



**BREA 265 SPECIFIC PLAN**  
**JUNE 21, 2022 CITY COUNCIL QUESTIONS**

At the June 21, 2022 City Council meeting, a public hearing was held on the Brea 265 Specific Plan project ("Project"). At this meeting, the City Council provided various comments and raised questions regarding the Project. For the public's benefit, the Planning Division has prepared the following list of questions raised at the hearing and corresponding answers. For additional information, please contact the Planning Division at 714-990-7674 or at [planner@cityofbrea.net](mailto:planner@cityofbrea.net).

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**Question:** What is the fiscal impact of the Project, including the cost maintenance for the community facilities?

**Answer:** *The City's consultant, Keyser Marston & Associates, peer reviewed a fiscal impact report prepared by the applicant's consultant, Planning & Financing Group, Inc., which considered the Project's future revenue and cost impacts to the City (i.e. maintenance cost for community facilities). In doing so, the following items were analyzed (estimates):*

- *Unit sales prices*
- *Revenues from different sources (i.e. property tax, property transfer tax, vehicle license fee, sales tax, fire revenues, paramedic revenues)*
- *City operating costs (i.e. departmental expenses per capita, paramedic expenses)*
- *Paramedic revenue and expenses*

*The conclusion of Staff's peer review of the Fiscal Impact Study indicates that the estimated net annual City revenue is \$518,000; therefore, the Project, as designed, conditioned, and further outlined in the Development Agreement, will not have negative net fiscal impact on the City's General Fund.*

**Question:** How was the traffic impact of the Project analyzed? What types of improvements are being required?

**Answer:** *A detailed traffic analysis has been completed for the Project, which can be found in the Project's Draft Environmental Impact Report (DEIR) Section 5.17 (<https://www.ci.brea.ca.us/DocumentCenter/View/12988/DRAFT-EIR---BREA-265-392022>). Specifically, per the State law, agencies analyzing the traffic impacts*

*of new projects must use a metric known as Vehicle Miles Traveled (VMT), instead of Levels of Service (LOS). While LOS evaluates potential impacts by analyzing anticipated automobile delay at intersections and congestion on nearby highway segments, VMT measures how much actual auto travel a proposed project would create on roads. The VMT analysis prepared for the Project found that the cumulative Project generated VMT per service population would fall below the City's established threshold.*

*The DEIR also included queuing evaluation for two 57 Freeway ramps on Lambert Road and the seven study intersections along Imperial Highway to assess if the stacking requirements within the proposed project are adequate, along with an analysis of the queuing at the proposed gated entries. The DEIR found that although the Project may result in deficient queuing condition at some of the studied intersections, the proposed improvements to the roadway system (as explained in the last paragraph of this section) would reduce the impact.*

*Overall, the DEIR evaluated the potential traffic impact based on the established thresholds related to consistency with all program, plan, ordinance, or policy addressing the circulation system, consistency with the CEQA guidelines related to traffic impacts, creation of hazards due to design or incompatible uses, and inadequate emergency access. Based on the analysis conducted as described above, the DEIR found that the Project will not create a significant traffic impact.*

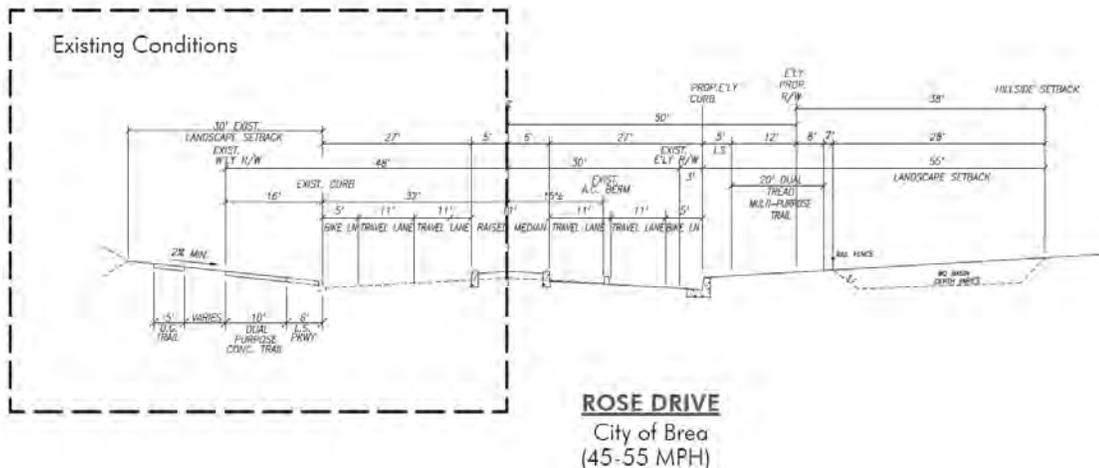
*In addition, various improvements are required of the Project as conditions of approval (#s 56, 57, 58 and 59) which include, but not limited to, road improvements to Lambert Road, Valencia Avenue, Rose Drive and Blake Road (i.e. road widening, right-of-way improvements, trails improvements, etc.) and traffic signal improvements at Rose & Vesuvius, Rose & P Street, Lambert & MM/NN Streets, Valencia & HH/B Streets, Valencia & Lambert/Carbon Canyon, and Valencia & Birch/Rose.*

**Question:** Would Rose Drive be widened in Cities of Yorba Linda and Placentia to match the improvements required for the Project in the City of Brea?

**Answer:** *Both Cities of Yorba Linda and Placentia classifies Rose Drive as an arterial road, which has an ultimate built-out condition that will match the improvements required for the Project in the City of Brea, as follows:*

<b>Jurisdiction</b>	<b>Road Classification</b>	<b>Ultimate Right-of-Way Width</b>
<i>Brea (the Project)</i>	<i>Primary Arterial*</i>	<i>100 feet</i>
<i>Placentia</i>	<i>Modified Major Arterial</i>	<i>100 feet</i>
<i>Yorba Linda</i>	<i>Primary Arterial</i>	<i>100 feet</i>

*\*Preliminary section drawings of Rose Drive in the City of Brea, adjacent to the Project is below:*



*In addition, the conditions of approval for the Project requires the applicant to obtain all necessary approvals from the corresponding jurisdictions related to the required improvements on Rose and Blake Drives.*

**Question:** Is there an artist rendering/layout of the product types being proposed? What is the total number of units per phase?

***Answer:** Exhibit A to this Q&A shows examples of each product types by each phase of the Project. According to the Specific Plan document, Phase 1 will include 353 units, Phase 2 will include 612 units, and Phase 3 includes 135 units.*

**Question:** How much space is needed to support a multi-use civic use at the northwest corner of Lambert Road and Valencia Avenue?

***Answer:** The Community Facility 1-acre site has not yet been designated for a specific use; as such, space programming need for this site will be evaluated once the specific use of the site has been determined by the City. It is anticipated that the City-owned land located southwest corner of Valencia Avenue and Santa Fe Road, directly adjacent to the subject 1-acre site, will also be considered when the potential use of the subject 1-acre site is contemplated by the City in the future.*

**Question:** What are the green design features and benefits that will be implemented in the Project?

***Answer:** Mitigation measures (MM GHG-1 and GHG-2) required for the Project includes implementation of a number of green design/conservation measures for the homes and the public parks (e.g. complying with Tier 2 Planning and Design, Energy Efficiency, and Water Efficiency and Conservation requirements from the California Green Building Code, battery storage unit requirements, primarily electric powered homes, EV charging stations, etc.). These measures are intended to minimize Green House Gas (GHG) emissions by complying with and implementing various design, energy and water efficient standards. In addition, the*

*Project includes a plant palette that primarily includes native and drought-tolerant plants, and the HOA areas are required to utilize drought tolerant planting to maximum extent possible.*

**Question:** What is the method of construction for the foundations for the homes? Would it be effective against both Radon and Methane?

**Answer:** *All homes will have post tension slabs and foundation vents as standard design feature. Methane mitigation will be part of the required oil remediation process through California Geologic Energy Management Division (CalGEM) and also addressed through the required process with City's Fire Department during construction. Staff researched for guidelines for Radon and found that such guideline is not available at this stage of the Project.*

**Question:** Is there a way to increase the number of affordable housing units?

**Answer:** *The Project originally proposed 76 affordable housing units for low or very low-income households. The Applicant has modified the Project to increase the number of affordable housing units up to 110 units. The affordability level of the affordable housing units is proposed as follow:*

- |   |          |
|---|----------|
|   | 23 units |
| • Very Low Income or lower (50% AMI or lower):    | 53 units |
| • Low Income or lower (80% AMI or lower):         | 34 units |
| • Workforce Housing or lower (150% AMI or lower): |          |

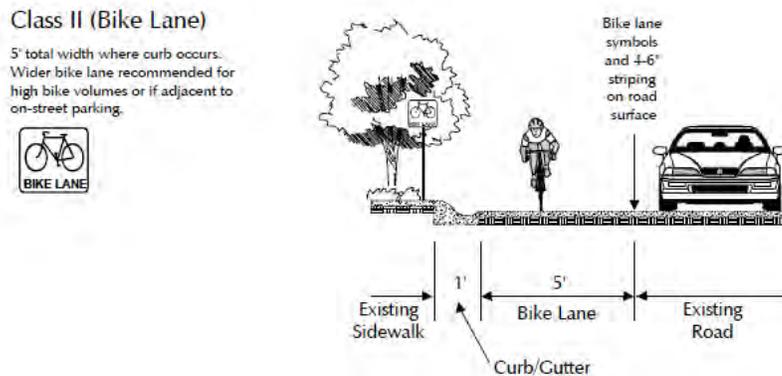
**Question:** How are Hills for Everyone's comments regarding Black Walnut Trees, impacts to State & County Parks, and artificial turf being addressed?

**Answer:** *The Plant Palette for the Project includes Black Walnut trees, and prior to removing the Black Walnut Trees within the Project site, the applicant indicated that a harvesting activity of the walnuts will be performed in order to propagate them throughout other areas within the Project site (i.e. open space area along eastern edge). The applicant is also currently working on establishing multiple Black Walnut Tree preservation areas at an off-site location. To provide additional support to the State & County Parks, the applicant indicated that the CC&Rs for the future developments will include an annual ten-dollar per unit fee, which will be administered by Chino Hills State Park. Lastly, the conditions of approval #24 requires the applicant to obtain an approval from the City's Parks, Recreation and Human Services Commission for any artificial turf proposed for the public parks within the Project site.*

**Question:** Will the bike lanes comply with national standards for safer bike lanes?

**Answer:** *All bike lanes will be required to comply with standards specified in the City's General Plan, Chapter 2*

(<https://www.ci.brea.ca.us/DocumentCenter/View/61/General-Plan?bidId=>). The “Typical Bikeway Cross Sections” of Class II bike lane, which is applicable to the Project, is below:



**Question:** When would the City receive title to the community benefit land donations?

**Answer:** Exhibit J of the Development Agreement, provided as Attachment G to the July 19, 2022 City Council Staff Report Package (<https://www.ci.brea.ca.us/511/City-Council>), includes a schedule of all public benefits and monetary contributions.

**Question:** How is the impact to the BOUSD addressed?

**Answer:** The applicant at minimum is required to pay the school impact fee as established by the State or through a separate negotiated agreement (a separate agreement with BOUSD). It should be noted that in discussions with BOUSD, the applicant may agree to pay an impact fee that is higher than the standard impact fee rate. Although no written confirmation has been received from BOUSD, staff has been in close communications with BOUSD and understands that an agreement for the additional monies above the standard impact fee rate is close to being achieved.

**Question:** What are the minimum water requirements for the Project?

**Answer:** A Water Supply Assessment (WSA) was prepared for the Project, which considered both the City’s 2020 Urban Water Management Plan and 2021 Water Master Plan. Based on the analysis, the WSA found that the estimated supply demand of 532 acre-feet (including estimated water loss) is negligible, and that the City is projected to have sufficient imported and groundwater supplies to meet normal, single-dry year, and multiple-dry year conditions with the addition of the Project, especially because Metropolitan Water District of Southern California (MWD) has projected supply surpluses for each of these conditions. The MWD’s 2020 Urban Water Management Plan can be found here:

<https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf>

**Question:** Whose responsibility is to maintain various public and private areas within the Project?

**Answer:** *It varies depending on the areas/infrastructure. The Specific Plan and the conditions of approval include provisions that specifically address maintenance responsibilities of various areas. For an example, infrastructure improvements within the public streets will be maintained by the City, while infrastructure improvements within the streets within the gated community, landscaped slopes, trails within the Project site will be maintained by the applicant (HOA of the future developments). Exhibit B to this Q&A is an excerpt from the Brea 265 Specific Plan, detailing the maintenance responsibilities of different areas within the Project site.*

**Question:** What type of project can be developed at the Project site based on the existing Zoning?

**Answer:**

	<b>By-Right Project</b>	<b>Proposed Project</b>
<b>Density Range</b>	<ul style="list-style-type: none"> <li>• <u>Hillside Residential (HR):</u> Based on slope and formula</li> <li>• <u>Low Density Residential (LDR):</u> up to 6 du/ac</li> </ul>	<ul style="list-style-type: none"> <li>• <u>LDR:</u> up to 6 du/ac</li> <li>• <u>Medium Density Residential (MDR):</u> between 6.1 and 12 du/ac</li> </ul>
<b>Total Number of Units</b>	<ul style="list-style-type: none"> <li>• <u>HR:</u> 186 units</li> <li>• <u>LDR:</u> 567 units</li> </ul> <p>Total: 753 units *Estimate only; does not include additional units allowed by the State Density Bonus Law</p>	<ul style="list-style-type: none"> <li>• <u>LDR:</u> 450 units</li> <li>• <u>MDR:</u> 650 units</li> </ul> <p>Total: 1,100 units</p>

**Question:** Is the park design shown in the Project documents a final design?

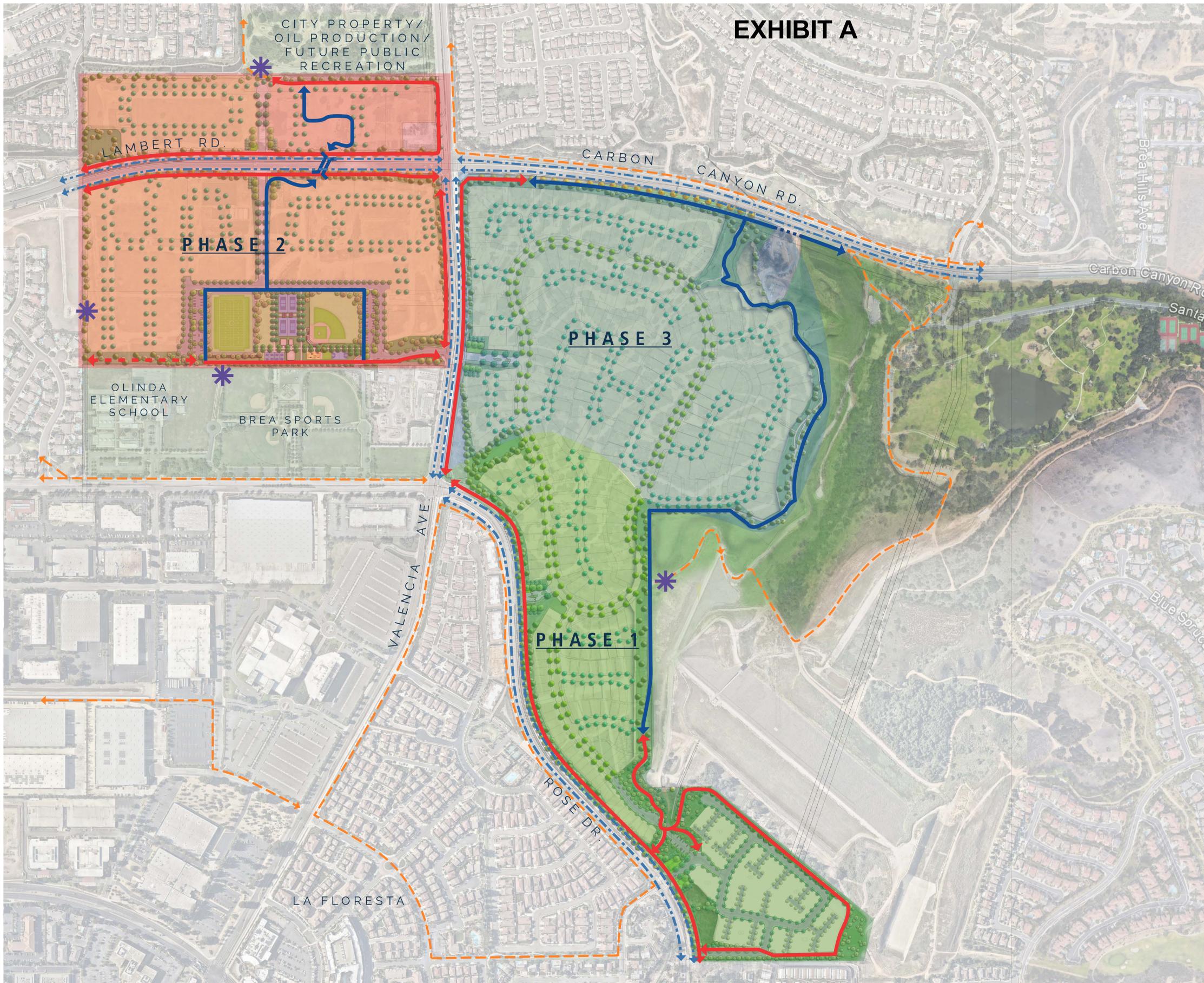
**Answer:** *No, the park design shown in the Project document is to serve as an illustrative example only, and the applicant is required to obtain the City’s review and approval for the final design of the public park from all applicable City departments (i.e. Planning, Building, and Community Services). Also, as mentioned above, all artificial turf is required to obtain review and approval from the City’s Parks, Recreation and Human Services Commission.*

**Question:** How will this impact the city’s Sports Park use, programmed and non-programmed?

**Answer:** *The DEIR prepared for the Project found that there is no impact to the City’s parks, which includes the existing Sports Park, as the Project provides*

*approximately 15 acres of new park and recreation areas and 47 acres of open spaces and trails. The 15 acres of new park and recreation areas include 13 acre expansion to the existing Sports Park, which will provide additional programming opportunities for the Sports Park in general.*

# EXHIBIT A



## LEGEND

- Public Open Space:**
  - Sports Park 13 AC
  - Staging Area/Public Trailhead -2.1 AC
  - Public Trails 11.86 AC
- Public Multi-Purpose Trails:**
  - 20' Wide Dual Tread Multi-Purpose Trail  
10' Asphalt + 10' D.G.
  - 14' Wide Trail - AC Paving Center Striped  
10' Asphalt + (x2) 2' Shoulder
  - On-street Bikeway
  - Existing Trail
- N.A.P- Potential Future Trail Access
- Pedestrian Under Crossing
- Potential Future Access

### PHASING PLAN

BREA  
**265**



Single Family Dwelling



Single Family Dwelling



Backyard Townhomes



3-Story Single Family Dwelling



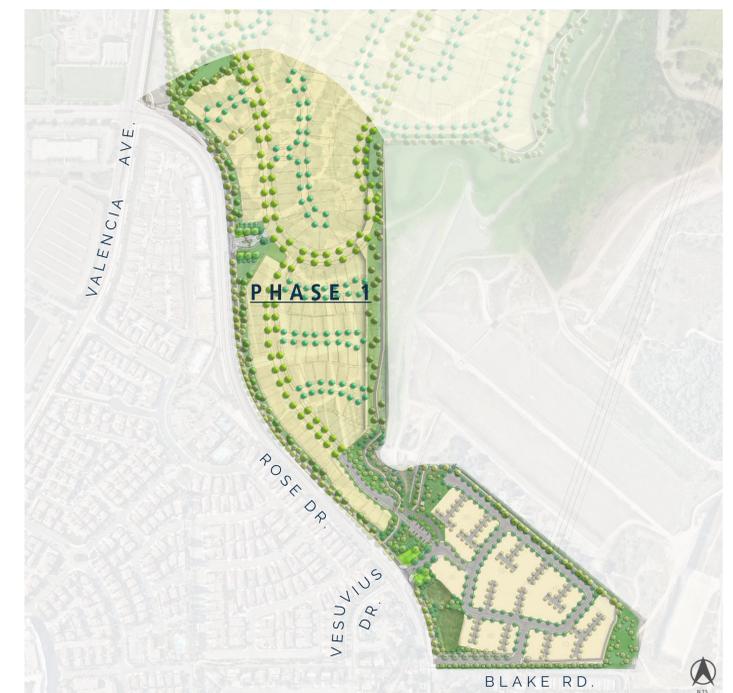
Staging Area/Public Trailhead



Staging Area/Public Trailhead



Staging Area/Public Trailhead



PHASE 1 - CONCEPTUAL ARCHITECTURE STYLES & AMENITIES



Single Family Dwelling



Single Family Dwelling Clusters (4-Pac)



3-Story Townhomes



Single Family Dwelling



Backyard Towns



Single Family Dwelling



Senior Affordable Housing



3-Story Single Family Dwelling



Senior Affordable Housing



Sports Park



Sports Park



Sports Park



Sports Park

**PHASE 2 - CONCEPTUAL ARCHITECTURE STYLES & AMENITIES**



Single Family Dwelling



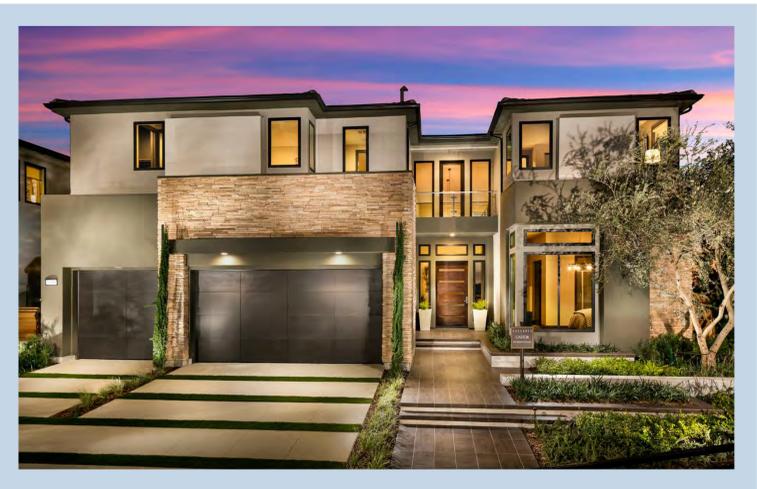
Single Family Dwelling



Single Family Dwelling



Single Family Dwelling



Single Family Dwelling



Single Family Dwelling



Single Family Dwelling



Single Family Dwelling



PHASE 3 - CONCEPTUAL ARCHITECTURE STYLES & AMENITIES

# EXHIBIT B

**TABLE 6-2  
MAINTENANCE RESPONSIBILITY MATRIX**

MAINTENANCE AREA	CALTRANS	CITY	HOA	UTILITY PROVIDER	OCSO
Carbon Canyon Road, Valencia Avenue South of Carbon Canyon Road <ul style="list-style-type: none"> <li>Public Streets - To Face of the Curb</li> <li>Public Streets - South Side of Sidewalks</li> <li>Public Streets -Parkways (Maintained by HOA)*</li> <li>Public Streets -Trails (Maintained by the City)*</li> <li>Traffic Signal Related Maintenance Including Safety Lighting.</li> <li>Street Lights</li> </ul>	X	X*	X*		
Lambert Road, Valencia Avenue, Rose Drive, North Side of Blake Road <ul style="list-style-type: none"> <li>Public Streets - To Face of the Curb</li> <li>Public Streets - Parkways, Sidewalks and Trails</li> <li>Traffic Signal Related Maintenance Including Safety Lighting.</li> <li>Street Lights</li> </ul>		X			
Interior Public Streets		X			
Interior Private Streets and Alleys (including street lights)			X		
Landscaped Slopes			X		
Water System		X	X**		
Sewer System		X	X**		
Drainage System within the Public R-O-W		X			
Proposed Water Quality Basins & Detention Basins			X		
Basin within the Sports Park			X		
Electricity System				X	
Gas System				X	
Telecommunication System				X	
Community and Neighborhood Entries			X		
Perimeter Walls/Fencing			X		
Public Parks and Recreation Facilities		X			
Private Parks and Recreation Facilities			X		
Public Trails within the Brea 265 Site			X		
Trails on City Parcels		X			
Open Space			X		
Staging Area/Trailhead		X			
Vehicular Gates			X		
Pedestrian Under Crossing			X		
Eastern Portion of the Site Connections to the OCSO Trunk Line					X
Primary Entry Includes All Elements, such as the Project Monument Signage, Art, Project Signages, etc.			X		

\* Caltrans shall be responsible for Carbon Canyon Road, Valencia Avenue south of Carbon Canyon Road’s maintenance, except the parkways shall be maintained by the HOA, and the trail shall be maintained by the City.

\*\* Drainage, water and sanitary sewer system located within the gated community will be maintained by the HOA.