissions on December 7, 2009 stating that GHG emissions threaten the public health and welfare of the American people, that GHG emissions from on-road vehicles contribute to that threat, and that GHG emissions are the primary driver of climate change, which can lead to hotter, longer heat waves that threaten the health of the sick, poor or elderly; increases ground-level ozone pollution linked to asthma and other respiratory illnesses; as well as other threats to the health and welfare of Americans.[11] The findings were in response to the U.S. Supreme Court's 2007 decision that GHGs fit within the Clean Air Act definition of air pollutants.[12]

[10] California Office of Planning and Research, California Energy Commission, California Natural Resources Agency. California's Fourth Climate Change Assessment. Accessed July 2, 2024. https://www.climateassessment.ca.gov/state/overview/.

[11] United States Environmental Protection Agency. December 7, 2009. EPA: Greenhouse Gases Threaten Public Health and Environment. Accessed September 11, 2023. https://www.epa.gov/archive/epapages/newsroom_archive/newsreleases/08d11a451131bca585257685005bf252.html.

[12] Ibid.

Based on these findings, the USEPA signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

These findings do not themselves impose any requirements on industries or other entities. However, this action was a prerequisite for implementing GHG standards for vehicles and other sectors and forms the basis for the USEPA's regulatory actions.[13]

United States Environmental Protection Agency's Clean Trucks Plan

In 2021, USEPA announced the Clean Trucks Plan to reduce GHG emissions and other harmful pollutants from heavy-duty trucks through a series of rulemaking over the following three years.[14]

The first rulemaking of this Clean Trucks Plan is a final rule signed on December 20, 2022, which focuses on reducing emissions that form smog and soot and will apply to heavy-duty engines and vehicles beginning in model year 2027. The final rule is expected to reduce NO_x emissions from in-use fleets of heavy-duty trucks by almost 50 percent by 2045 and would result in widespread air quality improvements across the nation, especially in areas already overburdened by air pollution and diesel emissions. The final rule is consistent with President Biden's Executive Order 14037, Strengthening American Leadership in Clean Cars and Trucks (August 5, 2021) and includes amendments to regulations that implement air pollutant emission standards for other sectors (e.g., light-duty vehicles, marine diesel engines, locomotives, various types of nonroad engines, vehicles, and equipment).[15]

The second rulemaking is a final rule announced on March 20, 2024, which focuses on light- and medium-duty vehicles and addresses multi-pollutant emissions, including GHG emissions and

[13] United States Environmental Protection Agency. April 4, 2023. Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act. Accessed September 11, 2023. https://www.epa.gov/climate-change/endangerment-and-cause-or-contribute-findings-greenhouse-gases-under-section-202a.

[14] United States Environmental Protection Agency. Updated January 11, 2024. Clean Trucks Plan. Accessed July 3, 2024. https://www.epa.gov/regulations-emissions-vehicles-and-engines/clean-trucks-plan#:~:text=The%20first%20rulemaking%20of%20this,beginning%20in%20model%20year%202027.

[15] United States Environmental Protection Agency. Updated January 11, 2024. Final Rule and Related Materials for Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards. Accessed July 3, 2024. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-and-related-materials-control-air-pollution.

emissions that form smog and soot, for model year 2027 and later commercial pickup trucks and vans. The final rule builds upon EPA's final standards for federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026 and leverages advances in clean car technology to unlock benefits to Americans ranging from improving public health through reducing smog- and soot-forming pollution from vehicles, to reducing climate pollution, to saving drivers money through reduced fuel and maintenance costs. These standards will phase in over model years 2027 through 2032.[16]

The third and final rulemaking of the Clean Trucks Plan was announced on March 29, 2024, and focuses on GHG emissions for model year 2027 and later heavy-duty vehicles. The new standards will be applicable to heavy-duty vocational vehicles (such as delivery trucks, refuse haulers, public utility trucks, transit, shuttle, school buses, etc.) and tractors (such as day cabs and sleeper cabs on tractor-trailer trucks).[17]

National Highway Traffic and Safety Administration

The National Highway Traffic and Safety Administration (NHTSA) sets and enforces the Corporate Average Fuel Economy (CAFE) Standards, which were first enacted by Congress in 1975. The purpose of CAFE is to reduce energy consumption by increasing fuel economy in passenger cars and light trucks. CAFE Standards set fleet-wide targets that auto manufacturers must achieve each year. Increased CAFE Standards reduce GHG emissions, reduce consumer fuel consumption and costs, and increase the nation's independence from foreign oil.

Most recently, on June 7, 2024, NHTSA announced the final Model Years 2027-2031 CAFE Standards and Model Years 2030-2035 Heavy-Duty Pickup Trucks and Vans (HDPUV) Fuel Efficiency Standards. The final rule establishes standards that would require an industry-wide fleet average of approximately 50.4 miles per gallon (mpg) in Model Year 2031 for passenger cars and light trucks, and an industry fleet-wide average for HDPUVs of roughly 2.851 gallons per 100 miles in Model Year 2035. The final CAFE standards increase at a rate of 2 percent per year for passenger cars in Model Years 2027-2031 and 2 percent per year for light trucks in Model Years 2029-2031. The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year in MYs 2030-2032 and 8 percent per year in Model Years 2033-2035. NHTSA projects the final standards will save consumers nearly $23 billion in fuel costs and avoid the consumption of about 70 billion gallons of gasoline (equivalent) through 2050. The agency also projects the standards will prevent more than 710 million metric tons of carbon dioxide emissions by 2050, reduce air pollution, and reduce the country's dependence on oil. The final standards provide critical savings at the gas pump for American consumers and set goals that are consistent with Congress'

[16] United States Environmental Protection Agency. Updated June 18, 2024. Final Rule: Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles. Accessed July 3, 2024. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-multi-pollutant-emissions-standards-model.

[17] United States Environmental Protection Agency. Updated June 17, 2024. Final Rule: Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3. Accessed July 3, 2024. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-standards-heavy-duty.

direction to conserve energy and provide flexibility to industry on how best to meet those goals from proven, available fuel-saving technologies.[18]

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

STATE

California Air Resources Board

The CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California’s State Implementation Plan (SIP), for which it works closely with the Federal Government and the local air districts. The SIP is required for the State to take over implementation of the Federal Clean Air Act. CARB also has primary responsibility for adopting regulations to meet the State’s goal of reducing GHG emissions. The State has met its goals to reduce GHG emissions to 1990 levels

[18] United States Department of Transportation. Corporate Average Fuel Economy. Accessed July 3, 2024. https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy.

by 2020. Subsequent State goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

Executive Order S-3-05

Executive Order S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 1493

Assembly Bill (AB) 1493, also known as the Pavley Bill, required that CARB develop and adopt by January 1, 2005, regulations that achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the USEPA granted the waiver of CAA preemption to California for its GHG emissions standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and should provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels.

California Global Warming Solutions Act (AB 32 and SB 32) and AB 197

California's major initiative for reducing GHG emissions is outlined in AB 32, the California Global Warming Solutions Act of 2006, which was signed into law in 2006. AB 32 codified the Statewide goal of reducing GHG emissions to 1990 levels by 2020 and required CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 $MMTCO_2e$. The original Scoping Plan was approved by CARB on December 11, 2008, and included measures to address GHG emissions reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG emissions reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan. The Scoping Plan is required by AB 32 to be updated at least every five years.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan Update defined CARB's climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide goals. The update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG emissions reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy,

transportation, and land use. In conjunction with the First Update, CARB identified "six key focus areas comprising major components of the State's economy to evaluate and describe the larger transformative actions that will be needed to meet the State's more expansive emission reduction needs by 2050." Those six areas were: (1) energy; (2) transportation (vehicles/ equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The First Update identified key recommended actions for each sector that would facilitate achievement of the 2050 reduction target.

Senate Bill (SB) 32, signed into law on September 8, 2016, extended AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remained unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provided a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383. The 2017 Scoping Plan also put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with Statewide per capita goals of no more than 6 MTCO2e by 2030 and 2 MTCO2e by 2050.

AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

In December 2017, CARB adopted the 2017 Update. The 2017 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and the First Update while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. The 2017 Update includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources.

2022 Update to the Climate Change Scoping Plan

In response to the passage of AB 1279 and the identification of the 2045 GHG emissions reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (2022 Update). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying a new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022

Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan; addresses recent legislation and direction from Governor Newsom; extends and expands upon these earlier plans; and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Update, "the plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the State's natural and working lands and using a variety of mechanical approaches." Specifically, the 2022 Update achieves the following:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in natural and working lands and explores how they contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG emissions reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches

decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

Senate Bill 375

Signed in September 2008, SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and regional land use and housing allocations and planning efforts with the GHG reduction goals outlined in AB 32. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that integrate land use and transportation strategies related to improved land use and housing patterns, proximity of development to transportation corridors, improved circulation patterns, and accessibility to alternative transportation modes in order to achieve GHG emissions reduction targets. SB 375 also directs CARB, in consultation with MPOs, to provide each affected region with GHGs reduction targets for passenger cars and light trucks within each region for the years 2020 and 2035.

Executive Order B-32-15 and California Sustainable Freight Action Plan

In July 2015, Governor Brown issued Executive Order B-32-15, which provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development while reducing harmful pollution affecting many communities. As a key first step, the Governor's Executive Order directed the California State Transportation Agency, CalEPA, Natural Resources Agency, California Air Resources Board, California Department of Transportation, California Energy Commission (CEC), and Governor's Office of Business and Economic Development to develop a California Sustainable Freight Action Plan, which was completed in July 2016. The plan provides a vision for an integrated approach to coordinate State agency priorities and timing on actions to influence freight transportation and energy infrastructure, vehicle and equipment technologies, and facility and operations efficiency. The Action Plan includes recommendations on a long-term 2050 Vision and Guiding Principles for California's future freight transport system and targets for 2030 to guide the State toward meeting the Vision.

Executive Order N-79-20

Governor Gavin Newsom signed an executive order on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales, nor forbid residents from owning gas-powered vehicles, meaning that the overall reduction in GHG emissions would likely not substantially reduce GHG emissions from vehicles for many years after the ban goes into effect.

Executive Order B-55-18

Executive Order B-55-18 establishes a new Statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. The Executive Order directs CARB to develop a framework for implementing this goal and directs

CARB to work with State agencies to ensure future Scoping Plans incorporate measures to achieve carbon neutrality by 2045.

Assembly Bill 1279

In September 2022, Governor Brown signed AB 1279, The California Climate Crisis Act, which requires California to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. AB 1279 also requires that by 2045 statewide anthropogenic GHG emissions be reduced to at least 85 percent below 1990 levels and directs CARB to ensure that its scoping plan identifies and recommends measures to achieve these goals. AB 1279 also directs CARB to identify policies and strategies to enable carbon capture, utilization, and storage and CO_2 removal technologies to meet emission reduction goals. In addition, CARB is required to submit an annual report on progress in achieving the 2022 Scoping Plan's goals.

California Building Standards Code

California Code of Regulations Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, and accessibility for persons with physical and sensory disabilities. These standards are updated every three years. The most recent update, the 2022 California Building Standards, went into effect on January 1, 2023.

Part 6 – Building Energy Efficiency Standards/Energy Code

California Code of Regulations Title 24, Part 6, is the Building Energy Efficiency Standards, also referred to as the California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and nonresidential buildings to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The 2022 standards continue to improve upon the previous (2019) Title 24 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2022 Energy Code is anticipated to reduce GHG emissions by 10 $MMTCO_2e$ over the next 30 years and result in approximately $1.5 billion in consumer savings. Compliance with Title 24 is enforced through the building permit process.

Part 11 – California Green Building Standards

Title 24, Part 11, is referred to as the California Green Building Standards (CALGreen) Code and was developed to help the State achieve its GHG emissions reduction goals under AB 32 by codifying standards for reducing building-related energy, water, and resource demand, which in turn reduces GHG emissions from energy, water, and resource demand. The CALGreen Code establishes mandatory measures for new residential and nonresidential buildings, which include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.

Energy and GHG Reduction Regulations (Stationary Sources)

SB 1368, signed September 29, 2006, is a companion bill to AB 32, which requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32.

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017 as a renewable portfolio standard (RPS). Subsequent amendments provided additional targets throughout the years. Most recently, on October 7, 2015, SB 350 (Chapter 547, Statues of 2015), also known as the Clean Energy and Pollution Reduction Act, further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 also requires the State to double Statewide energy efficiency savings in electricity and natural gas end uses by 2030. The 2017 Scoping Plan incorporated the SB 350 standards and estimated the GHG reductions in the electric section would account for approximately 21 percent of the 2017 Scoping Plan reductions. On September 10, 2018, SB 100, provided additional RPS targets of 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by 2045.

Senate Bill 1020

SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022, adds interim targets to the policy framework originally established in SB 100 to require renewable energy and zero-carbon resources to supply 90% of all retail electricity sales by 2035 and 95% of all retail electricity sales by 2040. Additionally, the bill requires all state agencies to rely on 100% renewable energy and zero-carbon resources to serve their own facilities by 2035. This bill also requires that CARB's Scoping Plan workshops be held in non-attainment areas and requires the California Public Utilities Commission, the California Energy Commission, and CARB to create a joint report on electricity reliability.

REGIONAL

South Coast Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. Members of the working group included government agencies implementing CEQA and representatives from various stakeholder groups that provide input to SCAQMD staff on developing the significance thresholds. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds.

The Draft AQMD Staff CEQA GHG Significance Thresholds guidance document, which built on the previous guidance prepared by the California Air Pollution Control Officers Association (CAPCOA), explored various approaches for establishing a significance threshold for GHG emissions and was described as a "work in progress" of efforts to date. However, the draft interim

CEQA thresholds guidance document was not adopted or approved by the Governing Board. In December 2008, the SCAQMD adopted a 10,000 metric tons of CO_2e per year threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. From December 2008 to September 2010, SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. SCAQMD continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, used the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1 - Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2 - Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3 - Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 metric tons of CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 metric tons of CO_2e per year), commercial projects (1,400 metric tons of CO_2e per year), and mixed-use projects (3,000 metric tons of CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 metric tons of CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4 - Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 40 percent by 2035. The efficiency-based threshold of 3.0 metric tons of CO_2e per service population (defined as the people that work and/or congregate on the Project Site) per year in 2035. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5 - Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The SCAQMD has not announced when staff are expecting to present a finalized version of its GHG thresholds to the governing board.

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

SCAG formally adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020–2045 RTP/SCS) on September 3, 2020, to provide a roadmap for sensible ways to expand transportation options, improve air quality, and bolster Southern California's long-term economic viability. The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting

economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center-focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation.

In April 2024, the SCAG adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024–2050 RTP/SCS). The 2024–2050 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2024–2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035. However, CARB has not yet formally accepted the 2024–2050 RTP/SCS's quantification of GHG emission reductions.

LOCAL

Brea City Code

Chapter 15.24: Green Building Standards Code

Under Brea City Code (BCC) Section 15.24.010, the 2022 California Green Building Standards Code is adopted in its entirety and shall be and become the Green Building Standards Code of the City of Brea.

Chapter 15.28: Energy Code

Under BCC Section 15.28.010, the 2022 California Energy Code is adopted in its entirety and shall be and become the Energy Code of the City of Brea.

City of Brea General Plan—Public Safety Chapter

The Public Safety Chapter, amended in 2021, contains the goals and policies that provide the basis for public safety plans and measures, identify standards and programs to protect public safety, and outline adequate facilities and services to meet the emergency needs of the City. The Public Safety Chapter provides an inventory of both natural and manmade hazards, including crime, noise exposure, earthquakes, floodplains, landslides, geologic hazards, climate change, wildfires, hazardous materials/wastes, and noise. The Public Safety Chapter also includes strategies to eliminate, counter, and/or minimize the impacts of potential natural or manmade hazards. The Public Safety Chapter's goal and policy related to climate change are as follows:

Policy PS-1.15: Consider climate change vulnerability in planning decisions, including those involving new public facilities and private development.

5.3.3 EXISTING CONDITIONS

California has been a leader in addressing GHG emissions, with significant efforts to reduce emissions across various sectors. As of the most recent data, the State's total GHG emissions are approximately 369.1 million metric tons of CO_2e.[19] This reflects a steady decline from the peak emissions of 489.7 metrics tons of CO_2e in 2004, driven by statewide initiatives. The primary sources of GHG emissions in California include transportation, industrial activities, and electricity generation, with transportation alone accounting for nearly 40 percent of the State's total emissions. In line with California's broader goals, the City of Brea has strived to reduce GHG emissions. The City's emissions profile is influenced by its mix of residential, commercial, and industrial activities, with transportation and energy use being the primary contributors.

The Project Site is currently occupied by a 637,503 square foot office building with 1,949 parking spaces and accommodates 4,818 daily vehicle trips a day. Operations of the existing office building generates GHG emissions from natural gas used for energy and heating; electricity usage; vehicle trips for employees, vendors, and visitors; area sources such as landscaping equipment and consumer cleaning products; water/wastewater demand; waste generation; and solid waste generation. **Table 5.3-1** presents the existing GHG emissions associated with the baseline condition (assumes the continuation of the Bank of America use on the Project Site) as modeled using CalEEMod, which is a statewide land use emissions computer model designed to quantify potential GHG emissions.

Table 5.3-1
Baseline Condition Operational-Related GHG Emissions

Emissions Source	CO_2e
Mobile	5,803 metric tons/year
Area	13 metric tons/year
Energy	3,768 metric tons/year
Water	341 metric tons/year
Waste	185 metric tons/year
Refrigerants	<1 metric ton/year
Total Emissions	**10,110 metric tons/year**

Notes:
CO_2e = Carbon dioxide equivalent warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

[19] California Air Resources Board. December 2023. California Greenhouse Gas Emission Inventory 2023 Edition. Accessed September 26, 2024. https://ww2.arb.ca.gov/ghg-inventory-data.

5.3.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to greenhouse gas emissions if it would:

Threshold 5.3(a): ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.***

Threshold 5.3(b): ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.***

5.3.5 METHODOLOGY

Project Consistency with Applicable Plans and Policies

The CEQA Guidelines, including the Appendix G thresholds for GHG emissions, do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. CEQA Guidelines Section 15064.4(a) also states that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." Per CEQA Guidelines Section 15064.4(c), a lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change." CEQA Guidelines Section 15064.4(b) states that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, CEQA Guidelines Section 15064.7(c) specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence". The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA

Guidelines Section 15130). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The air quality agency regulating the South Coast Air Basin (SCAB) is the SCAQMD, the regional air pollution control officer for the basin. As previously stated, to provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds described above were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code Section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the

full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

CEQA Guidelines Section 15064.4(b)(2) allows the City to determine a threshold of significance that applies to the Project. However, the City has not adopted a numeric threshold for the analysis of GHG impacts. Thus, although not directly applicable to the Project because the City, not SCAQMD, is the lead agency for the Project, the SCAQMD's bright line screening threshold of 10,000 metric tons of CO_2e annually for stationary source/industrial land uses is an appropriate threshold to consider for the Project's proposed merchandise warehouse use. Therefore, the Project's GHG emissions is compared to SCAQMD's industrial bright line screening threshold for informational purposes only. However, the Project's potential impacts related to GHG emissions are determined by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Accordingly, the Project is evaluated for consistency with the 2022 Climate Change Scoping Plan, the 2020–2045 RTP/SCS, and applicable City of Brea policies and regulations, which are intended to reduce GHG emissions to meet the statewide targets set forth in AB 32 and amended by SB 32. If the Project is not in conflict with these applicable regulatory plans, regulations, and policies to reduce GHG emissions, then the Project would result in a less than significant impact with respect to GHG emissions.

Quantification of GHG Emissions

In addition to the evaluation of the Project's consistency with plans adopted for the purpose of reducing and/or mitigating GHG emissions, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which requires a good-faith effort by the lead agency to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions.

GHG emissions were modeled using CalEEMod, version 2022.1. As described above, CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction-generated GHG emissions are calculated using a combination of CalEEMod model defaults for Orange County and information provided by the Project proponent, specifically the demolition square footage, construction of new square footage, construction equipment employed during each phase of construction, the construction schedule, and the amount of soil material that would be exported from the site. Operational air pollutant emissions were based on the site acreage, building dimensions, and the Project's maximum daily vehicle generation would consist of 62 daily heavy-duty truck trips, 1,346 daily passenger car trips, and 690 daily van trips. The

average van trips length was taken from the Project's VMT Report (refer to **Appendix F** of this Draft EIR). The average truck trip length is calculated at 52 miles, which represents the average distance between the Project Site and the Port of Los Angeles/Long Beach, the Project Site and the Banning Pass, the Project Site and the San Diego County line, the Project Site and the Cajon Pass, and the Project Site and downtown Los Angeles, consistent with SCAQMD recommendation for calculating heavy-duty truck emissions. For the purposes of this analysis, operational GHG emissions associated with the Project are compared to the baseline condition, which includes a 637,503-square-foot office building and 1,949 parking spaces as well as 4,818 daily vehicle trips.

5.3.6 PROJECT DESIGN FEATURES

The Project does not propose design features with the specific intent of reducing GHG emissions. However, implementation of the Project's Transportation Demand Management (TDM) measures, which are included as Project Design Feature **PDF-TR-1** in **Section 5.8, Transportation**, of this Draft EIR, would further reduce Project emissions.

5.3.7 PROJECT IMPACTS

Threshold 5.3(a): Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

IMPACT ANALYSIS

Quantification of Project GHG Emissions

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). **Table 5.3-2** provides the GHG emissions that would be generated by the Project's construction activities. As shown therein, Project construction would result in the generation of a total of approximately 2,909 metric tons of CO_2e. Once construction is complete, the generation of these GHG emissions would cease.

Consistent with SCAQMD recommendations, Project construction-related GHG emissions have been amortized over the expected life of the Project, which is considered to be 30 years,[20] and added to the annual average operational emissions, as discussed below.

[20] South Coast Air Quality Management District. December 5, 2008. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. Page 5.

Table 5.3-2
Construction-Related GHG Emissions

Construction Year	CO_2e
Construction Calendar Year 1	1,418 metric tons/year
Construction Calendar Year 2	1,090 metric tons/year
Construction Calendar Year 3	307 metric tons/year
Total Construction Emissions	**2,909 metric tons**
Construction Emissions (amortized over 30-year life of Project)	***94 metric tons/year***

Notes:

CO_2e = Carbon dioxide equivalent warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

Operation

Long-term operational GHG emissions attributed to the Project are identified in **Table 5.3-3**. Operation of the Project would generate GHG emissions primarily associated with mobile sources. Consistent with SCAQMD recommendations, Project construction-related GHG emissions have been amortized over the 30 years and added to the annual average operational emissions. The amount of emissions generated from the baseline condition (Bank of America use) has also been calculated to determine the net amount of emissions.

As discussed above, although not directly applicable to the Project because the City, not SCAQMD, is the lead agency for the Project, the SCAQMD's bright line screening threshold of 10,000 metric tons of CO_2e annually for stationary source/industrial land uses is an appropriate threshold to consider for the Project's proposed merchandise warehouse use. As such, this threshold is considered in this analysis for informational purposes only. As shown in **Table 5.3-3**, the Project would generate 7,079 metric tons of CO_2e per year. For comparison purposes, the baseline condition is shown to generate 10,110 metric tons of CO_2e per year, while the Project would result in an overall net reduction of 3,037 metric tons of CO_2e emissions generated onsite. Therefore, the Project's net GHG emissions would not exceed the SCAQMD's numeric bright line screening threshold of 10,000 metric tons of CO_2e annually for industrial land uses. Nonetheless, as described above, the significance of the Project's potential impacts regarding GHG emissions and climate change is not determined by the SCAQMD bright line screening threshold, but by the Project's consistency with applicable plans, regulations, and policies as discussed in more detail below.

Table 5.3-3
Operations-Related GHG Emissions

Emissions Source	CO_2e
PROPOSED PROJECT	
Construction Emissions (amortized over the 30-year life of the Project)	94 metric tons/year
Mobile	6,084 metric tons/year
Area	4 metric tons/year
Energy	709 metric tons/year
Water/Wastewater	129 metric tons/year
Solid Waste	53 metric tons/year
Refrigerants	<1 metric ton/year
Total	**7,079 metric tons/year**
BASELINE CONDITION (BANK OF AMERICA USE)	
Mobile	5,803 metric tons/year
Area	13 metric tons/year
Energy	3,768 metric tons/year
Water/Wastewater	341 metric tons/year
Solid Waste	185 metric tons/year
Refrigerants	<1 metric ton/year
Total	**10,110 metric tons/year**
DIFFERENCE	
Construction	+94 metric tons/year
Mobile	+281 metric tons/year
Area	-9 metric tons/year
Energy	-3,059 metric tons/year
Water/Wastewater	-212 metric tons/year
Solid Waste	-132 metric ton/year
Refrigerants	<1 metric ton/year
Total	**-3,037 metric tons/year**
SCAQMD Numeric Significance Threshold	*10,000 metric tons/year*
Exceed SCAQMD Numeric Threshold?	**No**

Notes:

CO_2e = Carbon dioxide equivalent warming potential.

Numbers have been rounded and may not sum due to rounding.

All daily passenger car trips and van trips are assumed to be gas powered vehicles.

*Source: ECORP Consulting, Inc. September 2024. Air Quality and Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Refer to **Appendix B** of this Draft EIR.*

The Project would need to comply with AB 341, which set a target of reducing landfill waste by 75 percent by 2020. The Project would comply with the 2022 California Green Building Standards (CALGreen) Code (Part 11 of Title 24), which was adopted by reference by the City of Brea per Brea City Code (BCC) Section 15.24.010, and would provide sustainability features such as energy efficient appliances and lighting and a solar-ready roof. The emissions reductions attributable to the potential use of solar was not included since it would be speculative; therefore, the operational emissions shown in **Table 5.3-3** are conservative. Based on the analysis above, the Project would result in a net reduction in GHG emissions. Therefore, the Project would not generate GHG emissions in a manner that may have a significant impact on the environment and the Project's impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.3(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.3(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.3(b): Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

IMPACT ANALYSIS

The City of Brea has not adopted a Climate Action Plan or any other plan for the purpose of reducing GHG emissions. However, the State of California promulgates several mandates and goals to reduce statewide GHG emissions, including the goal to reduce statewide GHG emissions to 40 percent below 1990 levels by the year 2030 (SB 32) and 80 percent below 1990 levels by the year 2050 (Executive Order S-3-05). Several plans and policies have been adopted to reduce GHG emissions in compliance with these mandates and goals, including the State's 2022 Scoping Plan, SCAG's 2020-2045 RTP/SCS, and applicable City of Brea regulations and policies. The Project's consistency with these plans are discussed in detail below.

2022 Scoping Plan

As shown in **Table 5.3-4**, the 2022 Scoping Plan strategies that are applicable to the Project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The Project would be consistent with these goals through Project design, which includes complying with the latest requirements of the CALGreen Code and Building Energy Efficiency Standards, providing electric vehicle (EV) parking spaces and charging equipment, and complying with the AB 341 waste diversion goal of 75 percent. In addition, the Project would receive electricity from Southern California Edison, which is required to reduce GHG emissions by increasing procurement from eligible renewable energy by set target years. Furthermore, as discussed in **Section 5.8, Transportation**, of this Draft EIR, the VMT generated by the Project is less than the VMT

generated by the baseline condition. The Project meets the Project Type screening criterion in the City's Transportation Impact Assessment Guidelines and would have a less-than-significant VMT impact.

The Project would also include short-term and long-term bike parking spaces as well as connectivity improvements to The Tracks at Brea. Currently, the trail ends near the northwest corner of the Project Site and resumes further down Imperial Highway away from the Project Site. The Project would improve the bike and walkway path, extending The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia and Nasa Street. The proposed path would move south along Surveyor Avenue, wrap around Nasa Street and continue east to Valencia Avenue. In addition, the Project would provide EV charging stations and EV-ready spaces.

Table 5.3-4
Consistency with 2022 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The Project would include the installation of EV charging stations in accordance with the CALGreen requirements. Under the Project, approximately 18 associate vehicle parking spaces would have EV charging stations installed at Project completion. In addition, 46 associate vehicle parking spaces would have conduit installed to accommodate the potential installation of electrical charging stations for electrical passenger vehicles. Further, some delivery van spaces and 4 trailer spaces would have conduit run to stalls to accommodate the potential addition of future charging stations. In addition, the Project would provide bicycle parking spaces and would improve the bike and walkway path, extending The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia and Nasa Street. The proposed path would move south along Surveyor Avenue, wrap around Nasa Street and continue east to Valencia Avenue. Furthermore, as detailed in **Section 5.8, Transportation**, of this Draft EIR, the VMT generated by the Project is less than the VMT generated by the baseline condition, resulting in a decrease in VMT from the Project Site. As such, the Project would be consistent with this action of reducing VMT per capita to 25 percent below 2019 levels by 2030 and 30 percent below 2019 level by 2045.
Provide EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval	**Consistent.** As described above, under the Project, approximately 18 associate vehicle parking spaces would have EV charging stations installed at Project completion. In addition, 46 associate vehicle parking spaces would have conduit installed to accommodate the potential installation of electrical charging stations for electrical passenger vehicles. Further, some delivery van spaces and 4 trailer spaces would have conduit run to stalls to accommodate the potential addition of future charging stations. As such, the Project would be consistent with this action.

Actions and Strategies	Project Consistency Analysis
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Not Applicable.** The Project proposes to construct 163,350 square feet of merchandise warehouse space and 18,150 square feet of ancillary office space. Currently, the City has not adopted an ordinance or program limiting the use of natural gas for heating. Additionally, the City also does not have any policy that requires an all-electric development. Thus, the Project is anticipated to include natural gas appliances. However, if policies related to all-electric development are adopted in the future, the Project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future and/or requiring all electric developments. Furthermore, the Project would comply with Title 24 standards which would reduce energy consumption. The Project would be consistent with this action.
Use all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	**Not Applicable.** Currently, the City has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if such programs or ordinance is adopted in the future, the Project would be required to comply with the applicable goals or policies requiring the use of electric construction equipment in the future.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Not Applicable.** SB 1383 establishes targets to achieve a 50 percent reduction by 2022 in the level of the statewide disposal of organic waste and a 75 percent reduction by 2025. The Project is not a residential development and would not be a generator of organic waste. As, such, the Project would not preclude this action.
Developed Lands	
Increase urban forestry investment by 200% above current levels and utilize tree watering that is 30% less sensitive to drought.	**Consistent**. The Project would exceed City tree planting requirements by providing 286 parking lot trees, 82 perimeter interior trees, and 152 perimeter street abutting trees. The Project would provide approximately 323,744 square feet of landscaping, including perimeter landscaping and maintained landscaped areas throughout the site. The Project would also comply with the City's water efficient landscape requirements and would provide drought tolerant landscaping and water-efficient irrigation via a drip irrigation system utilizing a Smart Controller to moderate water use. As such, the Project would be consistent with this action.

As such, the Project would encourage alternative modes of transportation and would include land uses that would reduce total VMT. In addition, the Project would also support the reduction of GHG emissions by providing new and drought tolerant landscaping and water-efficient irrigation in compliance with the City's water efficient landscape requirements.

Therefore, the Project would not conflict with the 2022 Scoping Plan.

SCAG 2020-2045 RTP/SCS

As discussed above, although SCAG has approved the 2024–2050 RTP/SCS, CARB has not formally accepted the 2024–2050 RTP/SCS's quantification of GHG emission reductions. Accordingly, the Project is evaluated for consistency with the 2020-2045 RTP/SCS, as shown in **Table 5.3-5**.

Table 5.3-5
Consistency with the SCAG 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	**Consistent.** The Project would develop a last-mile parcel delivery facility, consisting of 163,350 square feet of merchandise warehouse space and 18,150 square feet of ancillary office space, on an underutilized 31.6-acre site. The Project would improve the existing site by helping meet the unmet regional demands for goods delivery services and reducing the delivery distances traveled. Furthermore, as detailed in **Section 5.8, Transportation**, of this Draft EIR, the VMT generated by the Project would be less than the VMT for the baseline condition; as such, the Project would result in a reduction in VMT from the Project Site. The Project would promote alternative transportation options by providing EV charging stations, bike parking spaces, and increased connectivity with The Tracks at Brea, which is a localized portion of the regional Orange County Loop trail network adjacent to the Project Site. Specifically, the Project would improve the bike and walkway path extending The Tracks along the Nasa Street Project frontage to the intersection of Valencia Avenue and Nasa Street. In addition, the Project would provide a solar-ready rooftop Therefore, the Project would focus growth near destinations and mobility options. The Project would be consistent with this reduction strategy.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	HQTA, TPAs, NMA, Livable Corridors.	**Consistent.** The Project would install EV charging stations in accordance with the CALGreen requirements. Under the Project, approximately 18 associate vehicle parking spaces would have EV charging stations installed at Project completion. In addition, 46 associate vehicle parking spaces would have conduit installed to accommodate the potential installation of electrical charging stations for electrical passenger vehicles. Further, some delivery van spaces and 4 trailer spaces would have conduit run to stalls to accommodate the potential addition of future charging stations. In addition, the Project would provide bicycle parking spaces onsite and a solar-ready roof. Therefore, the proposed Project would leverage technology innovations to promote alternative modes of transportation and support GHG reductions. The Project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote	Center Focused Placemaking, PGA, Job Centers, HQTAs, TPA, NMAs, Livable Corridors, Spheres of Influence, Green Region, Urban Greening.	**Consistent.** As previously discussed, the proposed Project would provide a solar-ready roof, EV charging stations, and bike storage spaces to promote alternative modes of transportation. In addition, the Project would comply with sustainable practices included in the most current and applicable Title 24 standards and California Building Code requirements, including the installation of EV charging stations, bicycle parking spaces, and high efficiency lighting. The Project would also comply with the City's water efficient landscape requirements and would provide drought tolerant landscaping and water-efficient irrigation via a drip irrigation system utilizing a Smart Controller to moderate water use. Furthermore, the Project would improve a currently underutilized industrial site by helping meet the unmet regional demands for goods delivery services and reducing the delivery distances traveled. Therefore, the Project would be consistent with this reduction strategy.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy		
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	Green Region, Urban Greening, Greenbelts and Community Separators.	**Consistent.** As described above, the Project would be solar-ready and would be required to comply with the most current and applicable Title 24 standards and California Building Code, which would help reduce energy consumption and GHG emissions. The Project would support the reduction of the urban heat island effect by exceeding City tree planting requirements and providing 286 parking lot trees, 82 perimeter interior trees, and 152 perimeter street abutting trees. The Project would provide approximately 323,744 square feet of landscaping, including perimeter landscaping and maintained landscaped areas throughout the site. The Project would also comply with the City's water efficient landscape requirements and would provide drought tolerant landscaping and water-efficient irrigation via a drip irrigation system utilizing a Smart Controller to moderate water use. 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 be consistent with this reduction strategy.

The 2020-2045 RTP/SCS includes goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. These strategies include similar measures to the 2022 Scoping Plan, such as encouraging the use of EVs and alternative modes of transportation. The Project complies with the 2022 CALGreen Code, which was adopted by reference by the City of Brea per BCC Section 15.24.010, and would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, EV charging stations, and EV capable stalls.

In addition, the objectives of the Project also align with various aspects of the SCAG's RTP/SCS, which include supporting the goods movement industry and balancing job and housing opportunities in local areas to reduce long commutes from home to work. The Project would efficiently develop an underutilized property that would absorb portions of the service areas that are currently covered by existing delivery stations, which would allow the Project to reduce the distance traveled by delivery vans throughout the region. The Project aims to establish a last-mile parcel delivery facility that has nearby access to freeways in order to efficiently facilitate the movement of goods. It is noted that the Project would generate approximately 30 percent less GHG emissions compared with the baseline condition (see **Table 5.3-3**). Furthermore, the Project allows the expansion of economic development and facilitates job creation in the City. The Project would generate employment opportunities that would maintain the jobs-housing balance in the area and reduce commuter trips and GHG emissions by providing jobs to those who already live near the Project Site or in the City. All of these factors are consistent with the goals of the RTP/SCS, which as previously described was developed with the target of a 19 percent reduction in GHG emissions by 2035 compared with 2005 levels and a 21 percent reduction by 2040 compared with 2005 levels.

Therefore, the Project would not conflict with the SCAG 2020-2045 RTP/SCS.

City of Brea Regulations and Policies

The City's General Plan includes Policy PS-1.15, which highlights the importance of considering climate change vulnerability in planning decisions, including those involving new public facilities and private development. While this is a citywide policy, the Project would not preclude implementation of such policy as the Project is undergoing the CEQA review and approval process and being analyzed for GHG emissions impacts, as detailed above. The Project would be required to comply with the applicable requirements of the CALGreen Code and California Energy Code, which have been adopted in their entirety in the City's Green Building Standards Code, and the City's Energy Code, respectively. The Project would be constructed in compliance with the 2022 Title 24 (CALGreen and California Energy Code) standards and would provide EV and bicycle parking spaces and improvements to walking/cycling paths, which would contribute to vehicle trip reductions. The EV charging stations would be served by a separate electrical service and the electricity would be managed by load management software to help reduce the amount of electrical consumption associated with vehicle charging. The Project would also provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, low-flow water fixtures, drought tolerant landscaping, and water-efficient irrigation.

Therefore, the Project would be consistent with the applicable regulations and policies of the City.

Conclusion

In summary, the Project would be consistent with the GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan Update and 2020-2045 RTP/SCS, as well as City of Brea regulations and policies. Therefore, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and impacts would be less than significant. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment.

MITIGATION MEASURES

Impacts related to Threshold 5.3(b) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.3(b) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.3.8 CUMULATIVE IMPACTS

IMPACT ANALYSIS

Analysis of GHG emissions is cumulative in nature because impacts are caused by cumulative global emissions and additionally, climate change impacts related to GHG emissions do not necessarily occur in the same area as a project is located. The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. As discussed above, adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a Project's contribution towards an impact is cumulatively considerable. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact would not be cumulatively considerable if the project would comply with a previously approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the Project.

Given that the Project would be consistent with and would not conflict with applicable reduction actions and strategies in the 2022 Scoping Plan and 2020-2045 RTP/SCS, as well as with the policies and regulations set forth by the City of Brea, and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than significant. As discussed under **Section 5.3.7** above, the Project would not conflict with applicable regulations or plans and would further certain GHG emission reduction initiatives in these plans as a result of the Project's GHG emission reducing features, including the incorporation of bike parking and EV charging capabilities, improved connectivity to bicycle and pedestrian pathways, and provision of a last-mile parcel delivery facility that would reduce truck travel distances. Moreover, as demonstrated above, the Project would result in a net reduction in GHG emissions from the Project Site. Therefore, the Project's contribution to impacts related to GHG emissions and climate change would not be cumulatively considerable, and, as such, the Project's cumulative impact on global climate change would be less than significant.

MITIGATION MEASURES

Cumulative impacts related to greenhouse gas emissions would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to greenhouse gas emissions were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

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5.4 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the regulatory framework involving hazards and hazardous materials, describes the existing and historical hazardous conditions of the Project Site and vicinity, and analyzes the Project's potential hazards and hazardous materials impacts that could occur during Project construction and operation. The analysis in this section relies on information from the following reports prepared by Geosyntec Consultants, which are provided as appendices to this Draft EIR:

- Phase I Environmental Site Assessment (ESA), dated June 14, 2021 (**Appendix D.1**);
- Updated Limited ESA, dated July 16, 2021 (**Appendix D.2**); and
- Phase II ESA Letter Report, dated July 18, 2024 (**Appendix D.3**).

Additionally, this section utilizes information contained in the 275 S. Valencia Avenue, Brea, California: Geosyntec Soils Report: Limited ESA – July 16, 2021 Memorandum prepared by KERNTEC Engineering (KERNTEC), dated September 13, 2023, which is provided as **Appendix D.4** to this Draft EIR.

5.4.1 REGULATORY FRAMEWORK

FEDERAL

US Environmental Protection Agency

The US Environmental Protection Agency (USEPA) is the primary federal agency that regulates hazardous materials and waste to protect human health and the environment. The USEPA works to ensure safe and clean air, land, and water; develops and enforces regulations by implementing environmental laws written by Congress; and seeks to reduce environmental risks based on scientific evidence. The USEPA is responsible for researching and setting national standards for environmental programs, which promote various functions such as the safe handling and transport of hazardous wastes and clean ups of hazardous sites.

Resource Conservation and Recovery Act

Under the authority of the Resource Conservation and Recovery Act (RCRA) and in cooperation with state and tribal partners, the USEPA manages a hazardous waste program, an underground storage tank (UST) program, and a solid waste program, which includes development of waste reduction strategies such as recycling. The RCRA gives the USEPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. To achieve this, the USEPA develops regulations, guidance and policies that ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction and beneficial reuse.

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA or Superfund) was developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. The law provides a federal "Superfund" to fund the cleanup of uncontrolled or abandoned hazardous-waste sites, as well as accidents, spills, and other emergency releases of pollutants and contaminants. CERCLA regulates sites on the National Priority List, which are called Superfund sites. Through CERCLA, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the authority to track industrial chemicals currently produced by or imported into the United States. The USEPA repeatedly screens these chemicals and may require reporting or testing of such chemicals that might pose an environmental or human health hazard. The USEPA also has the authority to ban the manufacture and import of chemicals that pose an unreasonable risk.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA), under the United States Department of Labor, seeks to ensure safe and healthful working conditions by setting and enforcing standards and enforcing anti-retaliation provisions of the Occupational Safety and Health Act and other federal whistleblower laws.

Occupational Safety and Health Act of 1970

The Occupational Safety and Health Act of 1970, implemented by OSHA, contains provisions to ensure worker and workplace safety. The Occupational Safety and Health Act is intended to provide a workplace free from recognized hazards to safety and health (e.g., exposure to toxic chemicals, excessive noise, mechanical dangers, extreme weather, or unsanitary conditions). OSHA sets enforceable permissible exposure limits to protect workers against the health effects of exposure to hazardous substances.

OSHA Safety and Health Regulations for Construction

The Code of Federal Regulations (CFR), Title 29, Part 1926 contains the OSHA regulations for labor and management forces within the construction industry." Specifically, Standard Number 1929.62 regulates the demolition, renovation, or construction of buildings involving lead materials. It includes requirements for the safe removal and disposal of lead and the safe demolition of buildings containing lead-based paint or other lead materials.

US Department of Transportation

The US Department of Transportation is responsible for the planning and coordination of federal transportation projects and sets safety regulations for all major modes of transportation. The US Department of Transportation prescribes strict regulations for the safe transportation of hazardous materials including requirements for hazardous waste containers and licensed haulers who transport hazardous waste on public roads.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act was enacted in 1975 and serves the purpose of protecting against "the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce."[1] The Hazardous Materials Transportation Act was passed to improve the uniformity of existing regulations for transporting hazardous materials and to prevent spills and illegal dumping from endangering the public and the environment. In addition, it requires drivers be trained in function and commodity specific requirements and requires vehicles transporting certain quantities of hazardous materials to display placards.

STATE

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) consists of the California Air Resources Board, the Department of Pesticide Regulation, the Department of Resources Recycling and Recovery, the Department of Toxic Substances Control (DTSC), the Office of Environmental Health Hazard Assessment, and the State Water Resources Control Board. The CalEPA has been granted primary responsibility by the USEPA for administering and enforcing hazardous materials management plans within California. California regulations governing hazardous materials include detailed planning and management requirements to ensure that hazardous materials are properly handled, stored, and disposed of in order to reduce human health risks. In particular, the State has acted to regulate the transfer and disposal of hazardous waste. Hazardous waste haulers are required to comply with regulations that establish numerous standards, including criteria for handling, documenting, and labeling the shipment of hazardous waste. Hazardous waste treatment, storage, and disposal facilities are also regulated and must meet standard criteria for processing, containment, and disposal of hazardous materials.

California Unified Program

CalEPA oversees California's Unified Program, which protects residents from hazardous materials and wastes. The Unified Program ensures local regulatory agencies consistently apply statewide standard when issuing permits, conducting inspections, and engaging in enforcement activities. The Unified Program is a consolidation of various environmental and emergency management programs, as discussed below:

- Hazardous Waste Generator Program: A "generator" is "any person, by site, whose act or process produces hazardous waste or whose act first causes a hazardous waste to become subject to regulation."[2] The Hazardous Waste Generator Program, evaluated and assisted by the DTSC, requires generators to be responsible for identifying hazardous wastes and sets specific requirements dependent on the type of generator, type of hazardous material, and amount of hazardous waste.

[1] United States Code, Title 49, Section 5101.
[2] California Code of Regulations, Section 66260.10.

- Hazardous Materials Business Plan: The Hazardous Materials Business Plan Program, overseen by the Cal/EPA, requires businesses and facilities to provide emergency responders with the necessary information to protect the public. This information includes an inventory of hazardous materials, emergency response plans, employee training and safety procedures, and a site map. The CalEPA oversees the implementation of the program at the state level, while Certified Unified Program Agencies (CUPA) and Participating Agencies implement, enforce, and administer the program at the local level.
- Aboveground Petroleum Storage Act Program: The California Department of Forestry and Fire Protection, Office of the State Fire Marshal is responsible for implementing the Aboveground Petroleum Storage Act Program. This program seeks to protect the public and environment from health hazards related to the unintentional releases from the aboveground storage of petroleum-based hazardous materials and wastes.
- Underground Storage Tank Program: A UST is defined by law as "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground." The UST Program, evaluated and assisted by the State Water Resources Control Board, seeks to protect the public and environment from releases of petroleum and other hazardous substances from USTs.

California Department of Toxic Substances

The DTSC, a division of CalEPA, regulates hazardous waste. The DTSC defines a hazardous material as a waste with a chemical composition or other properties that make it capable of causing illness, death, or some other harm to humans and other life forms when mismanaged or released into the environment. The DTSC carries out the RCRA and CERCLA programs in California to protect people from exposure to hazardous substances and wastes. The department regulates hazardous waste, cleans up existing contamination, and seeks to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law and the Hazardous Waste Control Regulations. Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Government Code Section 65962.5(a) – Cortese List

Government Code Section 65962.5(a), originally enacted in 1985, requires DTSC to develop and update annually a list of hazardous waste sites and other contaminated sites, commonly referred to as the Cortese List. This list is used to identify the location of hazardous materials release sites in accordance with the requirements of CEQA. Due to the age of the regulation, the required information related to hazardous waste and contaminated sites are now available on the websites of DTSC and the State Water Resources Control Board. DTSC identified two hazardous wastes facilities subject to corrective action pursuant to Health and Safety Code Section 25187.5 and maintains the EnviroStor database, which lists of hazardous waste and substances sites. The State Water Resources Control Board maintains the GeoTracker database, which lists leaking UST sites. In addition, the State Water Resources Control Board identifies solid waste disposal

sites with waste constituents above hazardous waste levels outside the waste management unit and maintains a list of active cease and desist orders and cleanup abatement orders.

Assembly Bill 2948

Assembly Bill 2948, County Hazardous Waste Management Plans, authorizes a county to adopt a county hazardous waste management plan in place of preparing the hazardous waste portion of a county's solid waste management plan. The DTSC was required to provide generator information to assist the counties in preparing the hazardous waste management plan. This became known as the Tanner Report, which consisted of summary information of hazardous waste generators. The Tanner Report has evolved over the years to include more generator and receiving facility information, and is now called the Hazardous Waste Summary Report, available on DTSC's website.

California Division of Occupational Safety and Health

The U.S. Department of Labor has delegated the authority to administer OSHA regulations to the State of California. The Division of Occupational Safety and Health (Cal/OSHA) sets and enforces standards and issues permits, licenses, certifications, and approvals in order to protect the health and safety of workers in California, as well as the safety of passengers in elevators, amusement rides, and tramways. Cal/OSHA is very similar to the federal OSHA program in that it is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires entities handling specified amounts of certain hazardous chemicals to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead.

California Health and Safety Code, Section 6.95

California Health and Safety Code, Section 6.95, Hazardous Materials Release Response Plans and Inventory requires businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled on-site.

California Health and Safety Code, Sections 1529 and 5208

California Health and Safety Code, Sections 1529 and 5208, address the health hazards of asbestos and defines permissible exposures. Section 5208 also requires exposure monitoring and compliance methods when dealing with asbestos.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is supported by the Office of the State Fire Marshal to protect life and property through fire prevention. The Office of the State Fire Marshal is responsible for a variety of functions including developing and reviewing regulations and building standards; controlling substances and products with fire risk; directing wildland management; regulating hazardous liquid pipelines; amongst others.

California Fire Code

The California Fire Code is a set of regulations that addresses fire safety and prevention for buildings and structures. The California Fire Code includes requirements for the reporting of emergencies and coordination with emergency response forces. The code also addresses requirements for emergency plans and procedures for emergency management and response.

REGIONAL

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality for areas of Los Angeles, Orange, Riverside and San Bernardino counties, including the Coachella Valley. The SCAQMD is responsible for controlling emissions from stationary sources of pollution, such as power plants, refineries, and gas stations.

Rule 1113

The SCAQMD Rule 1113 (Architectural Coatings) requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce volatile organic compounds (VOC) emissions from the use of these coatings. The SCAQMD primarily achieves emission reductions by placing limits on the VOC content of various coating categories.

Rule 1166

The SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil) requires that an approved mitigation plan be obtain from SCAQMD prior to excavating, grading, handling, and treating soil contaminated with volatile organic compounds (VOCs).

Rule 1403

The SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) provides requirements for limiting asbestos emissions from building demolition and renovation activities.

Orange County Health Care Agency, Environmental Health Division

The Orange County Health Care Agency (OCHCA), Environmental Health Division is the designated CUPA for Orange County and is authorized to administer the various hazardous materials regulatory programs for most Orange County cities. The County and City fire agencies have joined in partnership with the CUPA as “participating agencies.” OCHCA Environmental Division administers all CUPA programs for the City of Brea, including the following:

- Hazardous Materials Disclosure;
- Business Emergency Plan;
- Hazardous Waste;
- Underground Storage Tank;
- Aboveground Petroleum Storage Tank; and
- California Accidental Release Prevention.

LOCAL

City of Brea General Plan—Public Safety Chapter

The City of Brea's General Plan, adopted in 2003, is a comprehensive, long-range plan designed to serve as a guide to future decision making about development, resource management, public safety, and general community well-being.[3] The General Plan consists of an integrated and internally consistent set of goals, policies, and implementation measures and contains chapters or elements in accordance with state planning law. The Public Safety Chapter, amended in 2021, contains the goals and policies that provide the basis for public safety plans and measures, identify standards and programs to protect public safety and outline adequate facilities and services to meet the emergency needs of the City. The Public Safety Chapter provides an inventory of both natural and manmade hazards, including crime, earthquakes, floodplains, landslides, geologic hazards, urban and wildfire, hazardous materials/wastes, and noise. The Public Safety Chapter also includes strategies to eliminate, counter, and/or minimize the impacts of potential natural or manmade hazards. The applicable Public Safety Chapter goals and policies related to hazards and hazardous materials are as follows:

Goal PS-4: Protect the community from the hazards associated with the transportation, use, and storage of hazardous materials in the urban environment.

Policy PS-4.1: Ensure that hazardous materials used in businesses and industry are handled properly.

Policy PS-4.2: Reduce the risks associated with ground transportation hazards.

Policy PS-4.3: Work with responsible Federal, State, and County agencies to identify and regulate the disposal of toxic materials.

Brea Fire Department

The primary mission of the Brea Fire Department is the delivery of life-safety services. The department provides 24-hour emergency response to a wide variety of critical situations, including fires and hazardous materials incidents. The department operates a Fire Prevention and Emergency Preparedness Program, with fire inspections, hazardous process permitting, fire code enforcement, public education, and business emergency planning in accordance with the California Code of Regulations (CCR).

Brea Emergency Preparedness Program

The City of Brea's Emergency Preparedness Program is coordinated by a professional emergency manager. The program consists of five key elements, as follows:

- Development and maintenance of the City's Emergency Operations Plan (EOP);
- Development and maintenance of the City's Emergency Operations Center;

[3] City of Brea. Adopted August 19, 2003. City of Brea General Plan, Chapter 1 Introduction. Page 1-1.

- Coordination of preparedness, training, and exercises for City staff to be sure they are ready to respond to any emergency;
- Public education and outreach to the residents and businesses of Brea; and
- Fund recovery following disasters.

Brea Emergency Operations Plan

The City of Brea's EOP establishes a comprehensive framework of policy and guidance for emergency and disaster response operations. The EOP details capabilities, authorities, and responsibilities for specific individuals, divisions, departments, agencies, and organizations within the City of Brea. The City's EOP incorporates the operational approach consistent with the organization and function of the City of Brea Emergency Operations Center, which follows the Incident Command System and the National Incident Management System. Under these systems, City of Brea operations are grouped by functions and subsequently organized by agency to ensure efficient coordination and communication of response actions throughout emergency operations.

Brea City Code

Brea City Code (BCC), Title 8, Health, Safety, and Welfare, provides for the preparation and carrying out of plans for the protection of people and property in the event of an emergency. It also provides information on the storage, accumulation, collection, and disposal of refuse, trash, rubbish, solid waste, debris, other discarded materials, and recyclable materials. Title 8 includes the following chapters applicable to the Project:

- Chapter 8, Emergency Preparedness: The purposes of this chapter are to provide for the preparation and implementation of plans for the protection of persons and property within the City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations and affected private persons.
- Chapter 8.24, Oil and Oil Wells: This chapter provides minimum health and safety standards for oil and gas exploration, drilling, and production sites.
- Chapter 8.28, Solid Waste Collection: This chapter provides regulations designed to eliminate or alleviate issues associated with storage, accumulation, collection and disposal of refuse, trash, rubbish, solid waste, debris and other discarded material, as well as recyclable material.

The Brea Fire Code is codified in BCC Chapter 16.04. BCC Section 16.01.010, *Fire Code Adopted*, adopts by reference the 2022 California Fire Code with amendments and is enforced by the Brea Fire Department. Brea Fire Code Section 326.1, *Development on or near Land Containing or Emitting Toxic, Combustible or Flammable Gasses or Vapors*, requires all projects with sources of harmful soil-gas, including methane to conform to the current adopted City of Brea Combustible Soil-Gas Guideline.

City of Brea Combustible Soil-Gas Guideline

The *City of Brea Combustible Soil-Gas Guideline*, updated May 2020, currently applies to new construction, including additions and remodels of existing structures, that may experience soil-gas vapor intrusion. The guidelines identify areas known to have substantial concentrations of harmful soil-gas present in the soil ("impacted areas") and requires projects that lie within the impacted areas to conduct a comprehensive soil-gas investigation. The guidelines include specific soil-gas investigation performance criteria and report requirements, mitigation thresholds for different levels based on the results of the investigation, and mitigation requirements by level.

5.4.2 EXISTING CONDITIONS

Hazardous substances are defined by state and federal regulations as substances that must be regulated in order to protect public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be hazardous. The CCR Title 22, Division 4.5, Chapter 11, Article 2, Section 66261.10 defines a hazardous material as a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either "cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of or otherwise managed."

According to Title 22 (CCR Chapter 11, Article 3), substances having the characteristics of toxicity (i.e., poisonous), ignitability (i.e., can be ignited by open flame), corrosivity (i.e., corrode other materials), or reactivity (i.e., react violently, explode, or generate vapors when mixed with water) are considered hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, or contaminated, or which is being stored prior to disposal.

Toxic substances may cause short-term or long-term health effects, ranging from temporary effects to permanent disability or death. Examples of toxic substances include most heavy metals, pesticides, benzene, gasoline, hexane, natural gas, sulfuric acid, lye, explosives, pressurized canisters, and radioactive and biohazardous materials. Soils may also be toxic because of accidental spilling of toxic substances.

EXISTING USES OF THE PROJECT SITE AND VICINITY

The Project Site is currently occupied by an existing 637,503-square-feet, three-story office building. The Project Site also contains a 1,949-stall surface parking lot, with landscaping throughout the site. Former operations include the Bank of America call center and administrative offices.

Current uses in the Project Site vicinity include recreational, residential, and commercial uses, and an inactive oil field. Surrounding uses include various commercials office uses to the north, a residential community to the east, office and industrial uses to the south, a packaging business to the west, a fire protection and ambulance services to the northwest, and an inactive oil field to the northeast.

HISTORICAL USES OF THE PROJECT SITE AND VICINITY

Based on a review of aerial photographs and topographic maps, the Project Site was undeveloped until sometime between 1981 and 1985. Between 1928 and 1981, a few small streams, drainage ditches, or canals are shown crossing through the Project Site. Between 1953 and 1972, the Project Site appears to contain constructed linear features that may represent a canal, drainage channel, buried utility line, and/or an oil pipeline. By 1975, the Project Site and adjoining areas to the north, south, and west appeared cleared in preparation for development. By at least 1985, the Project Site was developed with the commercial building and associated surface parking that appear similar to the existing Project Site's existing layout. From 1988 to the present, there have not been any significant changes to the Project Site. The Project Site was occupied by Bank of America from approximately 1982 through 2022.[4] Former tenants of the Project Site include the Security Pacific Bank and a data processing center with microfiche operations.

The adjacent properties and surrounding vicinity were vacant land from 1896 to 1939 according to topographic maps and aerial photographs. The Brea-Olinda Oil Fields, approximately 0.2 miles north-northwest of the Project Site operated from 1939 through 2020. Between 1942 and 1988, agricultural orchards were located to the north, east, and south of the Project Site. Commercial and industrial development of the adjacent properties to the southeast began in the early 1950s and by 1988, had expanded to all adjacent properties to the north, south and west. Grading and site preparation of the properties to the east and southeast began in 2009 and was developed into housing by 2018.

ENVIRONMENTAL CONDITIONS AT THE PROJECT SITE

Phase I ESA

The Phase I ESA identified recognized environmental conditions (REC) at the Project Site. The American Society for Testing and Materials (ASTM) Standard Practice E1527-13, which identifies standard practice for environmental site assessments, defines an REC, historical REC (HREC), and controlled REC (CREC), as follows:

- A REC is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.
- A HREC is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls).
- A CREC is an REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further action letter or equivalent, or meeting

[4] Smith, Kevin. October 26, 2021. Bank of America exiting longstanding Brea call center in July. San Gabriel Valley Tribune.

risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls).

Recognized Environmental Conditions

The Phase I ESA identified an abandoned on-site UST, owned by Southern California Edison (SCE), that represents an REC. A review of historical reports determined the abandoned 4,000-gallon UST was installed on-site to act as secondary containment in case of a release from a former power transformer. The UST was reportedly never used and was abandoned in place in 1999; however, no subsurface sampling was conducted around the UST or former transformer prior to or after abandonment. Therefore, the presence of an abandoned UST without sampling or regulatory concurrence represents a REC.

Historical Recognized Environmental Conditions

The Phase I ESA also identified one HREC, which was a historical on-site clarifier and two USTs. A review of historical reports identified two former 48,000-gallon diesel USTs which were installed on-site to power backup generators in case of power failure, and an abandoned clarifier which was installed for management of the liquid waste stream related to the prior use of microfiche operations.[5] Petroleum products or other chemicals may have been associated with the development of microfiche and may have impacted the subsurface soils at the Project Site in the event of a release associated with the clarifier. In 1944, subsurface sampling was conducted near the clarifier that did not report significant levels of VOCs or metals in the soil or groundwater. Additionally, a 47-gallon release was reported from one of the USTs in 1995, and both USTs were removed later that year. Soil investigations and remedial actions were implemented to address residual hydrocarbon impacts to the soil. During these investigations, additional petroleum hydrocarbon impacts to the soil were encountered that were previously unknown and reportedly unrelated to the identified release, indicating other unknown releases could have also occurred elsewhere. The soil was excavated upon the identification of additional contamination. The clarifier was abandoned in place and a no further action determination was issued for the property in 1995 by the OCHCA. Therefore. the presence of the former USTs and the abandoned clarifier at the Project Site represents an HREC.

De Minimis Conditions

A *de minimis* condition is defined in the ASTM E-1527-13 Standard as "… a condition that does not represent a threat to human health or the environment." The Phase I ESA identified two *de minimis* conditions at the Project Site: surface staining of hydraulic fluid in and around the elevator equipment within the office building; and a transformer room that was not able to be accessed and reportedly owned by SCE. The concrete flooring in the vicinity of the hydraulic fluid was observed to be intact and in good condition, therefore the surface staining is classified as a *de minimis* condition. In addition, since there were no records or reports of releases and the building

[5] Microfiche is a flat piece of film containing microphotographs of the pages of a newspaper, catalog, or other document.

floor throughout the remainder of the building appeared to be in good condition, the transformer room represents a *de minimis* condition.

Asbestos-Containing Materials

Portions of the building at the Project Site were constructed in 1981 and 1983. As such, asbestos-containing materials (ACM) may be present in the building materials. However, there is no knowledge of ACM being present in building materials at the Project Site or of any past ACM surveys or abatement activities.

Lead-Based Paint

Buildings constructed in or before 1978 are presumed to contain lead-based paint (LBP) unless inspection or sampling have been completed confirming the absence of LBP. However, there is no knowledge of LBP being present in building materials at the Project Site or of past LBP surveys or abatement activities.

Methane

The Project Site is located to the southwest of the Brea-Olinda Oil Field, an active oil field that has operated many oil and gas wells since the 1800s. Seven wells are located within approximately 300 to 400 feet to the north, northeast, and east of the Project Site, including idle and plugged wells. There are no known abandoned, inactive, or active oil wells on the Project Site. However, the presence of former oil wells in the Project Site vicinity and the potential for elevated methane in the subsurface present a Business Environmental Risk.

Updated Limited ESA

The Updated Limited ESA involved soil sampling, soil vapor sampling and field screening, and sub-slab vapor sampling to assess the potential for subsurface impacts in the vicinity of the abandoned UST identified as a REC in the Phase I ESA and the potential vapor intrusion and methane risk within the Project Site. The results of the sampling and field screening were compared to the lower of the DTSC and the USEPA Regional screening levels for commercial settings. Methane results were compared to the lower explosive limit (LEL), which is 5 percent for methane. A summary of the results is provided below, and detailed results are provided in **Appendix D.2**:

- Benzene was detected at a concentration above the commercial screening level at one soil vapor sampling location.
- Chloroform was detected at a concentration above the commercial screening level at two soil vapor sampling locations.
- Arsenic was detected at a concentration above the commercial screening level for all three soil samples; however, concentrations were below documented background concentrations for California.

- Methane, VOCs, and hydrogen sulfide were detected in soil vapor sampling locations at various concentrations and ranges over four screenings. Methane was detected at greater than 99 percent of the LEL at one sampling location.[6]
- Various other compounds were detected, though none of these concentrations exceeded their commercial screening levels.

A review of the Updated Limited ESA by KERNTEC for the City determined that the Updated Limited ESA is not current and is not compliant with the methods for soil vapor sampling and analysis outlined in the *City of Brea Combustible Soil-Gas Guideline*, Part I – Combustible Soil-Gas Investigation. Based on the information contained in the Updated Limited ESA, KERNTEC concluded that the Project Site is impacted by combustible soil-gases from an underlying and known petroleum reservoir and that no further studies of the soil-gases within the Project Site is warranted if the Project Applicant commits to the full mitigation as approved through Fire Department review and applies the *City of Brea Combustible Soil-Gas Guideline,* Part II – Combustible Soil-Gas Mitigation.

Phase II ESA Letter Report

The Phase II ESA summarized the results of the Phase I ESA and Updated Limited ESA and provided findings and conclusions for the environmental conditions found onsite. The Phase I ESA identified an abandoned on-site UST as a REC and a historical on-site clarifier and two former USTs as an HREC. The sampling and field screening conducted for the Updated Limited ESA detected elevated concentrations of benzene, chloroform, and methane within the Project Site. As concluded in the Phase II ESA, the soil sampling and soil vapor sampling conducted for the Updated Limited ESA did not identify contamination that indicates a release from the abandoned on-site UST or contamination associated with the historical on-site clarifier and two former USTs and no further assessment of the REC or HREC is warranted. However, the development and implementation of a soil management plan (SMP) to provide guidance and procedures for proper soil handling and UST removal during ground-disturbing activities is recommended.

5.4.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to hazards and hazardous materials if it would:

Threshold 5.4(a): ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.***

Threshold 5.4(b): ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.***

[6] Methane results are provided in percent of LEL. 100 percent of the LEL means that 5 percent of methane has been detected and the LEL has been reached.

Threshold 5.4(c): ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.***

Threshold 5.4(d): ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment.***

Threshold 5.4(e): ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the Project area.***

Threshold 5.4(f): ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.***

Threshold 5.4(g): ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.***

5.4.4 METHODOLOGY

The analysis of potential hazards and hazardous materials impacts is based on the Phase I ESA, Updated Limited ESA, and Phase II ESA (see **Appendix D.1**, **Appendix D.2**, and **Appendix D.3**, respectively). The Phase I ESA included a Project Site reconnaissance and interviews, as well as reviews of state environmental databases, standard historical sources, physical setting sources, and records on the California Geologic Energy Management Division website. The Updated Limited ESA was developed to assess potential vapor intrusion and methane risk associated within the Project Site. The Updated Limited ESA included installation and sampling of six triple-nested soil vapor probes in the exterior areas of the Project Site. Additional sampling was performed which included the advancement of seven borings, installation and sampling of two soil vapor probes, three sub-slab vapor probes, and collection of two soil samples. The Phase II ESA documented the environmental due diligence activities performed to date by Geosyntec and provided findings and recommendations, based on the previously identified conditions at the Project Site.

5.4.5 PROJECT DESIGN FEATURES

There are no project design features related to hazards and hazardous materials.

5.4.6 PROJECT IMPACTS

Threshold 5.4(a): Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

IMPACT ANALYSIS

Construction

Project construction activities would be temporary in nature and involve the limited transport, storage, use, and disposal of hazardous materials. Such hazardous materials may include on-site fueling or servicing of construction equipment and the transport of fuels, lubricating fluids, and solvents. The use, handling, and storage of these materials could potentially increase the opportunity for hazardous materials releases and subsequently, the exposure of the public and environment to hazardous materials. However, these materials are commonly used at construction sites and construction contractors would be required to comply with regulations that address the safe storage, handling, and disposal of these materials, including regulations by the USEPA, OSHA, DTSC, OCHCA Environmental Division, and/or Brea Fire Department. In addition, the Project would comply with SCAQMD Rule 1113, Architectural Coatings, for the use of paint and solvent on the proposed delivery facility. The transport, use, and disposal of construction-related hazardous materials would occur in accordance with applicable federal, state, and local regulations governing such activities. As a result, construction activities would not create a significant hazard to the public or the environment. Therefore, short-term construction impacts regarding hazards and hazardous materials would be less than significant.

Operation

Long-term operation of the Project would involve the transport, storage, use, and disposal of limited quantities of hazardous materials related to parcel delivery facility operations, such as parcel arrival and dispatch, truck circulation, and landscape maintenance. Hazardous materials may include solvents and commercial cleansers for building maintenance and the limited use of pesticides and herbicides for landscape maintenance. Trucks accessing the facility would contain engine fuels and lubricants. However, these types of hazardous materials and the level of hazardous materials usage would be typical of other commercial, light warehousing, and storage uses. The Project would not present a significant threat to the environment because the Project would not include the routine transport, use, or disposal of hazardous materials at volumes or concentrations that require special provisions, permits, or approvals, such as those required for heavy industrial land uses. Furthermore, the storage, handling, and disposal of the materials anticipated to be used by the Project would be regulated by the applicable regulatory authorities, as discussed above. The transport, use, and disposal of operation-related hazardous materials would occur in accordance with applicable federal, state, and local regulations governing such activities. Therefore, potential impacts related to the routine transport, use, or disposal of hazardous materials during Project operation would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.4(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.4(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.4(b): Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

IMPACT ANALYSIS

Construction

As discussed in **Section 5.4.2**, Existing Conditions, although the existing building is reportedly not known to contain ACM or LBP, demolition activities may reveal ACM or LBP based on the age of the building. As such, in the case of discovery of ACM or LBP, these materials would be remediated or abated in accordance with all applicable federal and state regulations regarding the disturbance, handling, and disposal of materials containing ACM and LBP, including SCAQMD's Rule 1403, California Health and Safety Code, Sections 1529 and 5208, and OSHA Safety and Health Regulations for Construction (29 CFR, Part 1926).

As discussed above, the Phase I ESA identified an abandoned UST as a REC and the sampling and field screening conducted for the Updated Limited ESA detected elevated concentrations of benzene, chloroform, and methane within the Project Site. Although the Phase II ESA concluded that the contamination is not indicative of a release from the abandoned UST and no further assessment is warranted, the potential for encountering unanticipated contamination or features exists. Thus, implementation of an SMP to provide guidance and procedures for proper soil handling and UST removal during ground-disturbing activities is recommended. Based on the findings of the Phase II ESA, construction of the Project would involve ground disturbing activities, including excavation, that could encounter potentially hazardous and contaminated soils. Therefore, construction of the Project has the potential to create a significant hazard to the public or the environment and impacts would be potentially significant without mitigation.

Operation

Operation of the Project may also result in significant hazards due to potential soil-gas vapor intrusion from the elevated levels of methane detected in the Updated Limited ESA. Therefore, based on the above, Project operation has the potential to create a significant hazard to the public or the environment and impacts would be potentially significant before mitigation.

MITIGATION MEASURES

The following mitigation measures are required to reduce potential significant impacts related to the release of hazardous materials:

MM-HAZ-1 Prior to the commencement of any ground-disturbing activities, the Project Applicant shall develop a Soil Management Plan (SMP) and submit the SMP to the

City's Fire Department, Building & Safety Division, and Public Works Department for review and approval. The SMP would include the following elements:

- Project Site Description: Description of general on-site conditions, soil types, and identification of prior on-site testing results, constituents of concern, and possible residual contaminants and suspected materials.
- Health and Safety Measures: No soil disturbance or excavation activities shall be performed by any contractor without a site-specific Health and Safety Plan (HASP) that complies with applicable occupational health and safety standards. The HASP should specify appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact suspect soil to perform all activities in accordance with the HASP.
- Soil Management Procedures: Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Procedures to be included in the SMP should include: waste segregation, visual soil screening; stormwater pollution controls; criteria for on-site re-use of soils; soil characterization and profiling requirements prior to offsite transportation of excavated soil; measures to prevent soil track-out; and soil import criteria (if needed). An environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by the property owner prior to the beginning of work.
- Identification and Management of Unanticipated Conditions: The potential exists for encountering of unanticipated contamination or features. The SMP should include descriptions of possible indications of contamination (i.e., suspect soil) that may be observed and the appropriate response measures. Potential conditions to be addressed should include, at a minimum: soil staining; strong or unusual odors; oily or shiny soil; unknown or unidentified liquids; buried structures such as tanks, pipelines, sumps or vaults; and existing or former wells including water wells, monitoring wells, or oil wells. If the General Contractor or subcontractor(s) encounter any suspect soil, the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils and inform the property owner's representative and the environmental monitor. Procedures should be included in the SMP to guide the environmental monitor's sampling and analysis for characterization of suspect soil.
- Dust Management: Procedures to minimize generation of fugitive dust during earthwork. Water or other effective means shall be used to control

dust where drilling, excavating, stockpiling, or other dust producing operations occur in accordance with applicable local and state regulations.

- UST Removal Procedures: One existing abandoned UST is present on-site and is planned for removal. Additional unanticipated USTs may also be encountered and require removal. All UST removals should be performed in accordance with the *Orange County Health Care Agency (OCHCA) Environmental Health Division–Guidelines for the Removal of Underground Storage Tanks*. The SMP should include a description of the applicable OCHCA permitting and notification requirements, soil/tank handling procedures, inspection and reporting requirements.
- Documentation: Identify requirements for documentation and tracking of soil characterization, waste profiling, offsite transportation, disposal, and soil import, and soil import.

MM-HAZ-2 Prior to the issuance of first building permit, the Project Applicant shall submit to the City of Brea Fire Department for review and approval plans demonstrating that the required soil-gas mitigation system has been implemented in the Project design. In accordance with the Full Mitigation system requirement of the *City of Brea Combustible Soil-Gas Guideline*, the Project shall incorporate the following measures approved by the City of Brea during plan review:

- Below-grade passive venting equally spaced under all foundation slabs with multiple vent risers.
- Vapor impermeable membrane under all foundations.
- Utility dams at the edge of each foundation and throughout Project area.
- All penetrations/voids in slabs sealed with an expanding 50-yr. foam.
- Wye-seals in all dry utilities.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measure **MM-HAZ-1** requires the development and implementation of an SMP with specific protocols for the identification, handling, and disposal of contaminated soils encountered during Project construction. Mitigation Measure **MM-HAZ-2** requires the Project to implement the full mitigation design as approved through Fire Department review and to apply the *City of Brea Combustible Soil-Gas Guideline* to address the potential for soil-gas vapor intrusion within the Project Site. Implementation of Mitigation Measures **MM-HAZ-1** and **MM-HAZ-2** would reduce potential impacts related to the release of hazardous materials to less-than-significant levels.

Threshold 5.4(c): Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

IMPACT ANALYSIS

The Project Site is located approximately 0.2 miles southeast of Olinda Elementary School, located at 3145 East Birch Street. As discussed in Threshold 5.4(a), the Project would only involve the routine transport, use, and disposal of limited quantities of construction-related hazardous materials and all handling and disposal of hazardous materials would be regulated by local, state, and federal laws enforced by authorized agencies. However, as discussed in Threshold 5.4(b), Project construction has the potential to encounter contaminated soils during ground-disturbing activities and may require the handling and disposal of contaminated soils near Olinda Elementary School. Therefore, construction of the Project may emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School, and impacts would be potentially significant before mitigation.

Long-term operation of the Project would involve the limited transport, storage, use, and disposal of limited quantities of hazardous materials typically related to parcel delivery facility operations, such as parcel arrival and dispatch, truck circulation, and landscape maintenance. Therefore, the types of potentially hazardous materials that would be used in connection with the Project would be consistent with other potentially hazardous materials currently used in the vicinity of the Project Site. In addition, the Project would not involve the use or handling of acutely hazardous materials, substances, or waste. Specifically, the Project would not involve the development of an industrial use that would emit large amounts of chemicals or acutely hazardous materials. Furthermore, all materials used during operation of the Project would be used in accordance with the manufacturers' instructions and handled and disposed of in compliance with applicable federal, state, and local regulations. Therefore, impacts related to the emission or handling of hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School during operation of the Project would be less than significant.

MITIGATION MEASURES

Mitigation Measure **MM-HAZ-1** is required to reduce construction impacts related to the handling and disposal of contaminated soils within 0.25-mile of a school.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure **MM-HAZ-1**, which requires the development of an SMP, would reduce potential construction impacts related to hazardous emissions or handling of hazardous materials, substances, or waste within 0.25-mile of a school to a less-than-significant level.

Threshold 5.4(d): Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, create a significant hazard to the public or the environment?

IMPACT ANALYSIS

The Phase I ESA prepared for the Project conducted an environmental database search and review of the Project Site and surrounding properties. Refer to the Phase I ESA, provided as **Appendix D.1**, for a full list of the environmental databases and results. The following results are specific to the hazardous materials sites compiled pursuant to Government Code Section 65962.5:

- California DTSC EnviroStor: No cases were mapped on, adjoining, or upgradient of the Project Site that may have impacted the Project Site.
- DTSC Hazardous Waste Tracking System: Four inactive temporary waste handlers were reported to the north of the Project Site with small volumes of waste oil and unspecified organic liquid. None of these are likely to have impacted the Project Site
- State Water Resources Control Board GeoTracker: There was one leaking UST (LUST) associated with the Project Site, which was incorrectly located on another property. The release from the UST was reported in 1995; however, the UST was removed later that year and the impacted soil was excavated and disposed off-site. No confirmation sampling information, analytical data, or details for the UST removal were available through GeoTracker. However, this listing is likely associated with the two onsite 48,000-gallon UST identified as an HREC above that was issued a no further action determination by the OCHCA. Two closed LUST listings were identified on adjoining properties to the north and northwest of the Project Site and three other LUST cases were mapped in the Project vicinity that are also closed. These LUSTs are unlikely to have adversely impacted the Project Site.

In addition, the Project Site is not identified in the State Water Resources Control Board's list of solid waste disposal sites with waste constituents above hazardous waste levels[7] or its list of active cease and desist orders or cleanup and abatement orders.[8] Therefore, based on the above, the Project is not located on a site included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. No impacts would occur.

[7] State Water Resources Control Board. n.d. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. Accessed July 12, 2024. https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf.

[8] State Water Resources Control Board. n.d. List of Active Cease and Desist Orders and Cleanup and Abatement Orders. Accessed July 12, 2024. https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CDOCAOList.xlsx.

MITIGATION MEASURES

No Impacts related to Threshold 5.4(d) would occur. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No impacts related to Threshold 5.4(d) would occur. Therefore, no mitigation measures were required or included.

Threshold 5.4(e): For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

IMPACT ANALYSIS

The closest public airport to the Project Site is the Fullerton Municipal Airport, located approximately 7.72 miles to the southwest. The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. As such, implementation of the Project would not result in a safety hazard or excessive noise for people residing or working within an airport land us plan area or within two miles of a public airport and there would be no impact.

MITIGATION MEASURES

No impacts related to Threshold 5.4(e) would occur. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No impacts related to Threshold 5.4(e) would occur. Therefore, no mitigation measures are required or included.

Threshold 5.4(f): Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

IMPACT ANALYSIS

The City's General Plan designates Carbon Canyon Road and State Route 57 as the critical evacuation routes within the City.[9] According to the City's EOP, in the event of a hazardous materials incident in the City, the Brea Fire Department would act as the lead agency within the City limits with support from the Brea Police Department and the Public Works Department. Generally, response at the City level would include containment, situation analysis, appropriate mitigation, decontamination, and possibly, evacuation of the threatened population.

Construction and operation of the Project would not prohibit the use of Carbon Canyon Road or State Route 57 as evacuation routes. The Project would utilize local roadways and exits such as

[9] City of Brea. Amended 2021. General Plan, Chapter 6 Public Safety. Page 6-31.

the ingresses or egresses along Surveyor Avenue, Valencia Avenue, and/or Nasa Street in the event of evacuation during Project construction and operation. Additionally, construction and operation of the Project would not require full lane closures or permanent obstruction of local roadways. Moreover, Project construction and operation would not impede local emergency management authorities from adjusting local evacuation routes, if necessary, during an emergency. The Project would also cooperate with the emergency response protocols established by the City's EOP and the Brea Fire Department, as needed, during construction and operation and would be required to go through the City's development review and permitting process and incorporate all applicable design and safety standards and regulations in the California Fire Code and the Brea City Code to ensure that Project development does not interfere with the provision of local emergency services (e.g., adequate access roads for emergency response vehicles, adequate numbers/locations of fire hydrants, etc.). Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during construction and operation, and impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.4(f) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.4(f) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.4(g): Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

IMPACT ANALYSIS

The Project Site is located in an urbanized area within the City and is surrounded by existing industrial, office, and residential development. According to the California Department of Forestry and Fire Protection Fire Hazard Severity Zone Viewer and the Orange County State Responsibility Area Fire Hazard Severity Zones map, the Project Site is not located within a Very High Fire Hazard Severity Zone.[10, 11] As such, the Project would not expose people or structures to wildland fire risks within a Very High Fire Hazard Severity Zone. However, according to the Brea Fire Hazard Severity Zone map, the northern portion of the Project Site is located within a High Fire Severity Zone.[12] The Project would be required to comply with the provisions of the Cal

[10] California Department of Forestry and Fire Protection (CAL FIRE). Updated April 19, 2024. Fire Hazard Severity Zone (FHSZ) Viewer. Accessed September 6, 2024. https://hub-calfire-forestry.hub.arcgis.com/apps/CALFIRE-Forestry::fire-hazard-severity-zone-viewer/explore.

[11] CAL FIRE. November 21, 2022. Orange County State Responsibility Area Fire Hazard Severity Zones.

[12] City of Brea. n.d. Brea Fire Hazard Severity Zone Map. Accessed October 17, 2024. https://brea.maps.arcgis.com/apps/webappviewer/index.html?id=214f6ec3db2848258b1c988d297015d3.

ifornia Fire Code and the Brea City Code, which would ensure that adequate fire protection systems would be installed in the proposed building. Therefore, with compliance with regulatory requirements, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires and impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.4(g) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.4(g) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.4.7 CUMULATIVE IMPACTS

IMPACT ANALYSIS

As detailed in **Section 4.0, Environmental Setting**, of this Draft EIR, there would be a total of two related projects in the Project area. Impacts specific to hazards and hazardous materials are typically site-specific; however, development of the Project, in combination with the related projects, may potentially increase the risk for an accidental release of hazardous materials. As discussed above in **Section 5.4.6, Project Impacts** under Threshold 5.4(b), the Project would implement Mitigation Measures **MM-HAZ-1** and **MM-HAZ-2**, which would require the development of an SMP and incorporation of the Full Mitigation system requirements of the *City of Brea Combustible Soil-Gas Guideline*, respectively. Implementation of the mitigation measures would reduce potential impacts related to the release of hazardous materials to less-than-significant levels.

Similar to the Project, related projects would be required to evaluate any potential hazardous risks associated with the use, storage, and/or disposal of hazardous materials. All related projects would be required to comply with applicable federal, state, and local laws, rules, and regulations as discussed above in **Section 5.4.1, Regulatory Framework**. Because environmental safety issues are largely site-specific, this evaluation would occur on a case-by-case basis for each individual project affected in conjunction with development proposals on these properties. Furthermore, each related project would be subject to review by overseeing agencies, including the City of Brea, Brea Fire Department, and OCHCA. Therefore, with compliance with all applicable federal, state, and local laws, rules, and regulations, as well as review and approval from overseeing agencies, significant cumulative impacts related to hazards and hazardous materials would not occur. As such, the Project's hazards and hazardous materials impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

MITIGATION MEASURES

Cumulative impacts related to hazards and hazardous materials would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to hazards and hazardous materials were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level would remain less than significant.

5.4.8 REFERENCES

Brea, City of. n.d. Brea Fire Hazard Severity Zone Map. Accessed October 17, 2024. https://brea.maps.arcgis.com/apps/webappviewer/index.html?id=214f6ec3db2848258b1c988d297015d3.

Brea, City of. Adopted August 19, 2003. City of Brea General Plan, Chapter 1 Introduction.

Brea, City of. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety.

California Code of Regulations, Section 66260.10.

California Department of Forestry and Fire Protection. Updated April 19, 2024. Fire Hazard Severity Zone (FHSZ) Viewer. Accessed September 6, 2024. https://hub-calfire-forestry.hub.arcgis.com/apps/CALFIRE-Forestry::fire-hazard-severity-zone-viewer/explore.

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State Water Resources Control Board. n.d. List of Active Cease and Desist Orders and Cleanup and Abatement Orders. Accessed July 12, 2024. https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CDOCAOList.xlsx.

United States Code, Title 49, Section 5101.

5.5 NOISE

This section analyzes the potential noise and vibration impacts of the Project. The section discusses noise and vibration fundamentals, describes the existing noise and vibration environment in the vicinity of the Project Site, and evaluates the noise and vibration levels generated by Project construction and operation. This section is based on the *Noise and Vibration Impact Assessment for the DJT4 Parcel Delivery Facility Project*, prepared by ECORP Consulting, Inc. (ECORP), dated September 2024, which is provided as **Appendix E** to this Draft EIR.

5.5.1 NOISE AND VIBRATION FUNDAMENTALS

SOUND BASICS

Sound is measured using the decibel (dB) scale, which is logarithmic, not linear. Therefore, sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted (dBA), an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be three dB higher than one source under the same conditions. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by three dB). Under the decibel scale, three sources of equal loudness together would produce an increase of five dB.

NOISE DESCRIPTORS

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The A-weighted sound level (dBA) is the sound pressure level in decibels measured on a sound level meter using the A-weighting filter network, which de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

SOUND PROPAGATION AND ATTENUATION

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB (dBA) for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dBA for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dBA per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures. Generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm generally reduces noise levels by 10 to 20 dBA. However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction 35 dBA or greater. To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general,

barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels, mainly due to chronic exposure to excessive noise, but may also occur due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration (OSHA) has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL or L_{dn} is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

VIBRATION SOURCES AND CHARACTERISTICS

Sources of earthborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or manmade causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. For human response, however, an average vibration amplitude is more appropriate because it takes time for the human body to respond to the excitation (the human body responds to an average vibration amplitude, not a peak amplitude). Because the average particle velocity over time is zero, the RMS amplitude is typically used to assess human response.

Table 5.5-1 below displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. For instance, heavy-duty trucks generally generate groundborne vibration velocity levels of 0.006 inches per second PPV at 50 feet under typical circumstances is considered very unlikely to cause damage to buildings of any type. Common sources for groundborne vibration are planes, trains, and construction activities such as earthmoving which requires the use of heavy-duty earthmoving equipment.

5.5.2 REGULATORY FRAMEWORK

FEDERAL

Noise Control Act of 1972

Enacted in 1972, the Noise Control Act established federal regulations to address noise pollution with the intent of protecting the health and welfare of the nation's population, particularly in urban areas. The act declares transportation vehicles and equipment, machinery, appliances, and other products in commerce to be major sources of noise, and states that while the primary responsibility for noise control rests with state and local governments, federal action is essential in dealing with major noise sources in commerce control which requires national uniformity of treatment. The U.S. Environmental Protection Agency (USEPA) is responsible for coordinating all federal programs in noise research and control and is authorized to set noise standards. In 1982, the USEPA determined that noise control policy would be better addressed at local levels of government and transferred the primary responsibility of regulating noise to state and local governments.

Federal Transit Administration

The Federal Transit Administration (FTA) provides a guidance manual that contains procedures for predicting and assessing noise and vibration impacts of proposed transit projects. This manual acknowledges that noise and vibration are among the primary concerns of the surrounding

communities. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that are typically considered applicable criteria for construction noise assessments in a CEQA analysis. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} and a nighttime exterior construction noise level of 70 dBA L_{eq} as reasonable thresholds for noise sensitive residential land uses.

Occupational Safety and Health Act of 1970

The Occupational Safety and Health Act of 1970 authorizes the Occupational Safety and Health Administration (OSHA) to regulate onsite noise levels and protect workers from occupational noise exposure. To protect hearing, worker noise exposure is limited to 90 decibels with A-weighting over an eight-hour work shift (Code of Federal Regulations [CFR] Title 29, Section 1910.95). Employers are required to develop a hearing conservation program when employees are exposed to noise levels exceeding 85 dBA. These programs include provision of hearing protection devices and testing employees for hearing loss on a periodic basis.

Federal Interagency Committee on Noise

The Federal Interagency Committee on Noise (FICON) thresholds of significance assist in the evaluation of increased traffic noise. The 2000 FICON findings provide guidance as to the significance of changes in ambient noise levels due to transportation noise sources. FICON recommendations are based on studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. FICON's measure of substantial increase for transportation noise exposure is as follows:

- If the existing ambient noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the project creates a readily perceptible 5 dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards, or
- If the existing noise levels range from 60 to 65 dBA CNEL and the project creates a barely perceptible 3 dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards, or
- If the existing noise levels already exceed 65 dBA CNEL and the project creates a community noise level increase of greater than 1.5 dBA CNEL.

STATE

California Environmental General Plan Guidelines

The State of California regulates vehicular and freeway noise affecting classrooms, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria. The *State of California General Plan Guidelines*, published by the State Governor's Office of Planning and Research (OPR), contains the *Noise Element Guidelines* and provides guidance for the acceptability of projects within specific CNEL/L_{dn} contours. The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of

the relative importance of noise pollution. In addition, the *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise and provides a Land Use Compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL.

California Department of Transportation

In 2020, the California Department of Transportation (Caltrans) published the *Transportation and Construction Vibration Manual*. The manual provides general guidance on vibration issues associated with the construction and operation of projects concerning human perception and structural damage. **Table 5.5-1** presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 5.5-1
Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Threshold at which there is a risk of architectural damage to extremely fragile historic buildings, ruins, ancient monuments
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Threshold at which there is a risk of architectural damage to fragile buildings. Virtually no risk of architectural damage to normal buildings
0.25	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to historic and some old buildings
0.3	96	Vibrations may begin to feel severe to people in buildings	Threshold at which there is a risk of architectural damage to older residential structures
0.5	103	Vibrations considered unpleasant by people subjected to continuous vibrations	Threshold at which there is a risk of architectural damage to new residential structures and Modern industrial/commercial buildings
Source: California Department of Transportation. 2020. Transportation and Construction Vibration Guidance Manual.			

LOCAL

City of Brea General Plan—Public Safety Chapter

The City of Brea's General Plan, adopted in 2003, is a comprehensive, long-range plan designed to serve as a guide to future decision-making about development, resource management, public

safety, and general community well-being.[1] The General Plan consists of an integrated and internally consistent set of goals, policies, and implementation measures and contains chapters or elements in accordance with state planning law. The Public Safety Chapter, amended in 2021, contains the goals and policies that regulate public safety issues of concern in the City. These goals and policies provide the basis for public safety plans and measures, identify standards and programs to protect public safety and outline adequate facilities and services to meet the emergency needs of the City. The Public Safety Chapter provides an inventory of both natural and manmade hazards, including crime, noise exposure, earthquakes, floodplains, landslides, geologic hazards, urban and wildfire, hazardous materials/wastes, and noise. The Public Safety Chapter also outlines strategies to eliminate, counter, and/or minimize the impacts of potential natural or manmade hazards. The Public Safety Chapter's goals and policies related to noise exposure are as follows:

Goal PS-9: Minimize the impact of point source noise and ambient noise levels throughout the community.

Policy PS-9.1: Evaluate the need to require acoustical studies for development proposals that address both direct and indirect, particularly traffic, noise impacts, and require such studies, with appropriate mitigation included, as warranted.

Policy PS-9.3: Ensure that acceptable noise levels are maintained near schools, hospitals, convalescent homes, and other noise sensitive areas in accordance with the City's Municipal Code and noise standards contained in the General Plan.

Policy PS-9.4: Employ creative methods of reducing noise pollution in the City.

Policy PS-9.5: Avoid Placing high-noise activity centers near residential areas.

Goal PS-10: Minimize the impacts of transportation-related noise.

Policy PS-10.1: Reduce transportation noise by imposing traffic restrictions where necessary.

Goal PS-11: Minimize noise impacts from sources other than transportation.

Policy PS-11.1: Require the inclusion of noise mitigation measures, techniques, and design features in the planning, design, and construction of future development and redevelopment projects.

Policy PS-11.3: Minimize stationary noise sources and noise emanating from construction activities and special events.

Policy PS-11.4: Require that new non-residential development plan delivery areas away from existing residential areas.

Policy PS-11.5: Continue active enforcement to limit commercial and industrial delivery hours adjoining residential areas.

[1] City of Brea. Adopted August 19, 2003. The City of Brea General Plan, Chapter 1 Introduction. Page 1-1.

Figure 14 of the Public Safety Chapter provides the compatibility noise standards for a variety of land uses.[2]

Brea City Code

The City of Brea's noise regulations are codified in Brea City Code (BCC) Title 8 Chapter 20. The noise regulations provide noise standards and restrictions within Brea. BCC Section 8.20.050 outlines regulations for exterior noise at residential properties, limiting noises to 55 dBA during daytime hours (7:00 a.m. – 10:00 p.m.) and 50 dBA during nighttime hours (10:00 p.m. – 7:00 a.m.). Furthermore, when measured at the residential property, it is unlawful for noise to exceed:

- The noise standard for a cumulative period of more than 30 minutes in any hour
- The noise standard plus five dB(A) for a cumulative period of more than fifteen minutes in any hour
- The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour
- The noise standards plus fifteen dB(A) for a cumulative period of more than one minute in any hour
- The noise standard plus twenty dB(A) for any period of time.

It is further specified that in the event that the ambient noise exceeds the noise standards, the standard shall be increased to reflect the ambient noise level.

BCC Section 8.20.060 limits interior daytime (7:00 a.m. – 10:00 p.m.) noise at residential land uses to 55 dBA and interior nighttime (10:00 p.m. – 7:00 a.m.) noise at residential land uses to 45 dBA.

BCC Section 8.20.070 exempts construction noise from City noise standards, provided that the activities do not occur between the hours of 7:00 p.m. to 7:00 a.m., Monday through Saturday or any time on Sundays or federal holidays.

Additionally, BCC Section 20.20.040 limits operational vibrations to 0.003 inches per second PPV at the property boundary of the land use.

5.5.3 EXISTING CONDITIONS

SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise

[2] City of Brea. Amended 2021. The City of Brea General Plan, Chapter 6 Public Safety. Figure 14 Noise/Land Use Compatibility, Page 6-61.

levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest sensitive receptors to the Project Site include residences across Valencia Avenue, which are part of a master-planned horizontal mixed-use community, located approximately 116 feet from the Project Site. Additionally, Olinda Elementary School is located approximately 920 feet northwest and Brea Sports Park is located approximately 520 feet north from the Project Site.

EXISTING AMBIENT NOISE

The most common and significant noise sources in the Project area are associated with traffic on Valencia Avenue/State Route (SR) 142, commercial and industrial activities in the vicinity, highway noise from SR 90, and other typical residential noises like dogs barking, radios, and landscaping equipment. **Table 5.5-2** lists the recorded noise levels taken by ECORP on June 3, 2024 at the four locations depicted on **Figure 5.5-1**. As shown in **Table 5.5-2**, the ambient recorded noise levels range from 61.0 dBA $_{Leq}$ to 76.0 dBA $_{Leq}$.

Table 5.5-2
Existing Ambient Noise Measurements

Location Number	Location	L_{eq} dBA	L_{min} dBA	L_{max} dBA	Time
1	Southeast intersection at Rose Drive and Valencia Avenue	**72.2**	50.5	85.0	10:37 a.m. – 10:55 a.m.
2	On sidewalk north of La Entrada and east of Valencia Avenue	**65.6**	38.9	73.7	11:03 a.m. - 11:18 a.m.
3	Northern corner of Adelante and Paseo Drive	**61.0**	37.7	74.6	11:24 a.m. – 11:40 a.m.
4	On sidewalk north of La Crescenta, and east of Valencia Avenue	**76.0**	51.5	89.0	11:45 a.m. – 12:00 p.m.

Notes:

L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. Lmin is the minimum noise level during the measurement period and Lmax is the maximum noise level during the measurement period.

Source: ECORP Consulting, Inc. September 2024. Noise and Vibration Impact Assessment for the DJT4 Parcel Delivery Facility Project. Table 3-1.

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Source: ECorp Consulting, Inc., September 2024

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DJT4 PARCEL DELIVERY FACILITY PROJECT

Noise Measurement Locations

Figure 5.5-1

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EXISTING ROADWAY NOISE LEVELS

Existing roadway noise levels were calculated for the roadway segments in the Project area. The average daily noise levels along these roadway segments are presented in **Table 5.5-3**. As shown, the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 43.9 to 63.5 dBA CNEL at a distance of 100 feet east and west from the centerline. As previously described, CNEL is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively. It should be noted that the modeled noise levels depicted in **Table 5.5-3**Error! Not a valid bookmark self-reference. may differ from measured levels in **Table 5.5-2** because the measurements represent noise levels at different locations around the Project area and are also reported in different noise metrics (e.g., noise measurements are the L_{eq} values and traffic noise levels are reported in CNEL).

Table 5.5-3
Existing Roadway Noise Levels

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway
Valencia Avenue/ SR 142		
South of Imperial Highway	Residential and Commercial	62.1
Between Imperial Highway and La Floresta Drive	Residential, Commercial, Industrial	62.5
Between La Floresta Drive and La Entrada Drive	Residential, Commercial, Industrial	62.2
Between La Entrada Drive and E. Birch Street/Rose Drive	Residential, Commercial, Industrial	62.2
North of E. Lambert Road	Residential	58.4
Imperial Highway/ SR 90		
West of Valencia Avenue	Residential and Commercial	63.5
East of Valencia Avenue	Residential and Commercial	63.4
La Floresta Drive		
East of Valencia Avenue	Residential	49.8
La Entrada Drive		
East of Valencia Avenue	Residential	44.5
E. Birch Street/ Rose Drive		
West of Ranger Street	Residential	60.6
Between Ranger Street and Voyager Avenue	Residential	60.2
Between Voyager Avenue and Valencia Avenue	Commercial	59.8
East of Valencia Avenue	Commercial and Residential	61.6
Ranger Street/S. Starflower Street		
North of E. Birch Street/Rose Drive	Residential	47.7
Voyager Avenue		
North of E. Birch Street/Rose Drive	School	43.9
Source: ECORP Consulting, Inc. September 2024. Noise and Vibration Impact Assessment for the DJT4 Parcel Delivery Facility Project. Table 3-2.		

EXISTING GROUNDBORNE VIBRATION

The Project Site is currently occupied by an office building and surface parking, which do not generate groundborne vibration. Based on the existing use of the Project Site and the light industrial, office, and residential uses surrounding the Project Site, there are no existing sources of groundborne vibration.

5.5.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to noise and vibration if it would:

Threshold 5.5(a): ***Generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.***

Threshold 5.5(b): ***Generate excessive groundborne vibration or groundborne noise levels.***

Threshold 5.5(c): ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.***

CONSTRUCTION NOISE AND VIBRATION

The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. However, as previously mentioned, BCC Section 8.20.070 exempts construction noise, provided that the activities do not occur between the hours of 7:00 p.m. to 7:00 a.m., Monday through Saturday or any time on Sundays or federal holidays. For the purposes of this CEQA analysis, Project construction noise is compared to the regulation-exempted hours of construction established by the City as well as the FTA's construction-related noise level standard of 80 dBA L_{eq}.

The City's General Plan and City Code do not regulate vibrations associated with construction. For purposes of this CEQA analysis, the Caltrans recommended construction vibration standard of 0.3 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold (see **Table 5.5-1**). This is also the level at which vibrations may begin to annoy people in buildings.

OPERATIONAL NOISE AND VIBRATION

Onsite noise generated as a result of Project operations is compared to City's exterior residential noise standards described in the BCC Section 8.20.050. The increase in transportation-related noise is compared against the FICON recommendation for evaluating the impact of increased traffic noise, discussed in detail in **Section 5.5.2**, above. According to FICON, if the existing

ambient noise levels at noise-sensitive areas are below 60 dBA CNEL, a project that increases noise by 5 dBA CNEL or more is considered significant. For noise levels between 60 and 65 dBA CNEL, a project with a 3 dBA CNEL increase is significant. If noise levels exceed 65 dBA CNEL, a project causing an increase of more than 1.5 dBA CNEL is deemed significant.

For the purposes of this CEQA analysis, vibration as a result of Project operations is compared to the City's standard of 0.003 inches per second PPV provided in BCC Section 20.20.040.

5.5.5 METHODOLOGY

CONSTRUCTION

This analysis of the existing and future noise environments is based on empirical observations and noise prediction modeling. To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptor and in order to evaluate the potential health-related effects (physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) and compared against the FTA standard of 80 dBA L_{eq}. The Project's construction noise is estimated and then added to the average daily ambient noise level in the Project area shown in **Table 5.5-2**. Since the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the Project Site and at various distances from sensitive receptors, this analysis employs FTA guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment simultaneously from the center of the Project Site.[3]

Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne vibration levels associated with construction equipment. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, taking into account the distance from construction activities to nearby structures and typically applied criteria for structural damage and human annoyance. The closest structure of concern to the Project Site is an industrial building located approximately 109 feet west of the Project Site. Consistent with FTA recommendations for calculating construction vibration, construction vibration was measured from the center of the Project Site and calculated using the following equation:[4]

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

The estimated vibration levels were then compared to the Caltrans recommended standard of 0.3 inches per second PPV.

[3] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment.

[4] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment.

OPERATION

Transportation-source noise levels associated with the Project were calculated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) with traffic volumes identified in *Traffic Impact Assessment for Brea Delivery Station*[5] to determine the noise levels along Project area roadways. Since the City does not regulate noise from transportation sources for industrial projects and does not have noise standards for such sources, the thresholds recommended by FICON, which are identified above in **Section 5.5.2** are used in this analysis.

Onsite stationary source noise levels associated with the Project have been calculated with the SoundPLAN 3D noise model, which predicts noise propagation from a noise source based on the location, noise level, and frequency spectra of the noise sources as well as the geometry and reflective properties of the local terrain, buildings, and barriers. Two scenarios were modeled in SoundPLAN. The first scenario accounts for daytime activity (7:00 a.m. – 10:00 p.m.) with all internal circulation routes modeled as line sources traversing the proposed path of travel provided by the Project Applicant. Additionally, area sources were placed over the proposed van loading areas as well as the line haul truck stalls located directly adjacent to the proposed building. The second scenario accounts for nighttime activity (10:00 p.m. – 7:00 a.m.) with line haul trucks being the only delivery and onsite activity during that time. Line haul truck circulation was modeled as line sources traversing the proposed path of travel provided by the Project Applicant as well as an area source encompassing the line haul truck stalls. Modeled noise levels are based on reference noise levels. Noise levels are collected from field noise measurements and other published sources from similar types of activities and are then used to estimate noise levels expected with the Project's non-transportation noise sources. A reference noise measurement representing internal truck circulation sourced from a *Loading Dock Noise Study*[6] was used for all line sources and the reference noise level for general cargo truck unloading was accessed from the SoundPLAN Noise Library and used for all area sources. These reference noise measurements encapsulate all customary noise associated with warehouse uses including backup beepers, door slamming, forklift operations, and internal vehicle movement. The reference noise levels are used to represent a worst-case noise environment as noise levels from area and point sources (e.g., internal truck circulation, truck unloading) can vary throughout the day. SoundPLAN allows computer simulations of noise situations, and creates noise contours maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures.

Groundborne vibration levels associated with 31 line haul trucks that would deliver packages to the Project Site during the operation of the Project were calculated using the following FTA equation:

[Adjusted Speed PPV = 20log (speed/speed reference [30 mph])

The estimated vibration levels from the line haul trucks traveling at different speeds were then compared to the City's standard of 0.003 inches per second PPV.

[5] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

[6] City of San Jose. 2014. Loading Dock Noise Study.

5.5.6 PROJECT DESIGN FEATURES

There are no project design features related to noise and vibration.

5.5.7 PROJECT IMPACTS

Threshold 5.5(a): ***Would the project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

IMPACT ANALYSIS

As described in **Section 3.0 Project Description**, of this Draft EIR, the Project would demolish the existing three-story office building and surface parking to construct a new, single-story, light industrial building consisting of 163,350 square feet of merchandise warehouse and storage space and 18,150 square feet of ancillary office space, vehicle parking spaces, bicycle parking spaces, and landscaping. The closest existing noise-sensitive land uses to the Project Site are the single-family residences to the east across Valencia Avenue.

Onsite Construction Noise

Construction noise associated with the Project would be temporary, would be limited to the allowed hours specified in BCC Sections 8.20.050 and 8.20.070, and would vary depending on the specific nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavation, paving). Noise generated by construction equipment, including earth movers, concrete saws, jack hammers, trucks, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). The individual pieces of construction equipment proposed for each phase of the Project are listed in **Table 5.5-4**.

Table 5.5-4
Project Construction Equipment

Equipment Type	Number of Pieces
Demolition	
Concrete/Industrial Saws	2
Crane	1
Excavators	7
Off-Highway Trucks	2
Skid Steer Loaders	5
Tractors/Loaders/Backhoes	2
Site Preparation and Grading	
Scrapers	15
Skid Steer Loaders	1
Pavers	2
Rollers	2
Building Construction	
Crane	1
Off-Highway Trucks	4
Skid Steer Loaders	2
Tractors/Loaders/Backhoes	2
Paving and Painting	
Rollers	4
Other Equipment (Man-Lift)	2
Based on information provided by Ware Malcomb representing Amazon.com Services LLC, 2024.	

During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site. The anticipated short-term noise levels generated by Project construction activities are presented in **Table 5.5-5**, which shows that the Project's contribution of construction noise combined with the ambient noise environment would not exceed the FTA's 80 dBA construction noise standard during any phase of construction at the closest sensitive receptor. Note that construction noise was modeled on a worst-case basis and is considered in addition to ambient noise levels currently experienced in the Project area. It is very unlikely that all pieces of construction equipment would be operating at the same time for the various phases of Project construction as well as at the point closest to residences.

Table 5.5-5
Construction Noise Levels at Closest Sensitive Receptors

Construction Phase[1]	Average Ambient Noise Level[2] (dBA L_{eq})	Exterior Construction Noise Level at Closest Noise Sensitive Receptor (dBA L_{eq})	Existing Ambient Noise Plus Exterior Construction Noise Levels (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Demolition	68.7	69.2	72.2	80	**No**
Site Preparation and Grading		70.5	73.5	80	**No**
Building Construction		63.9	69.9	80	**No**
Paving and Painting		59.4	69.2	80	**No**

Notes:
1. Construction equipment used and construction schedule information provided by the Project Applicant. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the Project Site, which is 574 feet from the closest sensitive receptor.
2. Average ambient noise level was estimated using the average L_{eq} of the four short term noise measurement taken on June 3rd, 2024, and identified in **Table 5.5-2**.

Source: ECORP Consulting, Inc. September 2024. Noise and Vibration Impact Assessment for the DJT4 Parcel Delivery Facility Project. Table 5-1.

Offsite Construction Traffic Noise

Project construction would result in additional traffic on adjacent roadways over the period that construction occurs. According to the California Emissions Estimator Model, which is used to predict the number of construction-related automotive trips, the maximum number of Project construction trips traveling to and from the Project Site during a single construction phase would not be expected to exceed 208 daily trips in total.[7] According to Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, a doubling of traffic on a roadway is required to result in an increase of 3 dB.[8] As discussed above, a 3-dBA change is considered a just-perceivable difference. The Project Site would be accessible via Valencia Avenue/SR 142 during construction. The segment on SR 142 traversing the Project area currently accommodates an average of 15,450 vehicle daily trips.[9] Therefore, the Project's construction trips would not result in a doubling of traffic on the local transportation network, and its contribution to existing traffic noise would not be perceptible. Additionally, construction is temporary and construction trips would cease upon completion of the Project.

[7] ECORP Consulting, Inc. September 2024. Air Quality & Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project. Attachment A.

[8] California Department of Transportation. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol.

[9] California Department of Transportation. 2023. Traffic Census Program 2022 Annual Average Daily Trips Data. Accessed July 5, 2024. https://dot.ca.gov/programs/traffic-operations/census.

Onsite Operational Noise

The proposed parcel delivery facility would generate noise primarily from the loading and operation of the delivery vans and line haul trucks. As discussed above, two scenarios were modeled in SoundPLAN to account for daytime delivery van activity (7:00 a.m. – 10:00 p.m.) and nighttime line haul truck activity (10:00 p.m. – 7:00 a.m.). **Figure 5.5-2** shows the locations of the 23 residences located east of the Project Site. **Table 5.5-6** shows the predicted Project noise levels at these residences during daytime and nighttime activity compared against the City's established exterior noise standards, limiting noises to 55 dBA during daytime and 50 dBA during nighttime hours at residential properties. The noise levels predicted by SoundPLAN do not account for the reduction of noise from the existing masonry wall that runs along the east side of Valencia Avenue/SR 142 between the Project and the residences to the east, which would completely shield the first story of the residences. Thus, **Table 5.5-6** accounts for the existing wall, which would reduce noise levels 10 dBA below the levels predicted by SoundPLAN at the sensitive receptors.[10] As shown in **Table 5.5-6**, Project operational noise would not exceed the City's 55 dBA exterior noise standard for daytime or the 50 dBA exterior noise standard for nighttime at the first story of any sensitive receptor location.

The masonry wall is not tall enough to shield the second stories of the residences fronting Valencia Avenue adjacent to the Project Site; thus the 10 dBA noise reduction would not apply to the second stories of these homes. However, none of these residences have outdoor use areas, such as balconies, on the second story. Therefore, operational Project noise at the second story of these existing residences is calculated and compared to the City's interior noise standards, which are 55 dBA during the daytime and 45 dBA during the nighttime. As previously explained, a 10 dBA noise reduction was applied to all modeled noise levels at the first story of the 23 residences, as identified in **Table 5.5-6**. When accounting for Project noise levels at the exterior of the second stories of these existing residences, which would not benefit from the noise-reducing properties of the existing masonry wall, noise as a result of Project operations could result in exterior noise levels up to 63.7 dBA during the daytime and 48.5 dBA during the nighttime. The exterior shell of a house can provide a reduction of exterior-to-interior noise levels of 12 dBA with windows open and 24 dBA with windows closed.[11] Thus, Project noise would result in interior daytime noise levels of 51.7 dBA at the loudest (63.7 dBA – 12 dBA= 51.7 dBA) and interior nighttime noise levels of 36.5 dBA at the loudest (48.5 dBA – 12 dBA= 36.5 dBA) with windows open and would not exceed the City's interior noise standards.

[10] According to FHWA, a solid wall or berm generally reduces noise levels by 10 to 20 dBA.

[11] U.S. Environmental Protection Agency. March 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an adequate Margin of Safety.

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Sensitive Receptor Locations

Figure 5.5-2

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Table 5.5-6
Operational Noise Levels at Sensitive Receptors

#	Location	Daytime/ Nighttime Noise Level with Reduction from Existing Wall	Daytime/ Nighttime Exterior Noise Standards (dBA Leq)	Exceed Daytime or Nighttime Exterior Standard?
1	Residence east of Project Site	48.5 / 38.5	55/50	**No/No**
2	Residence east of Project Site	51.2 / 38.1	55/50	**No/No**
3	Residence east of Project Site	52.2 / 37.6	55/50	**No/No**
4	Residence east of Project Site	52.8 / 37.2	55/50	**No/No**
5	Residence east of Project Site	53.3 / 36.1	55/50	**No/No**
6	Residence east of Project Site	53.7 / 37.8	55/50	**No/No**
7	Residence east of Project Site	53.4 / 33.1	55/50	**No/No**
8	Residence east of Project Site	52.9 / 31.2	55/50	**No/No**
9	Residence east of Project Site	50.2 / 24.6	55/50	**No/No**
10	Residence east of Project Site	48.9 / 24.3	55/50	**No/No**
11	Residence east of Project Site	48.6 / 24.2	55/50	**No/No**
12	Residence east of Project Site	49.6 / 24.2	55/50	**No/No**
13	Residence east of Project Site	51.5 / 25.7	55/50	**No/No**
14	Residence east of Project Site	53.4 / 30.2	55/50	**No/No**
15	Residence east of Project Site	53.4 / 29.7	55/50	**No/No**
16	Residence east of Project Site	53.0 / 29.4	55/50	**No/No**
17	Residence east of Project Site	52.4 / 29.2	55/50	**No/No**
18	Residence east of Project Site	51.8 / 28.7	55/50	**No/No**
19	Residence east of Project Site	50.2 / 28.3	55/50	**No/No**
20	Residence east of Project Site	49.7 / 28.3	55/50	**No/No**
21	Residence east of Project Site	49.1 / 28.2	55/50	**No/No**
22	Residence east of Project Site	48.7 / 28.1	55/50	**No/No**
23	Residence east of Project Site	48.5 / 28.0	55/50	**No/No**

Offsite Operational Traffic Noise

Table 5.5-7 shows the calculated offsite roadway noise levels with Project traffic under Existing Plus Project and Future Plus Project conditions and compares them to the noise levels under Existing and Future No Project conditions. The noise level difference is then evaluated against the FICON standards. As shown in **Table 5.5-7**, none of the Project area roadway segments would experience an incremental increase of traffic noise in excess of the FICON standards.

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Table 5.5-7
Project Traffic Noise Levels

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway						FICON Standard (Existing/ Future)	Exceed Existing/ Future Standards?
		Existing	Existing Plus Project	Change	Future No Project	Future Plus Project	Change		
Valencia Avenue/SR 142									
South of Imperial Highway	Residential, Commercial	62.1	62.4	+0.3	62.5	62.7	+.02	>3 / >3	No / No
Between Imperial Highway & La Floresta Drive	Residential, Commercial, Industrial	62.5	64.7	+2.2	62.9	65.0	+2.1	>3 / >3	No / No
Between La Floresta Drive & La Entrada Drive	Residential, Commercial, Industrial	62.2	62.4	+0.2	62.6	62.6	+0.0	>3 / >3	No / No
Between La Entrada Drive & E. Birch Street/Rose Drive	Residential, Commercial, Industrial	62.2	62.4	+.02	62.6	62.7	+0.1	>3 / >3	No / No
North of E. Lambert Road	Residential	58.4	58.4	+0.0	58.7	58.7	+0.0	>5 / >5	No / No
Imperial Highway/SR 90									
West of Valencia Avenue	Residential, Commercial	63.5	65.9	+2.4	66.2	66.2	+0.0	>3 / >3	No / No
East of Valencia Avenue	Residential, Commercial	63.4	64.9	+1.5	65.2	65.3	+0.1	>3 / >3	No / No
La Floresta Drive									
East of Valencia Avenue	Residential	49.8	49.9	+0.1	50.0	50.0	+0.0	>5 / >5	No / No
La Entrada Drive									
East of Valencia Avenue	Residential	44.5	44.5	+0.0	44.5	44.5	+0.0	>5 / >5	No / No
E. Birch Street/Rose Drive									
West of Ranger Street	Residential	60.6	60.6	+0.0	60.9	60.9	+0.0	>3 / >3	No / No
Between Ranger Street & Voyager Avenue	Residential	60.2	60.2	+0.0	60.5	60.5	+0.0	>3 / >3	No / No
Between Voyager Avenue & Valencia Avenue	Commercial	59.8	59.9	+0.1	60.2	60.2	+0.0	>5 / >3	No / No
East of Valencia Avenue	Commercial, Residential	61.6	61.6	+0.0	61.8	61.8	+0.0	>3 / >3	No / No
Ranger Street/S. Starflower Street									
North of E. Birch Street	Residential	47.7	47.7	+0.0	47.8	47.8	+0.0	>5 / >5	No / No
Voyager Avenue									
North of E. Birch Street	School	43.9	43.9	+0.0	43.9	43.9	+0.0	>5 / >3	No / No

Source: ECORP Consulting, Inc. September 2024. Noise and Vibration Impact Assessment for the DJT4 Parcel Delivery Facility Project. Table 5-2

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Conclusion

As discussed above, the Project's onsite construction activities would not exceed the applicable FTA construction noise standard and the Project's offsite construction trips would not result in a doubling of traffic on the local transportation network that would increase traffic noise by 3-dBA. The Project's operational noise would not exceed the City's 55 dBA exterior noise standard for daytime or the 50 dBA exterior noise standard for nighttime at any sensitive receptor location. In addition, Project-generated traffic during operation would not result in an increase in traffic noise along the Project area roadway segments that would exceed the applicable FICON noise standards. Therefore, the Project would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City or the applicable standards of other agencies. As such, the Project's construction and operational noise impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.5(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.5(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.5(b): Would the project generate excessive groundborne vibration or groundborne noise levels?

IMPACT ANALYSIS

Construction

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes rapidly in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as concrete saws, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks, which could operate up to the property lines. Thus, the Project construction vibration levels are calculated at a distance of 109 feet from the property line to the nearest structure of concern. The calculated groundborne vibration levels associated with onsite construction activities are provided in **Table 5.5-8**. As shown in **Table 5.5-8**, vibration levels generated by Project construction would not exceed the 0.3 inches per second PPV standard at the nearest structure of concern.

Table 5.5-8
Project Construction Vibration Levels

Equipment Type	Construct Equipment Reference Levels PPV at 25 Feet (inches per second)[1]	Project Construction Vibration Levels PPV at Nearest Structure (inches per second)[2]	Caltrans Standard PPV (inches per second)	Exceed Standard?
Large Bulldozer, Caisson Drilling & Hoe Ram	0.089	0.009	0.3	**No**
Loaded Trucks	0.076	0.008	0.3	**No**
Jackhammer	0.035	0.003	0.3	**No**
Vibratory Roller	0.210	0.023	0.3	**No**

Notes:
1. Representative vibration levels provided by FTA. See Table 7-4 of the FTA's *Transit Noise and Vibration Impact Assessment Manual*.
2. Distance to the nearest structure of concern is approximately 109 feet measured from the property line. Project construction vibration levels calculated using the following equation provided by FTA:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Source: Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment. Table 7-4.
ECORP Consulting, Inc. September 2024. Noise and Vibration Impact Assessment for the DJT4 Parcel Delivery Facility Project. Table 5-4 and Table 5-5.

Operation

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. However, the Project would accommodate a maximum of 31 line haul trucks, which would result in 62 heavy-duty truck trips a day. According to Caltrans, heavy-duty trucks traveling on paved surfaces rarely generate vibration amplitudes high enough to cause structural or cosmetic damage.[12] However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. Where discontinuities exist in the pavement, heavy-duty truck passages can be the primary source of localized, intermittent vibration peaks. These peaks typically last no more than a few seconds and often for only a fraction of a second. Because vibration drops off rapidly with distance, there is rarely a cumulative increase in ground vibration from the presence of multiple trucks. In general, more trucks result in more vibration peaks, though not necessarily higher peaks.[13]

Heavy-duty truck trips would follow the proposed path of travel shown on the conceptual site plan (see **Figure 3-3**, of this Draft EIR). Heavy-duty trucks would access the Project Site at the northwestern corner of the site and proceed eastward on a path of travel approximately 45 feet from the Project Site boundary. According to FTA, heavy-duty trucks traveling at 30 miles per

[12] California Department of Transportation. 2020. Transportation and Construction Vibration Guidance Manual. Page 1.

[13] California Department of Transportation. 2020. Transportation and Construction Vibration Guidance Manual. Page 10.

hour can be expected to generate vibration levels of 0.007 inches per second PPV.[14] Project line haul trucks are not expected to travel this fast on the Project Site during operations. Assuming average heavy-duty truck speeds of 15 miles per hour on the Project Site, the line haul trucks would generate vibration levels of 0.003 inches per second PPV at the Project Site boundary. Therefore, vibration levels generated by Project operations would not exceed the City's standard of 0.003 inches per second PPV.

Conclusion

Based on the above, Project construction would not generate excessive groundborne vibration that would exceed the Caltrans standard of 0.3 inches per second PPV and Project operation would not exceed the City's standard of 0.003 inches per second at the property line. Therefore, Project impacts related to groundborne vibration would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.5(b) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.5(b) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.5(c): For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

IMPACT ANALYSIS

The Project Site is located approximately 7.72 miles northeast of the nearest airport, the Fullerton Municipal Airport, and is not within the planning area of the Fullerton Airport Environs Land Use Plan.[15] Therefore, the Project would not expose employees or visitors to excessive airport noise levels and no impact would occur.

MITIGATION MEASURES

No impacts related to Threshold 5.5(c) would occur. Therefore, no mitigation measures are required.

[14] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment

[15] City of Fullerton. 2004. Fullerton Municipal Code. Section 15.56.050.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No impacts related to Threshold 5.5(c) would occur. Therefore, no mitigation measures were required or included.

5.5.8 CUMULATIVE IMPACTS

IMPACT ANALYSIS

The Project, together with related projects and future growth, could contribute to cumulative noise impacts. The potential for cumulative noise impacts to occur is specific to the distance between each related project and their stationary noise sources along with the cumulative traffic volumes that the related projects would add to the surrounding roadway network. As discussed in detail in **Section 4.0 Environmental Setting**, of this Draft EIR, two related projects have been identified in the vicinity of the Project Site.

Cumulative Construction Noise

Noise from the construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. Related Project (RP) No. 1 is a proposed light industrial, warehouse building located at 3200 Nasa Street on the northwest corner of Nasa Street and Surveyor Avenue, immediately west of the Project Site and more than 900 feet from the residences to the east of Valencia Avenue/SR 142. There are no sensitive receptors located midway between RP No. 1 and the Project Site. RP No. 2 is the 262-acre Brea 265 Specific Plan Project located approximately 600 feet northeast of the Project Site at its closest point. There are residences to the east of Valencia Avenue/SR 142 and south of N. Rose Drive that would be located between the Project Site and RP No. 2. However, there is an existing solid wall that runs along the east side of Valencia Avenue/SR 142 and along the south side of N. Rose Drive that would provide shielding of construction related noise between the Project and RP No.2. In addition, due to the topography and the height of the residential structures, most of the residences located between the Project and RP No. 2 would not have direct “line of sight” to the Project or RP No. 2. Furthermore, construction noise levels from the Project and related projects would be intermittent and temporary, and it is anticipated that, as with the Project, the related projects would comply with City’s noise standards and allowable hours of construction. Any noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures, if required, for each individual related project. Therefore, construction noise levels resulting from the Project would not combine with construction noise levels generated by the two related projects to create a significant cumulative noise impact. Accordingly, the Project’s contribution to cumulative construction noise impacts would not be considerable, and cumulative construction noise impacts at the sensitive uses (e.g., residential uses) located in proximity to the Project Site would be less than significant.

Cumulative Onsite Operational Noise

The Project Site and related projects would be developed with uses that generate noise from a number of noise sources including mechanical equipment, outdoor activity, and onsite vehicle operation. Cumulative long-term noise sources generated by the Project combined with the two related projects could cause local noise level increases. As concluded above, Project operations would not exceed the City's daytime or nighttime exterior noise standard at the noise-sensitive receptors in the Project area. As stated above, RP No. 1 is a light industrial warehouse project located west of the Project Site at a distance of approximately 900 feet from the nearest sensitive residential receptor east of Valencia Avenue/SR 142. Since RP No. 1 is located further from the sensitive receptors than the Project, it is expected that the noise levels generated by the operation of RP No. 1 also would not exceed the City's daytime or nighttime exterior noise standard. RP No. 2 proposes residential, park, and open space uses, which are not expected to have stationary noise sources that would generate excessive operational noise levels. Furthermore, there is an existing solid wall that runs along the east side of Valencia Avenue/SR 142 and along the south side of N. Rose Drive that would reduce the noise levels generated by the Project and RP No. 2 at the sensitive residential receptors. Therefore, the Project's contribution to cumulative operational noise impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

Cumulative Traffic Noise

Cumulative traffic noise levels throughout the Project area were modeled based on the traffic volumes identified in the *Traffic Impact Assessment for Brea Delivery Station*[16] to determine the noise levels along Project area roadways. **Table 5.5-7** shows the calculated offsite roadway noise levels under Future No Project and Future Plus Project conditions and compares the noise level difference against the FICON standard. As shown in **Table 5.5-7**, no roadway segment would experience an increase of noise beyond the FICON significance standards. Therefore, the Project's contribution to cumulative noise traffic impacts would not be cumulatively considerable and impacts would be less than significant.

Cumulative Vibration

As discussed above, Project construction activities would not generate groundborne vibration onsite above the 0.3 inches per second PPV threshold as established by Caltrans. Project operational activities would not generate groundborne vibration that would exceed the City's standard of 0.003 inches per second PPV. Groundborne vibration generated by the related projects would be isolated to the area immediately surrounding the vibration source. Therefore, the Project's contribution to cumulative vibration impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

[16] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

MITIGATION MEASURES

Cumulative impacts related to noise and vibration would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to noise and vibration were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.5.9 REFERENCES

Brea, City of. 2003. City of Brea General Plan, Chapter 1 Introduction.

Brea, City of. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety.

California Department of Transportation. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol.

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California Department of Transportation. 2023. Traffic Census Program 2022 Annual Average Daily Trips Data. Accessed July 5, 2024. https://dot.ca.gov/programs/traffic-operations/census.

ECORP Consulting, Inc. September 2024. Air Quality & Greenhouse Gas Emissions Assessment for the DJT4 Parcel Delivery Facility Project.

ECORP Consulting, Inc. September 2024. Noise and Vibration Impact Assessment for the DJT4 Parcel Delivery Facility Project.

Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment.

Fullerton, City of. 2004. Fullerton Municipal Code. Section 15.56.050, Fullerton Airport Environs Land Use Plan.

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San Jose, City of. 2014. Loading Dock Noise Study.

U.S. Environmental Protection Agency. March 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an adequate Margin of Safety.

5.6 PUBLIC SERVICES – FIRE PROTECTION

This section of the Draft EIR evaluates whether new or physically altered fire facilities would be required to provide fire protection services to the Project, the construction of which could cause significant environmental impacts. The analysis includes a description of the existing fire protection services in the vicinity of the Project Site. The analysis is based, in part, on the information provided by the City of Brea's General Plan and data obtained from the Brea Fire Department's website, which includes information related to fire protection facilities, services, and response times.

5.6.1 REGULATORY FRAMEWORK

FEDERAL

Code of Federal Regulations (29 CFR, Part 1926)

The federal Occupational Safety and Health Administration (OSHA) outlines fire-related requirements under Part 1926 of Title 29 of the Code of Federal Regulations (29 CFR) for construction sites. General requirements are specified under Fire Protection and Prevention in Subpart F, including maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site firefighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

STATE

California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection, as well as other public safety services. In *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.

California Fire Service and Rescue Emergency Aid System

Under the California Fire Service and Rescue Emergency Mutual Aid System, the California Governor's Office of Emergency Service (Cal OES), Fire and Rescue Division is responsible for the development, implementation and coordination of the California Fire Service and Rescue Emergency Mutual Aid Plan (Mutual Aid Plan).[1] The Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and state levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. The Brea Fire Department is located in Region I. Through the Mutual Aid Plan, Cal OES is informed of conditions in each geographic and organizational area of the State, and the occurrence or imminent threat of disaster. All OES Mutual Aid Plan participants monitor a dedicated radio frequency for fire events that are beyond the capabilities of the responding fire department and provide aid in accordance with the management direction of Cal OES.

California Vehicle Code

California Vehicle Code (CVC) Section 21055 exempts authorized emergency vehicles to violate certain rules of the road, including speed and right-of-way, if the driver displays a lighted red lamp as a warning to other drivers and pedestrians. Emergency vehicles include (1) vehicles being driven in response to an emergency call or while engaged in rescue operations; (2) vehicles used in the immediate pursuit of an actual or suspected violator of the law; and (3) vehicles responding to, but not returning from, a fire alarm, except that fire department vehicles are exempt whether directly responding to an emergency call or operated from one place to another as rendered desirable or necessary by reason of an emergency call and operated to the scene of the emergency or operated from one fire station to another or to some other location by reason of the emergency call. CVC Section 21806 requires drivers of every other vehicle to yield right-of-way to emergency vehicles.

California Building Code and California Fire Code

Title 24 of the California Code of Regulations (CCR), known as the California Building Standards Code contains the regulations that govern the construction of buildings in California and includes the California Building Code (Part 2) and the California Fire Code (Part 9). The California Building Code (CBC) is a compilation of general building design standards and construction requirements and provides minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and certain equipment. The California Fire Code (CFC) provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of the CFC apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the State. Title 24, updated every three years, was last updated in 2022 and became effective January 1, 2023.

[1] Governor's Office of Emergency Services, Fire and Rescue Division. Revised February 2023. California Fire Service and Rescue Emergency Mutual Aid System, Mutual Aid Plan.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code Section 13000 et seq., which include regulations concerning building standards (as also set forth in the CBC), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

LOCAL

Brea City Code

The Brea Building Code and the Brea Fire Code are codified in City of Brea City Code (BCC) Chapters 15.08 and 16.04, respectively. BCC Section 15.08.010, *2022 California Building Code Adopted,* adopts by reference the 2022 CBC in its entirety, together with the amendments, additions, deletions, and exceptions contained in Chapter 15.08. BCC Section 16.01.010, *Fire Code Adopted*, adopts by reference the 2022 edition of the CFC in its entirety, together with the amendments, additions, deletions, and exceptions contained in Chapter 16.04.

City of Brea General Plan—Public Safety Chapter

The City of Brea's General Plan, adopted in 2003, is a comprehensive, long-range plan designed to serve as a guide to future decision making about development, resource management, public safety, and general community well-being.[2] The General Plan consists of an integrated and internally consistent set of goals, policies, and implementation measures and contains chapters or elements in accordance with state planning law. The Public Safety Chapter, amended in 2021, contains the goals and policies that provide the basis for public safety plans and measures, identify standards and programs to protect public safety and outline adequate facilities and services to meet the emergency needs of the City. The Public Safety Chapter provides an inventory of both natural and manmade hazards, including crime, earthquakes, floodplains, landslides, geologic hazards, urban and wildfire, hazardous materials/wastes, and noise. The Public Safety Chapter also includes strategies to eliminate, counter, and/or minimize the impacts of potential natural or manmade hazards. The Public Safety Chapter goals and policies as it is related to fire protection and emergency medical services are as follows:

Goal PS-1: Provides the highest quality public safety services to the Brea community.

Policy PS-1.2: Provide up-to-date technology to the Brea Police and Fire Department.

Policy PS-1.4: City Community Development to work with the Brea Fire Department to determine and meet the community needs for fire protection and related emergency services. Ensure that sufficient stations, personnel, and equipment are provided to meet growth needs in the City.

[2] City of Brea. Adopted August 19, 2003. City of Brea General Plan, Chapter 1 Introduction. Page 1-1.

Policy PS-1.5: Maintain a maximum 4- to 6-minute emergency response time for fire safety services. Maintain a 3- to 5-minute response time from emergency police response services. Require that all new development be able to meet established standards for such response.

Policy PS-1.6: Impose special conditions as needed on development projects to ensure that adequate fire protection measures are in place and maintained.

Policy PS-1.9: Maintain and update, as appropriate, the City's emergency preparedness programs, plans, and procedures to ensure the health and safety of the community in the event of a major disaster.

Policy PS-1.14: Maintain and periodically update Emergency Management Plans, including the Emergency Operations Plan, which includes training for City staff and volunteers on disaster recovery efforts such as debris removal and evaluating post-disaster re-development options. Each Brea Firefighter must complete 192 hours of annual training based upon International Organization for Standardization (ISO) and OSHA requirements.

Goal PS-6: Protect the community from wildland fires.

Policy PS-6.15: Maintain emergency roadways and improve them as necessary and appropriate to ensure ongoing serviceability.

Ordinance 968 – Dispatch Impact Fees

The City adopted Ordinance 968 in July 1995 which established dispatch impact fees for certain types of residential and nonresidential projects to support upgrades to the police and fire dispatch systems and public safety services. Developments that are excluded from these fees include: alterations to an existing building; reconstruction (within two years), when a building has been destroyed by fire, wind, earthquakes, vandalism, or other natural or man-made disasters; additions to a single-family or multiple-family residence; and construction of public schools.[3] In April 2024, the City adopted Resolution 2024-013 to update the dispatch impact fees. Effective May 18, 2024, dispatch impact fees for applicable nonresidential construction are $0.059 per square foot of commercial uses, $0.103 per square feet for office uses, and $0.0445 per square foot of industrial uses. These fees will increase on July 1, 2025, to $0.063 per square foot of commercial uses, $0.129 per square feet for office uses, and $0.049 per square foot of industrial uses plus inflation as determined by the Engineering New Record Construction Cost Index.[4]

Ordinance 969 – Fire Impact Fees

The City adopted Ordinance 968 in July 1995 which established fire impact fees for new residential development in annexed portions of the City's sphere of influence to fund the cost of building a fire station and purchasing new fire engines and equipment. All new developments are now subject to fire impact fees with the exception of alterations to an existing building;

[3] City of Brea. Updated July 2, 2024. Development Fees. Page 22.

[4] Ibid.

reconstruction (within two years), when a building has been destroyed by fire, wind, earthquakes, vandalism, or other natural or man-made disasters; additions to a single-family or multiple-family residence; and construction of public schools.[5] In April 2024, the City adopted Resolution 2024-012 to update the fire impact fees. Effective May 18, 2024, fees for applicable nonresidential construction are $0.415 per square foot of commercial uses, $0.786 per square feet for office uses, and $0.316 per square foot of industrial uses. These fees will increase on July 1, 2025, to $0.639 per square foot of commercial uses, $1.305 per square feet for office uses, and $0.494 per square foot of industrial uses plus inflation as determined by the Engineering New Record Construction Cost Index.[6]

5.6.2 EXISTING CONDITIONS

PROJECT SITE

According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Viewer[7] and the Orange County State Responsibility Area Fire Hazard Severity Zones map[8], the Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ). The Project Site is also not located in an area of concern for emergency evacuation access according to the City's General Plan.[9] However, according to the Brea Fire Hazard Severity Zone map, the northern portion of the Project Site is located within a High Fire Severity Zone (HFSZ).[10]

FIRE STATIONS, EQUIPMENT, AND STAFFING

The Project Site currently receives fire protection services from the Brea Fire Department (Brea Fire), which is the primary fire department providing fire protection and emergency medical services to the City of Brea. Brea Fire provides 24-hour emergency response to a wide variety of critical situations, including fires, explosions, hazardous materials incidents, medical emergencies, accidents, and miscellaneous public assistance requests, and operates a Fire Prevention and Emergency Preparedness Program, which provides fire inspections, hazardous process permitting, fire code enforcement, public education, and business emergency planning in accordance with California Code of Regulations.[11] In addition, Brea Fire works collaboratively with the Orange County Fire Authority during emergencies and participates in the California Fire S[12]

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5 City of Brea. Updated July 2, 2024. Development Fees. Page 22.

6 City of Brea. Updated July 2, 2024. Development Fees. Page 23.

7 California Department of Forestry and Fire Protection (CAL FIRE). Updated April 19, 2024. Fire Hazard Severity Zone (FHSZ) Viewer. Accessed September 6, 2024. https://hub-calfire-forestry.hub.arcgis.com/apps/CALFIRE-Forestry::fire-hazard-severity-zone-viewer/explore.

8 CAL FIRE. November 21, 2022. Orange County State Responsibility Area Fire Hazard Severity Zones.

9 City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Figure 10.

10 City of Brea. n.d. Brea Fire Hazard Severity Zone Map. Accessed October 17, 2024. https://brea.maps.arcgis.com/apps/webappviewer/index.html?id=214f6ec3db2848258b1c988d297015d3.

11 City of Brea. n.d. Brea Fire Department, General Duties. Accessed May 13, 2024. https://www.ci.brea.ca.us/291/Fire.

12 City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Page 6-31.

ervice and Rescue Emergency Mutual Aid System, which is an emergency assistance system that dispatches fire protection services upon request across jurisdictional boundaries.

Brea Fire is comprised of a Fire Marshall, three Battalion Chiefs, a Deputy Chief, a Fire Chief, and 54 trained fire professionals serving a residential population of more than 47,000 and a daytime population of 120,000 as people visit Brea for work and leisure.[13] As shown in **Table 5.6-1** and **Figure 5.6-1**, there are four fire stations in the City of Brea which provide fire protection and life safety services within a geographical area of 12.43 square miles, which includes residential, commercial and wild land interface areas.[14] Each of the fire stations is assigned to a Fire Management Zone, which are geographically based areas of responsibility that represents each station's primary assigned emergency response district.[15] The closest fire station to the Project Site is Fire Station 3, located at 2600 East Santa Fe Road, approximately 1.3 miles (driving distance) northwest of the Project Site.[16]

Table 5.6-1
Brea Fire Department Stations

Fire Station and Address	Staff and Equipment	Distance from Project Site[a]
Fire Station 1 (Fire Management Zone 1) 555 North Berry Street, Brea	Four-person paramedic engine company and training tower	Located approximately 4.4 miles northwest of the Project Site
Fire Station 2 (Fire Management Zone 2) 200 North Brea Boulevard, Brea	Battalion chief, engine company, truck company, reserve equipment, and historic Seagrave fire engine	Located approximately 3.6 miles northwest of the Project Site
Fire Station 3 (Fire Management Zone 3) 2600 East Santa Fe Road, Brea	Four-person engine company	Located approximately 1.3 miles northwest of the Project Site
Fire Station 4 (Fire Management Zone 4) 198 North Olinda Place, Brea	Captain, engineer, firefighter/ paramedic, Type 1 engine, and Type 3 engine	Located approximately 3.7 miles northeast of the Project Site

[a] Shortest driving distance between the station and the Project Site.

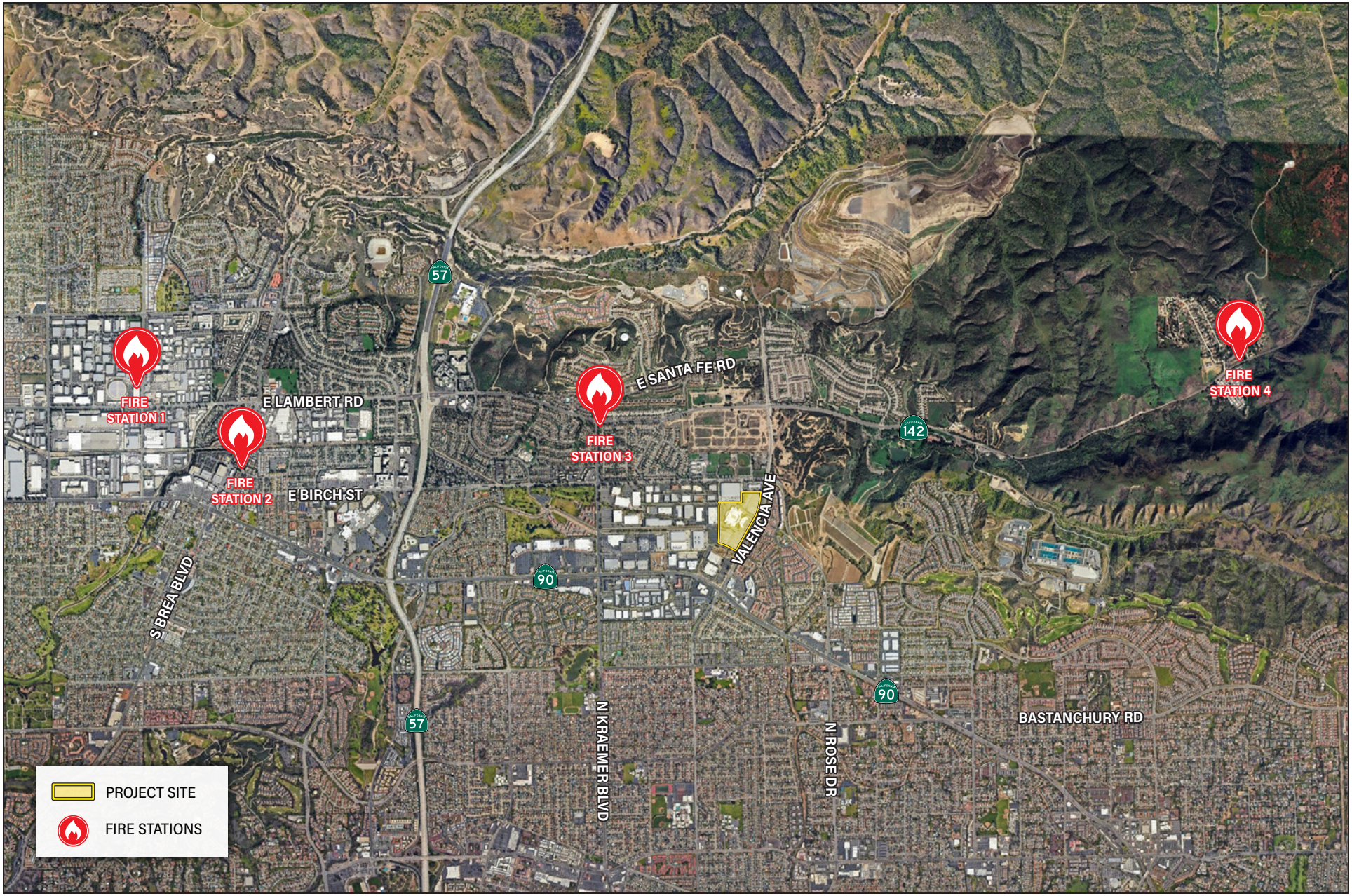
Source: City of Brea. n.d. Station & Apparatus Information. Accessed September 6, 2024. https://www.ci.brea.ca.us/302/Station-Apparatus-Information; Google Maps. 2024. Accessed May 13, 2024. https://www.google.com/maps.

[13] City of Brea. n.d. Our Department. Accessed September 6, 2024. https://www.ci.brea.ca.us/297/Our-Department.

[14] City of Brea. n.d. Our Department. Accessed September 6, 2024. https://www.ci.brea.ca.us/297/Our-Department.

[15] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Page 6-6.

[16] Google Maps. 2024. Accessed May 13, 2024. https://www.google.com/maps.



Source: Google Earth Pro, September 2024

Michael Baker INTERNATIONAL

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DJT4 PARCEL DELIVERY FACILITY PROJECT

Brea Fire Department Stations

Figure 5.6-1

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RESPONSE TIMES

Brea Fire provides 24-hour emergency response to a variety of community situations, including fires, explosions, hazardous material incidents, medical emergencies, accidents, and general public assistance requests.[17] According to the Brea Fire Annual Report 2020 (the most recent report available), response times are influenced by daily call volume, traffic, construction, and incident access. Response times begin when fire personnel are dispatched and end upon arrival at the scene. In 2020, ninety (90) percent of all response times were less than 8 minutes with an average response l time of 7 minutes and 29 seconds.[18]

5.6.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to fire protection if it would:

Threshold 5.6(a): ***Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services.***

5.6.4 Methodology

The demand for fire protection services relates to the size and characteristics of the community, population, the geographic area served, and the number and the type of calls for service. Changes in these factors resulting from a project may affect the demand for services, and in turn, result in the need for new or physically altered government facilities. As such, the determination of significance relative to impacts on fire protection services can be based on the evaluation of existing fire station(s) serving the Project Site, availability of fire department resources to serve the estimated Project population (i.e., employees), and availability of infrastructure to supply water for sufficient fire flow.

5.6.5 PROJECT DESIGN FEATURES

There are no project design features related to fire protection.

[17] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Page 6-6.

[18] Brea Fire Department. n.d. Annual Report 2020.

5.6.6 PROJECT IMPACTS

Threshold 5.6(a): ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services?***

IMPACT ANALYSIS

Fire protection services for the Project Site and the surrounding area are provided by Brea Fire. The nearest fire station to the Project Site is Fire Station 3, which is located at 2600 East Santa Fe Road, approximately 1.3 miles (driving distance) northwest of the Project site. Fire Station 3 provides a four-person engine company. Additionally, Fire Station 2 and Fire Station 4 are located at 200 North Brea Boulevard and 198 North Olinda Place, approximately 3.6 miles northwest and 3.7 miles (driving distance) northeast of the Project Site, respectively. These stations would provide additional support for Fire Station 3, as necessary. In addition, it should be noted that as described above and in **Section 7.0, Other CEQA Considerations**, the Project Site is not located in a VHFHSZ[19,20] or an area of concern for emergency evacuation access according to the City's General Plan,[21] but the northern portion of the Project Site is located in a HFSZ according to the Brea Fire Hazard Severity Zone map.[22]

Construction

Construction activities have the potential to result in accidental on-site fires by exposing combustible materials (e.g., wood, plastics, and coatings) to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. In most cases, implementation of good housekeeping procedures by the construction contractors and work crews would minimize these hazards. Construction activities also have the potential to affect fire protection services by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations.

However, all demolition and construction activities would be subject to compliance with applicable state and local regulations for fire safety to reduce the risk of construction-related fires. Construction-related regulations would include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; and keeping storage sites free from accumulation of unnecessary

[19] CAL FIRE. Updated April 19, 2024. FHSZ Viewer. Accessed September 6, 2024. https://hub-calfire-forestry.hub.arcgis.com/apps/CALFIRE-Forestry::fire-hazard-severity-zone-viewer/explore.

[20] CAL FIRE. November 21, 2022. Orange County State Responsibility Area Fire Hazard Severity Zones.

[21] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Figure 10.

[22] City of Brea. n.d. Brea Fire Hazard Severity Zone Map. Accessed October 17, 2024. https://brea.maps.arcgis.com/apps/webappviewer/index.html?id=214f6ec3db2848258b1c988d297015d3.

combustible materials. Additionally, Project construction may result in temporary sidewalk and lane closures that could affect evacuation routes and Brea Fire response times in the Project vicinity. However, construction activities are temporary in nature and full access to all roadways to and within the Project Site would be restored upon completion of the Project. In the event of construction related lane closures, the City requires the Project to submit a traffic control plan and encroachment permit application to the City's Public Works Department prior to the issuance of any construction permits to ensure roadway safety during construction. A plan showing proposed detours and closures must have prior approval of the City Traffic Engineer before any detour or closure will be allowed. In addition, as required by the Public Works Department, Brea Fire would be notified prior to the day on which work, traffic detours, and/or street closures are scheduled to be performed on public right-of-way and the Project contractor would be required to maintain all signs, barricades and lights during construction activities.[23] Compliance with the requirements of the City's Public Works Department would ensure that emergency access to the Project Site would be maintained, and construction would not significantly increase Brea Fire response times.

Furthermore, construction-related traffic generated by the Project would not significantly affect Brea Fire response to the Project Site and vicinity as emergency vehicles have the ability to avoid traffic through a variety of means, including the use of sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Sections 21055 and 21806. Furthermore, Project construction activities would be temporary and intermittent. Therefore, Project construction-related impacts to fire protection services would be less than significant.

Operation

As described in **Section 3.0, Project Description**, of this Draft EIR, the Project would demolish the existing three-story 637,503-square-foot office building and construct a single-story 181,500-square-foot parcel delivery facility, consisting of 163,350 square feet of warehouse and storage space and 18,150 square feet of ancillary office space, which would result in a less intense development, when compared to existing conditions. In addition, Project implementation would not induce significant unplanned population growth to the area that would require fire protection services since no new residents would be generated. Although fire protection services would still be required at the Project Site, the Project Site is already served by existing fire protection infrastructure (i.e., hydrants) and an increase in demand for fire protection services at the Project Site is not anticipated due to the reduced scale of uses and occupancy onsite. The Project design would also ensure that Brea Fire has adequate emergency access via fire apparatus access roads. Furthermore, the Project design would be required to comply with all applicable state and local regulations related to fire protection, including California Health and Safety Code Section 13000 et seq., and the Brea Building Code (BCC Chapter 15.08) and Brea Fire Code (Chapter 16.04). In accordance with the BCC Chapter 16.04 and as part of the Project development review process, the Project would be required to submit a fire master plan to Brea Fire for review and approval prior to the issuance of building permits. The Project would also be required to pay dispatch impact fees and fire impact fees, which would further reduce impacts related to fire

[23] City of Brea. n.d. Engineering Reference Documents. Public Works Encroachment Permit General Conditions and Traffic Control General Notes. Accessed September 6, 2024. https://www.ci.brea.ca.us/1215/Engineering-Reference-Documents.

protection services. Furthermore, the City is required by California Constitution Article XIII, Section 35 to provide adequate public safety services, including fire protection. Therefore, the Project would not result in a need for new or expanded fire facilities, and impacts to fire protection services during operation would be less than significant.

Based on the above, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or expanded Brea Fire facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other Brea Fire performance standards. Therefore, Project impacts to fire protection services during construction and operation would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.6(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.6(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.6.7 CUMULATIVE IMPACTS

IMPACT ANALYSIS

As identified in **Section 4.0, Environmental Setting**, of this Draft EIR, two related projects are located in the vicinity of the Project Site, one of which is adjacent to the Project Site. The adjacent related project is located southwest of the Project Site at 3200 Nasa Street on the northwest corner of Nasa Street and Surveyor Avenue and proposes the development of a 56,000-square-foot light industrial, warehouse building on a site that is currently occupied by surface parking. The second related project, the Brea 265 Specific Plan, is located to the northwest of the Project Site and would provide up to 1,100 residential dwelling units, parks and recreational amenities, open space, and right-of-way improvements.

Construction

As with the Project, each related project would have the potential to result in accidental on-site fires by exposing combustible materials (e.g., wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions, in combustible materials and coatings, and lighted cigarettes. However, similar to the Project, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities, such as those set forth in the safety and health regulations for construction established by OSHA. Additionally, in accordance with the provisions established by OSHA for emergency response and fire safety operations, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site. Construction of the related projects would also occur

in compliance with applicable federal, state, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials.

Due to the proximity to the Project Site, should Project construction occur concurrently with related projects, specific coordination among these multiple construction sites would be required and implemented through the City's encroachment permit application process and the City's Public Works Department to ensure roadway safety during construction. As with the Project, traffic detours and right-of-way closures for the related projects must have prior approval of the City Traffic Engineer before any detour or closure will be allowed. In addition, as required by the Public Works Department, Brea Fire would need to be notified prior to the day on which work, traffic detours, and/or street closures are scheduled to be performed on public right-of-way. The project contractors for the Project and related projects would also be required to maintain all signs, barricades and lights during construction activities.[24] Therefore, given the routine permitting process and short-term and intermittent nature of construction activities, construction-related traffic generated by the Project and the related projects would not significantly affect Brea Fire response within the Project Site vicinity. In addition, as described above, drivers of emergency vehicles have the ability to avoid traffic, pursuant to CVC Sections 21055 and 21806. Therefore, cumulative impacts on fire protection services would be less than significant.

Operation

As discussed above, the proposed Project would not induce significant unplanned population growth to the area since no new residents would be generated and an increase in demand for fire protection services at the Project Site is not anticipated since the Project would reduce the development intensity onsite. Similarly, the light industrial related project would not generate a residential population. While the Brea 265 Specific Plan related project would generate a permanent residential population and could potentially increase the demand for fire protection services, the EIR for that project determined that impacts related to fire service would be less than significant.[25] Similar to the Project, the related projects would be required to comply with all applicable state and local regulations related to fire protection, including California Health and Safety Code Section 13000 et seq., and the Brea Building Code (BCC Chapter 15.08) and Brea Fire Code (Chapter 16.04). Additionally, the related projects would be required to submit a fire master plan to Brea Fire for review and approval prior to the issuance of building permits to determine the specific fire requirements applicable to the development being proposed and to ensure compliance with these requirements.

The related projects would also be required to pay dispatch impact fees and fire impact fees, and the City of Brea, in consultation with Brea Fire, would continue to consider fire services and facilities needs as part of the long-term planning process. Brea Fire funding for fire services and facilities, in compliance with California Constitution Article XIII, Section 35, would continue to be paid by the City's General Fund, which is funded in part by property taxes, sales taxes, and

[24] City of Brea. n.d. Engineering Reference Documents. Public Works Encroachment Permit General Conditions and Traffic Control General Notes. Accessed September 6, 2024. https://www.ci.brea.ca.us/1215/Engineering-Reference-Documents.

[25] City of Brea. June 2022. Brea 265 Specific Plan Draft EIR. Section 5.15.1.

charges for services.[26] As such, the incremental effect of the proposed Project on fire protection and emergency medical services within the City of Brea would not be cumulatively considerable, and cumulative impacts to fire protection and emergency medical services resulting from the implementation of the proposed Project and related projects would be less than significant.

MITIGATION MEASURES

Cumulative impacts related to fire protection would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to fire protection were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.6.8 REFERENCES

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[26] City of Brea, 2023. Adopted 2023-2025 Biennial Operating Budget, Page 27.

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5.7 PUBLIC SERVICES – POLICE PROTECTION

This section of the Draft EIR evaluates whether new or physically altered police facilities would be required to provide police protection services to the Project, the construction of which could cause significant environmental impacts. The analysis includes a description of the existing police protection and law enforcement services in the vicinity of the Project Site. The analysis is based, in part, on the information provided by the City of Brea's General Plan and data obtained from the Brea Police Department's website, which includes information related to police protection facilities, services, and response times.

5.7.1 REGULATORY FRAMEWORK

STATE

California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection, as well as other public safety services. In *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.

California Vehicle Code

California Vehicle Code (CVC) Section 21055 exempts authorized emergency vehicles to violate certain rules of the road, including speed and right-of-way, if the driver displays a lighted red lamp as a warning to other drivers and pedestrians. Emergency vehicles include (1) vehicles is being driven in response to an emergency call or while engaged in rescue operations; (2) vehicles used in the immediate pursuit of an actual or suspected violator of the law; and (3) vehicles responding to, but not returning from, a fire alarm, except that fire department vehicles are exempt whether directly responding to an emergency call or operated from one place to another as rendered desirable or necessary by reason of an emergency call and operated to the scene of the emergency or operated from one fire station to another or to some other location by reason of the emergency call. CVC Section 21806 requires drivers of every other vehicle to yield right-of-way to emergency vehicles.

California Penal Code

The California Penal Code establishes the basis for the application of criminal law within the State and sets forth the authority, rules of conduct, criminal procedure, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

LOCAL

Brea City Code

Pursuant to Brea City Code (BCC) Chapter 1.00, Section 1.00.120, *Designated Code Enforcement Officers are Vested with Powers of Arrest*, code enforcement officers of the City, as designated by the City Manager, upon completion of special training as required by the City Manager and in accordance with training provisions of the California Penal Code, shall have the power to arrest those individuals which are reasonably believed to have violated or to be in violation of any provision of the BCC, the Brea Zoning Ordinance and any uncodified ordinance of the city now or hereafter in effect, in accordance with the terms and conditions of California Penal Code Section 836.5, or its successor provisions.

City of Brea General Plan—Public Safety Chapter

The City of Brea's General Plan, adopted in 2003, is a comprehensive, long-range plan designed to serve as a guide to future decision-making about development, resource management, public safety, and general community well-being.[1] The General Plan consists of an integrated and internally consistent set of goals, policies, and implementation measures and contains chapters or elements in accordance with state planning law. The Public Safety Chapter, amended in 2021, contains the goals and policies that provide the basis for public safety plans and measures, identify standards and programs to protect public safety, and outline adequate facilities and services to meet the emergency needs of the City. The Public Safety Chapter provides an inventory of both natural and manmade hazards, including crime, noise exposure, earthquakes, floodplains, landslides, geologic hazards, urban and wildfire, hazardous materials/wastes, and noise. The Public Safety Chapter also includes strategies to eliminate, counter, and/or minimize the impacts of potential natural or manmade hazards. The Public Safety Chapter's goals and policies related to police protection and safety are as follows:

Goal PS-1: Provides the highest quality public safety services to the Brea Community.

Policy PS-1.1: Work with the Police Department to determine and meet community needs for law enforcement services.

Policy PS-1.2: Provide up-to-date technology to the Brea Police and Fire Department.

Policy PS-1.3: Continue to maintain and develop a community-based police strategy compatible with the needs and size of the community.

Policy PS-1.5: Maintain a maximum 4- to 6-minute emergency response time for fire safety services. Maintain a 3- to 5-minute response time from emergency police

[1] City of Brea. Adopted August 19, 2003. City of Brea General Plan, Chapter 1 Introduction Page 1-1.

response services. Require that all new development be able to meet established standards for such response.

Policy PS-1.7: Incorporate the tenets of Community Oriented Policing into the design of crime prevention and enforcement programs.

Policy PS-1.8: Use technology to improve crime prevention efforts.

Policy PS-1.10: Support volunteer programs, after school activities such as DARE, police activities within high schools, and Neighborhood Watch programs.

Goal PS-2: Protect all persons and property from criminal activity through appropriate physical design

Policy PS-2.2: Maximize natural surveillance through physical design features, including well-lighted driveways, walkways, and exteriors; visible entryways from surrounding structures and businesses; well-defined walkways and gates; and landscaping that does not obscure visibility.

Policy PS-2.3: Ensure that community areas and amenities such as transit stops, sidewalks, plazas, and parks are appropriately lighted, free of hidden spaces, and patrolled.

Policy PS-2.4: Practice active surveillance measures in certain areas such as parking structures.

Ordinance 968 –Dispatch Impact Fees

The City adopted Ordinance 968 in July 1995 which established dispatch impact fees for certain types of residential and nonresidential projects to support upgrades to the police and fire dispatch systems and public safety services. Developments that are excluded from these fees include: alterations to an existing building; reconstruction (within two years), when a building has been destroyed by fire, wind, earthquakes, vandalism, or other natural or man-made disasters; additions to a single-family or multiple-family residence; and construction of public schools.[2] In April 2024, the City adopted Resolution 2024-013 to update the dispatch impact fees. Effective May 18, 2024, fees for applicable nonresidential construction are $0.059 per square foot of commercial uses, $0.103 per square feet for office uses, and $0.0445 per square foot of industrial uses. These fees will increase on July 1, 2025, to $0.063 per square foot of commercial uses, $0.129 per square feet for office uses, and $0.049 per square foot of industrial uses plus inflation as determined by the Engineering New Record Construction Cost Index.[3]

5.7.2 EXISTING CONDITIONS

POLICE DEPARTMENT AND DIVISIONS

The Brea Police Department (Brea PD) provides police protection and law enforcement services to the City of Brea, which consists of approximately 47,325 residents and a daytime population of

[2] City of Brea. Updated July 2, 2024. Development Fees. Page 22.

[3] City of Brea. Updated July 2, 2024. Development Fees. Page 22.

more than 125,000 persons.[4,5] As shown in **Figure 5.7-1**, Brea PD is located at 1 Civic Center Circle, approximately 2.2 miles west of the Project Site, and also provides a substation in Downtown Brea approximately 2.9 miles west of the Project Site.[6]

The mission of Brea PD is to enhance public safety and quality of life for Brea citizens through smart, empathetic, responsive policing in partnership with the community.[7] Brea PD provides 24-hour police protection services, which include general law enforcement, traffic law enforcement, criminal investigations, and crime prevention, as well as educational services. Brea PD is comprised of a Chief of Police, two division captains, a lieutenant, 61 sworn officers, and 36 professional staff.[8]

Brea PD consists of an Operations Division and a Support Services Division, which are directed by their individual division captains. The Operations Division includes the Patrol Unit, Traffic Unit, the Community Outreach Bureau, and a Special Weapons and Tactic (S.W.A.T.) team. The Patrol Unit consists of uniformed officers and K9 units performing general law enforcement duties. The Traffic Unit facilitates the safe and orderly movement of traffic. The Community Outreach Bureau focuses on community engagement and public safety education. The S.W.A.T. team is a part-time unit comprised of officers that are specially trained to respond to critical incidents that exceed first-responder capabilities.[9] The Support Services Division includes a Crimes Persons Unit, Crimes Property Unit, Crime Suppression Unit, Crime Scene Investigation, Regional Enforcement Task Force, Communications/Dispatch Center, Property and Evidence/Records Division. As such, the Support Services Division is equipped to conduct crime investigations related to persons and property, undercover investigations, evidence collection, scene reconstruction and suspect identification, dispatching communications, and record keeping and evidence processing.[10]

4 City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Page 6-3.

5 Brea Police Department. n.d. Brea Police Department 2020/2021 Biennial Report.

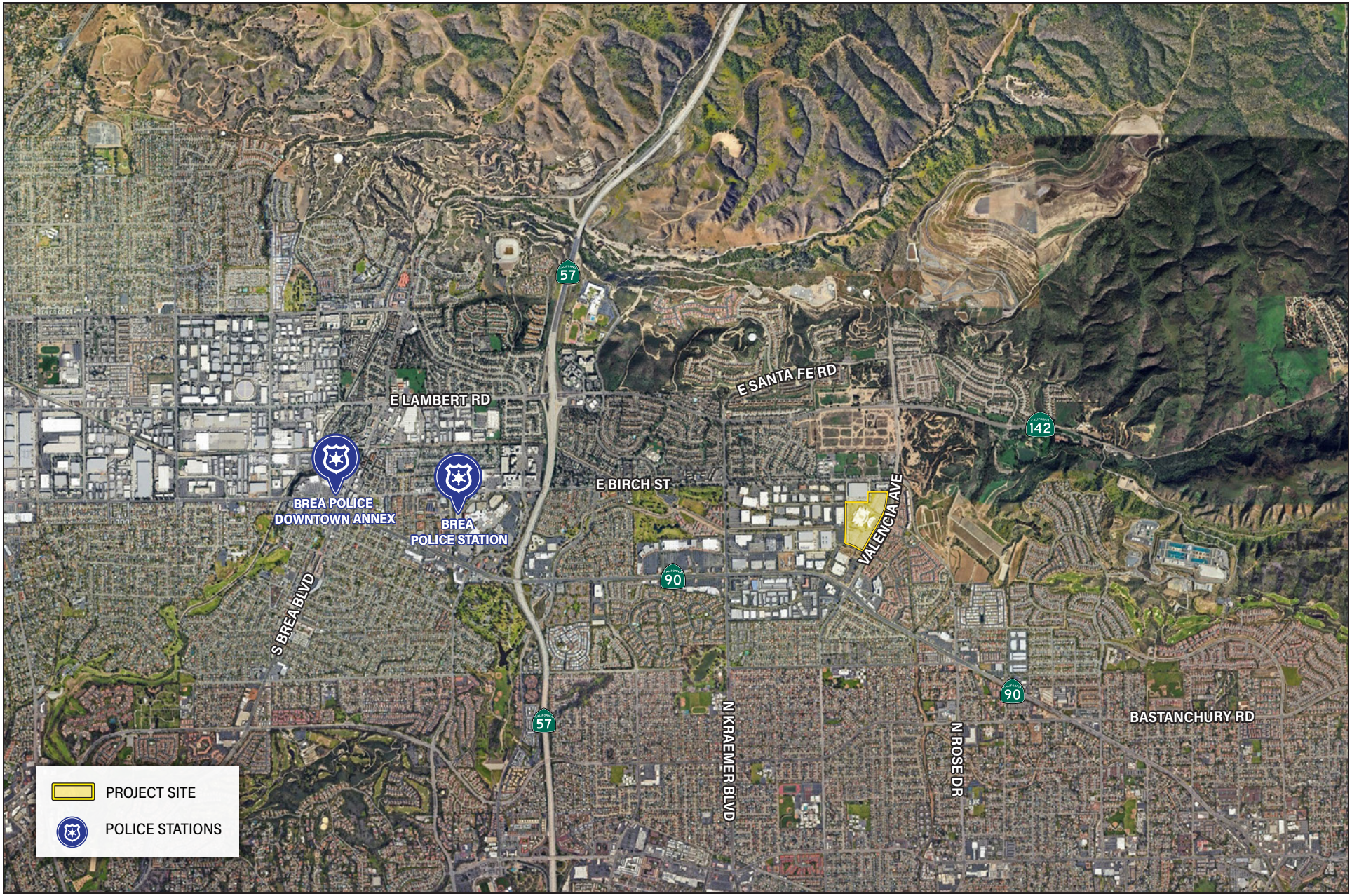
6 Google Maps. 2024. Accessed April 19, 2024. https://www.google.com/maps.

7 Brea Police Department. n.d. Mission, Vision and Core Values. Accessed April 19, 2024. https://www.ci.brea.ca.us/384/Our-Mission.

8 Brea Police Department. n.d. Brea Police Department 2020/2021 Biennial Report. Page 6.

9 Brea Police Department. n.d. Operations Division. Accessed April 19, 2024. https://www.ci.brea.ca.us/1603/Operations-Division.

10 Brea Police Department. n.d. Support Services Division. Accessed April 19, 2024. https://ca-brea.civicplus.com/1604/Support-Services-Division.



Source: Google Earth Pro, September 2024

Michael Baker INTERNATIONAL

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DJT4 PARCEL DELIVERY FACILITY PROJECT

Brea Police Stations

Figure 5.7-1

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RESPONSE TIMES

According to Brea PD, emergency response time is calculated from the time of the initial call received by a police department call-taker (dispatch) to the time of the first unit's (police officer) arrival to the location.[11] As of June 2023, the average emergency response time was 3 minutes and 16 seconds.[12] In preceding years, the average police response time for emergency service calls was 3 minutes and 36 seconds in 2021 and 3 minutes and 39 seconds in 2020.[13]

INTEGRATED CRIME CENTER

Brea PD is in the implementation phase of creating an Integrated Crime Center (ICC), which will be a multi-faceted, multi-dimensional system comprised of technology and personnel. The ICC will focus on the full range of organized retail theft, motor vehicle and motor vehicle part theft, and cargo theft, and will provide real-time, actionable intelligence to responding officers for in-progress and just-occurred crimes.[14,15] The ICC provides software improvements, video management system and storage, video analytics, public/private partners, unmanned aerial systems, cameras, a Drone as a First Responder Program, and automated license plate readers.[16] In the coming years, the ICC is anticipated to increase Brea PD's ability to reduce response times and provide increased health and safety services.

5.7.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to police protection if it would:

Threshold 5.7(a): ***Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services.***

[11] Brea Police Department. n.d. Emergency Response Time. Accessed September 6, 2024. https://www.ci.brea.ca.us/1737/Emergency-Response-Time#:~:text=Average%20Emergency%20Response%20Time%20as,was%202%20minutes%2C%2053%20seconds.

[12] Brea Police Department. n.d. Emergency Response Time. Accessed October 24, 2024. https://www.ci.brea.ca.us/1737/Emergency-Response-Time#:~:text=Average%20Emergency%20Response%20Time%20as,was%202%20minutes%2C%2053%20seconds.

[13] Brea Police Department. n.d. Brea Police Department 2020/2021 Biennial Report. Page 3.

[14] California Department of General Services, Board of State and Community Corrections. 2023. Agreement Number BSCC 1144-23 with Brea Police Department. Agreement term: October 1, 2023 through June 1, 2027.

[15] Brea Police Department. n.d. Integrated Crime Center Summary.

[16] Brea Police Department. n.d. Integrated Crime Center. Accessed September 6, 2024. https://www.ci.brea.ca.us/1618/Integrated-Crime-Center.

5.7.4 METHODOLOGY

The demand for police protection services relates to the size and characteristics of the community, population, the geographic area served, and the number and the type of calls for service. Changes in these factors resulting from a project may affect the demand for services, and in turn, result in the need for new or physically altered government facilities. As such, the determination of significance relative to impacts on police services can be based on the evaluation of existing police services for the police station serving the Project Site and the availability of police personnel to serve the estimated Project population (i.e., employees). Project design features that would reduce the impact of the Project on police services are also considered.

5.7.5 PROJECT DESIGN FEATURES

The following project design feature related to police protection would be implemented as part of the Project:

PDF-PP-1: During construction, the Project will implement temporary security features, including security cameras, fencing, lighting, and locked entry to secure the Project Site during construction. During operation, the Project will include various security measures to ensure the safety and security of employees and the property, including exterior/interior cameras, motion sensors, a building intrusion alarm, and an access control system that would require employees to utilize a badge at building entrances.

5.7.6 PROJECT IMPACTS

Threshold 5.7(a): ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?***

IMPACT ANALYSIS

Construction

Brea PD provides police protection services for the Project Site and the surrounding area. Since the daytime population generated at the Project Site during construction (i.e., construction workers) would be temporary in nature, construction of the Project would not generate a permanent onsite population that would substantially increase the service population of Brea PD. Nonetheless, construction sites can be sources of nuisances and hazards such as theft and vandalism, which could potentially increase demand for police protection services. As such, during construction activities, in accordance with **PDF-PP-1**, the Project Applicant would implement temporary security features, including security cameras, fencing, lighting, and locked entry to secure the Project Site during construction. The potential for providing regular security

patrols during construction and non-construction hours would be assessed and implemented as needed. With implementation of these security measures, the potential demand on police protection services at the Project Site associated with theft and vandalism during construction would be reduced.

In the event of temporary sidewalk, lane closures, and right-of-way improvements during Project construction activities, Brea PD response could also potentially be affected. In the event of construction related lane closures, the Project would be required to submit a traffic control plan and encroachment permit application to the City's Public Works Department to ensure roadway safety during construction.[17] A plan showing proposed detours and closures must have prior approval of City Traffic Engineer before any detour or closure will be allowed. In addition, as required by the Public Works Department, Brea PD would be notified prior to the day on which work, traffic detours, and/or street closures are scheduled to be performed on public right-of-way. The Project contractor would also be required to maintain all signs, barricades and lights during construction activities.[18] Therefore, emergency access to the Project Site along Valencia Avenue, Nasa Street, and Surveyor Avenue would be maintained, and construction would not impede Brea PD from maintaining its response times. Furthermore, construction activities are temporary in nature and full access to all roadways to and within the Project Site would be restored upon completion of the Project. In addition, construction-related traffic generated by the Project would not significantly affect Brea PD response to the Project Site and vicinity as emergency vehicles have the ability to avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Sections 21055 and 21806, described above. As such, construction-related impacts to police protection services would be less than significant.

Operation

As described in **Section 3.0, Project Description**, of this Draft EIR, the Project would demolish the existing 637,503-square-foot office building and construct a 181,500-square-foot parcel delivery facility, consisting of 163,350 square feet of warehouse and storage space and 18,150 square feet of ancillary office space. As such, the Project would result in a less intensive development and, thus, a reduced number of employees required to support the proposed uses, when compared to existing baseline conditions. Furthermore, Project implementation would not induce significant unplanned population growth to the area since no new residents would be generated. However, unlike existing uses, the Project operations would occur 24 hours per day, 7 days per week, thus potentially affecting demand for police services during late night and early morning hours. As such, in accordance with **PDF-PP-1**, the Project would include various security measures to ensure the safety and security of employees and the property 24-hours a day. These features would include exterior/interior cameras, motion sensors, a building intrusion alarm, and an access control system that would require employees to utilize a badge at building entrances. In addition, the building, walkways, and entry points would be properly lit to increase the safety

[17] City of Brea. n.d. Engineering Reference Documents. Public Works Encroachment Permit General Conditions and Traffic Control General Notes. Accessed September 6, 2024. https://www.ci.brea.ca.us/1215/Engineering-Reference-Documents.

[18] City of Brea. n.d. Engineering Reference Documents. Public Works Encroachment Permit General Conditions and Traffic Control General Notes. Accessed September 6, 2024. https://www.ci.brea.ca.us/1215/Engineering-Reference-Documents.

and visibility of the Project Site. Therefore, the proposed Project would be consistent with Crime Prevention through Environmental Design (CPTED) guidance provided under Goal PS-2 of the City's General Plan Public Safety Chapter and would support protection of persons and property from criminal activity through appropriate physical design. Accordingly, the Project would support the reduction of potential criminal activity, and therefore, reduce demand for police protection services at the Project Site.

Further, the proposed Project would be required to pay dispatch impact fees as described above in **Section 5.7.1**, which would further reduce impacts related to police protection services. Moreover, the City is required by California Constitution Article XIII, Section 35 to provide adequate public safety services, including police protection. As detailed above in **Section 5.7.2**, Brea PD is in the implementation phase of creating an ICC, which will utilize various technologies and personnel to improve responses to and investigations of crimes. The ICC is anticipated to increase Brea PD's ability to reduce response times and provide increased health and safety services.

As such, the proposed Project would not result in a substantial increase demand of Brea PD services, nor would the Project result in the need for additional police protection facilities, and would not adversely impact service ratios, response times, or other Brea PD performance standards. Therefore, Project-related impacts to police protection services from the Project would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.7(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.7(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.7.7 CUMULATIVE IMPACTS

IMPACT ANALYSIS

As identified in **Section 4.0, Environmental Setting**, of this Draft EIR, two related projects are located in the vicinity of the Project Site, one of which is adjacent to the Project Site. The adjacent related project is located southwest of the Project Site at 3200 Nasa Street on the northwest corner of Nasa Street and Surveyor Avenue and proposes the development of a 56,000-square-foot light industrial, warehouse building on a site that is currently occupied by surface parking. The second related project, the Brea 265 Specific Plan, is located to the northwest of the Project Site and would provide up to 1,100 residential dwelling units, parks and recreational amenities, open space, and right-of-way improvements.

Construction

Due to the proximity to the Project Site, should Project construction occur concurrently with related projects, specific coordination among these multiple construction sites would be required and implemented through the City's encroachment permit application process and the City's Public Works Department to ensure roadway safety during construction. As with the Project, traffic detours and right-of-way closures for the related projects must have prior approval of the City Traffic Engineer before any detour or closure will be allowed. In addition, as required by the Public Works Department, Brea PD would need to be notified prior to the day on which work, traffic detours, and/or street closures are scheduled to be performed on public right-of-way. The project contractors for the Project and related projects would also be required to maintain all signs, barricades and lights during construction activities.[19] Therefore, given the routine permitting process and short-term and intermittent nature of construction activities, construction-related traffic generated by the Project and the related projects would not significantly affect Brea PD response within the Project Site vicinity. In addition, as described above, drivers of police vehicles have the ability to avoid traffic, pursuant to CVC Section 21806.

Operation

As discussed above, the proposed Project would not induce significant unplanned population growth to the area since no new residents would be generated. The Project would also implement **PDF-PP-1** and incorporate various security features to support onsite safety. Similarly, the light industrial and warehouse related projects would not generate a residential population to its respective sites. These related projects would be anticipated to implement similar methods of addressing crime prevention through defensible space guidelines, maximizing natural surveillance through physical design features, ensuring appropriate lighting and safety lighting within property boundaries, and practicing active surveillance measures, which would reduce impacts related to police protection services. While the Brea 265 Specific Plan related project would generate a permanent residential population and could potentially increase the demand for Brea PD services, the EIR for that project determined that impacts related to police service would be less than significant with implementation of mitigation, which requires proper site design and planning to reduce the potential occurrence of crimes.[20] Furthermore, the related projects would be required to pay dispatch impact fees, and the City of Brea, in consultation with Brea PD, would continue to consider police services and facilities needs as part of the long-term planning process. Brea PD funding for police services and facilities, in compliance with California Constitution Article XIII, Section 35, would continue to be paid by the City's General Fund, which is funded in part by property taxes, sales taxes, and charges for services.[21] Moreover, the City would comply with Section 35 of Article XIII of the California Constitution, which requires local agencies to provide adequate public safety services, including police protection. Therefore, the incremental effect of the proposed Project on police protection services within the City of Brea would not be cumulatively considerable, and cumulative impacts to police protection services resulting from the im

[19] City of Brea. n.d. Engineering Reference Documents. Public Works Encroachment Permit General Conditions and Traffic Control General Notes. Accessed September 6, 2024. https://www.ci.brea.ca.us/1215/Engineering-Reference-Documents.

[20] City of Brea. June 2022. Brea 265 Specific Plan Draft EIR. Section 5.15.2.

[21] City of Brea. 2023. Adopted 2023-2025 Biennial Operating Budget. Page 27.

plementation of the proposed Project and related projects would be considered less than significant.

MITIGATION MEASURES

Cumulative impacts related to police protection would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to police protection were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.7.8 REFERENCES

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5.8 TRANSPORTATION

This section analyzes the potential transportation impacts of the Project. In accordance with CEQA Guidelines Section 15064.3, this section utilizes vehicle miles traveled (VMT) as the appropriate metric to evaluate transportation impacts. The analysis relies on information included in the *Vehicle Miles Traveled (VMT) Analysis for Brea Delivery Station* (DJT4 VMT Assessment), prepared by NV5 Engineers & Consultants, dated September 3, 2024, and provided as **Appendix F** to this Draft EIR. The VMT analysis was prepared pursuant to the *City of Brea Transportation Impact Assessment Guidelines* (TIA Guidelines), which establish the guidelines and methodology for assessing transportation impacts for development projects based on the updated CEQA guidelines from the State of California that require transportation impacts be evaluated based on VMT rather than level of service (LOS) or any other measure of a project's effect on automobile delay.

5.8.1 REGULATORY FRAMEWORK

FEDERAL

Americans with Disabilities Act of 1990

Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code (USC), beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

STATE

Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which went into effect in January 2014. Senate Bill (SB) 743, codified in Public Resources Code (PRC) Section 21099, which directed the Office of Planning and Research (OPR) to prepare guidelines establishing criteria for determining the significance of transportation impacts that promote the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses. SB 743 and PRC Section 21099 further require that, upon certification of such guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" pursuant to CEQA. In 2018, the OPR adopted revised guidelines that eliminated auto delay, level of service, and other measures of vehicular capacity or traffic congestion as the basis for analyzing transportation impacts under CEQA. As of July 1, 2020, transportation impacts under CEQA are analyzed using VMT as the new metric.

CEQA Guidelines Section 15064.3

Revisions to the CEQA Guidelines pursuant to SB 743 include the adoption of Section 15064.3, *Determining the Significance of Transportation Impacts*. CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts, and states that, "[f]or purposes of this section 'vehicle miles travelled' refers to the amount and distance of automobile travel attributable to a project. Generally, land use projects within 0.5 miles of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less-than-significant transportation impact.[1] Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less-than-significant transportation impact. A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence.

Senate Bill 375 and Assembly Bill 32

Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG reduction targets, and regional land use and housing allocations and planning efforts with the greenhouse gas (GHG) emissions reduction goals outlined in Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy that integrate land use and transportation strategies related to improved land use and housing patterns, proximity of development to transportation corridors, improved circulation patterns, and accessibility to alternative transportation modes in order to achieve GHG emissions reduction targets. SB 375 also directs the California Air Resources Board, in consultation with MPOs, to provide each affected region with GHGs reduction targets for passenger cars and light trucks within each region for the years 2020 and 2035.

California Vehicle Code

The California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

[1] "Major transit stop" is defined in PRC Section 21064.3 as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. "High-quality transit corridors" are defined in PRC Section 21155 as a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

REGIONAL

Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a council of governments representing Orange, Los Angeles, Imperial, Riverside, San Bernardino, and Ventura Counties. SCAG is a federally recognized regional metropolitan planning organization focused on addressing regional issues concerning transportation, the economy, community development, and the environment. Every four years, SCAG updates the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The most recent RTP/SCS (Connect SoCal 2024) was approved by SCAG's Regional Council in April 2024, which outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050.[2] Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region. Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

SCAQMD Rule 2202

The South Coast Air Quality Management District (SCAQMD) Rule 2202 applies to any employer who employs 250 or more employees on a full or part-time basis. The purpose of the rule is to reduce air pollution emissions from vehicle tailpipes in order to comply with the federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act.by encouraging employees The "On-Road Motor Vehicle Mitigation Options" provides employers with options to reduce mobile source emissions generated from employee commutes by encouraging employees to reduce trip lengths and use modes of transportation to and from work other than single occupancy vehicles.

Orange County Transportation Authority (OCTA) Congestion Management Plan

The Orange County Transportation Authority is the subregional planning agency for Orange County. The Orange County Congestion Management Plan (CMP) was prepared to serve as a guide to link transportation, land use, and air quality decisions to address the impact of local growth on the regional transportation system. The Orange County CMP requires that a traffic impact analysis be conducted for any project generating 2400 or more daily trips or 1600 or more daily trips for projects that directly access the CMP highway system. Per the Orange County CMP guidelines this number is based on the desire to analyze any impacts that comprise 3 percent or more of the existing CMP highway system facilities capacity. The closet CMP intersections to the Project Site include Imperial Highway/Rose Drive and Imperial Highway/Valencia Avenue[3].

[2] Southern California Association of Governments. April 4, 2024. Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy).

[3] Orange County Transportation Authority. November 2023. Orange County Congestion Management Program Report.

California Department of Transportation

The California Department of Transportation (Caltrans) is the primary state agency responsible for providing a safe and reliable transportation network and has establish standards for roadway traffic flow and procedures to determine if state-controlled facilities require improvements. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities including Imperial Highway/State Route (SR) 90 and the Orange Freeway/SR 57. Intersections within the City of Brea associated with freeway on ramps and off ramps also fall under the jurisdiction of Caltrans.

LOCAL

City of Brea General Plan—Community Development Chapter

The City of Brea General Plan, adopted in 2003, is a comprehensive, long-range plan designed to serve as a guide to future decision making about development, resource management, public safety, and general community well-being.[4] The General Plan consists of an integrated and internally consistent set of goals, policies, and implementation measures and contains chapters or elements in accordance with state planning law. The Community Development Chapter addresses land use patterns and intensities, infrastructure, economic development, and the visual character of the City. The Circulation section of this chapter guides the continued development of the City's circulation system to support planned growth and provides goals and policies for efficient regional transportation facilities, local circulation system public transportation, pedestrian, and bicycle facilities. The applicable Community Development Chapter goals and policies related to transportation include:

Goal CD-11: Provide a safe and efficient circulation system that meets the needs of the community.

Policy CD-11.1: Maintain a circulation system that is based upon and is in balance with the Land Use Element of the General Plan.

Policy CD-11.2: Establish Level of Service goals for designated City streets and ensure that new development maintains these service levels.

Policy CD-11.3: Plan neighborhood streets, pedestrian walks, and bicycle paths as a system of fully connected routes throughout the City.

Policy CD-11.4: Protect residential streets from arterial street traffic.

Policy CD-11.5: Use traffic calming measures in residential neighborhoods where warranted and appropriate to enhance safety for pedestrians.

Policy CD-11.6: Utilize creative methods to reduce congestion and improve circulation.

Policy CD-11.11: Examine alternative methods such as traffic calming, landscaping, provision of bike/transit lanes to slow traffic, improve street capacity and increase safety.

[4] City of Brea. Adopted August 19, 2003. The City of Brea General Plan, Chapter 1 Introduction. Page 1-1.

Goal CD-12: Promote and support an efficient public transportation system.

Policy CD-12.5: Require new developments to incorporate transit-oriented design features, as appropriate.

Policy CD-12.6: Balance accommodations for automobiles, transit, bicycles and pedestrians in the design of new streets and landscape improvements.

Goal CD-13: Provide an extensive, integrated, and safe bicycle, hiking and pedestrian network throughout the community, and make Brea a pedestrian-friendly community.

Policy CD-13.1: Develop and maintain a comprehensive and integrated system of bikeways that promotes bicycling riding for commuting and recreation.

Policy CD-13.2: Provide for safe and convenient pedestrian connections to and from Downtown, other commercial districts, neighborhoods, and major activity centers within the City.

Policy CD-13.4: Require new developments to provide for the use of alternative modes of transit via internal trails or travel ways – public or private – for pedestrians and vehicles other than cars. New developments shall include such features as well-designed sidewalks and parkways, bike lanes and paths, and dedicated bus turn-outs.

City of Brea Transportation Impact Analysis Guidelines

To comply with SB 743 and CEQA Guidelines Section 15064.3, the City adopted the TIA Guidelines in September 2020, which includes the City's VMT thresholds and screening criteria for projects in the City and provides direction on the preparation of a transportation impact analysis (TIA) that uses VMT as the method of impact analysis per CEQA Guidelines. The TIA Guidelines also provides direction on the preparation of TIAs that use LOS to measure vehicle delay and traffic congestion for consistency with the guidance provided in the City's General Plan, outside of CEQA.

Ordinance 966 – Traffic Impact Fee

In July 1995, the Brea City Council adopted Ordinance 966, establishing traffic impact fees for all new development in Brea. These fees are required, in part, by Orange County's Measure M, a transportation initiative passed by voters in 1990, and are fair-share based fees that will serve to offset, or mitigate, the traffic impacts caused by new development. All new developments are subject to traffic impact fees with the exception of alterations to an existing building; reconstruction (within two years), when a building has been destroyed by fire, wind, earthquakes, vandalism, or other natural or man-made disasters; additions to a single-family or multiple-family residence; and construction of public schools.[5] In 2011, the City adopted

[5] City of Brea. n.d. Traffic Impact Fees. Accessed July 8, 2024. https://www.ci.brea.ca.us/162/Traffic-Impact-Fees.

Resolution 2011-096 to update the traffic impact fees. Effective February 4, 2012, fees for office/industrial developments are $1.25 per square foot.

5.8.2 EXISTING CONDITIONS

EXISTING ROADWAY SYSTEMS AND PROJECT SITE ACCESS

Regional access to the Project Site is provided by Imperial Highway/SR 90, a six-lane divided roadway approximately 1,100 feet south of the Project Site and the Orange Freeway/SR 57, approximately 1.7 miles west of the Project Site. Both roads are owned and operated by Caltrans.

The Project Site is bounded by Valencia Avenue/SR 142 to the east, Nasa Street to the south, and Surveyor Avenue to the west. Valencia Avenue/SR 142 is Caltrans owned four-lane divided roadway that runs north-south and is classified in the General Plan as a primary arterial.[6] Nasa Street is a two-lane undivided roadway that runs west from Valencia Avenue and terminates at a cul-de-sac. Surveyor Avenue is a two-lane undivided roadway that runs north-south from E. Birch Street to Nasa Street. Both roadways are classified in the General Plan as local roadways. Other roadways in the vicinity that provide local access to the Project Site include E Birch Street, Ranger Street, Enterprise Street, and Voyager Avenue. E. Birch Street is a four-lane divided east-west roadway approximately 300 feet north of the Project Site that is classified as a secondary arterial in the General Plan. Ranger Street, Enterprise Street, and Voyager Avenue are two-lane undivided roadways that are classified as local roadways in the General Plan.

Access to the Project Site is currently provided by seven two-way driveways: three are located along Valencia Avenue, one is located on Nasa Street, and three are located along Surveyor Avenue. There is also one exit only driveway along Valencia Avenue.

TRUCK ROUTES

Truck routes in the vicinity of the Project Site include Valencia Avenue/SR 142, Nasa Street, Surveyor Avenue, Voyager Avenue, Enterprise Street, Ranger Street, Imperial Highway, Carbon Canyon Road/SR 142, and the Orange Freeway/SR 57.[7,8] Valencia Avenue north of Lambert Road and Carbon Canyon Road/SR 142 is classified as a restricted truck route from 8PM to 6AM.[9] Brea City Code Section 10.40.060 prohibits vehicles with more than for axles on Carbon Canyon/SR 142 from Valencia Drive to the Orange County Line with certain exceptions including authorized refuse hauling vehicles, school buses, and emergency and fire suppression vehicles.

PUBLIC TRANSIT SERVICE

The City is served by Orange County Transportation Authority (OCTA) bus stations and other local transit. No bus or transit facilities exist within a half mile of the Project Site. Bus service was

[6] City of Brea. 2003. City of Brea General Plan, Chapter 2 Community Development. Figure CD-8.

[7] Brea City Code Section 10.40.050 establishes truck routes for use by vehicles exceeding a maximum gross weight of 6,000 pounds during all hours of the day.

[8] City of Brea. February 2015. City of Brea Truck Route Map.

[9] City of Brea. February 2015. City of Brea Truck Route Map.

provided in this area in the past, and a bus turnout exists immediately adjacent to the Project Site at the intersection of Valencia Avenue and La Entrada Drive. However, there is not currently OCTA bus service that stops at the existing bus stop. The nearest active bus stop is over one mile from the Project Site located on E Birch Street and S. Kraemer Boulevard. The stop is serviced by OCTA Route 129.

BICYCLE AND PEDESTRIAN FACILITIES

The Tracks at Brea is a two-way multi-use path running east to west through the Brea Core Plan Area. It is approximately four miles in length and consists of a paved bikeway and separate pedestrian pathway on previous railroad facilities. The Tracks at Brea provides separate facilities for bicyclists and pedestrians to travel through the central part of the City and ends on the west side of Surveyor Avenue adjacent to the Project Site. Class II bike lanes are present on both sides of Surveyor Avenue from The Tracks at Brea terminus to Nasa Street. No bike lanes exist north of The Tracks at Brea terminus. Class II bike lanes are present on both sides of Nasa Street from Surveyor Avenue to Valencia Avenue.

Sidewalks are limited along the Project frontage and surrounding area. There is a sidewalk along the west side of Surveyor Avenue that runs south from the terminus of The Tracks at Brea to Nasa Street. A pathway with some utility obstructions is located along the south of Nasa Street and there is limited sidewalk along the Project frontage. A pedestrian entrance is located on the southwest portion of the Project Site at the northeast corner of Nasa Street and Surveyor Street.

EXISTING TRIP GENERATION

The Project Site currently does not generate any trips since the Bank of America is not in operation. However, the prior Bank of America use and occupancy[10] on the Project Site had a conservative estimate of 1,447 employees, which generated approximately 4,818 trips per day based on the trip generation rate for General Office uses[11] provided in the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition*.[12] For the purposes of this analysis, the existing baseline condition assumes the continuation of the Bank of America use.

5.8.3 FUTURE TRANSPORTATION CONDITIONS

As identified in **Section 4.0, Environmental Setting**, of this Draft EIR, there are two related development projects within the vicinity of the Project Site that could affect the future transportation network in the Project area. Related Project (RP) No. 1, located immediately west of the Project Site, would extend The Tracks at Brea along Surveyor Avenue from the terminus to Nasa Street. RP No. 2, the Brea 265 Specific Plan development to the north and northeast of the Project Site, would include roadway, sidewalk, trail and bike path improvements to Lambert

[10] Bank of America occupied the building from approximately June 1997 until December 2022. Although the building is currently vacant, the building could be occupied at any time without discretionary action by the City. Therefore, for the purposes of this analysis, the existing baseline conditions includes the trips from the prior Bank of America office use.

[11] Land Use 710

[12] Institute of Transportation Engineers. September 2021. Trip Generation Manual, 11th Edition.

Road, Carbon Canyon Road/SR 142, Valencia Avenue/SR 142, and Rose Drive. In addition, it is anticipated that bus service immediately adjacent to the Project Site at the intersection of Valencia Avenue and La Entrada Drive would resume in the future.

5.8.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to transportation if it would:

Threshold 5.8(a): ***Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.***

Threshold 5.8(b): ***Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).***

Threshold 5.8(c): ***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).***

Threshold 5.8(d): ***Result in inadequate emergency access.***

5.8.5 METHODOLOGY

The analysis of potential transportation impacts considers potential Project effects related to (1) potential conflicts with transportation-related plans, ordinances, or policies; (2) a substantial increase in VMT; (3) increased hazards due to a geometric design feature or incompatible use; and (4) emergency access. The subsections below describe the methodologies to evaluate each significance threshold.

CONFLICT WITH PROGRAMS, PLANS, ORDINANCES, OR POLICIES

The evaluation of consistency with applicable circulation plans, programs, ordinances, or policies considers the Project's potential to conflict with the applicable goals and policies in the SCAG's Connect SoCal 2024, and the City's General Plan. According to CEQA, a project does not need to be in perfect conformity with each and every policy. If the Project does not implement a particular program, plan, policy, or ordinance, it would not necessarily result in a conflict as many of these programs must be implemented by the City itself over time, and over a broad geographical area. A project is considered consistent with an applicable plan if it is does not conflict with the overall intent of the plan and would not preclude the attainment of its primary goals. Therefore, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the inconsistency itself would result in a direct physical impact on the environment.

Regarding cumulative impacts, each of the plans, ordinances, and policies are reviewed to assess potential conflicts that may result from the Project in combination with other development projects in the Project area. The analysis considers whether there would be a significant impact to the environment to which both the Project and other projects contribute.

VMT ANALYSIS

As outlined in State CEQA Guidelines Section 15064.3, a project's effect on automobile delay shall not constitute a significant environmental impact; therefore, the project impact analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on VMT. In accordance with the City's TIA Guidelines, a VMT analysis should be conducted using the Orange County Transportation Authority's Traffic Analysis Model (OCTAM) for land use projects that have the potential to increase the baseline VMT per service population (e.g. population plus employment) for the City. The TIA Guidelines provide criteria for projects that would be considered to have a less than significant impact on VMT and thus could be screened out from further analysis. For projects that do not meet the screening criteria, the TIA Guidelines require an analysis to be conducted for four scenarios: baseline conditions, baseline plus project, cumulative no project, and cumulative plus project.[13]

A significant impact occurs when the baseline or cumulative project-generated VMT per service population exceeds the City of Brea General Plan Buildout VMT per service population or if the baseline or cumulative link-level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.[14]

Further, project effect on VMT is only studied when a project is inconsistent with the City of Brea General Plan.[15] A review of the Project's consistency with the City of Brea General Plan was conducted and the Project was found to be consistent. Therefore, no further analysis of project effect on VMT is provided in this Draft EIR.

HAZARDOUS GEOMETRIC DESIGN FEATURES

The analysis of the Project's potential to increase hazards due to design or incompatible uses includes a review of the proposed Project features, vehicle access points, and internal circulation to determine if the Project would cause potential safety impacts and/or restrict or impede emergency access to the Project Site or adjacent roadways.

EMERGENCY ACCESS

For emergency access impacts, a review is conducted for Project access points, internal circulation, and parking access to determine if adequate emergency access is provided. The analysis considers the physical conditions of the Project Site and surrounding area, such as curves, slopes, walls, landscaping or other barriers. Also, a determination is made as to whether the Project would preclude adequate emergency access within the adjacent roadway network and/or result in potential safety impacts.

[13] City of Brea. September 2020. City of Brea Transportation Impact Assessment Guidelines. Pages 20-22.

[14] City of Brea. September 2020. City of Brea Transportation Impact Assessment Guidelines. Page 22.

[15] City of Brea. September 2020. City of Brea Transportation Impact Assessment Guidelines. Page 22, footnote 6.

5.8.6 PROJECT DESIGN FEATURES

The following project design features related to transportation are applicable to the Project:

PDF-TR-1: The Project incorporates Transportation Demand Management (TDM) plan, which reduces vehicle trips and vehicle miles traveled to and from the Project Site:

- Guaranteed Ride Home programs – Ride-share and taxi rides for employees who carpool but need to leave work unexpectedly.
- Carpool program promotions – Typically Waze Carpool unless there is a local alternative.
- Carpool parking – Designated preferred parking spaces for carpool vehicles.
- Bike racks / employee bike lockers.
- Showers.
- A designated employee transportation coordinator.

PDF-TR-2: The Project includes the construction of new alternative pedestrian and bicycle connections between Surveyor Avenue and Valencia Avenue, which would extend The Tracks at Brea network. A separated bikeway and pedestrian walkway will be constructed from the terminus of The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue.

5.8.7 PROJECT IMPACTS

Threshold 5.8(a): Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

IMPACT ANALYSIS

The Project would construct a 181,500-square-foot parcel delivery facility, consisting of 163,350 square feet of warehouse and storage space and 18,150 square feet of ancillary office space, on a 31.6-acre site. As shown in **Table 5.8-1**, the proposed use would generate approximately 2,098 trips per day.

Table 5.8-1
Daily Trips Generated by Proposed Use

Vehicle Type	Number of Vehicles[1]	Daily Trips
Existing Baseline Condition (Bank of America)		
Employee Personal Vehicles	1,447	4,818
DJT4 Parcel Delivery Facility		
Employee Personal Vehicles[2]	576	1,152
Delivery Vans[3]	345	690
Flex Private Carrier Vehicles[4]	97	194
Line-Haul Trucks	31	62
Total	*1,049*	*2,098*
	Net Daily Trips	**-2,720**

Notes:
1. Based on information provided by the Project Applicant.
2. Associates, managers, dispatchers, and delivery van drivers would drive their personal vehicles to and from the Project Site.
3. Delivery van drivers would drive company vans to delivery locations then back to the Project Site at the end of their work shift.
4. Flex drivers would drive personal vehicles to the Project Site to pick up packages for delivery but would not return to the Project Site.

Source: NV5 Engineers & Consultants. September 3, 2024. Vehicle Miles Traveled (VMT) Analysis for Brea Delivery Station. Table 1.

The applicable programs, plans, ordinances, or policies that address the City's circulation system include SCAG's Connect SoCal 2024 and the City's General Plan. The Project's consistency with the Connect SoCal 2024 and the City's General Plan is evaluated in **Table 5.8-2** and **Table 5.8-3**, respectively. As discussed in therein, the Project would construct a separated bikeway and pedestrian walkway that would extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue. The Project would also provide bicycle parking spaces near the building frontage along Valencia Avenue. In addition, the Project would retain and lengthen the existing bus turnout at the intersection of Valencia Avenue and La Entrada Drive in anticipation of a return of service to the area. These Project features would support goals and policies related to the provision of a connected multimodal transportation network that would encourage alternative modes of transportation and reduce emissions. The Project would also include sustainability features such as energy efficient appliances and lighting, a solar-ready roof, electric vehicle (EV) charging stations, EV capable stalls, low-flow water fixtures, drought-tolerant landscaping, and water-efficient irrigation, which would further support goals and policies related to sustainability and reducing or achieving zero emissions. Based on the detailed analysis provided in **Table 5.8-2** and **Table 5.8-3**, the Project is generally consistent with, and would not conflict with the goals and policies of the Connect SoCal 2024 and the City's General Plan. Therefore, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than significant.

Table 5.8-2
Project Consistency with Connect SoCal 2024

Applicable Goals and Policies		Project Consistency Analysis
GOAL 1: Mobility – Build and maintain an integrated multimodal transportation network.		
Complete Streets		
3.	Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	***Consistent.*** The Project would support a multimodal network with flexible use of public rights-of-way by providing pedestrian and bicycle connections between Surveyor Avenue and Valencia Avenue. Pursuant to **Project Design Feature PDF-TR-2**, the Project would construct a separated bikeway and pedestrian walkway to extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue.
Transit and Multimodal Integration		
7.	Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	***Consistent.*** The Project would facilitate multimodal connectivity, prioritize shared mobility, and improve accessibility and safety by constructing a separated bikeway and pedestrian walkway to extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue to connect the existing gap in The Tracks at Brea trail.
8.	Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.	
Transportation Demand Management		
14.	Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).	***Consistent.*** Although these policies are not directly applicable to the Project, the Project would support the intent of these policies and promote alternatives to single occupancy vehicle travel for workers and visitors by providing bicycle parking spaces near the building frontage along Valencia Avenue. The Project would also include TDM measures to reduce vehicle trips and VMT to and from the Project Site pursuant to **Project Design Feature PDF-TR-1.**
GOAL 3: Environment – Create a healthy region for the people of today and tomorrow.		
Sustainable Development		
48.	Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	***Consistent.*** The Project would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, electric vehicle (EV) charging stations, EV capable stalls, and low-flow water fixtures. The Project would also provide drought-tolerant landscaping and water-efficient irrigation.

Applicable Goals and Policies		Project Consistency Analysis
Air Quality		
51.	Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	***Consistent.*** As shown in **Table 5.8-4** below, the proposed parcel delivery facility use would generate less VMT than the existing baseline condition. The Project would also reduce air pollutant and GHG emissions throughout the region by implementing TDM measures to reduce vehicle trips and VMT. In addition, the Project would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, EV charging stations, EV capable stalls, low-flow water fixtures, drought tolerant landscaping, and water-efficient irrigation, which would reduce air pollutant emissions associated with energy and water use. As analyzed in **Section 5.1, Air Quality**, of this Draft EIR, the Project's construction and operational air quality impacts would be less than significant.
52.	Support investments that reduce hazardous air pollutants and greenhouse gas emissions.	
53.	Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	
Clean Transportation		
54.	Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.	***Consistent.*** The Project would support these policies by providing EV charging stations and EV capable stalls pursuant to the requirements of the CalGreen Code.
55.	Promote equitable use of and access to clean transportation technologies so that all may benefit from them.	
Climate Resilience		
67.	Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	***Consistent.*** The Project would promote sustainable water use practices by installing low-flow water fixtures, drought-tolerant landscaping, and water-efficient irrigation.
GOAL 4: Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.		
Goods Movement		
71.	Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable.	***Consistent.*** The Project would support the effort to achieve zero-emission and clean technologies for goods movement by installing EV medium-duty and 13 EV heavy-duty capable stalls for the delivery vans and trucks. The Project would also have conduit run to stalls to accommodate the potential addition of future charging stations.

Note:

The applicable Connect SoCal 2024 goals are found in Chapter 1: Executive Summary, Section 1.2 Planning for a Better Tomorrow, page 12. The applicable Connect SoCal 2024 policies are found in Chapter 3: The Plan, Section 3.3 Regional Planning Policies, pages 113-121.

Goals and policies not included in this table are not specifically applicable to the Project.

Source: Southern California Association of Governments. April 4, 2024. Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy).

Table 5.8-3
Project Consistency with the General Plan—Community Development Chapter

Applicable Goals and Policies	Project Consistency Analysis
Goal CD-11: Provide a safe and efficient circulation system that meets the needs of the community.	
Policy CD-11.1: Maintain a circulation system that is based upon and is in balance with the Land Use Element of the General Plan.	***Consistent.*** The Project would not alter the roadways in the Project vicinity. Project construction would occur within the boundaries of the Project Site and within the rights-of-ways of the adjacent streets. The Project would permanently close two existing driveways along Valencia Avenue, which would require modification of the curb, gutter sidewalk, median, traffic signal, and traffic controls. All proposed modifications would comply with the applicable City of Brea Public Works Standard Plans and Specifications.
Policy CD-11.2: Establish Level of Service goals for designated City streets and ensure that new development maintains these service levels.	***Consistent.*** Based on the *Transportation Impact Assessment for Brea Delivery Station* prepared for the Project, Project-generated traffic would not exceed the City's LOS thresholds at any of the study intersections and no improvements are recommended.[16]
Policy CD-11.3: Plan neighborhood streets, pedestrian walks, and bicycle paths as a system of fully connected routes throughout the City.	***Consistent.*** The Project would construct a separated bikeway and pedestrian walkway to extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue to connect the existing gap in The Tracks at Brea trail.
Policy CD-11.4: Protect residential streets from arterial street traffic.	***Consistent.*** The Project Site is located to the west of Valencia Avenue/SR 142 within an existing industrial area. Residential uses are located east of Valencia. The Project proposes to permanently close two existing driveways along Valencia Avenue. In addition, the Project's delivery vans would only utilize the driveways along Surveyor Avenue to access the Project Site, with the exception of the northernmost driveway along Valencia Avenue, which would only be used to enter the Project Site. Line-haul trucks would only use the driveways along Surveyor Avenue to enter and exit the Project Site. Thus, with the exception of requested deliveries to residential addresses, the Project would not generate arterial street traffic through the residential streets of La Entrada Drive, La Floresta, and La Crescenta Drive.

[16] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

Applicable Goals and Policies	Project Consistency Analysis
Policy CD-11.5: Use traffic calming measures in residential neighborhoods where warranted and appropriate to enhance safety for pedestrians.	***Consistent.*** As discussed under Policy CD-11.4, with the exception of requested deliveries, the Project would not generate traffic through the residential neighborhood east of Valencia Avenue, and no calming measures are warranted or required.
Policy CD-11.6: Utilize creative methods to reduce congestion and improve circulation.	***Consistent.*** As discussed under Policy CD-11.2, Project-generated traffic would not exceed the City's LOS thresholds at any of the study intersections and no improvements are recommended to reduce congestion or improve circulation.
Goal CD-12: Promote and support an efficient public transportation system.	
Policy CD-12.6: Balance accommodations for automobiles, transit, bicycles and pedestrians in the design of new streets and landscape improvements.	***Consistent.*** As discussed under Policy CD-11.3, the Project would construct a separated bikeway and pedestrian walkway to extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue. The Project would also provide bicycle parking spaces near the building frontage along Valencia Avenue. In addition, although bus service is not currently provided, the Project would retain and lengthen the existing bus turnout at the intersection of Valencia Avenue and La Entrada Drive in anticipation of a return of service to the area.[17]
Goal CD-13: Provide an extensive, integrated, and safe bicycle, hiking and pedestrian network throughout the community, and make Brea a pedestrian-friendly community.	
Policy CD-13.1: Develop and maintain a comprehensive and integrated system of bikeways that promotes bicycling riding for commuting and recreation.	***Consistent.*** As discussed under Policy CD-12.6, the Project would construct a separated bikeway and pedestrian walkway to extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue and provide bicycle parking spaces near the building frontage along Valencia Avenue. The Project would also retain and lengthen the existing bus turnout at the intersection of Valencia Avenue and La Entrada Drive in anticipation of a return of service to the area. These Project features would promote bicycle riding for commuting and recreation and provide for alternative modes of transit.
Policy CD-13.4: Require new developments to provide for the use of alternative modes of transit via internal trails or travel ways – public or private – for pedestrians and vehicles other than cars. New developments shall include such features as well-designed sidewalks and parkways, bike lanes and paths, and dedicated bus turn-outs.	
Notes: The applicable General Plan goals and policies are found on pages 2-60 through 2-64 of the Community Development Chapter. Goals and policies not included in this table are not specifically applicable to the Project. *Source: City of Brea. 2003. City of Brea General Plan, Chapter 2 Community Development.*	

[17] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

MITIGATION MEASURES

Impacts related to Threshold 5.8(a) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.8(a) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.8(b): Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

IMPACT ANALYSIS

The TIA Guidelines provide the following screening criteria that may be applied to screen projects from a project-level assessment:

- **Transit Priority Area (TPA) Screening:** Projects located within 0.5 mile of an existing major transit stop or along a high-quality transit corridor may be presumed to have a less than significant impact. A project would not meet this screening criterion if it has a floor area ratio of less than 0.75; includes more parking for use by residents, customers, or employees of the project than required by the City; is inconsistent with the applicable SCAG RTP/SCS; or replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project Site is not located within 0.5 mile of an existing major transit stop or along a high-quality transit corridor. Therefore, the Project does not meet this screening criterion.

- **Low VMT Area Screening:** Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact. In addition, other employment-related and mixed-use land use projects may qualify for the use of this screening criterion if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

The Project Site is located in an area that exceeds the local VMT average based on the City of Brea Low VMT Areas Map provided in Attachment B of the *DJT4 VMT Assessment* (see **Appendix F**). Therefore, the Project does not meet this screening criterion.

- **Project Type Screening:** Projects that would develop local parks; local serving retail use less than 50,000 square feet; community institutions; affordable, supportive, or transitional housing; and projects generating less than 110 daily vehicle trips may be presumed to have a less than significant impact.

As shown in **Table 5.8-1**, the proposed parcel delivery facility would generate approximately 2,098 daily trips. Thus, the Project would generate 2,720 fewer trips than the existing baseline condition

(Bank of America),[18] which had an estimated daily trip generation of approximately 4,818 trips. Therefore, the Project meets this screening criterion since the differential number of trips would qualify as "less than 110 daily vehicle trips."

Based on the above, the Project screens out of a full VMT analysis and can be concluded to have a less-than-significant transportation impact. Furthermore, as shown in **Table 5.8-4**, the VMT generated by the proposed parcel delivery use would be 19,842 less than the VMT generated by the existing baseline condition (Bank of America). As such, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

Table 5.8-4
Daily VMT Generated by Proposed Use

Vehicle Type	Personnel Count	Daily Trips	Prior Daily VMT	New Daily VMT[5]	VMT Difference (New minus Prior)
Existing Baseline Condition (Bank of America)					
Employee Personal Vehicles	1,447[1]	4,818	42,880	0	-42,880
DJT4 Parcel Delivery Facility					
Employee Personal Vehicles[2]	576	1,152	0	24,076	24,076
Delivery Vans	n/a[3]	690	13,416	12,506	-910
Flex Private Carrier Vehicles[4]	97	194	1,886	1,758	-128
Total	*673*	*2,036*	*15,302*	*38,340*	*23,038*
				Differential VMT	**-19,842**

Notes:

1. Based on City of Brea historical records. Actual employee population for Bank of America has been purported to be over 2000.
2. Associates, managers, dispatchers, and delivery van drivers would drive their personal vehicles to and from the Project Site.
3. Delivery van personnel count is 345. Van drivers' personal trip count is included in the Employee Personal Vehicle count for the purposes of determining service population. Van drivers would drive company vans to delivery locations then back to the Project Site at the end of their work shift.
4. Flex drivers would drive personal vehicles to the Project Site to pick up packages for delivery but would not return to the Project Site.
5. VMT associated with the movement of goods is not included pursuant to SB 743.

Source: NV5 Engineers & Consultants. September 3, 2024. Vehicle Miles Traveled (VMT) Analysis for Brea Delivery Station. Table 4.

[18] Bank of America occupied the building from approximately June 1997 until December 2022. Although the building is currently vacant, the building could be occupied at any time without discretionary action by the City. Therefore, for the purposes of this analysis, the existing baseline conditions includes the trips from the prior Bank of America office use.

MITIGATION MEASURES

Impacts related to Threshold 5.8(b) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.8(b) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.8(c): Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

IMPACT ANALYSIS

The Project Site is located to the west of Valencia Avenue/SR 142 within an existing industrial area. The proposed light industrial use is consistent with the General Plan land use designation and zoning for the Project Site. Thus, the Project would not construct incompatible uses in the Project area. As previously discussed, sidewalks are limited along the Project frontage and surrounding area and trail and pedestrian connection between Surveyor Avenue and Valencia Avenue is needed. The Project would improve accessibility and safety by constructing a separated bikeway and pedestrian walkway to extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue to connect the existing gap in The Tracks at Brea trail.

Project construction would occur within the boundaries of the Project Site and within the rights-of-ways of the adjacent streets. The Project proposes to close two existing driveways along Valencia Avenue, which would require modification of the curb, gutter, sidewalk, median, traffic signal, and traffic controls. If lane closures are required during Project construction, the Project would be required to submit a traffic control plan and encroachment permit application to the City's Public Works Department to ensure roadway safety during construction. In addition, all proposed modifications related to the driveway closures and the Project's internal circulation would be required to comply with the applicable City of Brea Public Works Standard Plans and Specifications, which would ensure that the Project would not result in sharp curves, dangerous intersections, or other hazardous design features.

A queuing analysis is provided in the *Transportation Impact Assessment for Brea Delivery Station*[19] for the signalized intersections for the Project study area in accordance with the requirements of the TIA Guidelines. The queuing analysis found that the northbound turn lane queues for the Valencia Avenue and E. Lambert Road – Carbon Canyon Road intersection currently exceed the provided storage lengths, and thus the storage deficiency is considered an existing issue unrelated to the Project. Although the Project would contribute 8 northbound vehicles in the PM peak hour and 15 northbound right vehicles in the AM peak hour to this

[19] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station. Pages 38-39.

intersection, Project traffic constitutes less than two percent of the northbound approach volumes. Moreover, the Project's contribution to the queue length increase is considered relatively minor (less than one vehicle) and would not require improvements at the intersection. [20]

Based on the above, the Project would not substantially increase hazards due to geometric design feature or incompatible use and impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.8(c) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.8(c) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.8(d): Would the project result in inadequate emergency access?

IMPACT ANALYSIS

Project construction may result in temporary sidewalk and lane closures that could affect emergency access to the Project Site. However, full road closures would not occur and construction activities are temporary in nature and full access to all roadways to and within the Project Site would be restored upon completion of the Project. In the event of construction related lane closures, the Project would also be required to submit a traffic control plan and encroachment permit application to the City's Public Works Department to ensure roadway safety and access during construction. A plan showing proposed detours and closures must have prior approval of the City Traffic Engineer before any detour or closure will be allowed. In addition, as required by the Public Works Department, Brea Fire Department and the Brea Police Department would be notified prior to the day on which work, traffic detours, and/or street closures are scheduled to be performed on public right-of-way and the Project contractor would be required to maintain all signs, barricades and lights during construction activities.

Upon Project completion and operation, access to the Project Site would be provided by six driveways. The Project would permanently close two centrally located driveways on Valencia Avenue. The full access driveway on Nasa Street and the right-only driveway on Valencia Avenue near Nasa Street would be dedicated to passenger vehicles. Delivery vans would enter the Project Site using the northern driveway on Valencia Avenue and the southern driveway on Surveyor Avenue and would exit the Project Site from the northern and central driveways on Surveyor Avenue to either Valencia Avenue or Birch Street. Line-haul trucks would only utilize the northern driveway on Surveyor Avenue to enter and exit the Project Site. All driveways would be required to comply with City design standards. In addition, the modifications required for the driveway closures and the Project's internal circulation would also be required to comply with the applicable

[20] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

City of Brea Public Works Standard Plans and Specifications to ensure that emergency access to and within the Project Site would be maintained. Furthermore, as discussed above, Project-generated traffic would not exceed the City's LOS thresholds at any of the study intersections and no improvements are recommended.[21] Thus, Project traffic would not create congestion on the roadways that could substantially impeded emergency vehicle access to the Project Site and surrounding vicinity.

Based on the above, Project construction and operation would not result in inadequate emergency access to the Project Site and Project vicinity. As such, impacts would be less than significant.

MITIGATION MEASURES

Impacts related to Threshold 5.8(d) would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Threshold 5.8(d) were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.8.8 CUMULATIVE IMPACTS

IMPACT ANALYSIS

Similar to the Project, the two related projects would be separately reviewed and approved by the City to ensure their consistency with applicable programs, plans, ordinances, and policies, including, but not limited to, SCAG's Connect SoCal 2024 and the City's General Plan. Overall, implementation of the Project, along with the related projects, would be generally consistent and would not conflict with these plans and policies. Therefore, Project impacts related to consistency with identified plans and policies addressing the circulation system would not be cumulatively considerable, and cumulative impacts would be less than significant.

The Project is screened out from further VMT analysis and presumed to have a less than significant impact on Project VMT. In addition, the VMT generated by the proposed parcel delivery facility would be less than the VMT generated by the existing baseline condition (Bank of America). Further, the Project is consistent with the applicable RTP/SCS, the regional plan to reach state air quality and GHG reduction targets. As demonstrated in the analysis in Table 5.8-2, the Project is consistent with the Connect SoCal 2024. Therefore, the Project would result in a less than significant impact on cumulative VMT.

A project could contribute to a significant cumulative impact with respect to geometric design and inadequate emergency access if the project, in combination with related projects with access points proposed along the same block(s), would result in significant impacts. As discussed in detail in **Section 4.0 Environmental Setting**, of this Draft EIR, two related projects have been

[21] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

identified in the vicinity of the Project Site. RP No. 1 is a proposed light industrial, warehouse building located at 3200 Nasa Street on the northwest corner of Nasa Street and Surveyor Avenue, immediately west of the Project Site. The RP No. 1 site currently has an existing driveway on the west side of Surveyor Avenue just south of the Project's southern driveway on Surveyor Avenue. RP No. 1 would close the existing driveway on Surveyor Avenue and construct a new driveway on Nasa Street, which would prevent conflicts with the Project's southern driveway on Surveyor. Thus, the concurrent operation of RP No. 1 and the Project would not create a geometric design hazard due to the proximity of driveways and adequate emergency access to both sites would be maintained. Similar to the Project, any proposed modifications to the access points to RP No. 1 would be required to comply with the applicable City of Brea Public Works Standard Plans and Specifications to ensure that RP No. 1 would not result in sharp curves, other hazardous design features, or inadequate emergency access. RP No. 2 is the Brea 265 Specific Plan Project covering approximately 262 acres of land located approximately 600 feet northeast of the Project Site at its closest point and would not have access points along the same block. As such, the Project's impact related to geometric design features and emergency access would not be cumulatively considerable and impacts would be less than significant.

MITIGATION MEASURES

Cumulative impacts related to transportation would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to transportation were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.8.9 REFERENCES

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5.9 TRIBAL CULTURAL RESOURCES

This section evaluates potential impacts to tribal cultural resources that may result from implementation of the Project. The analysis in this section is based on the results of consultation with California Native American tribes conducted by the City of Brea for the Project, pursuant to the requirements of the California Environmental Quality Act (CEQA) as amended by Assembly Bill (AB) 52. Information in this section is also derived from the results of the California Historical Resources Information System, South Central Coastal Information Center (SCCIC) records search, conducted at the California State University, Fullerton on September 12, 2023, provided as **Appendix G.1**.

5.9.1 REGULATORY FRAMEWORK

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act of 1966 established the National Register of Historic Places as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[1] Under the administration of the National Park Service, the National Register of Historic Places recognizes properties that are significant at the national, state, and/or local levels.

Native American Graves Protection and Repatriation Act

The discovery of human remains is always a possibility during construction-related disturbances. The Native American Graves Protection and Repatriation Act (NAGPRA) was enacted November 16, 1990. It states that the "ownership or control of Native American cultural items," which include human remains, funerary objects, sacred objects, and objects of cultural patrimony, that are "excavated or discovered on Federal or tribal lands" after the law went into effect is held by the lineal descendants of the Native American (or Hawaiian) to whom the objects originally belonged. If the lineal descendants cannot be found, then their ownership is conferred to the "Indian" tribe or Native Hawaiian organization on whose land the objects or remains were discovered or that has the closest cultural affiliation.

STATE

California Register of Historical Resources

The California Register of Historical Resources (CRHR), similar in nature to the National Register of Historic Places (NRHP), is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from

[1] Title 36 CFR 60, Section 60.2

substantial adverse change."[2] The CRHR was enacted in 1992 and its regulations are administered by the California Office of Historic Preservation (OHP). The criteria for eligibility for the CRHR are based upon NRHP criteria but are specific to California's history and cultural heritage. Certain resources are determined to be automatically included in the CRHR, including California properties formally determined eligible for listing, or already listed in, the NRHP.

A resource eligible for the CRHR must meet one of the four criteria and retain enough of its historic character or appearance (integrity) to be recognized as a historical resource and convey the reason for its significance. These four criteria, which are similar to those of the NRHP for considering a resource to be significant, are as follows:

1) If the resource is associated with events which have made a significant contribution to the broad patterns of California's history and historical heritage;
2) If the resource is associated with the lives of persons significant in California's past;
3) If the resource embodies the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value; or
4) If the resource yields, or is likely to yield, information important in prehistory or history.

A historic resource that may not retain sufficient integrity to meet the criteria for listing in the NRHP may still be eligible for listing in the CRHR. Additionally, the CRHR consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- California properties listed on the NRHP and those formally determined eligible for the NRHP;
- California Registered Historical Landmarks from No. 770 onward; and
- California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Resources Commission for inclusion on the CRHR.

Assembly Bill 52

On September 25, 2014, Governor Jerry Brown signed into law AB 52, which amended PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established a new category of protected resources under CEQA called tribal cultural resources and requires lead agencies to consult with tribal representatives and consider tribal cultural values in addition to scientific and archaeological values when determining project impacts and mitigation measures during the planning process. AB 52 applies specifically to projects for which a Notice of Preparation or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration was filed on or after July 1, 2015.

[2] California Public Resources Code. Section 5024.1(a).

PRC Section 5097.94 was amended by AB 52 to require the Native American Heritage Commission (NAHC) to provide to each California Native American tribe with (1) a list of all public agencies that may be lead agencies under CEQA within the geographic area with which the tribe is traditionally and culturally affiliated; (2) the contact information for those public agencies; and (iii) information on how the tribe may request consultation.

The following is a general summary of the PRC sections added by AB 52:

- PRC Section 21073 defines California Native American tribe to mean a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004.
- PRC Section 21074 defines tribal cultural resources as (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, in the CRHR of Historical Resources, or listed in a local register of historic resources; or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be a tribal cultural resource. A cultural landscape, a historical resource, a unique archaeological resources, or a "nonunique archaeological resource" may also be a tribal cultural resource if it meets the applicable criteria.
- PRC Section 21080.3.1 declares that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources. It also provides requirements for lead agencies to consult with California Native American tribes. Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.
- PRC Section 21080.3.2 identifies potential topics for consultation, including the significance of tribal cultural resources, the significance of a project's impacts on tribal cultural resources, and measures for preservation or mitigation, if necessary, and defines when consultation shall be considered concluded. Consultation is concluded when: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; and (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.
- PRC Section 21082.3 states that mitigation measures agreed upon in consultation shall be recommended for inclusion in the environmental document if determined to avoid or less impacts. The section also states that a lead agency may certify an environmental impact report with a significant impact on an identified tribal cultural resource if consultation has occurred, consultation was requested by a California Native American tribe but has not provided comments or engaged, or the Native American Tribe fails to request consultation within 30 days. In addition to other CEQA provisions, the lead agency may certify an EIR or adopt a MND for a project with a significant impact on an identified tribal cultural resource, only if a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or requested a consultation but failed to engage in the consultation process, or

the consultation process occurred and was concluded as described above, or if the California Native American tribe did not request consultation within 30 days.

- PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. Confidentiality does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the Applicant or the Applicant's agents, or are lawfully obtained by the Project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.
- PRC Section 21083.09 revises Appendix G of the CEQA Guidelines to include consideration of tribal cultural resources.
- PRC Section 21084.2 declares that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant impact on the environment.
- PRC Section 21084.3 provides example mitigation measures that may be considered to avoid or minimize significant adverse impacts to any tribal cultural resource.

California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097

California Health and Safety Code Section 7050.5, and PRC Sections 5097.94 and 5097.98 outline procedures to be followed in the event human remains are discovered during project implementation. If human remains are encountered, all work must stop in the immediate vicinity and the County Coroner must be immediately notified and advised of the finding. The County Coroner would investigate "the manner and cause of any death" and make recommendations concerning treatment of the human remains. The County Coroner must make their determination within two working days of being notified. If the human remains are determined to be Native American, the County Coroner shall contact the NAHC. The NAHC must "…immediately notify those persons it believes to be most likely descended from the deceased Native American." The most likely descendants would then inspect the site and make recommendations within 48 hours for the disposition of the discovered human remains. This recommendation from the most likely descendants may include the scientific analysis of the remains and associated items.

PRC Section 5097.99 prohibits acquisition or possession of Native American artifacts or human remains taken from a Native American grave or cairn after January 1, 1984, except in accordance with an agreement reached with the NAHC.

PRC Section 5097.5 provides protection for tribal resources on public lands, where Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

California Penal Code

California Penal Code Section 622.5 provides the following:

> *Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.*

LOCAL

The City of Brea General Plan and Municipal Code do not contain goals, policies, and regulations specifically related to tribal cultural resources.

5.9.2 EXISTING CONDITIONS

PROJECT SITE

The Project Site is located in an urbanized area of the City and is currently occupied by an existing three-story office building containing approximately 637,503 square feet of floor area and a 1,949-stall surface parking lot. The existing office building is surrounded by paved surfaces, trees, shrubs, and ornamental landscaping. There are a total of 423 trees within the parking area and along the perimeter of the Project Site.

ETHNOGRAPHIC BACKGROUND

The following ethnographic summary is based on information provided in the Paleontological and Cultural Resources Assessment prepared for the Brea 265 Specific Plan,[3] which is located approximately less than 1,000 feet east and approximately 1,500 feet north of the Project Site.[4]

The Project Site is located within the traditional tribal territory of the Gabrielino (Tongva). The archaeological literature concerning southern California suggests that the Gabrielino moved into southern California from the Great Basin around 4,000 years ago, settling between the Hokan-

[3] Cogstone. March 2019. Paleontological and Cultural Resources Assessment for the Brea 265 Specific Plan, City of Brea, Orange County, California.

[4] The ethnographic information covers the southern California region and would be applicable to the Project Site.

speaking Chumash to the north and the Yuman-speaking Kumeyaay to the south. However, this theory is counter to the Gabrielino community's knowledge about their history and origins. The Gabrielino's oral tradition states that the tribe has always lived in their traditional territory, with their emergence occurring at Puvungna in Long Beach. The Tongva territory spanned from Topanga Canyon in the northwest to the base of Mount Wilson in the north to San Bernardino in the east, Aliso Creek in the southeast, and the four southern Channel Islands, which encompasses an area of more than 2,500 square miles.

Plant foods made up the greatest part of the Gabrielino's traditional diet and acorns were the most important single food source. Villages were located near water sources necessary for the leaching of acorns, which was a daily occurrence. Grass and chia seeds, greens, fruits, bulbs, roots, tubers, mushrooms, and tree fungus were also consumed. Various teas were made from flowers, fruits, stems, and roots for medicinal cures and as beverages.

The principal game animals for the Gabrielino were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks and other birds. Sea mammals, fish, and crustaceans were hunted and gathered from the shoreline and the open ocean using reed and dugout canoes. Shellfish such as abalone, turbans, mussels, clams, scallops, and bubble shells were also a common food source. The Gabrielinos also consumed trout, salmon, and other fish caught in streams and creeks.

At the time of European contact, the Gabrielinos consisted of more than 5,000 people living in various settlements throughout their territory. The closest documented Gabrielino village is Hotuuknga, which is located approximately 5.5 miles southeast of the Project Site along the northern banks of the Santa Ana River near the location of the former Bernardo Yorba adobe house.

BACKGROUND RESEARCH

The California Historical Resources Information System's SCCIC records search completed on September 12, 2023, for the Project Site and a 0.5-mile radius did not identify any cultural resources located within the Project Site and the Project Site does not appear to have been previously surveyed for the presence of cultural resources. However, 11 historic archaeological resources were identified within the 0.5-mile radius. Due to the presence of the archaeological resources in the Project vicinity and the fact that the Project Site has not been previously surveyed, the SCCIC concluded the area is potentially sensitive for archaeological resources.

In addition, the NAHC was contacted to request a search of the Sacred Lands File (SLF). The California NAHC maintains a confidential SLF, which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC responded to the request in a letter dated April 11, 2023, indicating that the SLF search was negative (see **Appendix G.2**).

ASSEMBLY BILL 52 CONSULTATION

Pursuant to the requirements of AB 52, the City of Brea provided formal notification of the Project on June 8, 2023 to the designated contact, or tribal representative, of California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Project and who

have requested in writing to informed by the lead agency of projects within their geographic area of concern (see **Appendix G.3**). The following California Native American tribes, which includes all tribes on NAHC's Tribal Consultation List provided with their April 11, 2023 response letter, were sent notification letters via FedEx or certified mail:

- Campo Band of Diegueno Mission Indians
- Ewiiaapaayp Band of Kumeyaay Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Juaneno Band of Mission Indians Acjachemen Nation - Belardes
- Juaneno Band of Mission Indians Acjachemen Nation 84a
- La Posta Band of Diegueno Mission Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Diegueno Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- Soboba Band of Luiseno Mission Indians

Only one response was received on June 22, 2023, from the Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation) requesting consultation under AB 52. During the consultation, which began on June 26, 2023, appropriate mitigation measures were identified by Kizh Nation to avoid potential significant impacts to tribal cultural resources. The City initially finalized the mitigation measures and closed the consultation process in a letter to Kizh Nation dated May 9, 2024; however, the mitigation measures were subsequently updated and the City formally re-closed the consultation on August 27, 2024 (refer to **Appendix G.3**).

5.9.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to tribal cultural resources if it would:

Threshold 5.9(a): ***Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

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

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

5.9.4 METHODOLOGY

Evaluation of impacts to tribal cultural resources consists of two-parts: (1) identification of tribal cultural resources within the project site or immediate vicinity through AB 52 consultation, as well as a review of pertinent academic and ethnographic literature for information pertaining to past Native American use of the project area, SLF search, and SCCIC records review; and (2) a determination of whether the project may result in a "substantial adverse change" in the significance of any identified resources.

The records search included the Project Site and a 0.5-mile radius, and a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest, the California Historical Landmarks, the CRHR, the National Register of Historic Places, and the California State Built Environment Resources Directory listings were reviewed for the Project Site and a 0.5-mile radius. AB 52 notification letters were sent to the California Native American tribes listed in **Section 5.9.2, Existing Conditions**, above, and tribal consultation was requested by the Gabrieleno Band of Mission Indians – Kizh Nation. During consultation, appropriate mitigation measures were identified to avoid significant impacts to tribal cultural resources, which are presented in the Project impact analysis below.

5.9.5 PROJECT DESIGN FEATURES

There are no project design features related to tribal cultural resources.

5.9.6 PROJECT IMPACTS

Threshold 5.9(a): Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

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

IMPACT ANALYSIS

As discussed in **Section 5.9.2, Existing Conditions**, above, the results of the SCCIC records search did not identify any known cultural resources within the Project Site. No historic archaeological resources have been previously recorded within the Project Site. However, 11 archaeological resources were identified within 0.5-mile of the Project Site. Due to the presence of historic archaeological resources in the Project vicinity and the fact that the Project Site has not been previously surveyed, SCCIC concluded that the Project Site is potentially sensitive for archaeological resources and recommended consultation with the NAHC to identify any known traditional cultural properties or other sacred sites. The NAHC responded to the City's request for a SLF search in a letter dated April 11, 2023, indicating that the search was negative.

In addition, the Gabrieleno Band of Mission Indians – Kizh Nation responded to the City's AB 52 notification letter with a request for consultation. However, no known tribal cultural resources, as defined in PRC Section 21074(a)(1), or resources determined by the City in its discretion and supported by substantial evidence to be significant pursuant to PRC Section 5024.1 have been identified within the Project Site as a result of AB 52 consultation. Nevertheless, based on the results of the consultation, there is potential for ground-disturbing activities during Project construction to uncover tribal cultural resources within the Project Site. Therefore, based on the above, the Project has the potential to cause a substantial adverse change in the significance of an unknown tribal cultural resource and impacts would be potentially significant before mitigation.

MITIGATION MEASURES

The following mitigation measures are proposed to reduce potential significant impacts related to tribal cultural resources:

MM-TCR-1: Prior to commencement of any ground disturbing activity at the Project Site, the Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians – Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill 52 (the "Tribe" or the "Consulting Tribe"), and in concurrence with the City of Brea as the CEQA lead agency. A copy of the executed contract shall be submitted to the City of Brea Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or augering, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, at the Project Site. The Tribal monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including

construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal representatives and Tribal monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Tribal monitor. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of discovery, and the county coroner shall be notified per Public Resources Code Section (PRC) 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California PRC Section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5(f)). If a non-Native American resource is determined by the qualified archaeologist to constitute as a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21074(b) for unique archaeological resources.

MM-TCR-2: **Discovery of Cultural Resources (not Native American in origin)**: Prior to commencement of any ground disturbing activity at the Project Site, the Applicant shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983). If cultural resources that are not Native American in origin are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. If the discovery proves to be significant as determine by the site archaeologist, additional work such as data recovery excavation may be warranted and will be reported to the City.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measures **MM-TCR-1** and **MM-TCR-2** would reduce potentially significant impacts to tribal cultural resources during construction to a less-than-significant level.

5.9.7 CUMULATIVE IMPACTS

IMPACT ANALYSIS

As detailed in **Section 4.0, Environmental Setting**, of this Draft EIR, there would be a total of two related projects in the Project area. The adjacent related project is located southwest of the

Project Site at 3200 Nasa Street on the northwest corner of Nasa Street and Surveyor Avenue and proposes the development of a 56,000-square-foot light industrial, warehouse building on a site that is currently occupied by surface parking. The second related project, the Brea 265 Specific Plan, is located to the northwest of the Project Site and would provide up to 1,100 residential dwelling units, parks and recreational amenities, open space, and right-of-way improvements.

The Project and related projects are located in an area that has been disturbed and developed over time. Impacts specific to tribal cultural resources are typically site-specific and do not combine with the impacts of other projects to result in cumulative impacts unless there is a substantial resource that extends beyond the Project Site and the same tribal cultural resources would be affected by the Project and related projects.

As previously stated, there are no known tribal cultural resources on the Project Site. However, the Project Site was determined to be potentially sensitive for archaeological resources and would be required to implement Mitigation Measures **MM-TCR-1** and **MM-TCR-2** to reduce Project-specific impacts to unknown tribal cultural resources or cultural resources to less than significant. Mitigation Measure **MM-TCR-1** provides for monitoring of ground-disturbing activities by a qualified Native American Monitor, who would have responsibility to identify potential tribal cultural resources, divert construction work while resources are being evaluated, and determine appropriate methods for recovery and disposition of any tribal cultural resources that may be found during Project construction. Mitigation Measure **MM-TCR-2** provides direction for discovery of cultural resources that are not Native American in origin during ground disturbing activities, divert construction work while resources are being evaluated by an archaeologist, and determine appropriate next steps if the discovery proves to be significant. These mitigation measures were identified and developed during the City's consultation with the Gabrieleno Band of Mission Indians – Kizh Nation, which was conducted in accordance with the requirements of AB 52.

Similar to the Project, related projects are located in an area that would be potentially sensitive for archaeological resources and would be required to undergo environmental review and comply with AB 52 consultation requirements to determine and mitigate any potential impacts to tribal cultural resources. Cumulative impacts would occur if the Project and related projects affect the same tribal cultural resources. However, since impacts to tribal cultural resources tend to be site-specific, significant cumulative impacts from the Project and related projects are unlikely to occur. Therefore, cumulative impacts to tribal cultural resources would be less than significant and the Project's incremental effect on tribal cultural resources would not be cumulatively considerable.

MITIGATION MEASURES

Cumulative impacts related to tribal cultural resources would be less than significant. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Cumulative impacts related to tribal cultural resources were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level would remain less than significant.

5.9.8 REFERENCES

Brea, City of. 2003. The City of Brea General Plan. Chapter 4 Community Resources.

California Public Resources Code. Section 5024.1(a).

Cogstone. March 2019. Paleontological and Cultural Resources Assessment for the Brea 265 Specific Plan, City of Brea, Orange County, California.

State of California, Governor's Office of Planning and Research. n.d. Technical Advisory, AB 52 and Tribal Cultural Resources in CEQA.

Title 36 Code of Federal Regulations 60, Section 60.2.

6.0 ALTERNATIVES

6.1 PURPOSE AND SCOPE

Pursuant to State CEQA Guidelines Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. The State CEQA Guidelines also state that an EIR need not consider every conceivable alternative or consider alternatives that are infeasible. Under CEQA, factors that can determine feasibility are site suitability, economic limitations, availability of infrastructure, consistency with applicable plans, regulatory limitations, and jurisdictional boundaries.

In accordance with State CEQA Guidelines Section 15126.6(d), the discussion of each alternative presented in this section of the Draft EIR is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed project. Through the identification, evaluation, and comparison of alternatives, the relative advantages and disadvantages of each alternative compared with the proposed project can be determined. An EIR should present a reasonable range of feasible alternatives that will support informed decision-making and public participation regarding the potential environmental consequences of a project and possible means to address those consequences. However, an EIR need not consider alternatives whose effects cannot be reasonably ascertained and whose implementation is remote or speculative.

Based on the CEQA requirements described above, the alternatives addressed in this Draft Supplemental EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed project;
- The extent to which the alternative could accomplish the objectives of the proposed project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed project and potential alternatives to it; and
- The requirement of State CEQA Guidelines Section 15126.6(e) to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative.

Neither the CEQA statute and the State CEQA Guidelines, nor court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, as stated in State CEQA Guidelines 15126(f), "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice."

6.2 PROJECT OBJECTIVES

State CEQA Guidelines Section 15124(b) requires that an EIR contain a statement of objectives sought by the proposed project. As identified in **Section 3.0, Project Description**, of this Draft EIR, the objectives of the Project are as follows:

- Objective 1: Develop a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods.
- Objective 2: Develop a parcel delivery facility that complies with City of Brea development and zoning standards, including providing enclosed onsite parcel sorting, staging and similar operational activities associated with the use.
- Objective 3: Provide a productive use of currently underutilized industrial land to help meet the unmet regional demands for goods delivery services.
- Objective 4: Reduce the distances traveled for goods delivery to the City of Brea.
- Objective 5: Expand economic development and facilitate job creation in the City of Brea, including hundreds of direct operational jobs and indirect jobs through the development and establishment of a new parcel delivery use.
- Objective 6: Encourage cyclist and pedestrian safety in the City.
- Objective 7: Attract new businesses to the City of Brea and thereby maintain a jobs-housing balance in the area that will reduce the need for members of the local workforce to commute outside the area for employment.

6.3 SIGNIFICANT IMPACTS OF THE PROJECT

A primary consideration in defining project alternatives is their potential to reduce or eliminate significant impacts of the proposed project. CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. As analyzed in **Section 5.0, Environmental Impact Analysis** and summarized in **Section 1.0, Executive Summary** of this Draft EIR, the Project would not result in any significant impacts.

As discussed in detail in **Section 5.0, Environmental Impact Analysis** and **Section 7.0, Other CEQA Considerations,** of this Draft EIR, the Project would not result in any significant impacts that cannot be mitigated to a less than significant level. However, the Project would result in the following potentially significant environmental impacts that would be reduced to a less than significant level with the implementation of identified mitigation measures:

- **Hazards and Hazardous Materials:** Construction impacts related to the potential for encountering hazardous and contaminated soils during ground disturbing activities and the potential emission or handling of hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School. Operational impacts related to potential soil-gas vapor intrusion from the elevated levels of methane detected on the Project Site. Mitigation Measure **MM-HAZ-1**, which requires the preparation and implementation of a Soil Management Plan, would reduce construction impacts to a less-than-significant level, and Mitigation Measure **MM-HAZ-2**, which requires implementation of the approved soil-gas mitigation system, would reduce operational impacts to a less-than-significant level.
- **Tribal Cultural Resources:** Potential construction-phase impacts to related to the inadvertent discovery of tribal cultural resources during ground disturbing activities. Mitigation Measures **MM-TCR-1** and **MM-TCR-2**, which require the Applicant to retain a Native American monitor and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards during ground disturbing activities, would reduce impacts to a less-than-significant level.

As discussed in detail in **Section 5.0, Environmental Impact Analysis** and **Section 7.0, Other CEQA Considerations,** of this Draft EIR, the Project would result in less-than-significant impacts or no impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, noise, public services, recreation, transportation, utilities and service systems, and wildfire.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

State CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Among factors that may be used to eliminate alternatives from detailed consideration in the EIR are: (1) failure to meet most of the basic project objectives, (2) infeasibility, and (3) inability to avoid significant environmental impacts.

6.4.1 Alternative Locations

The consideration of alternative locations for the proposed project need only include locations that would avoid or substantially lessen any of the significant effects of the project. The feasibility of an alternative site is based on site suitability, economic limitations, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the project proponent can reasonably acquire, control, or otherwise have access to the alternative site. Thus, feasible alternative sites for the Project must be designated and zoned for industrial use in the City of Brea, in close proximity to a freeway, and large enough to support the operation of a parcel delivery facility.

Based on a review of the City of Brea General Plan and zoning map, approximately 12 percent of the City's land is designated and zone for industrial uses. While many of these other industrial-

zoned parcels would have similar access to the freeway as the Project Site, none are unoccupied or large enough to support a parcel delivery facility. Moreover, the Applicant does not own, control, or have access to any other industrial-zone parcels within the City that could support a parcel delivery facility. Therefore, development of the Project at an alternative location would not be feasible and is rejected from further consideration.

6.4.2 Alternative Uses

Pursuant to State CEQA Guidelines Section 15126.6(f), the EIR need only consider alternatives that could feasibility attain most of the basic objectives of the project. Development of the Project Site with residential or office only uses would not attain the basic Project objectives. Specifically, alternative uses would not meet the objectives related to the development of a parcel delivery facility (Objectives 1, 2 and 5). Moreover, residential or offices uses would not help to meet the regional demands for good delivery services (Objective 3) or reduce the distances traveled for good delivery (Objective 4). Although office uses could partially meet Objective 7 and reduce the need for members of the local workforce to commute outside the area for employment, residential uses would not meet this objective. Thus, alternative uses for the Project Site are rejected from further consideration.

6.5 ALTERNATIVES SELECTED FOR EVALUATION

Three alternatives to the proposed project have been identified for further analysis as representing a reasonable range of alternatives that attain some of the basic objectives of the project, may avoid or substantially lessen one or more of the significant effects of the proposed project, and are potentially feasible from a development perspective. State CEQA Guidelines Section 15126.6(e)(1) requires the evaluation of a "no project" alternative to "allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project." Pursuant to State CEQA Guidelines Section 15126.6(e)(2), an EIR is required to "discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Further, State CEQA Guidelines Section 15126.6(e)(3)(B) states, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." In addition, the No Project/No Build Alternative includes what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The following alternatives have been developed in accordance with the requirements of the State CEQA Guidelines and are described in detail and analyzed in **Section 6.6, Comparative Analysis of Impacts** below:

- Alternative 1: No Project/No Build
- Alternative 2: Reduced Project Alternative
- Alternative 3: Adaptive Reuse of the Existing Building Alternative

6.6 COMPARATIVE ANALYSIS OF IMPACTS

The characteristics of the three alternatives evaluated in this Draft EIR are summarized in **Table 6-1** below and compared to the Project. Each alternative is then discussed in detail to determine if the impacts of the alternative would be less than, similar to, or greater than the impacts of the Project.

Table 6-1
Summary of Project and Alternatives

	Project	Alternative 1: No Project/ No Build Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Adaptive Reuse of the Existing Building Alternative
Office Use	18,150 sf	637,503 sf	15,427 sf	474,503 sf
Merchandise Warehouse Use	163,350 sf	0 sf	138,848 sf	163,000 sf
Employees	673 persons	2,075 persons	572 persons	2,218 persons
Auto Trips	1,346 trips	5,778 trips	1,144 trips	5,816 trips
Van Trips	690 trips	0 trips	587 trips	690 trips
Truck Trips	62 trips	36 trips	53 trips	90 trips

*Source: NV5 Engineers & Consultants. September 3, 2024. Vehicle Miles Traveled (VMT) Analysis for Brea Delivery Station. Refer to **Appendix F** of this Draft EIR.*

*NV5 Engineers & Consultants. August 2, 2024. CEQA Project Alternatives Trip Generation and VMT Comparison Technical Memorandum. Refer to **Appendix H.2** of this Draft EIR.*

6.6.1 Alternative 1: No Project/No Build

Alternative 1, the No Project/No Build assumes that the existing 637,503-square-foot building would be reoccupied for office uses, consistent with the previously established land use for the project site. This alternative would not require demolition or construction activities. Alternative 1 would have a daily maximum of 2,075 employees onsite.

AIR QUALITY

Construction

As previously stated, Alternative 1 would reoccupy the existing office building. No demolition or construction would be required under Alternative 1 and no new construction-related emissions would be generated. Therefore, Alternative 1 would have no impact related to short-term construction emissions. As such, Alternative 1 would avoid the Project's less-than-significant regional and localized construction impacts discussed in detail in **Section 5.1, Air Quality** of this Draft EIR.

Operation

Implementation of Alternative 1 would result in long-term operational emissions of criteria air pollutants such as coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), and sulfur dioxide (SO_2) as well as ozone (O_3) precursors such as reactive organic gases (ROGs) and nitrogen oxide (NO_X). These emissions would primarily be associated with motor vehicle use.

Long-term operational regional emissions attributable to Alternative 1 are identified in **Table 6-2** and compared to the operational significance thresholds set forth by the South Coast Air Quality Management District (SCAQMD). As shown in **Table 6-2**, Alternative 1 would result in less operational regional ROG and CO emissions, but slightly higher NO_X, SO_2, PM_{10}, and $PM_{2.5}$ emissions, when compared to the baseline condition (Bank of America use).

Table 6-2
Alternative 1 Operational-Related Emissions (Regional Significance Analysis)

Emission Source	Pollutant (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Alternative 1						
Mobile	13.10	15.50	135.00	0.39	37.90	9.80
Area	19.90	0.23	27.70	0.00	0.05	0.04
Energy	0.24	4.34	3.65	0.03	0.33	0.33
Total	**33.24**	**20.07**	**166.35**	**0.42**	**38.28**	**10.17**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Baseline Condition (Bank of America Use)						
Mobile	18.00	14.90	156.00	0.35	30.60	7.91
Area	19.90	0.24	27.70	0.00	0.05	0.04
Energy	0.24	4.34	3.65	0.03	0.33	0.33
Total	**38.14**	**19.48**	**187.35**	**0.38**	**30.98**	**8.28**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
DIFFERENCE						
Mobile	-4.90	+0.60	-21.00	+0.04	+7.30	+1.89
Area	0	-0.01	0	0	0	0
Energy	0	0	0	0	0	0
Total	**-4.90**	**+0.59**	**-21.0**	**+0.04**	**+7.30**	**+1.89**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Long-term operational localized emissions attributable to Alternative 1 are identified in **Table 6-3** and compared to the operational localized thresholds set forth by the SCAQMD. As shown in **Table 6-3**, with the exception of NO_X, which would be nominally lower, Alternative 1 would result in net zero localized emissions when compared to the baseline condition (Bank of America use).

Table 6-3
Alternative 1 Operations-Related Emissions (Localized Significance Analysis)

Activity[1]	Onsite Pollutant (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Alternative 1				
Area	0.23	27.7	0.05	0.04
Energy	4.34	3.65	0.33	0.33
Total	**4.57**	**31.35**	**0.38**	**0.37**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
Baseline Condition (Bank of America Use)				
Area	0.24	27.7	0.05	0.04
Energy	4.34	3.65	0.33	0.33
Total	**4.58**	**31.35**	**0.38**	**0.37**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
DIFFERENCE				
Area	-0.01	0	0	0
Energy	0	0	0	0
Total	**-0.01**	**0**	**0**	**0**

Notes:
lbs/day = pounds per day
1. There are no onsite mobile sources associated with the permitted office uses or the Bank of America use.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

As discussed in **Section 5.1, Air Quality** of this Draft EIR, the Project would result in a net decrease in emissions of ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ and would not exceed the regional or localized significance thresholds established by the SCAQMD. Therefore, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard or expose sensitive receptors to substantial pollutant concentrations and the Project's operational impacts would be less than significant.

The emissions data provided **Table 6-2** demonstrate that although operation of Alternative 1 would result in a net increase in regional NO_X, SO_2, PM_{10}, and $PM_{2.5}$ when compared to the baseline condition (Bank of America use), the increase would be nominal and none of the

emissions would exceed the regional thresholds established by the SCAQMD. In addition, as shown **Table 6-3**, Alternative 1 would result in a nominal net decrease in NO_X and net zero emissions of CO, PM_{10}, and $PM_{2.5}$ when compared to the baseline condition and none of the emissions would exceed the localized significance thresholds establish by the SCAQMD. Therefore, similar to the Project, Alternative 1 would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or state ambient air quality standard or expose sensitive receptors to substantial pollutant concentrations and the operational impacts under Alternative 1 would be less than significant. However, such impacts would be greater than the impacts identified for the Project.

ENERGY

Construction

As previously stated, Alternative 1 would reoccupy the existing office building. No demolition or construction would be required under Alternative 1 and no electricity, natural gas, or fuel would be consumed. Therefore, Alternative 1 would have no impact related energy consumption. As such, Alternative 1 would avoid the Project's less-than-significant energy impacts discussed in detail in **Section 5.2, Energy**, of this Draft EIR.

Operation

As discussed in **Section 5.2, Energy**, of this Draft EIR, the Project operation would result in a net decrease of electricity and natural gas consumption, but a net increase in operational fuel consumption (gasoline and diesel) of approximately 116,835 gallons of automotive fuel per year, The Project's net operational fuel consumption would increase Orange County's automotive fuel consumption by 0.0088 percent. Therefore, the Project operation would not result in excessive operational electricity, natural gas, or automotive fuel consumption and impacts related to wasteful, inefficient, and unnecessary energy consumption would be less than significant.

As shown in **Table 6-4,** Alternative 1 would have no net increase in electricity or natural gas consumption when compared to the baseline condition (Bank of America use). However, operation of Alternative 1 would result in a net increase in fuel consumption of approximately 248,516 gallons (gasoline and diesel) of automotive fuel per year, which represents a 0.0188 percent increase over the 2022 countywide fuel consumption. Although net operational fuel consumption under Alternative 1 would be greater than the Project due to the greater number of employees and associated trips, the 0.0188 percent increase would not be excessive. Thus, impacts under Alternative 1 would be less than significant but would be greater than the impacts identified for the Project.

Table 6-4
Alternative 1 and Countywide Energy Consumption

Energy Type	Alternative 1 Annual Energy Consumption[1]	Orange County Annual Energy Consumption[2]	Percent Increase Countywide[2]
Baseline Condition (Bank of America Use)			
Existing Electricity Consumption[3]	12,007 MWh	20,243,722 MWh	0.0593%
Existing Natural Gas Consumption[4]	161,584 therms	572,454,744 therms	0.0282%
Existing Operational Automotive Fuel Consumption (Gasoline)	711,421 gallons	1,320,982,171 gallons	0.0539%
Alternative 1			
Electricity Consumption[3]	12,009 MWh	20,243,722 MWh	0.0593%
Natural Gas Consumption[4]	161,584 therms	572,454,744 therms	0.0282%
Operational Automotive Fuel Consumption	959,937 gallons	1,320,982,171 gallons	0.0727%
Gasoline	*853,174 gallons*	-	-
Diesel	*106,763 gallons*	-	-
Net Increase			
Net Electricity Consumption[3]	+2 MWh	20,243,722 MWh	0.0000%
Natural Gas Consumption[4]	0 therms	572,454,744 therms	0.0000%
Operational Automotive Fuel Consumption	+248,516 gallons	1,320,982,171 gallons	0.0188%
Gasoline	*+141,753 gallons*	-	-
Diesel	*+106,763 gallons*	-	-

Notes:

1. Electricity consumptions as modeled in California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. Fuel consumption calculated based on CalEEMod results. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB's EMFAC2021 emissions inventories.
2. The increases in electricity and natural gas consumption are compared to the total consumption in Orange County in 2022. The increases in construction off-road and on-road fuel consumption are compared with the projected Orange County off-road fuel consumption and countywide on-road fuel consumption in 2025. The increase in operational automotive fuel consumption is compared with the projected countywide on-road fuel consumption in 2027 (operation year).
3. Orange County electricity consumption data source: California Energy Commission. n.d. Electricity Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/elecbycounty.aspx.
4. Orange County natural gas consumption data source: California Energy Commission. n.d. Gas Consumption by County. Accessed September 18, 2024. https://ecdms.energy.ca.gov/gasbycounty.aspx.

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

GREENHOUSE GAS EMISSIONS

Construction

Alternative 1 would reoccupy the existing office building. No demolition or construction would be required under Alternative 1 and no new construction-related emissions would be generated. Therefore, Alternative 1 would have no impact related to GHG emissions during construction. As such, Alternative 1 would avoid the Project's less-than-significant GHG impacts discussed in detail in **Section 5.3, Greenhouse Gas Emissions**, of this Draft EIR.

Operation

Long-term operational GHG emissions attributed to the Alternative 1 are identified in **Table 6-5**. Operation of the Project would generate GHG emissions primarily associated with mobile sources. As shown in in **Table 6-5**, Alternative 1 would generate 10,844 metric tons per year of carbon dioxide equivalents (CO_2e), which would exceed the SCAQMD's numeric bright line screening threshold of 3,000 metric tons per year of CO2e for new development projects in the residential/commercial sectors. However, this threshold has not been adopted by SCAQMD or the City and is presented only as a comparison for informational purposes. The baseline condition (Bank of America use) generates 10,110 metric tons of CO2e per year. Thus, Alternative 1 would result in an overall net increase of 525 metric tons of CO2e emissions generated onsite, which would be below the 3,000 metric tons per year of CO2e screening threshold. Moreover, the significance of potential GHG impacts is not determined by the SCAQMD bright-line screening threshold, but by consistency with applicable plans, regulations, and policies.

As discussed in **Section 5.3, Greenhouse Gas Emissions**, of this Draft EIR the Project would generate 7,079 metric tons of CO_2e per year, which would not exceed the SCAQMD's numeric bright line screening threshold of an annual 10,000 metric tons of CO_2e for industrial land uses[1] and would result in an overall net reduction of 3,037 metric tons of CO_2e emissions generated onsite. The Project would include design features that would reduce VMT and GHG emissions including bike parking spaces, improvements to The Tracks at Brea, EV charging stations, EV-ready spaces, solar-ready roof, drought tolerant landscaping and water-efficient irrigation. Thus, the Project would be consistent with the GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan Update and 2020-2045 RTP/SCS, as well as City of Brea regulations and policies. As such, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and impacts would be less than significant.

[1] Note that Alternative 1 is compared to the 3,000 metric tons of CO_2e threshold for residential/commercial uses rather than the 10,000 metric tons of CO_2e used for the Project because Alternative 1 would reoccupy the existing building with office uses, rather than industrial uses.

Table 6-5
Alternative 1 Operations-Related GHG Emissions

Emissions Source	CO_2e
Alternative 1	
Mobile	6,536 metric tons/year
Area	13 metric tons/year
Energy	3,769 metric tons/year
Water/Wastewater	341 metric tons/year
Solid Waste	185 metric tons/year
Refrigerants	<1 metric ton/year
Total	**10,844 metric tons/year**
SCAQMD Numeric Significance Threshold	*3,000 metric tons/year*
Exceed SCAQMD Numeric Threshold?	**Yes**
Baseline Condition **(Bank of America Use)**	
Mobile	5,803 metric tons/year
Area	13 metric tons/year
Energy	3,768 metric tons/year
Water/Wastewater	341 metric tons/year
Solid Waste	185 metric tons/year
Refrigerants	<1 metric ton/year
Total	**10,110 metric tons/year**
SCAQMD Numeric Significance Threshold	*3,000 metric tons/year*
Exceed SCAQMD Numeric Threshold?	**Yes**
DIFFERENCE	
Construction	+733 metric tons/year
Mobile	0 metric tons/year
Area	+1 metric tons/year
Energy	0 metric tons/year
Water/Wastewater	0 metric tons/year
Solid Waste	0 metric ton/year
Refrigerants	0 metric ton/year
Total	**+734 metric tons/year**

Notes:
CO_2e = Carbon dioxide equivalent warming potential.
Numbers have been rounded and may not sum due to rounding.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

As described above, the office uses under Alternative 1 would be consistent with the previously established office use of the Project Site. However, Alternative 1 would not support the GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan Update and 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), or City of Brea regulations and policies since Alternative 1 would occupy the existing building on the

Project Site and would not include design features that would reduce the GHG emissions or VMT. Furthermore, due to the age of the existing building, Alternative 1 would not comply with the most recent California Green Building Standards (CALGreen) Code or California Energy Code, which were adopted in their entirety in the Brea City Code (BCC). While Alternative 1 would not substantially increase GHG emissions onsite, as demonstrated in **Table 6-5**, the VMT generated by Alternative 1 would be greater than the Project due to the greater number of employees onsite. As such, Alternative 1 would not be consistent with the 2022 Scoping Plan Update, 2020-2045 RTP/SCS, or City of Brea regulations and policies to the same extent as the Project. Nevertheless, because Alternative 1 would not involve any development of the Project Site, impacts under this alternative are considered to be less than significant but greater than the less-than-significant impacts of the Project.

HAZARDS AND HAZARDOUS MATERIALS

Construction

As described above, Alternative 1 would reoccupy the existing 637,503-square-foot building with office uses. Alternative 1 would not require construction or ground disturbing activities that could encounter potentially hazardous and contaminated soils, and therefore, would have no impact related to the release of hazardous materials during construction. In addition, construction of Alternative 1 would not interfere with an adopted emergency response plan or emergency evacuation plan since no construction would occur. As such, Alternative 1 would avoid the Project's impacts related to the release of hazardous materials, which were determined to be less than significant with mitigation in **Section 5.4, Hazardous and Hazardous Materials**, of this Draft EIR, due to contaminated soils and an abandoned UST located within the Project Site, as well as the Project's less-than-significant impacts related to emergency response plans and emergency evacuation plans.

Operation

Long-term operation of Alternative 1 would involve the transport, storage, use, and disposal of limited quantities of hazardous materials related to office uses. Hazardous materials may include solvents and commercial cleansers for building maintenance and the limited use of pesticides and herbicides for landscape maintenance. As with the Project, the transport, storage, use, and disposal of the materials anticipated to be used by Alternative 1 would occur in accordance with applicable federal, state, and local regulations. Therefore, potential impacts related to the routine transport, storage, use, or disposal of hazardous materials or the emission or handling of hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School during operation of Alternative 1 would be less than significant and similar to the impacts of Project.

Since Alternative 1 would reoccupy the existing building, no new development would occur onsite. It is assumed that the existing building was constructed in accordance with the applicable City guidelines in place at the time to protect against soil-gas vapor intrusion. Therefore, impacts related to the release of hazardous materials, including soil-gas vapor, under Alternative 1 would be less than significant and less than the impacts of the Project, which were determined to be less than significant with mitigation in **Section 5.4, Hazardous and Hazardous Materials**, of this Draft EIR.

In addition, similar to the Project, operation of Alternative 1 would not prohibit the use of Carbon Canyon Road and State Route 57 as evacuation routes and would not require full lane closures or permanent obstruction of local roadways. Alternative 1 would utilize local roadways and the existing driveways along Surveyor Avenue, Valencia Avenue, and/or Nasa Street in the event of evacuation during operation. Therefore, Alternative 1 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation, and impacts would be less than significant and similar to the impacts of the Project.

NOISE

Construction

As described above, Alternative 1 would reoccupy the existing 637,503-square-foot building with office uses. Alternative 1 would not require construction activities that could generate temporary increases in ambient noise levels. Therefore, Alternative 1 would have no impact related construction noise and would avoid the Project's less-than-significant construction noise impacts.

Operation

Onsite noise generated by the operation of Alternative 1 would primarily be attributed to parking lot activity. As shown in **Table 6-6**, noise levels generated by Alternative 1 would not exceed the City's daytime exterior noise standards at any of the sensitive receptor locations. As discussed in **Section 5.5, Noise**, of the Draft EIR, the calculated noise levels for the Project range from 48.5 dBA to 53.7 dBA, which are greater than the noise levels shown in **Table 6-6** for Alternative 1. Therefore, as with the Project, Alternative 1 would result in less than significant onsite noise impacts, and such impacts would be less than the less-than-significant impacts of the Project.

Table 6-7 shows the calculated offsite roadway noise levels with Alternative 1 traffic under Existing Plus Alternative 1 conditions and compares them to the noise levels under Existing conditions. The noise level difference is then evaluated against the FICON standards. As shown in **Table 6-7**, none of the roadway segments would experience an incremental increase of traffic noise in excess of the FICON standards. As discussed in **Section 5.5, Noise**, of the Draft EIR, the Project would increase roadway noise levels by as much as 2.4 CNEL for the roadway segment of Imperial Highway/SR 90 west of Valencia Avenue compared to the maximum increase of 0.8 CNEL for the segment of Valencia Avenue/SR 142 between Imperial Highway and La Floresta Drive roadway segment under Alternative 1 shown in **Table 6-7**. Therefore, as with the Project, Alternative 1 would result in less than significant onsite noise impacts, and such impacts would be less than the less-than-significant impacts of the Project.

Table 6-6
Alternative 1 Operational Noise Levels at Sensitive Receptors

#	Location	Daytime Noise Level with Reduction from Existing Wall	Daytime Exterior Noise Standards (dBA Leq)	Exceed Daytime Exterior Standard?
1	Residence east of Project Site	32.7	55	**No**
2	Residence east of Project Site	36.4	55	**No**
3	Residence east of Project Site	36.8	55	**No**
4	Residence east of Project Site	36.8	55	**No**
5	Residence east of Project Site	36.8	55	**No**
6	Residence east of Project Site	36.8	55	**No**
7	Residence east of Project Site	35.9	55	**No**
8	Residence east of Project Site	35.8	55	**No**
9	Residence east of Project Site	37.0	55	**No**
10	Residence east of Project Site	36.0	55	**No**
11	Residence east of Project Site	36.8	55	**No**
12	Residence east of Project Site	35.0	55	**No**
13	Residence east of Project Site	35.9	55	**No**
14	Residence east of Project Site	36.0	55	**No**
15	Residence east of Project Site	31.1	55	**No**
16	Residence east of Project Site	30.3	55	**No**
17	Residence east of Project Site	34.9	55	**No**
18	Residence east of Project Site	35.1	55	**No**
19	Residence east of Project Site	35.9	55	**No**
20	Residence east of Project Site	33.4	55	**No**
21	Residence east of Project Site	30.9	55	**No**
22	Residence east of Project Site	29.0	55	**No**
23	Residence east of Project Site	28.9	55	**No**

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Table 6-7
Alternative 1 Traffic Noise Levels

Roadway Segment	CNEL at 100 feet from Centerline of Roadway			FICON Standard	Exceed Standard?
	Existing	Existing Plus Alternative 1	Change		
Valencia Avenue/SR 142					
South of Imperial Highway	62.1	62.5	+0.4	>3	No
Between Imperial Highway & La Floresta Drive	62.5	63.3	+0.8	>3	No
Between La Floresta Drive & La Entrada Drive	62.2	62.5	+0.3	>3	No
Between La Entrada Drive & E. Birch Street/ Rose Drive	62.2	62.4	+0.2	>3	No
North of E. Lambert Road	58.4	58.4	+0.0	>5	No
Imperial Highway/SR 90					
West of Valencia Avenue	63.5	63.6	+0.1	>3	No
East of Valencia Avenue	63.4	63.5	+0.1	>3	No
La Floresta Drive					
East of Valencia Avenue	49.8	49.9	+0.1	>5	No
La Entrada Drive					
East of Valencia Avenue	44.5	44.5	+0.0	>5	No
E. Birch Street/Rose Drive					
West of Ranger Street	60.6	60.6	+0.0	>3	No
Between Ranger Street & Voyager Avenue	60.2	60.2	+0.0	>3	No
Between Voyager Avenue & Valencia Avenue	59.8	59.9	+0.1	>5	No
East of Valencia Avenue	61.6	61.6	+0.0	>3	No
Ranger Street/S. Starflower Street					
North of E. Birch Street	47.7	47.7	+0.0	>5	No
Voyager Avenue					
North of E. Birch Street	43.9	43.9	+0.0	>5	No

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

PUBLIC SERVICES – FIRE PROTECTION

Construction

As previously discussed, Alternative 1 would reoccupy the existing 637,503-square-foot building with office uses and would not require new development on the Project Site. Since no construction would occur, Alternative 1 would have no impact related to fire protection services during construction. Therefore, Alternative 1 would avoid the Project's less-than-significant impacts related to fire protection services during construction.

Operation

Operation of Alternative 1 would not generate a residential population on the Project Site that would require fire protection services. However, the 637,503 square feet that would be reoccupied with office uses would generate a significantly larger employee population than the Project. Therefore, Alternative 1 would result in an increase demand for fire protection services at the Project Site when compared to the Project. However, the Project Site is already served by existing fire protection infrastructure (i.e., hydrants) and it is assumed that the existing building was constructed in accordance with the state and local regulations related to fire protection that were applicable at the time of construction. Therefore, impacts related to fire protection services under Alternative 1 would be less than significant and but greater when compared to the Project due to the larger employee population generated by Alternative 1.

PUBLIC SERVICES – POLICE PROTECTION

Construction

As previously discussed, Alternative 1 would reoccupy the existing 637,503-square-foot building with office uses and would not require new development on the Project Site. Since no construction would occur, Alternative 1 would have no impact related to police protection services during construction. Therefore, Alternative 1 would avoid the Project's less-than-significant impacts related to police protection services during construction.

Operation

Operation of Alternative 1 would not generate a residential population on the Project Site that would require police protection services. However, the 637,503 square feet that would be reoccupied with office uses would generate a significantly larger employee population than the Project. Therefore, Alternative 1 would result in an increase demand for police protection services at the Project Site when compared to the Project. It is assumed that Alternative 1 would implement various security measures to ensure the safety and security of employees and the Project Site such as exterior/interior cameras, motion sensors, a building intrusion alarm, and an access control system that would require employees to utilize a badge at building entrances. In addition, the building, walkways, and entry points would be properly lit to increase the safety and visibility of the Project Site. These features would reduce the demand for police protection services at the Project Site. Therefore, impacts related to police protection services under Alternative 1 would be less than significant but greater when compared to the Project due to the larger employee population generated by Alternative 1.

TRANSPORTATION

According to the *CEQA Project Alternatives Trip Generation and VMT Comparison Technical Memorandum* (VMT Alternatives Memo) prepared by NV5 Engineers & Consultants, dated August 2, 2024, and provided as **Appendix H.2** to this Draft EIR, the office uses under Alternative 1 would generate 5,814 daily trips. Thus, Alternative 1 would generate 960 more trips than the baseline condition (Bank of America use), which generates 4,818 daily trips. Unlike the Project, Alternative 1 would not meet the Project Type Screening criterion, which applies to projects generating less than 110 daily vehicle trips, and cannot be presumed to have a less than significant VMT impact. As provided in Table 2 of the VMT Alternatives Memo, Alternative 1 would

generate 51,424 daily VMT and would result in a baseline VMT per service population of 24.78. According to the *City of Brea Transportation Impact Analysis (TIA) Guidelines* (TIA Guidelines), a project would result in a significant VMT impact if the baseline project-generated VMT per service population exceeds the City of Brea General Plan Buildout VMT per service population, which is 29.2. Alternative 1's baseline VMT per service population of 24.78 would not exceed the City of Brea General Plan Buildout VMT per service population; therefore, Alternative 1's VMT impact would be less than significant. However, VMT impacts under Alternative 1 would be greater than the impacts of the Project since the Project would generate less daily trips and daily VMT.

TRIBAL CULTURAL RESOURCES

Alternative 1 would not involve the demolition of the existing building or the construction of new development on the Project Site. As construction and ground-disturbing activities would not be required to under Alternative 1, there would be no potential for Alternative 1 to uncover subsurface tribal cultural resources. Therefore, no impacts related to tribal cultural resources would occur under Alternative 1. As such, tribal cultural resources impacts under Alternative 1 would not occur and would be less than the Project, which were determined to be less than significant with mitigation as discussed in detail in **Section 5.9, Tribal Cultural Resources**, of this Draft EIR.

6.6.2 Alternative 2: Reduced Project Alternative

Alternative 2, the Reduced Project Alternative, would reduce the Project's building square footage and delivery operations by 15 percent. Total building square footage for the proposed parcel delivery facility would be 154,275 square feet, which would be comprised of 138,848 square feet of merchandise warehouse space and 15,427 square feet of ancillary office space. As a result of this reduction in building square footage, this alternative would involve some outdoor activities such as project staging prior to loading. This outdoor activity would require additional discretionary approval from the City, given the limitations in the City's municipal code for such outdoor activity. Alternative 2 would have a daily maximum of 572 employees onsite.

AIR QUALITY

Construction

As with the Project, construction of Alternative 2 has the potential to generate construction-related regional air emissions through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. **Table 6-8** summarizes the estimated maximum daily construction-generated emissions for Alternative 2. Although Alternative 2 would construct a smaller building compared to the Project, the construction duration would be the same as the Project. Alternative 2 would also require the export of 25,680 cubic yards of soil from the Project Site. However, due to the reduction in building square footage, construction activities during the building construction, paving, and painting phases would be slightly reduced under Alternative 2 compared to the Project, which would correspond to a marginal reduction in maximum daily construction emissions. As shown in **Table 6-8**, none of the emissions generated during the construction of Alternative 2 would exceed the SCAQMD's regional thresholds of significance. Therefore, the construction-related emissions

under Alternative 2 would be less than significant and less when compared to the less-than-significant impacts of the Project.

Table 6-8
Alternative 2 Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
CALENDAR YEAR 1 (2025)	3.25	18.8	162	0.30	9.52	1.66
CALENDAR YEAR 2 (2026)	0.95	6.93	41.7	0.07	1.19	0.40
CALENDAR YEAR 3 (2027)	40.9	6.87	41.5	0.07	1.19	0.40
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Table 6-9 summarizes maximum daily onsite emissions associated with construction of the Alternative 2. As shown therein, the onsite construction emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD LST screening levels during any phase of construction. Therefore, Alternative 2 would not expose sensitive receptors to substantial criteria pollutant concentrations during construction, and impacts would be less than significant and similar when compared to the less-than-significant impacts of the Project.

Table 6-9
Alternative 2 Construction-Related Emissions (Localized Significance Analysis)

Construction Activity	Onsite Pollutant (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition Calendar Year 1 (2025)	15.4	41.40	8.52	1.40
Site Preparation and Grading Calendar Year 1 (2025)	16.9	159.20	4.75	1.06
Building Construction Calendar Year 1 (2025)	5.87	38.00	0.14	0.14
Building Construction Calendar Year 2 (2026)	5.87	38.00	0.14	0.14
Building Construction Calendar Year 3 (2027)	5.87	38.00	0.14	0.14
Paving and Painting Calendar Year 3 (2027)	4.68	6.99	0.02	0.02
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*11*	*6*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Operation

As a reduced Project alternative, Alternative 2 would result in reduced operational emissions. As shown in **Table 6-10,** operational emissions of ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ under Alternative 2 would be less when compared to the baseline condition (Bank of America use). None of the operational emissions would exceed the regional significance thresholds established by the SCAQMD under Alternative 2. Therefore, Alternative 2 would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard and impacts would be less than significant. Such impacts would be less than the less-than-significant impacts of the Project.

Table 6-10
Alternative 2 Operations-Related Emissions (Regional Significance Analysis)

Activity	Pollutant (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Alternative 2						
Mobile	4.49	15.00	78.20	0.32	25.6	6.68
Area	4.98	0.06	6.71	< 0.005	0.01	0.01
Energy	0.05	0.82	0.69	< 0.005	0.06	0.06
Total	**9.52**	**15.88**	**85.6**	**0.32**	**25.67**	**6.75**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Baseline Condition **(Bank of America Use)**						
Mobile	18.00	14.90	156.00	0.35	30.60	7.91
Area	19.90	0.24	27.70	0.00	0.05	0.04
Energy	0.24	4.34	3.65	0.03	0.33	0.33
Total	**38.14**	**19.48**	**187.35**	**0.38**	**30.98**	**8.28**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Difference						
Mobile	-13.51	+0.10	-77.8	-0.03	-5.00	-1.23
Area	-14.92	-0.18	-20.99	0	-0.04	-0.03
Energy	-0.19	-3.52	-2.96	-0.03	-0.27	-0.27
Total	**-28.62**	**-3.60**	**-101.75**	**-0.06**	**-5.31**	**-1.53**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

To analyze a worst-case scenario, the localized emissions shown in **Table 6-11** include all "onsite" project-related stationary (area) sources, energy sources, and a standard 10 percent of the Alternative 2-related mobile sources to represent onsite mobile activity associated with the operation of the proposed parcel delivery facility. As shown therein, Alternative 2 would result in a net reduction of NO_x and CO but a net increase of PM_{10} and $PM_{2.5}$ when compared to the baseline condition (Bank of America use). Emissions of the pollutants during operation of Alternative 2 would not exceed the SCAQMD thresholds. Therefore, Alternative 2 operations would not result in significant concentrations of pollutants at nearby sensitive receptors, and impacts would be less than significant and less compared to the less-than-significant impacts of the Project.

Table 6-11
Alternative 2 Operations-Related Emissions (Localized Significance Analysis)

Activity	Onsite Pollutant (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Alternative 2				
Mobile	1.50	7.82	2.56	0.67
Area	0.06	6.71	0.01	0.01
Energy	0.82	0.69	0.06	0.06
Total	**2.38**	**15.22**	**2.63**	**0.74**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
Baseline Condition **(Bank of America Use)**				
Mobile[1]	-	-	-	-
Area	0.24	27.7	0.05	0.04
Energy	4.34	3.65	0.33	0.33
Total	**4.58**	**31.35**	**0.38**	**0.37**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
Difference				
Mobile	+1.50	+7.82	+2.56	+0.67
Area	-0.18	-20.99	-0.04	-0.03
Energy	-3.52	-2.96	-0.27	-0.27
Total	**-2.20**	**-16.13**	**+2.25**	**+0.37**

Notes:
lbs/day = pounds per day
1. There are no onsite mobile sources associated with the permitted office uses or the Bank of America use.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

ENERGY

Construction

As with the Project, Alternative 2 would require demolition of the existing structure onsite and construction of a temporary staging ground for equipment and resources. The temporary staging ground may include mobile office trailers and equipment (computers, lighting, electrical outlets, etc.) that may consume electricity. However, the electricity consumption during construction would be nominal and temporary. Additionally, natural gas would not be consumed during construction. Fossil fuels for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, paving, and architectural coating. As indicated in **Table 6-12**, Alternative 2's net off-road diesel fuel consumption and net on-road fuel consumption during construction would be approximately 178,482 gallons and 78,856 gallons (43,706 gallons of gasoline and 35,150 gallons of diesel), respectively. Consequently, Alternative 2's net off-road construction equipment diesel fuel consumption and net on-road construction fuel consumption would increase Orange County's consumption by 1.2576 percent and 0.0058 percent, respectively. The percent increase in off-road construction equipment diesel fuel consumption would be the same as the Project, but Alternative 2's percent increase in on-road construction fuel consumption would be less than that of the Project, which would result in a 0.0064 percent increase. As with the Project, Alternative 2's construction fuel consumption would not be excessive. Thus, impacts related to wasteful, inefficient, and unnecessary consumption of energy during construction of Alternative 2 would be less than significant and less compared to the Project.

Table 6-12
Alternative 2 and Countywide Energy Consumption

Energy Type	Alternative 2 Annual Energy Consumption[1]	Orange County Annual Energy Consumption[2]	Percent Increase Countywide[2]
Baseline Condition (Bank of America Use)			
Existing Electricity Consumption[3]	12,007 MWh	20,243,722 MWh	0.0593%
Existing Natural Gas Consumption[4]	161,584 therms	572,454,744 therms	0.0282%
Existing Operational Automotive Fuel Consumption (Gasoline)	711,421 gallons	1,320,982,171 gallons	0.0539%
Alternative 2			
Electricity Consumption[3]	1,995 MWh	20,243,722 MWh	0.0099%
Natural Gas Consumption[4]	30,675 therms	572,454,744 therms	0.0054%
Fuel Consumption			
Construction Off-Road (Diesel)	178,482 gallons	14,191,902 gallons	1.2576%
Construction On-Road	78,856 gallons	1,367,508,455 gallons	0.0058%
Gasoline	*43,706 gallons*	-	-
Diesel	*35,150 gallons*	-	-
Operation Automotive	747,705 gallons	1,320,982,171 gallons	0.0566%
Gasoline	*590,527 gallons*	-	-
Diesel	*157,178 gallons*	-	-
Difference			

Energy Type	Alternative 2 Annual Energy Consumption[1]	Orange County Annual Energy Consumption[2]	Percent Increase Countywide[2]
Net Electricity Consumption[3]	-10,012 MWh	20,243,722 MWh	-0.0495%
Natural Gas Consumption[4]	-130,909 therms	572,454,744 therms	-0.0229%
Fuel Consumption			
Construction Off-Road (Diesel)	+178,482 gallons	14,191,902 gallons	1.2576%
Construction On-Road (Diesel and Gasoline)	+78,856 gallons	1,367,508,455 gallons	0.0058%
Operational Automotive Fuel Consumption	+36,284 gallons	1,320,982,171 gallons	0.0027%
Gasoline	*-120,894 gallons*	-	-
Diesel	*+157,178 gallons*	-	-

Notes:

1. Electricity consumptions as modeled in California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. Fuel consumption calculated based on CalEEMod results. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB's EMFAC2021 emissions inventories.
2. The increases in electricity and natural gas consumption are compared to the total consumption in Orange County in 2022. The increases in construction off-road and on-road fuel consumption are compared with the projected Orange County off-road fuel consumption and countywide on-road fuel consumption in 2025. The increase in operational automotive fuel consumption is compared with the projected countywide on-road fuel consumption in 2027 (operation year).
3. Orange County electricity consumption data source: California Energy Commission. n.d. Electricity Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/elecbycounty.aspx.
4. Orange County natural gas consumption data source: California Energy Commission. n.d. Gas Consumption by County. Accessed September 18, 2024. https://ecdms.energy.ca.gov/gasbycounty.aspx.

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Operation

As shown in **Table 6-12**, during operation, Alternative 2 would result in a net decrease in electricity and natural gas consumption compared to the baseline condition (Bank of America use). Alternative 2 would also consume 120,894 less gallons of gasoline but 157,178 more gallons of diesel compared to the baseline condition (Bank of America use). Alternative 2 would result in a net operational fuel consumption (gasoline and diesel) of approximately 36,284 gallons of automotive fuel per year, which would increase Orange County's automotive fuel consumption by 0.0027 percent; however, this percent increase would be less than the 0.0088 percent increase estimated for the Project. Alternative 2 would consume less fuel than the Project and would not substantially increase the Orange County's annual automotive fuel consumption. Therefore, as with the Project, Alternative 2 would not result in excessive operational fuel consumption.

Based on the above, impacts related to wasteful, inefficient, and unnecessary consumption of energy during operation of Alternative 2 would be less than significant. Due to the reduction in scale and use, such impacts under Alternative 2 would also be less when compared to the Project.

GREENHOUSE GAS EMISSIONS

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). **Table 6-13** provides the GHG emissions that would be generated by construction activities for Alternative 2. As shown therein, construction would result in the generation of a total of approximately 2,770 metric tons of CO_2e. Once construction is complete, the generation of these GHG emissions would cease.

Consistent with SCAQMD recommendations, construction-related GHG emissions have been amortized over the expected life of the alternative, which is considered to be 30 years, and added to the annual average operational emissions, as discussed below.

Table 6-13
Alternative 2 Construction-Related GHG Emissions

Construction Year	CO_2e
Construction Calendar Year 1	1,417 metric tons/year
Construction Calendar Year 2	1,056 metric tons/year
Construction Calendar Year 3	297 metric tons/year
Total Construction Emissions	**2,770 metric tons**
Construction Emissions (amortized over 30-year life of Project)	***92 metric tons/year***

Notes:
CO_2e = Carbon dioxide equivalent warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Operation

Long-term operational GHG emissions attributed to Alternative 2 are identified in **Table 6-14**. Operation of Alternative 2 would generate GHG emissions primarily associated with mobile sources. Although not directly applicable because the City, not SCAQMD, is the lead agency, the SCAQMD's bright line screening threshold of 10,000 metric tons of CO_2e annually for stationary source/industrial land uses is an appropriate threshold to consider for the proposed parcel delivery facility use. As such, this threshold is considered in this analysis for informational purposes only. As shown in **Table 6-14**, Alternative 2 would generate 6,353 metric tons of CO_2e per year. For comparison purposes, the baseline condition is shown to generate 10,110 metric tons of CO_2e per year, while Alternative 2 would result in an overall net reduction of 3,757 metric tons of CO_2e emissions generated onsite. Therefore, Alternative 2's net GHG emissions would not exceed the SCAQMD's numeric bright line screening threshold of 10,000 metric tons of CO_2e annually for industrial land uses. Nonetheless, as described above, the significance of the potential impacts regarding GHG emissions and climate change is not determined by the SCAQMD bright-line screening threshold, but by Alternative 2's consistency with applicable plans, regulations, and policies, as described below.

Table 6-14
Alternative 2 Operations-Related GHG Emissions

Emissions Source	CO_2e
Alternative 2	
Construction (amortized over 30-year life of the Project)	92 metric tons/year
Mobile	5,456 metric tons/year
Area	3 metric tons/year
Energy	647 metric tons/year
Water/Wastewater	110 metric tons/year
Solid Waste	45 metric tons/year
Refrigerants	<1 metric ton/year
Total	**6,353 metric tons/year**
Baseline Condition (Bank of America Use)	
Mobile	5,803 metric tons/year
Area	13 metric tons/year
Energy	3,768 metric tons/year
Water/Wastewater	341 metric tons/year
Solid Waste	185 metric tons/year
Refrigerants	<1 metric ton/year
Total	**10,110 metric tons/year**
Difference	
Construction	+92 metric tons/year
Mobile	-347 metric tons/year
Area	-10 metric tons/year
Energy	-3,121 metric tons/year
Water/Wastewater	-231 metric tons/year
Solid Waste	-140 metric ton/year
Refrigerants	0 metric ton/year
Total	**-3,757 metric tons/year**
SCAQMD Numeric Significance Threshold	*10,000 metric tons/year*
Exceed SCAQMD Numeric Threshold?	**No**

Notes:
CO_2e = Carbon dioxide equivalent warming potential.
Numbers have been rounded and may not sum due to rounding.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

As with the Project, Alternative 2 would comply with the 2022 CalGreen Code and would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, EV charging stations, and EV capable stalls. Alternative 2 would also provide bike parking spaces, drought-tolerant landscaping, and connectivity improvements to The Tracks at Brea. As discussed further below, as a reduced Project alternative, Alternative 2 would result in a reduced VMT when compared to the Project and the baseline condition (Bank of America use). In addition, Alternative

2 would efficiently develop an underutilized property that would absorb portions of the service areas that are currently covered by existing delivery stations, which would allow the development to reduce the distance traveled by delivery vans throughout the region. Like the Project, Alternative 2 would establish a last-mile parcel delivery facility that has nearby access to freeways in order to efficiently facilitate the movement of goods. Furthermore, Alternative 2 would generate employment opportunities that would maintain the jobs-housing balance in the area and reduce commuter trips and GHG emissions by providing jobs to those who already live near the Project Site or in the City. Therefore, Alternative 2 would be consistent with the GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan Update and 2020-2045 RTP/SCS, as well as City of Brea regulations and policies.

As such, the Alternative 2 would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and impacts would be less than significant. Furthermore, because Alternative 2 would be consistent with and not conflict with these plans, policies, and regulations, the Alternative 2's incremental increase in GHG emissions, which would be less when compared to the Project, would not result in a significant impact on the environment.

HAZARDS AND HAZARDOUS MATERIALS

Construction

Similar to the Project, construction activities under Alternative 2 would be temporary in nature and involve the limited transport, storage, use, and disposal of hazardous materials such as fuels, lubricating fluids, and solvents. These materials are commonly used at construction sites and construction contractors would be required to comply with regulations that address the safe storage, handling, and disposal of these material in accordance with federal, state, and local regulations. Thus, construction of Alternative 2 would not create a significant hazard to the public or the environment and short-term construction impacts would be less than significant and similar to the less-than-significant impacts of the Project.

As detailed in **Section 5.4, Hazards and Hazardous Materials,** of this Draft EIR, there is a potential for encountering potentially hazardous and contaminated soils and an abandoned UST within the Project Site. Thus, similar to the Project, construction of Alternative 2 could result in potentially significant impacts related to the release of hazardous materials into the environment and the emission or handling of hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School. As with the Project, Alternative 2 would be required to implement Mitigation Measure **MM-HAZ-1**, which requires the development of a soil management plan to provide guidance and procedures for proper soil handling and UST removal during ground-disturbing activities, to reduce impacts to less-than-significant levels. Such impacts would be similar to the impacts of the Project, which were determined to be less than significant with mitigation.

In addition, similar to the Project, construction of Alternative 2 would not prohibit the use of Carbon Canyon Road and State Route 57 as evacuation routes and would not require full lane closures on local roadways. Alternative 2 would utilize local roadways and the existing driveways along Surveyor Avenue, Valencia Avenue, and/or Nasa Street in the event of evacuation during construction. Therefore, Alternative 2 would not impair implementation of or physically interfere

with an adopted emergency response plan or emergency evacuation plan during construction, and impacts would be less than significant and similar to the less-than-significant impact of the Project.

Operation

Under Alternative 2, proposed operations would be similar to those of the Project. Hazardous materials may include solvents and commercial cleansers for building maintenance and the limited use of pesticides and herbicides for landscape maintenance. Trucks accessing the facility would contain engine fuels and lubricants. However, these types of hazardous materials and the level of hazardous materials usage would be typical of other commercial, light warehousing, and storage uses. In addition, like the Project, Alternative 2 would not include the routine transport, storage, use, or disposal of hazardous materials at volumes or concentrations that require special provisions, permits, or approvals, such as those required for heavy industrial land uses. Furthermore, the transport, storage, use, and disposal of the materials anticipated to be used by Alternative 2 would be regulated by the applicable regulatory authorities. As such, similar to the Project, potential impacts related to the routine transport, storage, use, or disposal of hazardous materials and the emission or handling of hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School during operation of Alternative 2 would be less than significant and similar to the less-than-significant of the Project.

As with the Project, Alternative 2 would develop a new parcel delivery facility on the Project Site. As discussed in detail in **Section 5.4, Hazardous and Hazardous Materials**, of this Draft EIR, elevated levels of methane have been detected on the Project Site. Therefore, similar to the Project, operation of Alternative 2 may also result in significant hazards due to potential soil-gas vapor intrusion and would be required to implement Mitigation Measure **MM-HAZ-2** to reduce potentially significant impacts to less-than-significant levels. With implementation of Mitigation Measure **MM-HAZ-2**, which requires the Applicant to incorporate a soil-gas mitigation system into the project design, operational impacts related to the release of hazardous materials under Alternative 2 would be reduced to less-than-significant levels. Such impacts would be similar to the impacts of the Project, which were determined to be less than significant with mitigation.

In addition, similar to the Project, operation of Alternative 2 would not prohibit the use of Carbon Canyon Road and State Route 57 as evacuation routes and would not require full lane closures or permanent obstruction of local roadways. Alternative 2 would utilize local roadways and the existing driveways along Surveyor Avenue, Valencia Avenue, and/or Nasa Street in the event of evacuation during operation. Therefore, Alternative 2 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation, and impacts would be less than significant and similar to the impacts of the Project.

NOISE

Construction

As with the Project, construction noise associated with Alternative 2 would be temporary, would be limited to the allowed hours specified in BCC Sections 8.20.050 and 8.20.070, and would vary depending on the specific nature of the activities being performed. Exterior noise levels could

negatively affect sensitive land uses in the vicinity of the construction site. The closest existing noise-sensitive land uses to the Project Site are the single-family residences to the east across Valencia Avenue. The anticipated short-term noise levels generated by construction activities are presented in **Table 6-15**, which shows that the Alternative 2's contribution of construction noise combined with the ambient noise environment would not exceed the Federal Transit Administration's (FTA) 80 dBA construction noise standard during any phase of construction at the closest sensitive receptor.

Table 6-15
Alternative 2 Construction Average (dBA) Noise Levels at Nearest Receptors

Construction Phase	Average Ambient Noise Level[1] (dBA L_{eq})	Exterior Construction Noise Level at Closest Noise Sensitive Receptor (dBA L_{eq})	Existing Ambient Noise + Exterior Construction Noise Levels (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Demolition	68.7	69.2	72.2	80	No
Site Preparation and Grading		70.5	73.5	80	No
Building Construction		63.9	69.9	80	No
Paving and Painting		59.4	69.2	80	No

Notes:

1. Average ambient noise levels of the site area were estimated using the average Leq of the four short term noise measurement taken on June 3rd, 2024. Noise generated by both Site Preparation and Grading were combined to accurately model noise generated during those concurrent phases.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

As described in **Section 5.5, Noise,** of this Draft EIR, the Project's construction trips would not result in a doubling of traffic on the local transportation network, and its contribution to existing traffic noise would not be perceptible. Since Alternative 2 would result in less construction trips than the Project, its contribution to existing traffic noise would also not be perceptible. Additionally, construction is temporary and construction trips would cease upon completion of the development. Therefore, construction of Alternative 2 would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity in excess of standards established by the City or the applicable standards of other agencies. Construction noise impacts under Alternative 2 would be less than significant and similar when compared to less-than-significant impacts of the Project.

Operation

As with the Project, Alternative 2's parcel delivery facility would generate noise primarily from the loading and operation of the delivery vans and line haul trucks. **Table 6-16** shows the predicted

noise levels from Alternative 2 at the nearest residences during daytime and nighttime activity compared against the City's established exterior noise standards, limiting noise levels to 55 dBA during daytime and 50 dBA during nighttime hours at residential properties. As discussed in **Section 5.5, Noise**, of the Draft EIR, the calculated daytime and nighttime noise levels for the Project range from 48.5 dBA to 53.7 dBA and from 24.2 dBA to 38.5 dBA, respectively. Due to the reduced size of the proposed building in Alternative 2, noise levels at a few sensitive receptor locations may be marginally higher since the attenuation provided by the building would also be reduced, but the overall range of noise levels generated is greater for the Project than the noise levels ranges shown in **Table 6-16** for Alternative 2. Based on this analysis, operational noise levels generated by Alternative 2 would not exceed the City's 55 dBA exterior noise standard for daytime or the 50 dBA exterior noise standard for nighttime at any sensitive receptor location. However, Alternative 2 would include outdoor operational activities such as project staging prior to loading. Based on the level of design detail available for Alternative 2, it cannot be definitively determined that noise impacts would be less than significant without mitigation. As such, Alternative 2's noise impacts are considered potentially significant and potentially greater than the less-than-significant impacts of the Project.

Table 6-16
Alternative 2 Operational Noise Levels at Sensitive Receptors[1]

#	Location	Daytime/Nighttime Noise Level with Reduction from Existing Wall	Daytime/Nighttime Exterior Noise Standards (dBA Leq)	Exceed Daytime or Nighttime Exterior Standard?
1	Residence east of Project Site	43.8 / 27.0	55 / 50	**No / No**
2	Residence east of Project Site	46.9 / 27.3	55 / 50	**No / No**
3	Residence east of Project Site	48.5 / 26.8	55 / 50	**No / No**
4	Residence east of Project Site	49.1 / 26.3	55 / 50	**No / No**
5	Residence east of Project Site	49.5 / 25.7	55 / 50	**No / No**
6	Residence east of Project Site	50.1 / 25.1	55 / 50	**No / No**
7	Residence east of Project Site	49.7 / 23.5	55 / 50	**No / No**
8	Residence east of Project Site	49.4 / 22.6	55 / 50	**No / No**
9	Residence east of Project Site	49.9 / 22.4	55 / 50	**No / No**
10	Residence east of Project Site	48.1 / 22.1	55 / 50	**No / No**
11	Residence east of Project Site	49.3 / 22.6	55 / 50	**No / No**
12	Residence east of Project Site	46.5 / 21.7	55 / 50	**No / No**
13	Residence east of Project Site	49.0 / 24.1	55 / 50	**No / No**
14	Residence east of Project Site	49.5 / 26.4	55 / 50	**No / No**
15	Residence east of Project Site	42.4 / 24.2	55 / 50	**No / No**
16	Residence east of Project Site	41.8 / 23.2	55 / 50	**No / No**
17	Residence east of Project Site	45.4 / 27.7	55 / 50	**No / No**
18	Residence east of Project Site	45.6 / 27.8	55 / 50	**No / No**
19	Residence east of Project Site	45.5 / 29.1	55 / 50	**No / No**
20	Residence east of Project Site	43.5 / 27.7	55 / 50	**No / No**

#	Location	Daytime/Nighttime Noise Level with Reduction from Existing Wall	Daytime/Nighttime Exterior Noise Standards (dBA Leq)	Exceed Daytime or Nighttime Exterior Standard?
21	Residence east of Project Site	41.7 / 26.2	55 / 50	**No / No**
22	Residence east of Project Site	39.8 / 24.5	55 / 50	**No / No**
23	Residence east of Project Site	39.9 / 24.8	55 / 50	**No / No**

Notes:
1. Does not consider noise from outdoor staging of product or similar outdoor activities.

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Table 6-17 shows the calculated offsite roadway noise levels with Alternative 2 traffic under Existing Plus Alternative 2 conditions and compares them to the noise levels under Existing conditions. The noise level difference is then evaluated against the FICON standards. As shown in **Table 6-17**, none of the roadway segments in the vicinity would experience an incremental increase of traffic noise in excess of the FICON standards. As discussed in **Section 5.5, Noise**, of the Draft EIR, the Project would increase roadway noise levels by as much as 2.4 CNEL for the roadway segment of Imperial Highway/SR 90 west of Valencia Avenue compared to maximum increase of 0.5 CNEL for the roadway segment of Valencia Avenue/SR 142 between Imperial Highway and La Floresta Drive under Alternative 2 shown in **Table 6-7**. Therefore, as with the Project, Alternative 2 would result in less than significant offsite traffic noise impacts, and such impacts would be less than the less-than-significant impacts of the Project since the noise level increases under Alternative 2 are similar or less than those of the Project.

Table 6-17
Alternative 2 Traffic Noise Levels

Roadway Segment	CNEL at 100 feet from Centerline of Roadway			FICON Standard	Exceed Standard?
	Existing	Existing Plus Alternative 2	Change		
Valencia Avenue/SR 142					
South of Imperial Highway	62.1	62.3	+0.2	>3	No
Between Imperial Highway & La Floresta Drive	62.5	63.0	+0.5	>3	No
Between La Floresta Drive & La Entrada Drive	62.2	62.3	+0.1	>3	No
Between La Entrada Drive & E. Birch Street/ Rose Drive	62.2	62.3	+0.1	>3	No
North of E. Lambert Road	58.4	58.4	+0.0	>5	No
Imperial Highway/SR 90					
West of Valencia Avenue	63.5	63.6	+0.1	>3	No
East of Valencia Avenue	63.4	63.5	+0.1	>3	No
La Floresta Drive					
East of Valencia Avenue	49.8	49.8	+0.1	>5	No

Roadway Segment	CNEL at 100 feet from Centerline of Roadway			FICON Standard	Exceed Standard?
	Existing	Existing Plus Alternative 2	Change		
La Entrada Drive					
East of Valencia Avenue	44.5	44.5	+0.0	>5	No
E. Birch Street/Rose Drive					
West of Ranger Street	60.6	60.6	+0.0	>3	No
Between Ranger Street & Voyager Avenue	60.2	60.2	+0.0	>3	No
Between Voyager Avenue & Valencia Avenue	59.8	59.9	+0.1	>5	No
East of Valencia Avenue	61.6	61.6	+0.0	>3	No
Ranger Street/S. Starflower Street					
North of E. Birch Street	47.7	47.7	+0.0	>5	No
Voyager Avenue					
North of E. Birch Street	43.9	43.9	+0.0	>5	No

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

PUBLIC SERVICES – FIRE PROTECTION

Construction

As previously discussed, Alternative 2 would reduce the proposed building square footage and delivery operations to 138,848 square feet of merchandise warehouse space and 15,427 square feet of ancillary office space. As with the Project, all demolition and construction activities would be subject to compliance with applicable state and local regulations for fire safety to reduce the risk of construction-related fires. Construction-related regulations would include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; and keeping storage sites free from accumulation of unnecessary combustible materials. Additionally, construction may result in temporary sidewalk and lane closures that could affect evacuation routes and Brea Fire response times in the vicinity. However, construction activities are temporary in nature and full access to all roadways to and within the Project Site would be restored upon completion of Alternative 2. In the event of construction related lane closures, the City requires the submittal of a traffic control plan and encroachment permit application to the City's Public Works Department prior to the issuance of any construction permits to ensure roadway safety during construction. Therefore, construction-related impacts related to fire protection services under Alternative 2 would be less than significant and similar when compared to the Project due to the substantially similar construction duration and activities.

Operation

During operation, Alternative 2 would not induce significant unplanned population growth that would require fire protection services since no new residents would be generated. Alternative 2 would also require less employees than the Project due to the reduction in development size.

While Alternative 2 would require fire protection services at the Project Site, the Project Site is already served by existing fire protection infrastructure (i.e., hydrants) and an increase in demand for fire protection services would not be anticipated due to the reduced scale of uses and occupancy onsite. As with the Project, Alternative 2 would be designed such that Brea Fire would have adequate emergency access via fire apparatus access roads. Furthermore, the design would be required to comply with all applicable state and local regulations related to fire protection, including California Health and Safety Code Section 13000 et seq., and BCC Chapter 15.08 and Brea Fire Code (BCC Chapter 16.04). In accordance with BCC Chapter 16.04 and as part of the development review process, Alternative 2 would be required to submit a fire master plan to Brea Fire for review and approval prior to the issuance of building permits. Alternative 2 would also be required to pay dispatch impact fees and fire impact fees, which would further reduce impacts related to fire protection services. Furthermore, the City is required by California Constitution Article XIII, Section 35 to provide adequate public safety services, including fire protection. Therefore, Alternative 2 would not result in a need for new or expanded fire protection facilities. Due to the reduced onsite service population, impacts to fire protection services during operation under Alternative 2 would be less than significant and less when compared to the less-than-significant impacts of Project.

PUBLIC SERVICES – POLICE PROTECTION

Construction

As with the Project, during construction activities, Alternative 2 would implement **PDF-PP-1** and temporary security features, including security cameras, fencing, lighting, and locked entry to secure the Project Site during construction. The potential for providing regular security patrols during construction and non-construction hours would be assessed and implemented as needed. With implementation of these security measures, the potential demand on police protection services at the Project Site associated with theft and vandalism during construction would be reduced.

In the event of construction-related lane closures, the Project would be required to submit a traffic control plan and encroachment permit application to the City's Public Works Department to ensure roadway safety during construction. The contractor would also be required to maintain all signs, barricades and lights during construction activities. Therefore, emergency access to the Project Site along Valencia Avenue, Nasa Street, and Surveyor Avenue would be maintained, and construction would not impede Brea PD from maintaining its response times. Furthermore, construction activities are temporary in nature and full access to all roadways to and within the Project Site would be restored upon completion of Alternative 2. In addition, construction-related traffic generated by the Alternative 2 would not significantly affect Brea PD response to the Project Site and vicinity as emergency vehicles have the ability to avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code (CVC) Sections 21055 and 21806. As such, construction-related impacts to police protection services under Alternative 2 would be less than significant and similar when compared to the Project due to the substantially similar construction duration and activities.

Operation

During operation, Alternative 2 would not induce significant unplanned population growth that would require fire protection services since no new residents would be generated. As described above, Alternative 2 would also require less employees than the Project due to the reduction in development size. Nonetheless, as with the Project, in accordance with **PDF-PP-1**, Alternative 2 would include various security measures to ensure the safety and security of employees and the property 24-hours a day. Alternative 2 would also be required to pay dispatch impact fees, which would further reduce impacts related to police protection services. Therefore, Alternative 2 would not result in a need for new or expanded police protection facilities. Due to the reduced onsite service population, impacts to fire protection services during operation under Alternative 2 would be less than significant and less when compared to the less-than-significant impacts of Project.

TRANSPORTATION

According to the VMT Alternatives Memo provided as **Appendix H.2** to this Draft EIR, Alternative 2 would generate 1,784 daily trips. Thus, Alternative 2 would generate 3,034 less trips than the baseline condition (Bank of America use), which generates 4,818 daily trips. As with the Project, Alternative 2 would meet the Project Type Screening criterion, which applies to projects generating less than 110 daily trips, since the differential number of trips would qualify as less than 110 daily vehicle trips. Thus, similar to the Project, Alternative 2 screens out of a full VMT analysis and can be presumed to have a less than significant VMT impact. Furthermore, as provided in Table 2 of the VMT Alternatives Memo, Alternative 2 would generate 32,589 daily VMT, which would be less than the 38,340 VMT generated by the Project. Therefore, Alternative 2's VMT impact would be less than significant and less than the less-than-significant impacts of the Project.

TRIBAL CULTURAL RESOURCES

While Alternative 2 would result in a reduced building square footage and delivery operations by 15 percent, the development would require a similar depth of excavation as the Project. As such, the potential for Alternative 2 to uncover subsurface tribal cultural resources would be similar to that of the Project. As discussed in **Section 5.9, Tribal Cultural Resources**, of this Draft EIR, the results of the South Central Coastal Information Center (SCCIC) records search did not identify any known cultural resources within the Project Site, and no historic archaeological resources have been previously recorded within the Project Site. However, 11 archaeological resources were identified within 0.5-mile of the Project Site. Due to the presence of historic archaeological resources in the Project vicinity and the fact that the Project Site has not been previously surveyed, SCCIC concluded that the Project Site is potentially sensitive for archaeological resources. In addition, no known tribal cultural resources have been identified within the Project Site as a result of Assembly Bill (AB) 52 consultation. Nevertheless, based on the results of the City's consultation with the Gabrieleno Band of Mission Indians - Kizh Nation, there is potential for ground-disturbing activities during construction to uncover tribal cultural resources within the Project Site. Therefore, similar to the Project, Alternative 2 would be required to implement mitigation measures **MM-TCR-1** and **MM-TCR-2** to reduce potentially significant impacts to tribal cultural resources during construction to a less-than-significant level. As such,

tribal cultural impacts under Alternative 2 would be similar to the impacts under the Project, which were determined to be less than significant with mitigation.

6.6.3 Alternative 3: Adaptive Reuse of Existing Building Alternative

Alternative 3, the Adaptive Reuse of Existing Building Alternative, would repurpose the existing building to accommodate the proposed parcel delivery facility. The ground floor of the existing building, which is approximately 163,000 square feet, would be utilized as merchandise warehouse space and the upper floors comprising approximately 474,503 square feet would be occupied by office uses. Alternative 3 would have a daily maximum of 2,218 employees onsite.

AIR QUALITY

Construction

Alternative 3 would require the modifications to the ground floor of the existing office building to accommodate the proposed parcel delivery facility. Modifications are estimated to include interior improvements to approximately 163,000 square feet of floor area and approximately a half-acre of shallow grading and site improvements. Construction activities for Alternative 3 would be less intense than for the Project but would have the potential to generate construction-related regional air emissions through the use of heavy-duty construction equipment, from the potential import of approximately 10,000 cubic yards of soil to relocate or construct additional loading docks, and from construction workers traveling to and from the Project Site. **Table 6-18** summarizes the estimated maximum daily construction-generated emissions for Alternative 3. As shown in **Table 6-18**, none of the emissions generated during the construction of Alternative 3 would exceed the SCAQMD's regional thresholds of significance. Therefore, the construction-related emissions under Alternative 3 would be less than significant and less when compared to the less-than-significant impacts of the Project due to the reduction in construction duration and activities.

Table 6-18
Alternative 3 Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
CALENDAR YEAR 1 (2025)	0.86	7.48	8.36	0.03	1.36	0.49
CALENDAR YEAR 2 (2026)	61.50	8.78	13.40	0.02	1.35	0.48
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Table 6-19 summarizes maximum daily onsite emissions associated with construction of the Alternative 3. As shown therein, the onsite construction emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD LST screening levels during any phase of construction. Therefore, Alternative 3 would not expose sensitive receptors to substantial criteria pollutant concentrations during construction, and impacts would be less than significant and less when compared to the less-than-significant impacts of the Project.

Operation

Alternative 3 would include the operation of a parcel delivery facility similar in size to the Project as well as approximately 474,503 square feet of office uses. Thus, the proposed operations under Alternative 3 would be greater than the Project. Long-term operational regional emissions attributable to Alternative 3 are identified in **Table 6-20** and compared to the operational significance thresholds established by the SCAQMD. As shown in **Table 6-20**, Alternative 3 would result in a net increase in ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ when compared to the baseline condition (Bank of America use). However, none of Alternative 3's operational emissions would exceed the SCAQMD's regional thresholds. Therefore, Alternative 3 would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard and impacts would be less than significant but greater than the less-than-significant impacts of the Project.

Table 6-19
Alternative 3 Construction-Related Emissions (Localized Significance Analysis)

Construction Activity	Onsite Pollutant (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation and Grading Calendar Year 1 (2025)	3.07	5.32	0.11	0.10
Building Construction Calendar Year 1 (2025)	6.29	4.60	0.23	0.21
Building Construction Calendar Year 2 (2026)	6.25	4.59	0.22	0.21
Paving Calendar Year 2 (2026)	7.12	9.94	0.32	0.29
Painting Calendar Year 2 (2026)	1.58	1.91	0.03	0.03
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*11*	*6*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Table 6-20
Alternative 3 Operations-Related Emissions (Regional Significance Analysis)

Activity	Pollutant (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Alternative 3						
Mobile	15.30	29.30	194.00	0.67	59.40	15.40
Area	19.90	0.23	27.70	0.00	0.05	0.04
Energy	0.22	4.07	3.42	0.02	0.31	0.31
Total	**35.42**	**33.60**	**225.12**	**0.69**	**59.76**	**15.75**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Baseline Condition (Bank of America Use)						
Mobile	18.00	14.90	156.00	0.35	30.60	7.91
Area	19.90	0.24	27.70	0.00	0.05	0.04
Energy	0.24	4.34	3.65	0.03	0.33	0.33
Total	**38.14**	**19.48**	**187.35**	**0.38**	**30.98**	**8.28**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Difference						
Mobile	-2.70	+14.40	+38.00	0.32	+28.80	+7.49
Area	0	-0.01	0	0	0	0
Energy	-0.02	-0.27	-0.23	-0.01	-0.02	-0.02
Total	**-2.72**	**+14.12**	**+37.77**	**+0.31**	**+28.78**	**+7.47**

Notes:
lbs/day = pounds per day
Emissions shown are from the season (summer or winter) with the highest output.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Long-term operational localized emissions attributable to Alternative 3 are identified in **Table 6-21** and compared to the operational localized thresholds set forth by the SCAQMD. The localized emissions shown in **Table 6-21** include all "onsite" project-related stationary (area) sources, energy sources, and a standard 10 percent of the Alternative 3-related mobile sources to represent onsite mobile activity associated with the operation of the proposed parcel delivery facility. As shown in **Table 6-21**, Alternative 3 would result in a net increase in NO_X, CO, PM_{10}, and $PM_{2.5}$ when compared to the baseline condition (Bank of America use). Alternative 3's onsite operational emissions would not exceed the SCAQMD's localized screening thresholds except for PM_{10}, where Alternative 3's net emissions are 5.92 lbs/day compared to a screening threshold of 3 lbs/day. Further analysis involving dispersion modeling would be necessary to determine if Alternative 3's emissions would exceed SCAQMD's related significance threshold of

2.5 micrograms/cubic meter. In the absence of such analysis, Alternative 3's localized air quality impacts are considered potentially significant. Therefore, Alternative 3 operations could result in significant concentrations of pollutants at nearby sensitive receptors, and impacts are greater when compared to the less-than-significant impacts of the Project due to the increase in operational activities under Alternative 3.

Table 6-21
Alternative 3 Operations-Related Emissions (Localized Significance Analysis)

Activity	Onsite Pollutant (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Alternative 3				
Mobile	2.93	19.40	5.94	1.54
Area	0.23	27.70	0.05	0.04
Energy	4.07	3.42	0.31	0.31
Total	**7.23**	**50.52**	**6.30**	**1.89**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**Yes**	**No**
Baseline Condition (Bank of America Use)				
Mobile[1]	-	-	-	-
Area	0.24	27.7	0.05	0.04
Energy	4.34	3.65	0.33	0.33
Total	**4.58**	**31.35**	**0.38**	**0.37**
SCAQMD LST Screening Threshold at SRA 16 (5.0 acres of disturbance at 82 feet [25 meters])	*221*	*1,311*	*3*	*2*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
Difference				
Mobile	+2.93	+19.40	+5.94	+1.54
Area	-0.01	0	0	0
Energy	-0.27	-0.23	-0.02	-0.02
Total	**+2.65**	**+19.17**	**+5.92**	**+1.52**

Notes:
lbs/day = pounds per day
1. There are no onsite mobile sources associated with the permitted office uses or the existing Bank of America use.

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

ENERGY

Construction

Alternative 3 would require a temporary staging ground with mobile office trailers and equipment (computers, lighting, electrical outlets, etc.) that may consume electricity. However, the electricity consumption during construction would be nominal and temporary. Additionally, natural gas would

not be consumed during construction. Fossil fuels for construction vehicles and other energy-consuming equipment would be used during site preparation and grading, building construction, paving, and architectural coating. As indicated in **Table 6-22**, Alternative 3's net off-road diesel fuel consumption and net on-road fuel consumption during construction would be approximately 11,271 gallons and 40,595 gallons (21,542 gallons of gasoline and 19,053 gallons of diesel), respectively. Consequently, Alternative 3's net off-road construction equipment diesel fuel consumption and net on-road construction fuel consumption would increase Orange County's consumption by 0.0794 percent and 0.0030 percent, respectively. The percent increases in off-road construction equipment diesel fuel consumption and on-road construction fuel consumption under Alternative 3 would be less than the percent increases for the Project. Therefore, as with the Project, Alternative 3's construction fuel consumption would not be excessive, and impacts related to wasteful, inefficient, and unnecessary consumption of energy during construction of Alternative 3 would be less than significant. Such impacts would be less when compared to the less-than-significant impacts of the Project.

Table 6-22
Alternative 3 and Countywide Energy Consumption

Energy Type	Alternative 3 Annual Energy Consumption[1]	Orange County Annual Energy Consumption[2]	Percent Increase Countywide[2]
Baseline Condition (Bank of America Use)			
Existing Electricity Consumption[3]	12,007 MWh	20,243,722 MWh	0.0593%
Existing Natural Gas Consumption[4]	161,584 therms	572,454,744 therms	0.0282%
Existing Operational Automotive Fuel Consumption (Gasoline)	711,421 gallons	1,320,982,171 gallons	0.0539%
Alternative 3			
Electricity Consumption[3]	9,886 MWh	20,243,722 MWh	0.0488%
Natural Gas Consumption[4]	151,690 therms	572,454,744 therms	0.0265%
Fuel Consumption			
Construction Off-Road (Diesel)	11,271 gallons	14,191,902 gallons	0.0794%
Construction On-Road	40,595 gallons	1,367,508,455 gallons	0.0030%
Gasoline	*21,542 gallons*	-	-
Diesel	*19,053 gallons*	-	-
Operation Automotive	2,031,999 gallons	1,320,982,171 gallons	0.1538%
Gasoline	*1,179,276 gallons*	-	-
Diesel	*852,723 gallons*	-	-
Difference			
Net Electricity Consumption[3]	-2,121 MWh	20,243,722 MWh	-0.0105%
Natural Gas Consumption[4]	-9,894 therms	572,454,744 therms	-0.0017%
Fuel Consumption			
Construction Off-Road (Diesel)	+11,271 gallons	14,191,902 gallons	0.0794%
Construction On-Road (Diesel and Gasoline)	+40,595 gallons	1,367,508,455 gallons	0.0030%
Operational Automotive Fuel Consumption	+1,320,578 gallons	1,320,982,171 gallons	0.1000%

Energy Type	Alternative 3 Annual Energy Consumption[1]	Orange County Annual Energy Consumption[2]	Percent Increase Countywide[2]
Gasoline	*+467,855 gallons*	-	-
Diesel	*+852,723 gallons*	-	-

Notes:

1. Electricity consumptions as modeled in California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. Fuel consumption calculated based on CalEEMod results. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB's EMFAC2021 emissions inventories.
2. The increases in electricity and natural gas consumption are compared to the total consumption in Orange County in 2022. The increases in construction off-road and on-road fuel consumption are compared with the projected Orange County off-road fuel consumption and countywide on-road fuel consumption in 2025. The increase in operational automotive fuel consumption is compared with the projected countywide on-road fuel consumption in 2027 (operation year).
3. Orange County electricity consumption data source: California Energy Commission. n.d. Electricity Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/elecbycounty.aspx.
4. Orange County natural gas consumption data source: California Energy Commission. n.d. Gas Consumption by County. Accessed September 18, 2024. https://ecdms.energy.ca.gov/gasbycounty.aspx.

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Operation

As shown in **Table 6-22**, during operation, Alternative 3 would result in a net decrease in electricity and natural gas consumption compared to the baseline condition (Bank of America use). However, Alternative 3 would result in a net operational fuel consumption of approximately 1,320,578 gallons of automotive fuel (467,855 gallons of gasoline and 852,723 gallons of diesel) per year, which would increase Orange County's automotive fuel consumption by 0.1 percent, which is greater than the 0.0088 percent increase estimated for the Project. Alternative 3 would consume more automotive fuel than the Project but would not substantially increase Orange County's annual automotive fuel consumption. Therefore, Alternative 3 would not result in excessive operational fuel consumption.

Based on the above, impacts related to wasteful, inefficient, and unnecessary consumption of energy during operation of Alternative 3 would be less than significant. Due to the increase in proposed operations, such impacts under Alternative 3 would be greater when compared to the less-than-significant impacts of Project.

GREENHOUSE GAS EMISSIONS

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). **Table 6-23** provides the GHG emissions that would be generated by construction activities for Alternative 3. As shown therein, construction would result in the generation of a total of approximately 359 metric tons of CO_2e. Once construction is complete, the generation of these GHG emissions would cease.

Consistent with SCAQMD recommendations, construction-related GHG emissions have been amortized over the expected life of the alternative, which is considered to be 30 years, and added to the annual average operational emissions, as discussed below.

Table 6-23
Alternative 3 Construction-Related GHG Emissions

Construction Year	CO_2e
Construction Calendar Year 1	110 metric tons/year
Construction Calendar Year 2	249 metric tons/year
Total Construction Emissions	**359 metric tons**
Construction Emissions (amortized over 30-year life of Project)	***12 metric tons/year***

Notes:
CO_2e = Carbon dioxide equivalent warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Operation

Long-term operational GHG emissions attributed to Alternative 3 are identified in **Table 6-24**. Operation of Alternative 3 would generate GHG emissions primarily associated with mobile sources. As previously described, although not directly applicable because the City, not SCAQMD, is the lead agency, the SCAQMD's bright line screening threshold of 10,000 metric tons of CO_2e annually for stationary source/industrial land uses is an appropriate threshold to consider for the proposed use. As such, this threshold is considered in this analysis for informational purposes only. As shown in **Table 6-24**, Alternative 3 would generate 15,171 metric tons of CO_2e per year. The baseline condition (Bank of America use) generates 10,110 metric tons of CO_2e per year. Thus, Alternative 3 would result in an overall net increase of 5,061 metric tons of CO_2e emissions generated onsite, which would be below the 10,000 metric tons per year of CO_2e screening threshold. Moreover, the significance of potential GHG impacts is not determined by the SCAQMD bright-line screening threshold, but by Alternative 3's consistency with applicable plans, regulations, and policies.

Under Alternative 3, the ground floor of the existing building would be modified to accommodate the proposed parcel delivery facility and the upper floors would be occupied by office uses. Thus, while the proposed uses under Alternative 3 would be consistent with the existing General Plan land use designation and zoning for the Project Site, Alternative 3 would not support the GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan Update and 2020-2045 RTP/SCS, or City of Brea regulations and policies to the same extent as the Project. Since Alternative 3 would repurpose the existing building on the Project Site, design features proposed by the Project that would reduce the GHG emissions or VMT such as EV charging stations and parking spaces, bicycle parking, and improvements to The Tracks at Brea would not be implemented. In addition, due to the age of the existing building, Alternative 3 would not comply with the most recent CALGreen Code or California Energy Code, which were adopted in their entirety by the City; however, the proposed modifications to the building would be required to comply with applicable City codes. Similar to the Project, Alternative 3 would establish a last-mile parcel delivery facility that has nearby access to freeways in order to efficiently facilitate the

movement of goods. Alternative 3's proposed parcel delivery facility would absorb portions of the service areas that are currently covered by existing delivery stations, which would reduce the distance traveled by delivery vans throughout the region, thereby reducing VMT and related GHG emissions. Alternative 3 would also generate employment opportunities that would maintain the jobs-housing balance in the area and reduce commuter trips and GHG emissions by providing jobs to those who already live near the Project Site or in the City. Therefore, Alternative 3 would be consistent with the GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan Update and 2020-2045 RTP/SCS, as well as City of Brea regulations and policies, but not to the same extent as the Project.

Table 6-24
Alternative 3 Operations-Related GHG Emissions

Emissions Source	CO_2e
Alternative 3	
Construction (amortized over 30-year life of the Project)	12 metric tons/year
Mobile	11,391 metric tons/year
Area	13 metric tons/year
Energy	3,202 metric tons/year
Water/Wastewater	367 metric tons/year
Solid Waste	186 metric tons/year
Refrigerants	<1 metric ton/year
Total	**15,171 metric tons/year**
Baseline Condition (Bank of America Use)	
Mobile	5,803 metric tons/year
Area	13 metric tons/year
Energy	3,768 metric tons/year
Water/Wastewater	341 metric tons/year
Solid Waste	185 metric tons/year
Refrigerants	<1 metric ton/year
Total	**10,110 metric tons/year**
Difference	
Construction	+12 metric tons/year
Mobile	+5,588 metric tons/year
Area	0 metric tons/year
Energy	-566 metric tons/year
Water/Wastewater	+26 metric tons/year
Solid Waste	+1 metric ton/year
Refrigerants	0 metric ton/year
Total	**+5,061 metric tons/year**
SCAQMD Numeric Significance Threshold	*10,000 metric tons/year*
Exceed SCAQMD Numeric Threshold?	**No**

Notes:
CO_2e = Carbon dioxide equivalent warming potential. Numbers have been rounded and may not sum due to rounding.
*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Based on the above, the Alternative 3 would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and impacts would be less than significant. Furthermore, because Alternative 3 would be consistent with and not conflict with these plans, policies, and regulations, the Alternative 3's incremental increase in GHG emissions, would not result in a significant impact on the environment. However, the less-than-significant GHG impacts under Alternative 3 would be greater that the impacts of the Project.

HAZARDS AND HAZARDOUS MATERIALS

Construction

As discussed above, Alternative 3 would repurpose the existing building to utilize the 163,000-square-foot ground floor as warehousing space and the remaining 474,503 square feet as office space. Alternative 3 would not require demolition onsite and would involve less extensive construction activities than the Project. In order to repurpose the existing building, Alternative 3 would require shallow grading, construction of loading docks, as well as other site improvements but would not require excavation of the site. Similar to the Project, construction activities under Alternative 3 would be temporary in nature and involve the limited transport, storage, use, and disposal of hazardous materials such as fuels, lubricating fluids, and solvents. These materials are commonly used at construction sites and construction contractors would be required to comply with regulations that address the safe storage, handling, and disposal of these material in accordance with federal, state, and local regulations. Thus, construction of Alternative 3 would not create a significant hazard to the public or the environment and short-term construction impacts would be less than significant and similar to the less-than-significant impacts of the Project.

As discussed above and in **Section 5.4, Hazards and Hazardous Materials,** of this Draft EIR, there is a potential for encountering potentially hazardous and contaminated soils and an abandoned UST within the Project Site. It is unlikely Alternative 3 would encounter the abandoned UST, since Alternative 3 would only require shallow grading and no excavation. However, the potential for Alternative 3 to encounter potentially hazardous and contaminated soils would still exist. Thus, similar to the Project, construction of Alternative 3 could result in potentially significant impacts related to the release of hazardous materials into the environment and the emission or handling of hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School. As with the Project, Alternative 3 would be required to implement Mitigation Measure **MM-HAZ-1**, which requires the development of a soil management plan to provide guidance and procedures for proper soil handling, to reduce impacts to less-than-significant levels. Such impacts would be similar to the impacts of the Project, which were determined to be less than significant with mitigation.

In addition, similar to the Project, construction of Alternative 3 would not prohibit the use of Carbon Canyon Road and State Route 57 as evacuation routes and would not require full lane closures on local roadways. Alternative 3 would utilize local roadways and the existing driveways along Surveyor Avenue, Valencia Avenue, and/or Nasa Street in the event of evacuation during construction. Therefore, Alternative 3 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during construction,

and impacts would be less than significant and similar to the less-than-significant impact of the Project.

Operation

Under Alternative 3, proposed operations would be similar to those of the Project. As such, long-term operation of the Alternative 3 would involve the transport, storage, use, and disposal of limited quantities of hazardous materials related to parcel delivery facility operations, such as parcel arrival and dispatch, truck circulation, and landscape maintenance. Hazardous materials may include solvents and commercial cleansers for building maintenance and the limited use of pesticides and herbicides for landscape maintenance. Trucks accessing the facility would contain engine fuels and lubricants. However, these types of hazardous materials and the level of hazardous materials usage would be typical of other commercial, light warehousing, and storage uses. In addition, like the Project, Alternative 3 would not include the routine transport, storage, use, or disposal of hazardous materials at volumes or concentrations that require special provisions, permits, or approvals, such as those required for heavy industrial land uses. Furthermore, the storage, handling, and disposal of the materials anticipated to be used would be regulated by the applicable regulatory authorities. Therefore, similar to the Project, potential impacts related to the routine transport, storage, use, or disposal of hazardous materials and the emission or handling of hazardous materials, substances, or waste within 0.25-mile of Olinda Elementary School during operation of Alternative 3 would be less than significant and similar to the less-than-significant impacts of the Project.

As discussed in detail in **Section 5.4, Hazardous and Hazardous Materials**, of this Draft EIR, elevated levels of methane have been detected on the Project Site. Alternative 3 would repurpose the existing building for the proposed parcel delivery facility and would not construct a new building onsite that would require a soil-gas mitigation system to address the methane levels within the Project Site. It is assumed that the existing building was constructed in accordance with the applicable City guidelines in place at the time to protect against soil-gas vapor intrusion. Therefore, impacts related to the release of hazardous materials, including soil-gas vapor, under Alternative 3 would be less than significant and less than the impacts of the Project, which were determined to be less than significant with mitigation.

Similar to the Project, operation of Alternative 3 would not prohibit the use of Carbon Canyon Road or State Route 57 as evacuation routes and would not require full lane closures or permanent obstruction of local roadways. Alternative 3 would utilize local roadways and exits such as the ingresses or egresses along Surveyor Avenue, Valencia Avenue, and/or Nasa Street in the event of evacuation. Therefore, Alternative 3 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation, and impacts would be less than significant and similar when compared to the Project.

NOISE

Construction

Construction noise associated with Alternative 3 would be temporary, would be limited to the allowed hours specified in BCC Sections 8.20.050 and 8.20.070, and would vary depending on the specific nature of the activities being performed. Exterior noise levels could negatively affect

sensitive land uses in the vicinity of the construction site. The closest existing noise-sensitive land uses to the Project Site are the single-family residences to the east across Valencia Avenue. The anticipated short-term noise levels generated by the reduced construction activities under Alternative 3 are presented in **Table 6-25**, which shows that the Alternative 3's contribution of construction noise combined with the ambient noise environment would not exceed the FTA's 80 dBA construction noise standard during any phase of construction at the closest sensitive receptor.

Table 6-25
Alternative 3 Construction Average (dBA) Noise Levels at Nearest Receptors

Construction Phase	Average Ambient Noise Level[1] (dBA L_{eq})	Exterior Construction Noise Level at Closest Noise Sensitive Receptor (dBA L_{eq})	Existing Ambient Noise + Exterior Construction Noise Levels (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Site Preparation/Grading	68.7	62.5	69.6	80	No
Building Construction		59.1	69.2	80	No
Paving		65.1	70.2	80	No
Painting		53.5	68.8	80	No

Notes:

1. Average ambient noise levels of the site area were estimated using the average Leq of the four short term noise measurement taken on June 3rd, 2024. Noise generated by both Site Preparation and Grading were combined to accurately model noise generated during those concurrent phases.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

As described in **Section 5.5, Noise,** of this Draft EIR, the Project's construction trips would not result in a doubling of traffic on the local transportation network, and its contribution to existing traffic noise would not be perceptible. Since Alternative 3 would result in less construction trips than the Project, its contribution to existing traffic noise would also not be perceptible. Additionally, construction is temporary and construction trips would cease upon completion of the development. Therefore, construction of Alternative 3 would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity in excess of standards established by the City or the applicable standards of other agencies. Construction noise impacts under Alternative 3 would be less than significant and less when compared to less-than-significant impacts of the Project due to the reduction in construction activities.

Operation

As with the Project, Alternative 3's parcel delivery facility would generate noise primarily from the loading and operation of the delivery vans and line haul trucks. **Table 6-26** shows the predicted noise levels from Alternative 3 at the nearest residences during daytime and nighttime activity

compared against the City's established exterior noise standards, which limit noise levels to 55 dBA during daytime and 50 dBA during nighttime hours at residential properties. As discussed in **Section 5.5, Noise**, of the Draft EIR, the calculated daytime and nighttime noise levels for the Project range from 48.5 dBA to 53.7 dBA and from 24.2 dBA to 38.5 dBA, respectively, which are greater than the predicted noise levels for Alternative 3. As shown in **Table 6-26**, operational noise levels generated by Alternative 3 would not exceed the City's 55 dBA exterior noise standard for daytime or the 50 dBA exterior noise standard for nighttime at any sensitive receptor location. Therefore, as with the Project, Alternative 3 would result in less than significant onsite noise impacts, and such impacts would be less than the less-than-significant impacts of the Project.

Table 6-26
Alternative 3 Operational Noise Levels at Sensitive Receptors

#	Location	Daytime/Nighttime Noise Level with Reduction from Existing Wall	Daytime/Nighttime Exterior Noise Standards (dBA L_{eq})	Exceed Daytime or Nighttime Exterior Standard?
1	Residence east of Project Site	41.6 / 17.6	55 / 50	**No / No**
2	Residence east of Project Site	45.0 / 19.7	55 / 50	**No / No**
3	Residence east of Project Site	46.3 / 19.8	55 / 50	**No / No**
4	Residence east of Project Site	47.1 / 19.9	55 / 50	**No / No**
5	Residence east of Project Site	48.2 / 19.0	55 / 50	**No / No**
6	Residence east of Project Site	49.2 / 18.9	55 / 50	**No / No**
7	Residence east of Project Site	48.6 / 19.0	55 / 50	**No / No**
8	Residence east of Project Site	48.5 / 19.3	55 / 50	**No / No**
9	Residence east of Project Site	50.8 / 20.6	55 / 50	**No / No**
10	Residence east of Project Site	49.1 / 20.3	55 / 50	**No / No**
11	Residence east of Project Site	50.6 / 20.8	55 / 50	**No / No**
12	Residence east of Project Site	47.2 / 19.7	55 / 50	**No / No**
13	Residence east of Project Site	48.6 / 20.6	55 / 50	**No / No**
14	Residence east of Project Site	49.2 / 20.8	55 / 50	**No / No**
15	Residence east of Project Site	40.8 / 19.5	55 / 50	**No / No**
16	Residence east of Project Site	40.1 / 19.5	55 / 50	**No / No**
17	Residence east of Project Site	43.1 / 23.0	55 / 50	**No / No**
18	Residence east of Project Site	43.5 / 23.1	55 / 50	**No / No**
19	Residence east of Project Site	43.0 / 24.0	55 / 50	**No / No**
20	Residence east of Project Site	41.0 / 22.4	55 / 50	**No / No**
21	Residence east of Project Site	39.0 / 21.2	55 / 50	**No / No**
22	Residence east of Project Site	37.3 / 20.1	55 / 50	**No / No**
23	Residence east of Project Site	37.2 / 20.2	55 / 50	**No / No**

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

Table 6-27 shows the calculated offsite roadway noise levels with Alternative 3 traffic under Existing Plus Alternative 3 conditions and compares them to the noise levels under Existing conditions. The noise level difference is then evaluated against the FICON standards. As shown in **Table 6-27**, none of the roadway segments in the vicinity would experience an incremental increase of traffic noise in excess of the FICON standards. As discussed in **Section 5.5, Noise**, of the Draft EIR, the Project would increase roadway noise levels by as much as 2.4 CNEL for the roadway segment of Imperial Highway/SR 90 west of Valencia Avenue compared to maximum increase of 2.9 CNEL for the roadway segment of Valencia Avenue/SR 142 between Imperial Highway and La Floresta Drive under Alternative 3 shown in **Table 6-27**. Therefore, as with the Project, Alternative 3 would result in less than significant offsite traffic noise impacts, and such impacts would be greater than the less-than-significant impacts of the Project since the noise level increases under Alternative 3 are similar or greater than those of the Project.

Table 6-27
Alternative 3 Traffic Noise Levels

Roadway Segment	CNEL at 100 feet from Centerline of Roadway			FICON Standard	Exceed Standard?
	Existing	Existing Plus Alternative 3	Change		
Valencia Avenue/SR 142					
South of Imperial Highway	62.1	62.6	+0.5	>3	No
Between Imperial Highway & La Floresta Dr.	62.5	65.4	+2.9	>3	No
Between La Floresta Drive & La Entrada Dr.	62.2	62.5	+0.3	>3	No
Between La Entrada Dr. & E. Birch St/Rose Dr	62.2	62.5	+0.3	>3	No
North of E. Lambert Road	58.4	58.4	+0.0	>5	No
Imperial Highway/SR 90					
West of Valencia Avenue	63.5	66.0	+2.5	>3	No
East of Valencia Avenue	63.4	65.0	+1.6	>3	No
La Floresta Drive					
East of Valencia Avenue	49.8	49.9	+0.1	>5	No
La Entrada Drive					
East of Valencia Avenue	44.5	44.5	+0.0	>5	No
E. Birch Street/Rose Drive					
West of Ranger Street	60.6	60.6	+0.0	>3	No
Between Ranger Street & Voyager Avenue	60.2	60.2	+0.0	>3	No
Between Voyager Avenue & Valencia Avenue	59.8	59.9	+0.1	>5	No
East of Valencia Avenue	61.6	61.6	+0.0	>3	No
Ranger Street/S. Starflower Street					
North of E. Birch Street	47.7	47.7	+0.0	>5	No
Voyager Avenue					
North of E. Birch Street	43.9	43.9	+0.0	>5	No

*Source: ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum. Refer to **Appendix H.1** of this Draft EIR.*

PUBLIC SERVICES – FIRE PROTECTION

Construction

As discussed above, Alternative 3 would repurpose the existing building to utilize the 163,000-square-foot ground floor as warehousing space and the remaining 474,503 square feet as office space. As such, Alternative 3 would not require demolition onsite and would entail less extensive construction activities than the Project. As with the Project, all construction activities would be subject to compliance with applicable state and local regulations for fire safety to reduce the risk of construction-related fires. Construction-related regulations would include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; and keeping storage sites free from accumulation of unnecessary combustible materials. Additionally, construction may result in temporary sidewalk and lane closures that could affect evacuation routes and Brea Fire response times in the vicinity. However, construction activities are temporary in nature and full access to all roadways to and within the Project Site would be restored upon completion of Alternative 3. In the event of construction related lane closures, the City requires the submittal of a traffic control plan and encroachment permit application to the City's Public Works Department prior to the issuance of any construction permits to ensure roadway safety during construction. Therefore, construction-related impacts related to fire protection services under Alternative 3 would be less than significant and less when compared to the Project due to the reduction in construction activities and duration.

Operation

During operation, Alternative 3 would not induce significant unplanned population growth that would require fire protection services since no new residents would be generated. However, Alternative 3 would provide a significantly larger proportion of office space and would require 24-hour operations for the merchandise warehouse space. Alternative 3 would generate a considerably larger employee population than the Project. Therefore, Alternative 3 would result in an increased demand for fire protection services at the Project Site when compared to the Project.

The Project Site is already served by existing fire protection infrastructure (i.e., hydrants) and it is assumed that the existing building was constructed in accordance with the state and local regulations related to fire protection that were applicable at the time of construction. However, as Alternative 3 would repurpose the existing structure, the alternative would implement any necessary upgrades and design the proposed loading docks, circulation, and other improvements to ensure adequate emergency access and compliance with all applicable regulations related to fire protection. Furthermore, the City is required by California Constitution Article XIII, Section 35 to provide adequate public safety services, including fire protection.

Therefore, Alternative 3 would not result in a need for new or expanded fire protection facilities. Impacts related to fire protection services under Alternative 3 would be less than significant but greater when compared to the Project due to the larger employee population generated by Alternative 3.

PUBLIC SERVICES – POLICE PROTECTION

Construction

As described above, Alternative 3 would not require demolition onsite and would involve less extensive construction activities than the Project. In order to repurpose the existing building, however, Alternative 3 would require the construction of loading docks as well as other site improvements. As such, similar to the Project, Alternative 3 would implement temporary security features, including security cameras, fencing, lighting, and locked entry to secure the Project Site during construction. With implementation of these security measures, the potential demand on police protection services at the Project Site associated with theft and vandalism during construction and site improvements under Alternative 3 would be reduced.

In the event of construction-related lane closures, Alternative 3 would be required to submit a traffic control plan and encroachment permit application to the City's Public Works Department to ensure roadway safety during construction. The contractor would also be required to maintain all signs, barricades and lights during construction activities. Therefore, emergency access to the Project Site along Valencia Avenue, Nasa Street, and Surveyor Avenue would be maintained, and construction would not impede Brea PD from maintaining its response times. Furthermore, construction activities are temporary in nature and full access to all roadways to and within the Project Site would be restored upon completion of the site improvements and construction of loading docks. In addition, construction-related traffic generated by Alternative 3 would not significantly affect Brea PD response to the Project Site and vicinity as emergency vehicles have the ability to avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Sections 21055 and 21806. As such, construction-related impacts to police protection services under Alternative 3 would be less than significant and less when compared to the Project due to the reduced construction activities and duration.

Operation

Operation of Alternative 3 would not generate a residential population on the Project Site that would require police protection services. However, the merchandise warehouse space and office uses proposed under Alternative 3 would generate a considerably larger employee population than the Project. Therefore, Alternative 3 would result in an increased demand for police protection services at the Project Site when compared to the Project. It is assumed that Alternative 3 would implement various security measures to ensure the safety and security of employees and the Project Site such as exterior/interior cameras, motion sensors, a building intrusion alarm, and an access control system that would require employees to utilize a badge at building entrances. In addition, the building, walkways, and entry points would be properly lit to increase the safety and visibility of the Project Site. These features would reduce the demand for police protection services at the Project Site. Therefore, impacts related to police protection services under Alternative 3 would be less than significant but greater when compared to the Project due to the larger employee population generated by Alternative 3.

TRANSPORTATION

According to the VMT Alternatives Memo provided as **Appendix H.2** to this Draft EIR, the delivery station and office uses under Alternative 3 would generate 6,596 daily trips. Thus, Alternative 3

would generate 1,778 more trips than the baseline condition (Bank of America use), which generates 4,818 daily trips. Unlike the Project, Alternative 3 would not meet the Project Type Screening criterion, which applies to projects generating less than 110 daily vehicle trips, and cannot be presumed to have a less than significant VMT impact. As provided in Table 2 of the VMT Alternatives Memo, Alternative 3 would generate 78,123 daily VMT and would result in a baseline VMT per service population of 35.22. According to the City's TIA Guidelines, a project would result in a significant VMT impact if the baseline project-generated VMT per service population exceeds the City of Brea General Plan Buildout VMT per service population, which is 29.2. Alternative 3's baseline VMT per service population of 35.22 would exceed the City of Brea General Plan Buildout VMT per service population by 21 percent. Mitigation measures, such as transportation demand management programs, may be available to reduce the VMT impacts of Alternative 3. However, it is unknown whether mitigation measures could feasibly reduce Alternative 3's VMT per service population by more than 21 percent to a level below the City's significance threshold. Therefore, Alternative 3's VMT impact is considered potentially significant and greater than the less-than-significant impacts of the Project.

TRIBAL CULTURAL RESOURCES

As described above, Alternative 3 would not require demolition onsite and would entail less extensive construction activities than the Project. In order to repurpose the existing building, Alternative 3 would require shallow grading, construction of loading docks, as well as other site improvements; however, no excavation would occur under Alternative 3. As such, ground-disturbing activities under Alternative 3 would be minimal and would not be anticipated to extend beyond the shallow depths of fill material from previous onsite developments. As described in the Project's Geotechnical Report, the Project Site is comprised of fill materials ranging from less than 5 feet to up to about 25 feet.[2] Therefore, Alternative 3 would have minimal potential to uncover subsurface tribal cultural resources. However, to provide a conservative analysis, Alternative 3 would implement Mitigation Measures **MM-TCR-1** and **MM-TCR-2** to reduce potentially significant impacts to tribal cultural resources during construction to a less-than-significant level. Therefore, impacts under Alternative 3 would be less than significant with mitigation and less when compared to the Project due to the reduced grading and elimination of excavation.

6.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines Section 15126.6(e)(2) requires a lead agency to identify the "environmentally superior alternative" among the alternatives evaluated in the EIR. **Table 6-28** summarizes the impact determinations each of the three alternatives evaluated in this section and compares the impacts to the Project. **Table 6-29** summarizes the ability of each alternative to achieve the Project objectives.

Alternative 1, the No Project/No Build Alternative, would result in greater impacts related to operational regional and localized air emissions, operational energy consumption, operational GHG emissions, operational demand for fire and police protection services, and VMT. All other

[2] Geosyntec Consultants. December 20, 2022. Geotechnical Report, Site Code DJT4, Brea, California. Pages 22-38.

impacts would be less than or similar to the Project. In addition, implementation of Alternative 1 would achieve only one of the Project objectives.

Alternative 2, the Reduced Project Alternative, would result in similar or less impacts when compared to the Project, except for the potentially greater noise impacts resulting from outdoor operational activities such as parcel staging. In addition, Alternative 2 would only achieve six of the seven Project objectives. Due to the reduced size, Alternative 2 would not provide all parcel staging and similar activities in enclosed spaces; thus, Alternative 2 would result in an inconsistency with the City's development and zoning standards.

Alternative 3, the Adaptive Reuse of Existing Building Alternative, would result in greater impacts related to operational regional and localized air emissions, operational energy consumption, operational GHG emissions, operational off-site noise (traffic) levels, operational demand for fire and police protection services, and VMT. All other impacts would be less than or similar to the Project. Implementation of Alternative 3 would also achieve all of the Project objectives.

Based on the comparative analysis of impacts for each alternative presented in this EIR and summarized in **Table 6-28**, among the alternatives, the environmentally superior alternative is Alternative 2, the Reduced Project Alternative.

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Table 6-28
Comparison of Impacts of the Project and Alternatives

Impact Topic	Project Impact	Alternative 1: No Project/ No Build Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Adaptive Reuse of Existing Building Alternative
AIR QUALITY				
Construction Regional Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)
Construction Localized Emissions	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Less (Less Than Significant)
Operational Regional Emissions	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Operational Localized Emissions	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Greater (Potentially Significant)
ENERGY				
Construction	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)
Operation	Less Than Significant	Greater (No Impact)	Less (Less Than Significant)	Greater (Less Than Significant)
GREENHOUSE GAS EMISSIONS				
Construction	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)
Operation	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)

Impact Topic	Project Impact	Alternative 1: No Project/ No Build Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Adaptive Reuse of Existing Building Alternative
HAZARDS AND HAZARDOUS MATERIALS				
Construction – Hazardous Materials Transport, Storage, Use, and Disposal	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Construction – Accidental Release of Hazardous Materials	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Construction – Emission or Handling of Hazardous Materials within 0.25-mile of School	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Construction – Emergency Response or Evacuation Plans	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operation – Hazardous Materials Transport, Storage, Use, and Disposal	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operation – Accidental Release of Hazardous Materials	Less Than Significant with Mitigation	Less (Less Than Significant)	Similar (Less Than Significant with Mitigation)	Less (Less Than Significant)
Operation – Emission or Handling of Hazardous Materials within 0.25-mile of School	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operation – Emergency Response or Evacuation Plans	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Impact Topic	Project Impact	Alternative 1: No Project/ No Build Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Adaptive Reuse of Existing Building Alternative
NOISE				
Construction Noise	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Less (Less Than Significant)
Operational On-Site Noise	Less Than Significant	Less (Less Than Significant)	Potentially Greater (Potentially Significant)	Less (Less Than Significant)
Operational Off-Site Noise	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
PUBLIC SERVICES – FIRE PROTECTION				
Construction	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Less (Less Than Significant)
Operation	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
PUBLIC SERVICES – POLICE PROTECTION				
Construction	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Less (Less Than Significant)
Operation	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
TRANSPORTATION				
VMT	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Greater (Potentially Significant)
TRIBAL CULTURAL RESOURCES				
Tribal Cultural Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)

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Table 6-29
Ability of Each Alternative to Meet the Project Objectives

Objective	Proposed Project	Alternative 1: No Project/ No Build Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Adaptive Reuse of Existing Building Alternative
Develop a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods.	Yes	No	Yes	Yes
Develop a parcel delivery facility that complies with City of Brea development and zoning standards, including providing enclosed onsite parcel sorting, staging and similar operational activities associated with the use.	Yes	No	No	Yes
Provide a productive use of currently underutilized industrial land to help meet the unmet regional demands for goods delivery services.	Yes	No	Yes	Yes
Reduce the distances traveled for goods delivery to the City of Brea.	Yes	No	Yes	Yes
Expand economic development and facilitate job creation in the City of Brea, including hundreds of direct operational jobs and indirect jobs through the development and establishment of a new parcel delivery use.	Yes	No	Yes	Yes
Encourage cyclist and pedestrian safety in the City.	Yes	No	Yes	Yes
Attract new businesses to the City of Brea and thereby maintain a jobs-housing balance in the area that will reduce the need for members of the local workforce to commute outside the area for employment.	Yes	Yes	Yes	Yes

6.8 REFERENCES

California Energy Commission. n.d. Electricity Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/elecbycounty.aspx.

California Energy Commission. n.d. Gas Consumption by County. Accessed September 18, 2024. http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

ECORP Consulting, Inc. October 2024. DJT4 Parcel Delivery Facility – Project Alternatives Memorandum.

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

NV5 Engineers & Consultants. August 2, 2024. CEQA Project Alternatives Trip Generation and VMT Comparison Technical Memorandum.

NV5 Engineers & Consultants. September 3, 2024. Vehicle Miles Traveled (VMT) Analysis for Brea Delivery Station.

7.0 OTHER CEQA CONSIDERATIONS

7.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(c) requires that an environmental impact report (EIR) describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(c) states:

> *Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.*

As evaluated in Sections 5.1 through 5.9 of this Draft EIR, all impacts associated with the Project would be less than significant or less than significant with mitigation incorporated. Therefore, the Project would cause no significant and unavoidable impacts.

7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines Sections 15126(c) and 15126.2(d), an EIR is required to address any significant irreversible environmental changes that would occur should the Project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

7.2.1 Use of Nonrenewable Resources

Buildout of the Project would necessarily consume limited, slowly renewable, and nonrenewable resources. This consumption would occur during the construction phases of Project and continue throughout its operational lifetime. Construction of the Project would require a commitment of resources that are non-replenishable or may renew so slowly as to be considered nonrenewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt, such as sand, gravel and stone; metals, such as steel, copper, and lead; petrochemical construction materials, such as plastics; and water. Nonrenewable fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site. However, use of such resources would not be unusual compared to other construction projects and would not substantially affect the availability of such resources.

As analyzed in **Section 5.2, Energy**, of this Draft EIR, construction of the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. Some energy conservation would occur through compliance with state requirements that heavy-duty diesel equipment not in use for more than five minutes must be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency and California Air Resources Board engine emissions standards. In addition, the Project-related incremental increase in the use of energy bound in construction materials would not substantially increase demand for energy compared to overall local and regional demand for construction materials.

During operation, the Project does not propose any unusual features that would result in excessive long-term fuel consumption. The Project would be consistent with the California Energy Commission's energy consumption forecasts and would not require additional energy capacity or supplies. The Project would also be required to comply with the most current and applicable version of the Title 24, Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Further, the Project would include short-term and long-term bike parking spaces as well as connectivity improvements to The Tracks at Brea. Currently, the trail ends near the northwest corner of the Project Site and resumes further down Imperial Highway away from the Project Site. The Project would improve the bike and walkway path, extending The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue and Nasa Street, which would support opportunities to use alternative modes of transportation. In addition, the Project would provide electric vehicle (EV) charging stations and EV-ready spaces. These EV charging stations would be served by a separate electrical service and the electricity would be managed by load management software to help reduce the amount of electrical consumption associated with vehicle charging. As such, the Project would not result in unique or more intensive peak or base period electricity demand, and as concluded in **Section 5.2, Energy**, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy.

Water, an important natural resource, is not considered to be a nonrenewable resource. Water is regularly replenished by the natural hydrological cycle. Because most of California is subject to recurring drought cycles, water is regarded as a limited resource that requires conservation measures to maintain adequate water supplies for normal and emergency applications. As described in the Project's NOP (see **Appendix A** of this Draft EIR), the Brea Public Works Department would continue to provide water services to the Project Site. As detailed in the Brea 2020 Urban Water Management Plan (2020 UWMP), the City is projected to meet full-service demands through 2045 during normal years, single-dry years, and multiple-dry years.[1] Moreover, the Project would be required to comply with the California Green Building Standards Code (part 11 of Title 24), which specifies mandatory measures for water efficiency and conservation. The

[1] Arcadis U.S., Inc. June 2021. Brea 2020 Urban Water Management Plan.

Project would also provide low-flow water fixtures, drought tolerant landscaping, and water-efficient irrigation via a drip irrigation system utilizing a Smart Controller to moderate water use.

7.2.2 Extension of Roads and Other Infrastructure

The Project would include improvements within the Project Site to provide separate circulation paths for trucks, delivery vans, and associate vehicles. As the Project does not propose the extension of roads or highways, no significant irreversible environmental changes would occur.

As described in the Project's NOP (see **Appendix A** of this Draft EIR), the Brea Public Works Department would continue to provide water, sewer, and stormwater services to the Project Site. Southern California Edison and SoCalGas Company would continue to provide electric services and natural gas services to the Project Site, respectively. The Project would require the connections to the existing water, sewer, stormwater, electric, and natural gas infrastructure surrounding the Project Site, including a sewer connection and two irrigation water connections on Surveyor Avenue and a domestic water connection on Valencia Avenue. None of the required utility infrastructure connections would result in new or expanded utility infrastructure facilities. As such, the Project Site would be adequately served by all required utilities and services.

7.2.3 Potential Environmental Accidents

The Project's potential use of hazardous materials is addressed in **Section 5.4, Hazards and Hazardous Materials**, of this Draft EIR. As evaluated therein, operation of the Project would involve the limited transport, storage, use, and disposal of hazardous materials related to parcel delivery facility operations, such as parcel arrival and dispatch, truck circulation, and landscape maintenance. Hazardous materials may include solvents and commercial cleansers for building maintenance and the limited use of pesticides and herbicides for landscape maintenance, and trucks accessing the facility would contain engine fuels and lubricants. However, these types of hazardous materials and the level of hazardous materials usage would be typical of other commercial, light warehousing, and storage uses. The Project would not present a significant threat to the environment because the Project would not include the routine transport, use, or disposal of hazardous materials at volumes or concentrations that require special provisions, permits, or approvals, such as those required for heavy industrial land uses. Furthermore, the storage, handling, use, transport, and disposal of operation-related hazardous materials would occur in accordance with applicable federal, state, and local regulations governing such activities. Construction of the Project would also involve the temporary use of potentially hazardous materials, including fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners. However, all potentially hazardous materials used during construction and operation would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

However, as detailed in **Section 5.4, Hazards and Hazardous Materials,** of this Draft EIR, based on previous uses on the Project Site, construction of the Project would involve ground disturbing activities including excavation of potentially hazardous and contaminated soils. Therefore, the Project would implement Mitigation Measure **MM-HAZ-1** to prepare and submit a Soil Management Plan prior to the commencement of ground-disturbing activities. In addition, operation of the Project may result in significant hazards due to potential soil-gas vapor intrusion from the elevated levels of methane detected in the Updated Limited ESA. Therefore, pursuant to Mitigation Measure **MM-HAZ-2**, prior to the issuance of building permit, the Project Applicant shall submit to the City of Brea Fire Department for review and approval plans demonstrating that the required soil-gas mitigation system has been implemented in the Project design. Implementation of Mitigation Measures **MM-HAZ-1** and **MM-HAZ-2** would reduce potential impacts related to the release of hazardous materials to less-than-significant levels, and no significant irreversible environmental changes related to potential environmental accidents would occur.

7.2.4 Justification for Irretrievable Commitment of Resources

The Project would require an investment of both renewable and nonrenewable resources. The amount of resources that would be committed to buildout of the Project would be typical of similar light industrial developments of this size and scale. However, as analyzed in **Section 5.2, Energy**, of this Draft EIR, the Project would not involve wasteful or inefficient energy consumption during construction or long-term operation. Furthermore, none of the building materials anticipated for buildout of the Project would be unique, rare, in short supply, or require creation of new resource extraction sites or new manufacturing and delivery channels. The Project would also satisfy the Project objectives identified in **Section 3.0, Project Description**, of this Draft EIR, which include objectives that are beneficial to the growth and prosperity of the City of Brea (City). In particular, the Project would establish a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods; provide a productive use of currently underutilized industrial land to help meet the unmet regional demands for goods delivery services; expand economic development and facilitate job creation in the City; encourage cyclist and pedestrian safety in the City; and attract new businesses to the City and thereby maintain a jobs-housing balance in the area that will help reduce the need for members of the local workforce to commute outside the area for employment. Based on these considerations, the irretrievable commitment of renewable and nonrenewable resources is justified.

7.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(e) requires an EIR to discuss the ways a proposed project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing attributes of a project could include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, pursuant to CEQA, growth must not be assumed as beneficial, detrimental, or of little significance to the environment. Growth can be induced by (1) direct growth associated with a

project, and (2) indirect growth created by demand not satisfied by a project or the creation of surplus infrastructure not utilized by a project.

The Project would not construct new residential uses 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 these jobs would be filled by the existing regional workforce. Additionally, the employment opportunities created by the Project would be less than the employment opportunities provided by the previous occupant of the Project Site (Bank of America). Furthermore, as discussed above, the Project Site is located in an urbanized and developed area with a mix of industrial, commercial, and residential uses. The Brea Public Works Department would continue to provide water, sewer, and storm drain services to the Project Site and the Project would not extend roads or other infrastructure. Therefore, the Project would not result in growth-inducing impacts.

7.4 POTENTIAL SECONDARY EFFECTS

CEQA Guidelines Section 15126.4(a)(1)(D) requires the effects of mitigation measures to be discussed, albeit in less detail than the significant effects of the Project, if the mitigation measure(s) would cause one or more significant effects in addition to those that would be caused by implementation of the Project as proposed.

7.4.1 Hazards and Hazardous Materials

The analysis of the Project's impacts related to creating a significant hazard to the public or the environment, which is addressed in **Section 5.4, Hazards and Hazardous Materials**, of this Draft EIR, resulted in the following recommended mitigation measures:

MM-HAZ-1 Prior to the commencement of any ground-disturbing activities, the Project Applicant shall develop a Soil Management Plan (SMP) and submit the SMP to the City's Fire Department, Building & Safety Division, and Public Works Department for review and approval. The SMP would include the following elements:

- Project Site Description: Description of general on-site conditions, soil types, and identification of prior on-site testing results, constituents of concern, and possible residual contaminants and suspected materials.
- Health and Safety Measures: No soil disturbance or excavation activities shall be performed by any contractor without a site-specific Health and Safety Plan (HASP) that complies with applicable occupational health and safety standards. The HASP should specify appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact suspect soil to perform all activities in accordance with the HASP.

- Soil Management Procedures: Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Procedures to be included in the SMP should include: waste segregation, visual soil screening; stormwater pollution controls; criteria for on-site re-use of soils; soil characterization and profiling requirements prior to offsite transportation of excavated soil; measures to prevent soil track-out; and soil import criteria (if needed). An environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by the property owner prior to the beginning of work.
- Identification and Management of Unanticipated Conditions: The potential exists for encountering of unanticipated contamination or features. The SMP should include descriptions of possible indications of contamination (i.e., suspect soil) that may be observed and the appropriate response measures. Potential conditions to be addressed should include, at a minimum: soil staining; strong or unusual odors; oily or shiny soil; unknown or unidentified liquids; buried structures such as tanks, pipelines, sumps or vaults; and existing or former wells including water wells, monitoring wells, or oil wells. If the General Contractor or subcontractor(s) encounter any suspect soil, the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils and inform the property owner's representative and the environmental monitor. Procedures should be included in the SMP to guide the environmental monitor's sampling and analysis for characterization of suspect soil.
- Dust Management: Procedures to minimize generation of fugitive dust during earthwork. Water or other effective means shall be used to control dust where drilling, excavating, stockpiling, or other dust producing operations occur in accordance with applicable local and state regulations.
- UST Removal Procedures: One existing abandoned UST is present on-site and is planned for removal. Additional unanticipated USTs may also be encountered and require removal. All UST removals should be performed in accordance with the *Orange County Health Care Agency (OCHCA) Environmental Health Division–Guidelines for the Removal of Underground Storage Tanks*. The SMP should include a description of the applicable OCHCA permitting and notification requirements, soil/tank handling procedures, inspection and reporting requirements.
- Documentation: Identify requirements for documentation and tracking of soil characterization, waste profiling, offsite transportation, disposal, and soil import, and soil import.

MM-HAZ-2 Prior to the issuance of first building permit, the Project Applicant shall submit to the City of Brea Fire Department for review and approval plans demonstrating that the required soil-gas mitigation system has been implemented in the Project design. In accordance with the Full Mitigation system requirement of the *City of Brea Combustible Soil-Gas Guideline*, the Project shall incorporate the following measures approved by the City of Brea during plan review:

- Below-grade passive venting equally spaced under all foundation slabs with multiple vent risers.
- Vapor impermeable membrane under all foundations.
- Utility dams at the edge of each foundation and throughout Project area.
- All penetrations/voids in slabs sealed with an expanding 50-yr. foam.
- Wye-seals in all dry utilities.

Mitigation Measures **MM-HAZ-1** and **MM-HAZ-2** would address impacts associated with the potential release of hazardous materials and emissions into the environment. Implementation of these mitigation measures would not require physical changes to the environment beyond those otherwise evaluated in this Draft EIR as part of the Project. Mitigation Measure **MM-HAZ-2** would require a soil-gas mitigation system to be incorporated into the Project design and would be regulated by the City. Thus, implementation of these mitigation measures would be beneficial in addressing the Project's impacts and would not result in adverse secondary impacts.

7.4.2 Tribal Cultural Resources

The analysis of the Project's impacts related to tribal cultural resources, which is addressed in **Section 5.9, Tribal Cultural Resources**, of this Draft EIR, resulted in the following recommended mitigation measures:

MM-TCR-1: Prior to commencement of any ground disturbing activity at the Project Site, the Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation, the tribe that consulted on this Project pursuant to Assembly Bill 52 (the "Tribe" or the "Consulting Tribe"), and in concurrence with the City of Brea as the CEQA lead agency. A copy of the executed contract shall be submitted to the City of Brea Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or augering, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, at the Project Site. The Tribal monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal representatives and Tribal monitor have

indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Tribal monitor. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of discovery, and the county coroner shall be notified per Public Resources Code Section (PRC) 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California PRC Section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5(f)). If a non-Native American resource is determined by the qualified archaeologist to constitute as a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21074(b) for unique archaeological resources.

MM-TCR-2: **Discovery of Cultural Resources (not Native American in origin):** Prior to commencement of any ground disturbing activity at the Project Site, the Applicant shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983). If cultural resources that are not Native American in origin are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. If the discovery proves to be significant as determine by the site archaeologist, additional work such as data recovery excavation may be warranted and will be reported to the City.

The actions to be taken in the event of discovery as part of Mitigation Measures **MM-TCR-1 and MM-TCR-2** could potentially require excavations to unearth additional tribal cultural resources, if recommended by the Native American monitor or archaeologist, or additional human remains, if recommended by the County Coroner or Most Likely Descendant. In addition, in the event that grading and excavation activities are temporarily diverted due to the discovery of a tribal cultural resource or human remains, construction activities could be delayed and the duration of construction could be extended. However, even if construction were extended, the same construction activities evaluated throughout this Draft EIR would continue to occur. Extending the duration of construction would not result in new or increased activities not already evaluated in this Draft EIR. Accordingly, these mitigation measures to reduce impacts related to tribal cultural resources and human remains would not result in significant secondary impacts.

7.5 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR.

The significance thresholds used to evaluate the impacts of the Project are based on Appendix G of the CEQA Guidelines. The City determined that the Project would result in less than significant or no impacts related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services (schools, parks, and other public facilities), recreation, utilities and service systems, and wildfire.

7.5.1 Aesthetics

(a) Would the project have a substantial adverse effect on a scenic vista?

The Project Site is located in an urbanized area within the City. According to City of Brea General Plan (General Plan), there are no prominent ridgelines, view corridors, or scenic viewpoints identified within the Project area.[2] Therefore, the Project would not have a substantial adverse effect on a scenic vista and no impacts would occur.

(b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

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.[3] 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.[4] 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 and no impacts would occur.

[2] City of Brea. 2003. City of Brea General Plan. Chapter 4 Community Resources. Figure CR-4.

[3] California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Accessed July 15, 2024. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

[4] Ibid.

(c) Would the project conflict with applicable zoning and other regulations governing scenic quality?

The Project would demolish an existing 60-foot-tall, three-story office building containing approximately 637,503 square feet of floor area and a 1,949-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 31.6-acre site. The proposed facility would be a single-story building with a maximum height of 56 feet and a FAR of approximately 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, warehousing and storage, logistics, 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 Light Industrial (M-1) and Mixed-Use II (MU-II) zones. The Project would comply with the property development standards for the M-1 and MU-II zones as specified in Brea City Code (BCC) Sections 20.252.040 and 20.258.020, respectively. These standards limit the maximum building height to 60 feet and include requirements for landscaping, setback buffers and tree planting. Specifically, the Project would not exceed the maximum height limit of 60 feet and would provide minimum landscape setback buffers of 20 feet for the front yard, 8 feet for the perimeter side yard, 5 feet for the interior side yard, and 8 feet for the rear yard. The Project would also exceed tree planting requirements by providing 286 parking lot trees, 82 perimeter interior trees, and 152 perimeter street abutting trees and would provide approximately 323,744 square feet of landscaping, including perimeter landscaping and maintained landscaped areas throughout the site. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality and impacts would be less than significant.

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

The Project Site is located in an urbanized area and is adjacent to existing industrial uses and Valencia Avenue. The Project's light sources would be similar to the existing light sources of the Project Site and surrounding uses and roadways. The Project's proposed lighting would be required to comply with the standards specified in BCC Section 20.252.040 and would be reviewed and approved by the City. 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. 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, and impacts would be less than significant.

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 this Draft EIR.

7.5.2 Agriculture and Forestry Resources

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

Based on the California Department of Conservation's California Important Farmland Finder,[5] 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 and would not convert land designated as such and no impacts would occur.

(b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project Site is not zoned for agricultural use and is not part of a Williamson Act contract. The northern approximately 24.2-acre portion of the Project Site is zoned M-1, and the southern approximately 7.4-acre portion of the Project Site is zoned MU-II. The M-1 zone permits an array of light industrial uses, including warehouse and storage, and the MU-II zone permits a mix of commercial, residential, and parking uses. The Project Site is currently occupied by an existing three-story office building containing approximately 637,503 square feet of floor area and a 1,949-stall surface parking lot. Therefore, the Project would not conflict with existing zoning for agricultural uses, or a Williamson Act contract and no impacts would occur.

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

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

The Project Site is located in an urbanized area within the City and there are no forest lands or timberlands within the Project area. The northern approximately 24.2-acre portion of the Project Site is zoned M-1, and the southern approximately 7.4-acre portion of the Project Site is zoned MU-II. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and would not result in the loss of forest land or conversion of forest land to non-forest use and no impacts would occur.

[5] California Department of Conservation. 2022. California Important Farmland Finder. Accessed July 15, 2024. https://maps.conservation.ca.gov/DLRP/CIFF/.

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

As discussed above, the Project Site is not designated a Farmland and there or no agricultural uses or forest lands on the Project Site. Therefore, the Project would not result in the conversion of Farmland to non-agricultural sues or forest land to non-forest use and no impacts would occur.

Based on the above, the Project would have no impacts related to agriculture and forestry resources and further analysis of this topic not warranted in this Draft EIR.

7.5.3 Biological Resources

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

The Project Site is located within an urbanized area surrounded by light industrial, residential, and commercial uses and is currently developed with a three-story office building and surface parking lot. According to the U.S. Fish and Wildlife Service, the Project Site does not contain any critical habitat for threatened and endangered species.[6] The Final EIR for the City of Brea General Plan (General Plan) identifies the Project Site as "Developed/Urban Area"[7] and on-site vegetation is limited to ornamental landscaping. Therefore, the Project Site does not have the potential to support candidate, sensitive, or special status species. As such, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species and no impacts would occur.

(b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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

The Project Site is located within an urbanized area surrounded by light industrial, residential, and commercial uses and is currently developed with a three-story office building and surface parking lot. According to the General Plan, there are no creeks, streams, or drainage channels that traverse the Project Site.[8] In addition, the Project Site does not contain any wetland or riparian

[6] U.S. Fish and Wildlife Service. USFWS Critical Habitat Map Viewer. Accessed September 28, 2024. https://www.arcgis.com/apps/mapviewer/index.html?url=https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS_Critical_Habitat/FeatureServer&source=sd.

[7] Cotton/Bridges/Associates. April 2003. Final Environmental Impact Report, The City of Brea General Plan. Figure 6.

[8] City of Brea. 2003. City of Brea General Plan. Chapter 4 Community Resources. Figure CR-1.

habitat as identified by the National Wetlands Inventory.[9] Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community or on state or federally protected wetlands, and no impacts would occur.

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

As discussed above, the Project Site is located within an urbanized area and is fully developed. According to the City's General Plan, the Project Site is not located within a regional wildlife corridor or wildlife corridor crossing.[10] However, the Project would require the removal of ornamental trees that could potentially contain nests of migratory birds. During construction, the Project would be required to comply with the Migratory Bird Treaty Act, which prohibits the take, possession, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations and the California Fish and Game Code Section 3503, which states that "[i]t is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." Compliance with regulatory requirements would ensure that the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and impacts would be less than significant.

(e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project Site is fully developed and does not contain candidate, sensitive, or special status species or any habitat that would support protected species. On-site vegetation is limited to ornamental landscaping. The Project would require the removal of 46 mature London Plane street-adjacent trees along Valencia Avenue and Nasa Street to provide a pedestrian sidewalk along the street frontage; however, none of these trees are protected trees defined in the City's Tree Preservation Ordinance (BCC Chapter 20.74, Section 20.74.020). Moreover, the Project would provide 286 parking lot trees, 82 perimeter interior trees, and 152 perimeter street abutting trees in compliance with the property development standards for the M-1 and MU-II zones as specified in BCC Sections 20.252.040 and 20.258.020, respectively. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impacts would occur.

[9] U. S. Fish and Wildlife Service. National Wetlands Inventory, Wetlands Mapper. Accessed September 28, 2024. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

[10] City of Brea. 2003. City of Brea General Plan. Chapter 4 Community Resources. Figure CR-3.

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

The Project Site is not located within or 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.[11] Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and no impacts would occur.

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

7.5.4 Cultural Resources

(a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The Project Site is currently developed with a three-story office building and surface parking lot. According to 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.[12] Based on aerial photographs and topographical maps, the Project Site was undeveloped until the early 1980s when the existing office building was constructed.[13] Due to the existing building's early 1980s construction date and the developed nature of the Project Site, it is not anticipated that any historical resources exist onsite. Therefore, the Project would not cause a substantial adverse change in the significant of a historical resource and impacts would be less than significant.

(b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The Project Site is located in an urbanized area and has been graded and developed with an office building and surface parking lot. Furthermore, the South Central Coastal Information Center records search completed on September 12, 2023, for the Project Site and a 0.5-mile radius did not identify any cultural resources located within the Project Site. Nonetheless, **Section 5.9, Tribal Cultural Resources**, of this Draft EIR includes a mitigation measure requiring the Applicant to retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology in the event of an unanticipated discovery of an archaeological resource during Project construction. Therefore, implementation of Mitigation

[11] California Department of Fish and Wildlife (CDFW). n.d. NCCP Plan Summary – County of Orange (Central/Coastal) NCCP/HCP. Accessed July 15, 2023. https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans/Orange-Coastal.

[12] City of Brea. 2003. City of Brea General Plan. Chapter 4 Community Resources. Figure CR-6.

[13] Geosyntec Consultants. June 14, 2021. Phase I Environmental Site Assessment, Site: Amazon Site Code – DJT4, 275 Valencia Avenue, Brea, California 92823. Page 10.

Measure **MM-TCR-2** would ensure that impacts to archaeological resources would remain less than significant.

(c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The Project Site is fully developed and is not expected to contain any human remains. In the event that human remains are uncovered during ground disturbing activities, the Project would be required to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which would ensure that impacts would be less than significant.

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

7.5.5 Geology and Soils

(a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; and/or (iv) landslides?

According to 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.[14] In addition, 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.[15] The Project would be required to incorporate the recommendations contained in the Geotechnical Report for the Project 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 soil stability.[16] Moreover, the Project would not create or exacerbate any geological hazards; therefore, the Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and/or landslides and impacts would be less than significant.

[14] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Figure 13.

[15] Geosyntec Consultants. December 20, 2022. Geotechnical Report, Site Code DJT4, Brea, California. Page 20.

[16] Geosyntec Consultants. December 20, 2022. Geotechnical Report, Site Code DJT4, Brea, California. Pages 22-38.

(b) Would the project result in substantial soil erosion or the loss of topsoil?

Development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils in the Project Site and expose these soils to rainfall and wind during construction, thereby potentially resulting in soil erosion. This potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. The Project would be required to comply with the Orange County Grading and Excavation Code, which was adopted by the City pursuant to BCC Chapter 15.30, to regulate grading and excavation of sites. Pursuant to the Orange County Grading and Excavation Code, Subarticle 13, erosion and sediment control plans would be required to comply with the National Pollution Discharge Elimination System (NPDES). 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. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil and impacts would be less than significant.

(c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

As described above, the Project Site is not located within a liquefaction zone or landslide zone.[17] In addition, 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.[18] The Project would be required to incorporate the recommendations contained in the Geotechnical Report for the Project pertaining to 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.[19] Therefore, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and impacts would be less than significant.

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

Expansive soils are typically associated with clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. As discussed in the Project's Geotechnical Report, three expansion index soil tests showed that the onsite soils have a medium-level expansion potential.[20] Therefore, the Project would implement foundation recommendations and measures that would address the soils expansion potential. As such, the Project would not create

[17] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Figure 13.

[18] Geosyntec Consultants. December 20, 2022. Geotechnical Report, Site Code DJT4, Brea, California. Page 20.

[19] Geosyntec Consultants. December 20, 2022. Geotechnical Report, Site Code DJT4, Brea, California. Pages 22-38.

[20] Ibid.

substantial or indirect risks to life or property due to expansive soils, and impacts would be less significant.

(e) Would the project site have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

All wastewater generated by the Project would be discharged into the City's municipal sewer system. As such, no septic systems or other alternative wastewater disposal systems would be necessary as part of the Project. No impacts related to the use of septic tanks or alternative wastewater disposal would occur

(f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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 this Draft EIR.

7.5.6 Hydrology and Water Quality

(a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

(e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

In accordance with 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 Water Quality Management Plan (WQMP) that is consistent with the Orange County DAMP and NPDES permit requirements for the Santa Ana Region.[21] In accordance with the WQMP and regulatory requirements, the Project would implement biotreatment BMPs, infiltration BMPs, and detention chambers. To reduce introduction of pollutants, the Project would design the external trash enclosure with a paved surface and covered roof, and loading docks would be inspected daily and maintained weekly to reduce litter and ensure clean-up of spills and debris. Compliance with the Orange County DAMP and NPDES permit 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 such that the Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As such, impacts related to water quality would be less than significant.

[21] Ware Malcomb. Revised April 5, 2024. County of Orange/Santa Ana Region Priority Project Water Quality Management Plan (WQMP), Project Name: DJT4, 275 Valencia Avenue, Brea, CA 92823.

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

Water for the Project would be supplied by the City of Brea Public Works Department's Water Division. Based on the California Department of Water Resources Well Completion Report Map Application, there are no active groundwater wells within the Project Site.[22] Additionally, according to the Project's 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 former Brea Chemical Plant site, approximately one mile southwest of the Project Site.[23] Borings were advanced to depths of approximately 95 feet bgs during the explorations conducted for the Geotechnical Report, but no groundwater was encountered.[24] The Project would require excavation to a depth of approximately 21 feet bgs. Therefore, the Project is unlikely to encounter groundwater that would require dewatering to be performed. Furthermore, based on the Project's WQMP, the amount of impervious surfaces on the Project Site would increase by only 0.6 percent, from 76 percent under existing conditions to 76.6 percent upon completion of the Project. As such, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impeded sustainable groundwater management of the basin and impacts would be less than significant.

(c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) result in a substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

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.[25] The imperviousness of the Project Site would slightly increase and the Project would result in an overall increase in peak runoff from the site at the two major points of discharge to City of Brea storm drain.[26] However, as described above and in the Project's WQMP, the Project

[22] California Department of Water Resources. n.d. Well Completion Report Map Application. Accessed September 30, 2024. https://dwr.maps.arcgis.com/apps/webappviewer/index.html?id=181078580a214c0986e2da28f8623b37.

[23] Geosyntec Consultants. December 20, 2022. Geotechnical Report, Site Code DJT4, Brea, California. Page 16.

[24] Ibid.

[25] Ware Malcomb. Revised April 5, 2024. Preliminary Hydrology Study for DJT4, 275 Valencia Avenue, Brea, CA 92823. Page 4.

[26] Ware Malcomb. Revised April 5, 2024. Preliminary Hydrology Study for DJT4, 275 Valencia Avenue, Brea, CA 92823. Page 7.

would incorporate design features such as biotreatment BMPs, infiltration BMPs, and detention chambers to address the increased runoff in compliance with regulatory requirements.[27] Therefore, the Project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site, increased rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would provide substantial additional sources of polluted runoff; or impede or redirect flood flows. As such, impacts related to drainage at the Project Site would be less than significant.

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

According to the General Plan, the Project Site is located within Federal Emergency Management Agency (FEMA) Flood Zone X – Area of Minimal Flood Hazard.[28] In addition, although the City does include two dams within its planning area, the Project Site is not located in an inundation area.[29] As there are no standing bodies of water near the Project Site that may experience a seiche, there is no significant risk that flows from a seiche could result in the discharge of any pollutants from the Project Site caused by the Project. Therefore, the Project would not result in release of pollutants due to Project inundation, and impacts would be less than significant.

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 this Draft EIR.

7.5.7 Land Use and Planning

(a) Would the project physically divide an established community?

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. In addition, the Project's Traffic Impact Assessment concluded that all study intersections would operate at an acceptable level of service (LOS) D or better with the exception of two intersections.[30] These intersections operate at LOS E and F; however, the increases in delay at these intersections due to the addition of Project traffic would not exceed applicable City criteria.[31] Therefore, access to and movement throughout the Project area and the City would not be physically impaired due to

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

[28] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Figure 11.

[29] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Figure 12.

[30] NV5 Engineers & Consultants. September 23, 2024. Traffic Impact Assessment for Brea Delivery Station.

[31] Ibid.

the Project. As such, the Project would not physically divide an establish community and impacts would be less than significant.

(b) Would the project 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?

The northern 24.2-acre portion of the Project Site is designated Light Industrial in the General Plan and is zoned Light Industrial (M-1). Allowable uses within the Light Industrial land use designation and M-1 zone include research and development, light manufacturing and processing, offices, warehousing and storage, logistics facilities, high-technology production, and related uses. The southern 7.4-acre portion of the site is designated Mixed Use II and zoned Mixed-Use II (MU-II). The Mixed Use II designation and MU-II zone permit parking facilities as one of the allowed land uses. The Light Industrial designation allows a maximum floor area ratio (FAR) of 0.75 and the Mixed Use II designation allows a maximum FAR of 2.0.

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 and storage space and 18,150 square feet of ancillary office space. Upon completion, the proposed facility would be entirely located within the M-1 zone and would have a FAR of approximately 0.14. Surface parking and drive aisles would be located within the M-1 and MU-II zones. Thus, the Project would comply with the permitted uses and the maximum FAR for the Light Industrial and Mixed Use II land use designations. Furthermore, as discussed in the Draft EIR section for each analyzed environmental topic, the Project would not conflict with the applicable General Plan goals, objectives, and policies that are relevant to that topic. The Project would also comply with the property development standards for the M-1 and MU-II zones as specified in Brea City Code (BCC) Sections 20.252.040 and 20.258.020, respectively. These standards limit the maximum building height to 60 feet and include requirements for parking, landscaping, setback buffers and tree planting. As described in detail in **Section 3.0, Project Description**, of this Draft EIR, the Project's design is consistent with the development standards for the M-1 and MU-II zones. Therefore, the Project would be consistent with the General Plan and the zoning regulations for the Project Site.

In addition, as discussed in detail in **Section 5.3, Greenhouse Gas Emissions** and **Table 5.3-4** of this Draft EIR, the Project would not conflict with the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Community Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS includes strategies such as encouraging the use of EVs and alternative modes of transportation to reduce GHG emissions. The Project would promote alternative transportation options by providing EV charging stations, bike lockers and parking spaces, and increased connectivity with The Tracks at Brea. The Project would also provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, and water-efficient landscaping. In addition, the Project aims to establish a regional last-mile parcel delivery facility that has nearby access to freeways in order to efficiently facilitate the movement of goods. The Project would develop an underutilized property that would absorb portions of the service areas that are currently covered by existing delivery stations, which would allow the Project to reduce the distance traveled by delivery vans throughout the region.

Furthermore, the Project would reduce commuter trips and GHG emissions by providing jobs to those who already live near the Project Site or in the City. Thus, the Project would result in a reduction in VMT from the Project Site when compared to existing conditions. These Project characteristics and features would reduce GHG emissions consistent with the strategies contained in the 2020-2045 RTP/SCS. As such, the Project would not 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 and impacts would be less than significant.

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 less than significant impacts related to land use and planning and further analysis is not warranted in this Draft EIR.

7.5.8 Mineral Resources

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

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

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.[32] The City does not designate any locally important mineral resource recovery site in its General Plan or other land use plan. In addition, the County of Orange General Plan does not identify the Project Site as a mineral resource area.[33] 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 this Draft EIR.

7.5.9 Population and Housing

(a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

(b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Project proposes to demolish the existing three-story office building to construct a parcel delivery facility on the Project Site. There are no existing residential structures on the Project Site.

[32] 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.

[33] County of Orange. Amended 2012. County of Orange General Plan. Figure VI-3.

The Project would not construct new homes on the Project Site or extend roads or other infrastructure. Although the Project would create approximately 800 employment opportunities that would increase the daytime population at the Project Site, it is anticipated that these jobs would be filled by the existing regional workforce. In addition, the anticipated employment opportunities created by the Project is less than the employment opportunities of the use that previously occupied the Project Site. 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 this Draft EIR.

7.5.10 Public Services (Schools, Parks, and Other Public Facilities)

(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, parks, and library facilities, need for new or physically altered schools, parks, libraries, or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

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. However, the Project would include improvements to The Tracks at Brea adjacent to the Project Site. Currently, the trail ends near the northwest corner of the Project Site and resumes further down Imperial Highway away from the Project Site. The Project would construct pedestrian and bicycle connections between Surveyor Avenue and Valencia Avenue, which would extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue and Nasa Street. The physical impacts associated with the improvements to The Tracks at Brea are evaluated throughout this Draft EIR and no substantial adverse impacts have been identified. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, parks, and library facilities, need for new or physically altered schools, parks, libraries, or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts related to these public services and facilities would be less than significant and further analysis is not warranted in this Draft EIR.

7.5.11 Recreation

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

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. However, as discussed above, the Project would construct pedestrian and bicycle connections between Surveyor Avenue and Valencia Avenue, which would extend The Tracks at Brea along the Nasa Street Project frontage to the intersection of Valencia Avenue and Nasa Street. The physical effects associated with the improvements to the Tracks at Brea are evaluated throughout this Draft EIR and no adverse physical effects related to the trail improvements have been identified. As such, the Project would have a less-than-significant impact related to recreation and further analysis is not warranted in this Draft EIR.

7.5.12 Utilities and Service Systems

(a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The existing building on the Project Site is served by existing water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. While the Brea Public Works Department would continue to provide water, sewer, and storm drain services to the Project Site, the Project would require new utility connections to accommodate the proposed development. As described further below, wastewater treatment would continue to be provided by Orange County Sanitation District. Southern California Edison and SoCalGas Company would continue to provide electric services and natural gas services to the Project Site, respectively. Additionally, the Project would retain existing telephone utilities and install new dry utility connections. As such, the Project Site would be adequately served by all required utilities and services. Therefore, the Project would not require or result in the relocation of new or expanded utility facilities, the construction or relocation of which could cause significant environmental effects, and impacts would be less than significant.

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

The Project's water supply would be provided by the City of Brea. The City is a retail water supplier that provides water to its residents and other customers using the imported potable water supply obtained from its regional wholesaler, Municipal Water District of Orange County (MWDOC); imported groundwater supply from Main San Gabriel Basin, which is provided by California Domestic Water Company, a mutual water company; and the local groundwater from the La Habra Basin. The 2020 UWMP is based on zoning designations collected and aggregated by SCAG to determine land uses and water demand within the service area. The 2020 UWMP also referenced approved projects, projects under construction, projects under review for entitlement, Regional Housing Needs Allocation requirements, and population projections in order to determine projected water demand. According to the 2020 UWMP, the City would be equipped with adequate existing and planned water supplies to meet the demands within the its service area under normal, single-dry, and multiple-dry year conditions through 2045.[34] As described in

[34] Arcadis U.S., Inc. June 2021. Brea 2020 Urban Water Management Plan.

Section 3.0, Project Description, the Project would not include a General Plan Amendment or zone change to the Project Site and would not generate a residential population. When compared to existing 637,503-square-foot office building, the Project's proposed 163,350 square feet of merchandise warehouse space and 18,150 square feet of ancillary office space would result in a less intensive land use and reduced water demand.[35] Furthermore, the Project would provide low-flow water fixtures and comply with the City's water efficient landscape requirements by providing drought tolerant landscaping and water-efficient irrigation. Therefore, the Project would be anticipated to have sufficient water supplies available to serve the proposed uses during normal, dry, and multiple dry years. Project impacts related to water supply would be less than significant.

(c) Would the project result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Wastewater generated by the Project would be treated by the Orange County Sanitation District, which includes Plant No. 1 in Fountain Valley and Plant No. 2 in Huntington Beach. Under existing conditions, Plant No. 1 receives an estimated average daily flow of 123 million gallons per day of wastewater, and Plant No. 2 receives an estimated average daily flow of 68 million gallons per day (mgd) of wastewater.[36] Plant No. 1 is designed to accommodate a flow of 182 mgd during dry weather and a flow of 345 mgd during peak wet weather; Plant No. 2 is designed to accommodate a flow of 150 mgd during dry weather and a flow of 317 mgd during peak wet weather.[37] As such, both plants are operating within its design capacities. As described above, when compared to existing 637,503-square-foot office building, the Project's proposed 163,350 square feet of merchandise warehouse space and 18,150 square feet of ancillary office space would result in less intensive land use and reduced water demand. Therefore, the Project would not be expected to generate an increased flow of wastewater from the Project Site, and the Project would be anticipated to result in a determination by Orange County Sanitation District that it has adequate capacity to serve the Project's demand in addition to the provider's existing commitments. Project impacts related to wastewater would be less than significant.

[35] According to the CalEEMod output file for the Project (See Attachment A in **Appendix B** of this Draft EIR), the Project would only consume 45,196,399 gallons per year compared to the 113,349,708 gallons per year for the existing office use.

[36] Orange County Sanitation District. n.d. Regional Sewer Service. Accessed September 30, 2024. https://www.ocsan.gov/services/regional-sewer-service.

[37] California Regional Water Quality Control Board, Santa Ana Region. Effective August 1, 2021. Order No. R8-2021-0010, NPDES No. CA0110604, Waste Discharge Requirements and National Pollutant Discharge Elimination System Permit for Orange County Sanitation District Publicly Owned Treatment Works. Attachment F—Fact Sheet.

(d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Project construction and demolition waste would be disposed of at the Olinda Alpha Landfill, which has an estimated remaining capacity of 17.5 million tons as of October 2020.[38] The City requires that at least 65 percent of all construction/deconstruction waste generated within the City be diverted from landfills.[39] Pursuant to BCC Chapter 8.29, Construction and Demolition Waste Management, the Project would be required to prepare and submit for approval a Construction and Demolition Waste Management Plan, which would include Project measures to support the City's rate of diversion. As the Project would be comprised of merchandise warehouse space and ancillary offices, operations would not be anticipated to generate a significant amount of municipal solid waste. Furthermore, the amount of solid waste generated by the Project would be less than the solid waste generated by the existing office use.[40] Therefore, the Project would not generate solid waste in excess of state or local standards or capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts would be less than significant.

(e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Solid waste management in the state is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Further, AB 341 requires businesses and public facilities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas and clearly marked, source-sorted receptacles to facilitate recycling in accordance with BCC Chapter 8.28, Solid Waste, Collection, and Salvage of Recyclable Materials. The Project would also comply with AB 939, AB 341, and City waste diversion goals. In addition, as described above, the City of Brea requires that at least 65 percent of all construction/deconstruction waste generated within the City be diverted from

[38] CalRecycle. n.d. SWIS Facility/Site Activity Details – Olinda Alpha Landfill (30-AB-0035). September 30, 2024. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2757?siteID=2093.

[39] City of Brea. n.d. Construction and Demolition Debris (C&D). Accessed July 15, 2024. https://www.ci.brea.ca.us/1683/Construction-and-Demolition-Debris-CD.

[40] According to the CalEEMod output file for the Project (See Attachment A in **Appendix B** of this Draft EIR), the Project would generate 170.69 tons of solid waste per year compared to the 593 tons per year generated by the existing office use.

landfills.[41] Pursuant to BCC Chapter 8.29, the Project would be required to prepare and submit for approval a Construction and Demolition Waste Management Plan. As the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, the Project's potential impacts would be less than significant.

Based on the above, the Project would result in less than significant impacts related to utilities and service systems and further analysis is not warranted in the EIR.

7.5.13 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

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

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

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

According to the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone Viewer[42] and the Orange County State Responsibility Area Fire Hazard Severity Zones map[43], the Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ). The Project Site is also not located in a VHFHSZ or an area of concern for emergency evacuation access according to the City's General Plan.[44] 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 this Draft EIR.

[41] City of Brea. n.d. Construction and Demolition Debris (C&D). Accessed July 15, 2024. https://www.ci.brea.ca.us/1683/Construction-and-Demolition-Debris-CD.

[42] California Department of Forestry and Fire Protection (CAL FIRE). n.d. FHSZ Viewer. Accessed July 15, 2024. https://egis.fire.ca.gov/FHSZ/

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

[44] City of Brea. Amended 2021. City of Brea General Plan, Chapter 6 Public Safety. Figures 9 and 10.

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No references were used.

3.0 Project Description

No references were used.

4.0 Environmental Setting

No references were used.

5.0 Environmental Impact Analysis

No references were used.

5.1 Air Quality

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9.0 ORGANIZATIONS AND PERSONS CONSULTED

9.1 LEAD AGENCY

City of Brea

Jason Killebrew	Community Development Director; Deputy City Manager
Joanne Hwang	City Planner
Jessica Newton	Senior Planner
Cristal Nava	Assistant Planner

9.2 EIR CONSULTANTS

Michael Baker International, Inc.

John Bellas	Project Director
Pei-Ming Chou	Project Manager
Frankie Tong	Deputy Project Manager
Vicky Rosen	Environmental Planner
Jessie Kang	Environmental Analyst
Cristina Trevizo	Environmental Analyst
Hanna Wang	Environmental Analyst
Zhe Chen	Senior Technical Specialist
Jeanette Cappiello	Graphics Specialist
Jessica Budin-Caloroso	Project Specialist

ECORP Consulting, Inc.

Seth Myers	Air Quality & Noise Task Manager
Rosey Worden	Air Quality & Noise Analyst
Marco Caipo	Air Quality & Noise Analyst

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