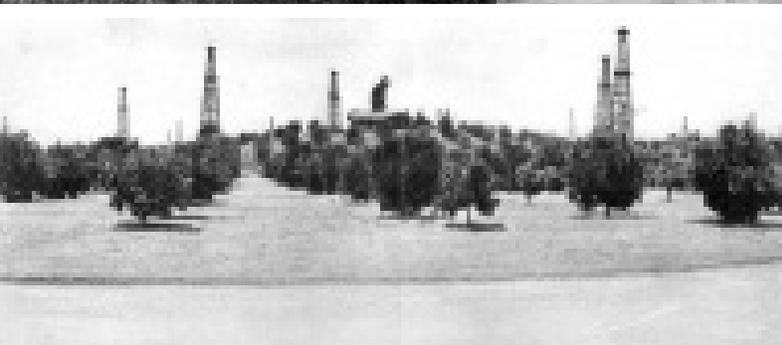
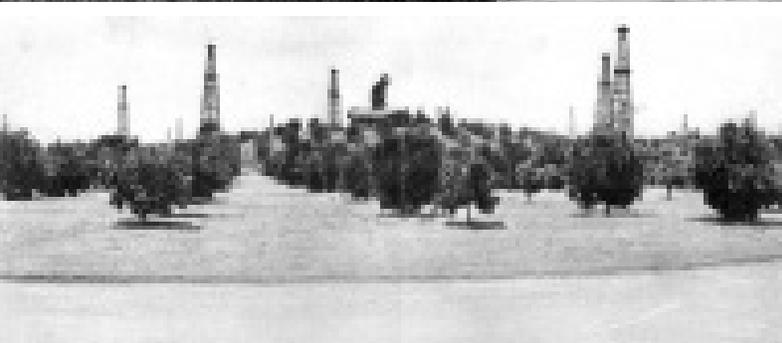


BREA 265 SPECIFIC PLAN

June 3, 2022

Prepared for: Aera Energy
Prepared by: KTG Y Group





BREA 265 SPECIFIC PLAN

JUNE 2022
WORKING DRAFT

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CONTENTS

1.0: INTRODUCTION

1.1	Project Overview	1-1
1.2	Community Vision & Summary of the Specific Plan Preparation Process.....	1-2
1.3	Guiding Principles.....	1-2
1.4	Specific Plan Objectives.....	1-3
1.5	Discretionary Actions and Approvals	1-4
1.6	Subsequent Actions and Approvals	1-5

2.0: PLANNING CONTEXT

2.1	Purpose and Authority of the Specific Plan	2-1
2.2	Project Location	2-2
2.3	Relationship to the Brea General Plan and Zoning Code	2-4
2.3.1	General Plan Land Use Designations.....	2-4
2.3.2	Zoning Designations	2-6
2.4	Physical Setting	2-8
2.4.1	Surrounding Land Uses and Characteristic	2-8
2.4.2	Existing Conditions.....	2-10
2.4.3	Existing Oil Operations	2-10
2.4.4	Topography.....	2-12
2.4.5	Drainage/Hydrology	2-14

3.0: PLAN ELEMENTS

3.1	Land Use Plan	3-1
3.1.1	Residential Uses.....	3-3
3.1.2	Open Space Uses.....	3-4
3.1.3	Parks and Recreation Uses.....	3-4
3.2	Circulation Plan	3-7

3.2.1	Vehicular Circulation.....	3-7
3.2.2	Bicycle Circulation	3-15
3.2.3	Pedestrian Circulation	3-15
3.2.4	Transit.....	3-16
3.3	Grading Plan.....	3-18
3.3.1	Conceptual Grading Plan	3-18
3.3.2	Grading Standards	3-22
3.4	Infrastructure Plan	3-24
3.4.1	Water System.....	3-24
3.4.2	Sewer System.....	3-26
3.4.3	Drainage System.....	3-28
3.4.5	Dry Utilities.....	3-30
3.5	Public Facilities and Services	3-32
3.5.1	Schools.....	3-32
3.5.2	Law Enforcement	3-32
3.5.3	Fire Protection	3-32

4.0: DESIGN GUIDELINES

4.1	Introduction.....	4-1
4.2	Community Design Overview	4-1
4.3	Landscape Design Guidelines	4-1
4.3.1	Master Landscape Plan	4-2
4.3.2	Landscape Character	4-2
4.3.3	Parks and Recreation.....	4-4
4.3.4	Entries	4-8
4.3.5	Streetscape	4-10
4.3.5.1	Major Arterial - Lambert Road and Carbon Canyon Road	4-10
4.3.5.2	Primary Highway - Valencia Avenue and Rose Drive.....	4-12
4.3.5.3	Enhanced Interior Local Collector - Loop Road.....	4-14
4.3.5.4	Enhanced Interior Local Street.....	4-14
4.3.6	Edge Treatments	4-16
4.3.6.1	Carbon Canyon Regional Park Edge Interface.....	4-16
4.3.6.2	Brea Sports Park and Olinda Elementary Edge Interface.....	4-18
4.3.6.3	North City Property Edge Interface.....	4-18

- 4.3.6.4 Existing Residential Edge Interface 4-18
- 4.3.7 Public Art 4-20
- 4.3.8 Plant Palette 4-21
- 4.3.9 Fuel Modification Zone 4-25
- 4.3.10 Community Walls and Fencing..... 4-28
- 4.4 Architectural Design Guidelines..... 4-31
 - 4.4.1 Community-Wide Residential Design Guidelines 4-31
 - 4.4.2 Detached Residential Guidelines 4-37
 - 4.4.3 Attached Residential Guidelines 4-37
- 4.5 Sustainable Community Design 4-40
 - 4.5.1 Land Use and Transportation Planning..... 4-40
 - 4.5.2 Energy Efficiency 4-41
 - 4.5.3 Materials Efficiency 4-41
 - 4.5.4 Water Efficiency 4-42

5.0: DEVELOPMENT REGULATIONS & STANDARDS

- 5.1 Purpose and Intent 5-1
- 5.2 Definitions..... 5-1
- 5.3 Specific Plan Land Use Categories..... 5-1
- 5.4 Residential Category Regulations..... 5-2
 - 5.4.1 Residential Category Permitted Uses 5-2
 - 5.4.2 Residential Category Development Standards..... 5-3
 - 5.4.2.1 Residential Category Gross Density Ranges..... 5-4
 - 5.4.2.2 Residential Product Types..... 5-4
 - 5.4.2.3 Residential Product Type Development Standards..... 5-6
- 5.5 Parks/Recreation Category Regulations 5-18
 - 5.5.1 Parks/Recreation Category Permitted Uses..... 5-18
 - 5.5.2 Parks/Recreation Category Development Standards 5-19
- 5.6 Open Space Category Regulations..... 5-20
 - 5.6.1 Open Space Category Permitted Uses 5-20
 - 5.6.2 Open Space Category Development Standards..... 5-20
- 5.7 Parking 5-21
- 5.8 Setbacks from Abandoned Oil Wells..... 5-21
- 5.9 Signage 5-21

6.0: IMPLEMENTATION & ADMINISTRATION

6.1	Purpose and Intent	6-1
6.2	Implementation.....	6-1
6.2.1	Specific Plan Adoption	6-1
6.2.2	Lead Agency Certification of the Environmental Impact Report	6-1
6.2.3	Subdivision Maps.....	6-1
6.2.4	Plan Review	6-2
6.3	Density Transfers	6-2
6.4	Phasing.....	6-3
6.4.1	Project Phasing	6-3
6.4.2	Infrastructure Phasing.....	6-4
6.5	Maintenance Responsibilities.....	6-4
6.6	Administration	6-8
6.6.1	Responsibility.....	6-6
6.6.2	Applicability	6-6
6.6.3	Enforcement	6-7
6.6.4	Interpretation.....	6-7
6.6.5	Administrative Remedy	6-7
6.6.6	Specific Plan Amendments.....	6-8
6.6.7	Appeals	6-9

APPENDIX A: GENERAL PLAN ANALYSIS

Appendix A: General Plan Analysis	A-1
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EXHIBITS

Exhibit 2-1, Regional Location Map.....	2-3
Exhibit 2-2, Local Vicinity Map.....	2-3
Exhibit 2-3, Existing and Proposed General Plan Land Use Designations	2-5
Exhibit 2-4, Existing and Proposed Zoning Designations.....	2-7
Exhibit 2-5, Surrounding Land Uses.....	2-9
Exhibit 2-6, Existing Conditions.....	2-11
Exhibit 2-7, Slope Analysis.....	2-13
Exhibit 2-8, Existing Hydrology.....	2-15
Exhibit 3-1, Specific Plan Land Use Plan	3-5
Exhibit 3-2, Park and Open Space Plan	3-6
Exhibit 3-3, Circulation Plan	3-8
Exhibit 3-4, Street Sections Key Map.....	3-9
Exhibit 3-4A, Street Sections	3-11
Exhibit 3-4B, Street Sections	3-13
Exhibit 3-4c, Street Sections.....	3-15
Exhibit 3-5, Non-Vehicular Circulation Plan	3-17
Exhibit 3-6, Proposed Pedestrian Tunnel Extension	3-19
Exhibit 3-7A, Conceptual Grading Plan - West.....	3-21
Exhibit 3-7B, Conceptual Grading Plan - East North.....	3-22
Exhibit 3-7C, Conceptual Grading Plan - East South	3-23
Exhibit 3-7D, Conceptual Grading Plan - Acquisition of Chevron Property	3-24
Exhibit 3-7E, Conceptual Grading Plan - No Gas Relocation	3-25
Exhibit 3-8, Conceptual Water System	3-27
Exhibit 3-9, Conceptual Sewer System	3-29
Exhibit 3-10, Conceptual Drainage System	3-31
Exhibit 4-1, Master Landscape Plan.....	4-3
Exhibit 4-2, Staging Area Park	4-5
Exhibit 4-3, Sports Park	4-7

Exhibit 4-4, Primary Entry	4-9
Exhibit 4-5, Lambert Road/Carbon Canyon Road Cross Section	4-11
Exhibit 4-6, Valencia Avenue and Rose Drive Cross Section.....	4-13
Exhibit 4-7, Internal Local Street Cross Section	4-15
Exhibit 4-8, Carbon Canyon Regional Park Edge Conditions	4-17
Exhibit 4-9, West Parcel Edge Conditions.....	4-19
Exhibit 4-10, Fuel Modification Areas	4-27
Exhibit 4-11, Conceptual Wall and Fencing Locations.....	4-28
Exhibit 5-1, Conventional SFD Setback Diagram	5-7
Exhibit 5-2, Zero-Lot Line and Rear Loaded Homes Setback Diagram	5-9
Exhibit 5-3, Detached Cluster Homes Setback Diagram	5-11
Exhibit 5-4, Row Townhomes Setback Diagram	5-13
Exhibit 5-5, Attached Motorcourt Homes Setback Diagram	5-15
Exhibit 5-6, Apartments/Flats Setback Diagram	5-17
Exhibit 6-1, Conceptual Phasing Plan.....	6-5
Exhibit 6-2, Open Space Maintenance Responsibility Plan.....	6-7

TABLES

Table 3-1	Land Use Summary	3-2
Table 3-2	Specific Plan Statistical Summary by Planning Area	3-3
Table 3-4	Parks and Recreation Area Dedication Summary.....	3-12
Table 4-1	Landscape Plant Palette	4-21
Table 4-2	Undesirable Plant Species.....	4-26
Table 5-1	Residential Category Permitted Uses	5-2
Table 5-2	Product Type Allocation	5-5
Table 5-3	Conventional SFD Residential Development Standards.....	5-6
Table 5-4	Front Loaded Zero-Lot & Rear Loaded SFD Development Standards.....	5-8
Table 5-5	Detached Cluster Homes Development Standards	5-10
Table 5-6	Row Townhomes Development Standards	5-12
Table 5-7	Attached Motorcourt Homes Development Standards	5-14
Table 5-8	Apartments/Flats Development Standards	5-16
Table 5-9	Parks/Recreation Category Permitted Uses	5-18
Table 5-10	Parks/Recreation Development Standards	5-19
Table 5-11	Open Space Category Permitted Uses	5-20
Table 6-1	Project Phasing.....	6-3
Table 6-2	Maintenance Responsibility Matrix.....	6-6

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1.0: INTRODUCTION

1.1 PROJECT OVERVIEW

Located along State Route 57 (SR 57) among rolling hills and flatlands in northeast Orange County, the City of Brea incorporated in 1917 as a small agricultural and oil town and has grown to a community of more than 42,000 people today. Since the early 1920s, Aera Energy and its predecessor Shell Oil have played an active part in the region's success. One of the most enduring legacies has been the contribution of approximately 4,000 acres of land that helped form Chino Hills State Park, Carbon Canyon Regional Park, the Firestone Boy Scout Preservation and other permanent open spaces and important public facility sites in the region.

Today, Aera Energy (the Applicant) plans to continue this partnership through the thoughtful redevelopment of approximately 265 acres of oil operation land located adjacent to the community of La Floresta and Carbon Canyon Regional Park in the eastern portion of the City, known as Brea 265. The Specific Plan serves as a regulatory framework to guide the future development of Brea 265, a master planned community that integrates a mix of residential neighborhoods, parks, recreational amenities and open space. All 190 wells and related infrastructure will be abandoned and the land will be remediated to all agency standards prior to development. No on-going oil production will remain within the new community as it develops. The pedestrian-friendly plan addresses the site's environmental sensitivities and builds on Aera Energy's open space legacy with an extensive trail system that showcases the adjacent regional park and open space, linking the Brea 265 Site and connecting the existing trails that traverse the City and Carbon Canyon Regional and Chino Hills State Parks. Designed to enhance the quality of life for residents, Brea 265 incorporates a series of intimate, walkable neighborhoods offering a diverse range of housing choices integrated with recreation and open space areas. The community design fosters social interaction and wellness, features a pedestrian focused public realm infused with meaningful art installations, and incorporates sustainable landscaping and building design elements. Homes will have solar panels, EnergyStar appliances, energy-efficient HVAC systems and lighting fixtures, high-efficiency water heaters, water-efficient plumbing fixtures, and increased wall, window and duct insulation.

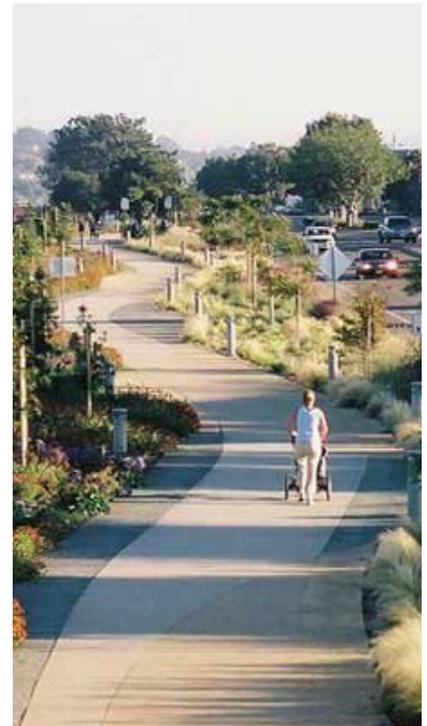
Brea 265 will provide a wide spectrum of housing ranging from single-family estate homes, traditional detached homes and clustered homes to townhomes and apartments. Up to 1,100 dwelling units will be provided within the community, including 76 affordable housing units, for an overall density of 4.2



Early Downtown Brea



Olinda Oil Fields, Circa 1900



Example of Community Trails

homes per acre. By comparison, the recently approved and neighboring La Floresta community includes 1,100 dwelling units on approximately 120.0 acres at a density of 9.2 dwelling units per acre. The homes in Brea 265 will be targeted to provide housing opportunities to those who commute into Brea for work but live elsewhere, as well as existing Brea residents who are looking for new homes with the latest technology, design and sustainable features. The community will provide residents an opportunity to live a recreationally rich and active lifestyle with nearby parks, trails and recreation centers in an attractive landscape and architectural setting directly adjacent to the Brea Sports Park, Olinda Elementary School, and Carbon Canyon Regional Park, with access to the Chino Hills State Park. The site is also conveniently located in proximity to employment centers, schools, and shopping and entertainment destinations.

1.2 COMMUNITY VISION & SUMMARY OF THE SPECIFIC PLAN PREPARATION PROCESS

Brea 265 is a direct reflection of Brea’s foundational planning strategies. Seventeen years ago, the City of Brea General Plan envisioned residential uses on the Brea 265 Site. Approximately 43 acres of the site are located within the City’s corporate boundaries, and the remaining 219.1 acres are located in an unincorporated area within the County of Orange and in Brea’s Sphere of Influence. A pre-annexation agreement between the City of Brea, County of Orange and Aera Energy was approved by the Orange County Local Agency Formation Commission (LAFCO) in 2005, which envisioned future planning of the Brea 265 Site and anticipates the site’s annexation into the City by 2022. Brea Envisions, a resident-driven community strategic plan adopted by the City in 2017, established clear goals for attainable housing, stronger trail connectivity, innovative transportation solutions, sustainability and other measures across the City. This community strategic plan serves as a road map for future development in Brea to uphold the City’s small-town character while continuing to drive its prosperity.

Brea 265 is among the first projects to benefit from Brea Envisions. Adhering closely to the community-driven growth strategies presented in Brea Envisions and the City’s General Plan, the plan for Brea 265 incorporates local priorities, connections to regional destinations and activity nodes, strong public art elements and a diverse range of housing. The vision for Brea 265 is to create a community of intimate, walkable neighborhoods, offering a mix of residential, open space and recreational opportunities that are organized and connected by publicly accessible trails, parks and adjacent open space. The vision for Brea 265 also reflects feedback and dialogues with City of Brea staff over a 3-year period which are reflected in the Brea 265 Specific Plan.

1.3 GUIDING PRINCIPLES

The following principles accompany the vision for Brea 265 to form the foundation for the planning and design of the community.

- A. Complement and respect the unique context and history of the Brea 265 Site and its surrounding areas.
- B. Provide strong connections within Brea 265 and to the greater Brea community, including Brea Sports Park, Olinda Elementary School, shopping areas, Downtown Brea, employment centers, Carbon Canyon Regional Park and Chino Hills State Park.
- C. Enhance the health and well-being of residents through the provision of a connected network of parks, recreational amenities, trails and open space.
- D. Include art installations that, among other things, can reflect the history of the site and adjacent areas, agricultural connection, and Native American influences.

- E. Plan for a diverse range of homes at various sizes and price points to meet the City's housing needs, economic conditions and market preferences.
- F. Create pedestrian oriented neighborhoods with tree-lined streets inspired by Brea's small-town character.
- G. Create an environmentally responsible community built on sustainable design practices.
- H. Provide appropriate environmental mitigation for issues related to traffic, noise, dust control, schools and other impacts as identified in the project EIR.

1.4 SPECIFIC PLAN OBJECTIVES

The Brea 265 Specific Plan implements a series of objectives that have been crafted to ensure the project develops as a high-quality master planned community envisioned by the Applicant and the City. These objectives, which are identified below, have been refined throughout the planning and design process for Brea 265:

- A. Organize the land plan to facilitate the provision of proposed land uses and amenities.
- B. Integrate a comprehensive walking and biking trail system that provides physical and visual connections to enhance walkability, linking neighborhoods to key amenities and open space areas within Brea 265 and to the existing trails in the greater Brea community including Brea Sports Park, Carbon Canyon Regional Park and Chino Hills State Park.
- C. Enhance public benefits by incorporating a variety of parks, paseos, parkways and open space features that meet the recreational needs of the residents, enhance pedestrian orientation and contribute to community aesthetics.
- D. Provide a housing mix ranging from conventional single family homes and detached cluster homes to townhomes and apartments, including workforce and affordable housing units.
- E. Incorporate development standards specifically crafted for the latest residential design concepts and neighborhood designs that are popular with homebuyers.
- F. Provide flexibility in plan implementation to allow for changes in future market conditions.
- G. Use the Specific Plan as a tool to implement the City's affordable housing requirements and the State's Density Bonus Law.
- H. Establish a distinctive community character through place-making elements that embrace and respect the site's oil industry history and special physical attributes.
- I. Incorporate sustainable design and development approaches, including walkable communities, water quality features and water- and energy-efficient landscape and building design. Encourage the use of sustainable building materials, where feasible.
- J. Assure appropriate phasing and financing for community facilities, including circulation and streetscape improvements, water, sewer and drainage facilities, parks and recreational facilities.
- K. Provide the fire management plan to reduce the threat of wildfire and create a fire-resistant buffer between homes and the adjacent open space areas of Carbon Canyon Regional Park.

1.5 DISCRETIONARY ACTIONS AND APPROVALS

The City of Brea is the Lead Agency for purposes of California Environmental Quality Act (CEQA) compliance and has prepared an EIR to consider the following discretionary actions for which applications have been submitted to the City. These actions and approvals are required to implement the Brea 265 Specific Plan.

- A. Environmental Impact Report (EIR): The Brea 265 Specific Plan is a discretionary project and is subject to CEQA requirements. The EIR for Brea 265 has been prepared in accordance with CEQA and the CEQA Guidelines. As part of the Specific Plan approval process, the EIR must be considered and certified by the City Council in conjunction with approvals of any project related entitlements.
- B. General Plan Amendment (GPA): The City of Brea General Plan Land Use Map will be amended to modify the existing General Plan land use designations on-site from the current designations to “Brea 265 Specific Plan.”
- C. Specific Plan/Pre-Zoning: The Brea 265 Specific Plan will serve to regulate future development in the Brea 265 Site. The Specific Plan will implement the City’s General Plan and will be adopted by the City Council. Approval of the Specific Plan is required for changing the current zoning designations to “Brea 265 Specific Plan” and for pre-zoning of the 219.1-acre portion of the Brea 265 Site currently within the County of Orange and in Brea’s Sphere of Influence.
- D. Tentative Tract Map (TTM): A Tentative Tract Map including multiple final maps, made for condominium purposes, is being processed concurrently with the other discretionary actions mentioned above. The Tentative Tract Map has been prepared and is being processed through the City of Brea in accordance with the requirements of Title 18, Subdivisions and Floodplain Management, in the City’s Municipal Code and in accordance with the Subdivision Map Act of the California Government Code.
- E. Development Agreement (DA): A Development Agreement will be in place to establish the commitments related to the provision of public benefits and the vesting of development rights and entitlements, identify project improvements, timing of improvements, as well as the responsibilities and rights of both the City and the Applicant.
- F. Annexation: After the above discretionary actions have received approvals from the City Council, the 219.1-acre portion of the Brea 265 Site currently within the City of Brea’s Sphere of Influence will be annexed into the City (see **Exhibit 2-3, Existing and Proposed General Plan Land Use Designations**) consistent with the 2005 pre-annexation agreement. The request will be processed through the Orange County Local Agency Formation Commission (OC LAFCO). A pre-annexation agreement for the property was prepared and approved by OC LAFCO in 2005 between the City of Brea, County of Orange and Aera Energy. The agreement anticipates annexation of the County territory sometime prior to September 29, 2022, and that a comprehensive planning process would be undertaken for the property to facilitate the annexation into the City of Brea. The land use entitlements listed above will be acted on by the City Council in conjunction with the initiation of the annexation request to annex the unincorporated portion of the Brea 265 Site into the City. At the time of approval by the City Council, the land use entitlements for the 43-acre portion of the Brea 265 Site located within the City of Brea limits will become effective immediately or as provided for by state law. The above entitlements for the unincorporated 219.1-acre portion of the Brea 265 Site approved by the City Council will become “in effect” upon completion of the annexation process.

1.6 SUBSEQUENT ACTIONS AND APPROVALS

Following adoption of the Brea 265 Specific Plan and associated actions, subsequent actions and approvals also will be required, which is identified below:

- A. Final Subdivision Maps: After approval of the TTM for Brea 265, Final Subdivision Maps, made for conveyance purposes, will be prepared and processed through the City of Brea in accordance with the requirements of Title 18, Subdivisions and Floodplain Management, in the City's Municipal Code and in accordance with the Subdivision Map Act of the California Government Code.
- B. Final Maps: After approval of the TTM for Brea 265, Final Maps for single family lots will be prepared and processed through the City of Brea in accordance with the requirements of Title 18, Subdivisions and Floodplain Management, in the City's Municipal Code and in accordance with the Subdivision Map Act of the California Government Code.

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2.0: PLANNING CONTEXT

2.1 PURPOSE AND AUTHORITY OF THE SPECIFIC PLAN

The Brea 265 Specific Plan is a comprehensive plan that provides for long-term community development on the Brea 265 Site. The purpose of the Brea 265 Specific Plan is to implement the applicable City of Brea General Plan goals and policies and establish the planning frameworks, development regulations, design guidelines and implementation mechanisms applicable solely to the properties located on the Brea 265 Site. The Specific Plan is intended to implement the Guiding Principles and Specific Plan Objectives outline in Sections 1.3 and 1.4 of this document.

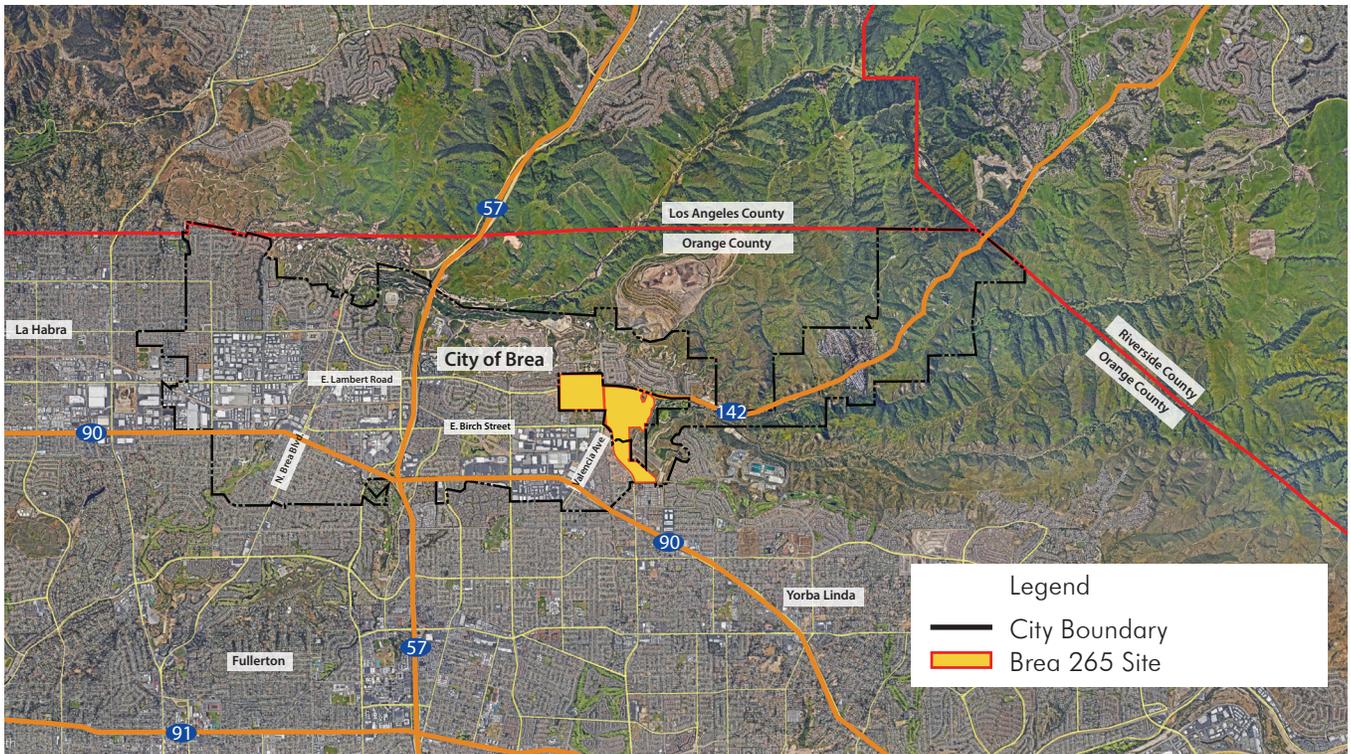
California Government Code Section 65450 authorizes cities to prepare and adopt specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan. Specific plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development regulations, and other regulatory requirements into one document, designed to meet the needs of a specific area.

The Brea 265 Specific Plan has been prepared in compliance with the provisions of Government Code Sections 65450-65457 and includes regulations, standards and guidelines for future development on the Brea 265 Site. The Brea 265 Specific Plan is regulatory in nature and serves as zoning for the Brea 265 Site. All subsequent development plans, tentative tract maps, site plans and other similar entitlements for properties located on the Brea 265 Site shall be consistent with the Brea 265 Specific Plan, the approved Development Agreement and all other applicable City of Brea regulations. The Specific Plan development regulations and Development Agreement, shall supersede the relevant provisions of the Brea Municipal Code, as they currently exist or may be amended in the future. The Development Agreement shall supersede the Specific Plan where conflicts occur.

2.2 PROJECT LOCATION

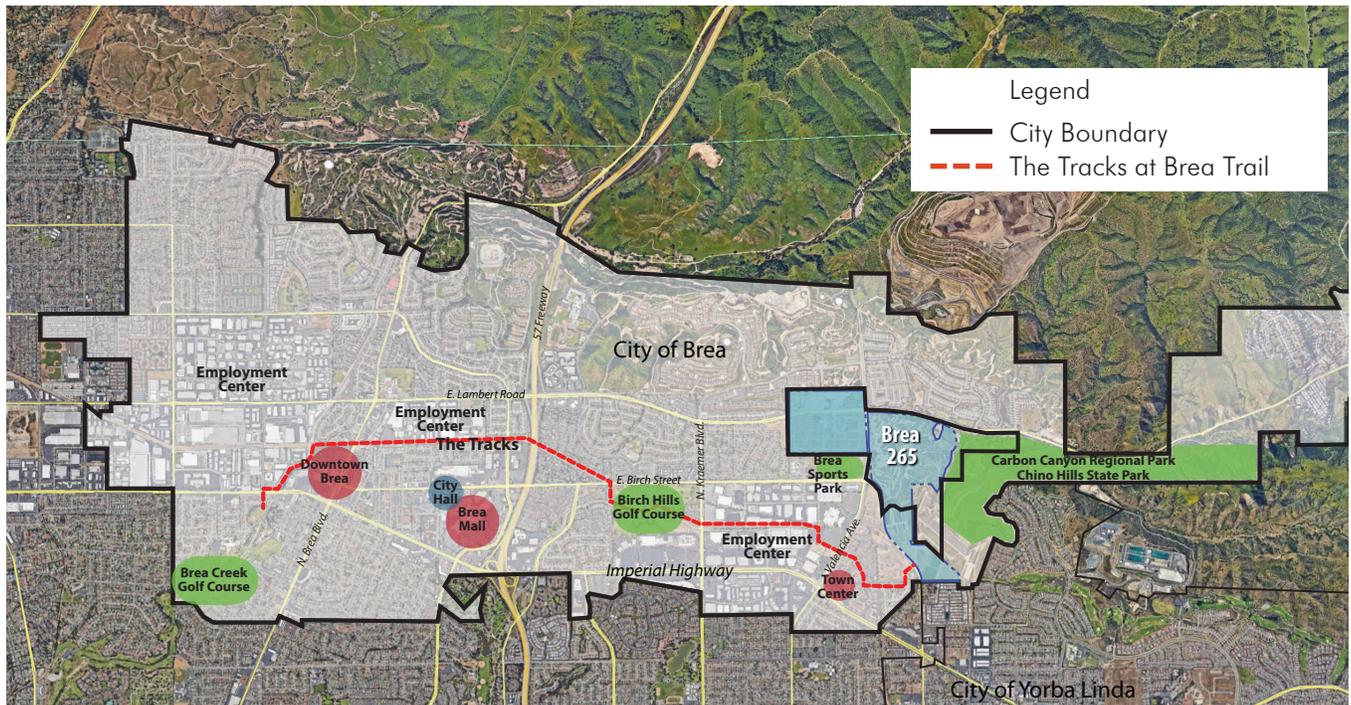
Brea 265 is located in northeastern Orange County and in the eastern developed portion of the City of Brea. Regional access is provided by State Route 90 (SR 90)/Imperial Highway to the south, SR 142 to the east and SR 57 to the west, which link the Brea 265 Site to adjacent communities in the cities of Brea, Yorba Linda, Placentia and Fullerton, as well as other areas in the counties of Orange, Los Angeles and Riverside. Access from SR 90/Imperial Highway to the Brea 265 Site is provided by Valencia Avenue, and access from SR 57 is provided by Lambert Road. See **Exhibit 2-1, Regional Location Map**.

Carbon Canyon Regional Park and Chino Hills State Park are located to the east of the Brea 265 Site. Mixed-use community of La Floresta is located adjacent to the project site. An employment center is located approximately within a quarter mile to the south of Brea 265. Downtown Brea, Brea Mall and City Hall are located approximately three miles to the west of Brea 265. The Tracks at Brea Trail provides future trail connectivity to Downtown Brea, Brea Mall and City Hall, as shown in **Exhibit 2-2, Local Vicinity Map**.



N.T.S.

EXHIBIT 2-1, REGIONAL LOCATION MAP



N.T.S.

EXHIBIT 2-2, LOCAL VICINITY MAP

2.3 RELATIONSHIP TO THE BREA GENERAL PLAN AND ZONING CODE

The Brea 265 Specific Plan serves as a planning tool to implement the intent of the Brea General Plan for the area covered by the Specific Plan.

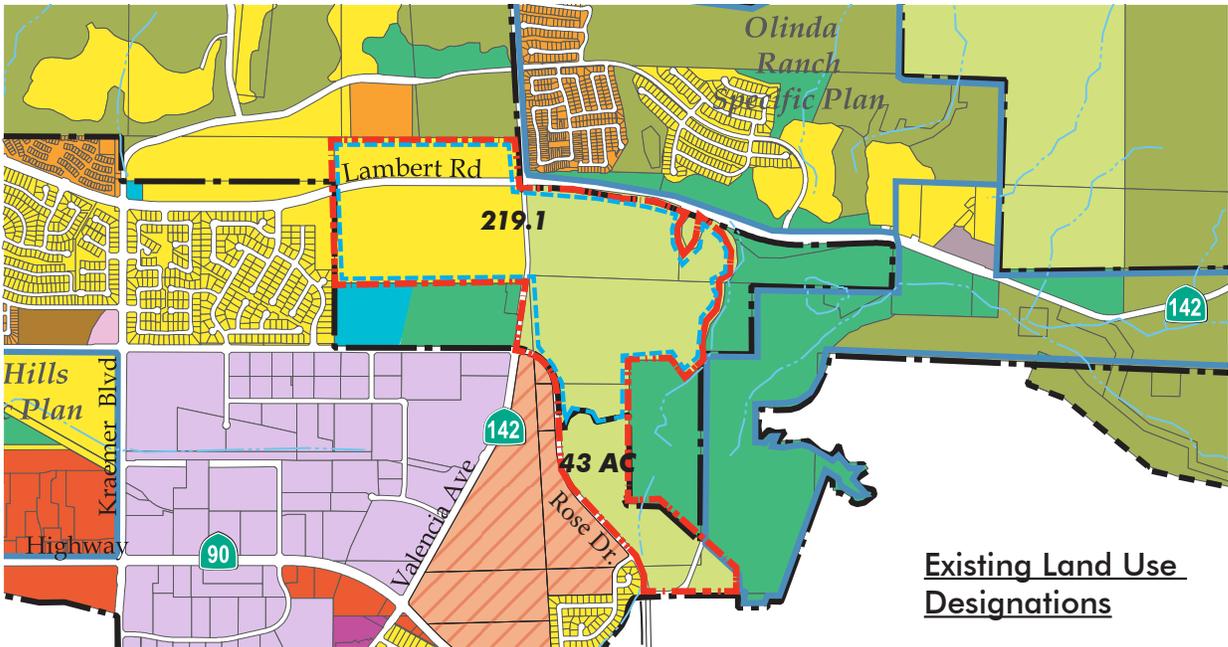
- A. Establishment of land uses regulations, maximum development densities and intensities, site development standards, community design guidelines, and public infrastructure and services within a flexible regulatory framework that implements the vision of the Brea General Plan.
- B. Promotion of creative approaches to development and use of land through variation in building siting and combining appropriate land uses, activities and housing types.
- C. Integration of parks and open space into the community.
- D. Provisions for diversified housing choices to meet the needs of Brea residents.
- E. Procedures for implementation and administration of the Brea 265 Specific Plan.

A detailed analysis of the Specific Plan's consistency with the applicable goals and objectives of the General Plan is provided in **Appendix A General Plan Analysis**. The Brea 265 Specific Plan will serve as the zoning document and, in conjunction with the Development Agreement will regulate all future development on the Brea 265 Site once the annexation of the Aera Orange County Property into the City is complete.

2.3.1 GENERAL PLAN LAND USE DESIGNATIONS

Approximately 43 acres of the Brea 265 Site are located within the City of Brea's corporate boundaries. The remaining 219.1 acres of the Brea 265 Site are within unincorporated Orange County and in the southern portion of Brea's Sphere of Influence. "Brea 265 Specific Plan" is established as the land use designation for the Brea 265 Site as shown in **Exhibit 2-3, Existing and Proposed General Plan Land Use Designations**.

The 219.1-acre portion of the Brea 265 Site currently within City's Sphere of Influence will be annexed into the City (see **Exhibit 2-3, Existing and Proposed General Plan Land Use Designations**), and the amended land use designations on this portion of Brea 265 Site will become "in effect" upon completion of the annexation process, as discussed in Section 1.2, Chapter 1.



General Plan Land Use Designations

Residential Designations	Mixed Use Designations	Non-Residential Designations	
Hillside Residential	Mixed Use I	Regional Commercial	Public Facilities
Very Low Density Residential	Mixed Use II	General Commercial	Parks/Recreation/Open Space
Low Density Residential	Mixed Use III	Neighborhood Commercial	Natural Open Space
Medium Density Residential		Recreational Commercial	Cemetery
High Density Residential		Office/Financial	Brea 265 Specific Plan
		Light Industrial	Brea 265 Boundary
		General Industrial	Brea's Sphere of Influence
			Brea City Boundary

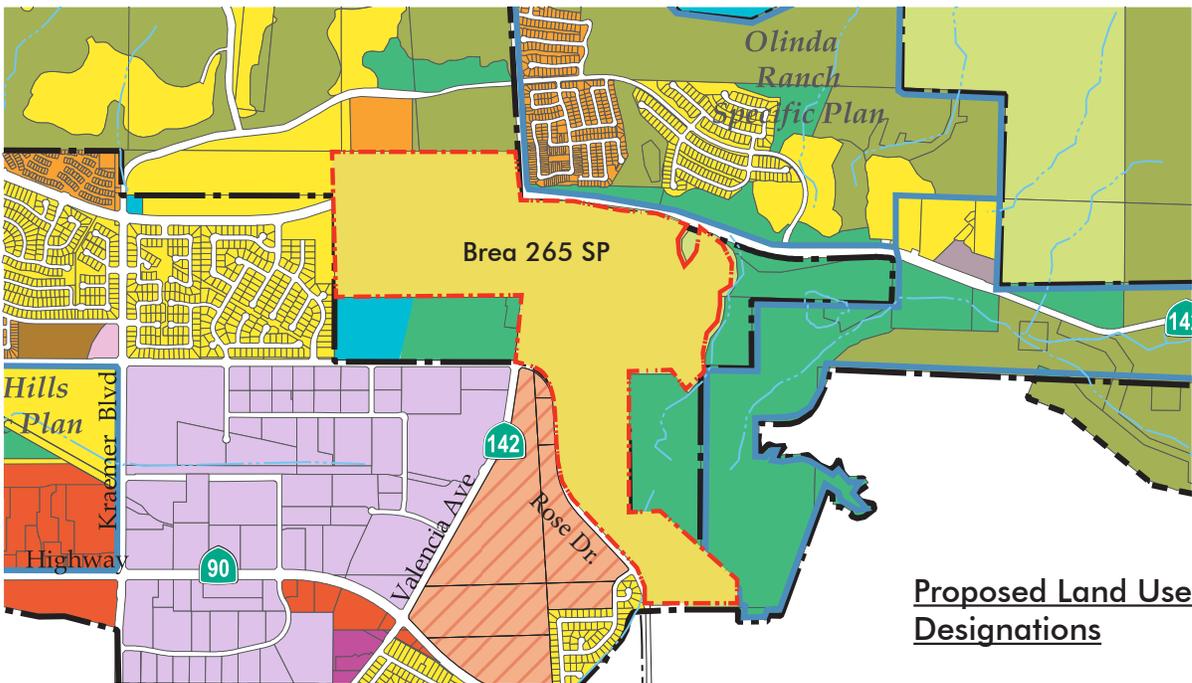
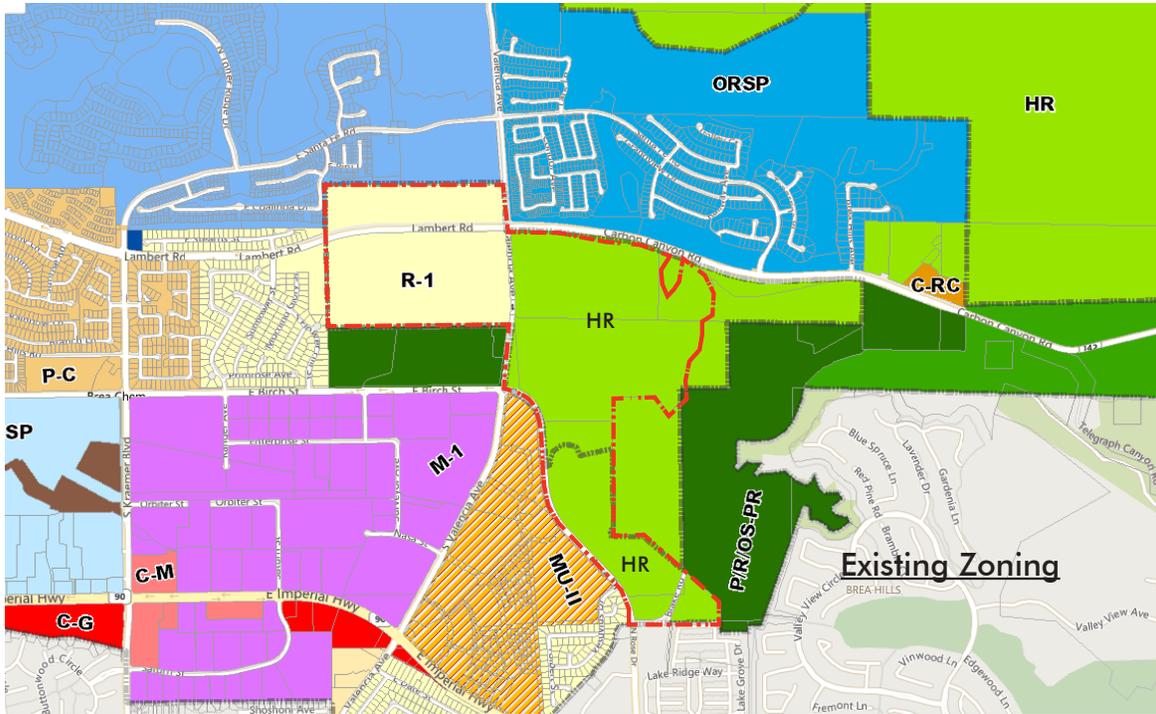


EXHIBIT 2-3, EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS

2.3.2 ZONING DESIGNATIONS

Implementation of the Specific Plan requires a zone change from the existing zoning designations to “Brea 265 Specific Plan,” as shown in **Exhibit 2-4, Existing and Proposed Zoning Designations**. The 219.1-acre portion of the Brea 265 Site currently within City’s Sphere of Influence will be pre-zoned “Brea 265 Specific Plan” and annexed into the City. The Specific Plan will become “in effect” upon completion of the annexation process, as discussed in Section 2.4 herein.



Legend

ZONING	C-RC RECREATIONAL COMMERCIAL	ORSP OLINDA RANCH SPECIFIC PLAN	R-1-H SINGLE-FAMILY RESIDENTIAL-HILLSIDE
BHSP BIRCH HILLS SPECIFIC PLAN	FP FLOOD PLAIN	PC-PLANNED COMMUNITY	R-2 MULTIPLE FAMILY
BISP BREA INDUSTRIAL SPECIFIC PLAN	M-1 LIGHT INDUSTRIAL	PARKS/RECREATION/OPEN SPACE-NATURAL OPEN SPACE	R-3 MULTIPLE FAMILY
C-C MAJOR SHOPPING CENTER	M-2 GENERAL INDUSTRIAL	PARKS/RECREATION/OPEN SPACE-PARKS/RECREATION	SGS SPECIAL GEOLOGICAL STUDIES
C-G GENERAL COMMERCIAL	M-P PLANNED INDUSTRIAL	PF PUBLIC FACILITIES	THSP TONNER HILLS SPECIFIC PLAN
C-M INDUSTRIAL COMMERCIAL	MIXED USE-I	HR HILLSIDE RESIDENTIAL	TPSP TOMLINSON PARK SPECIFIC PLAN
C-N NEIGHBORHOOD COMMERCIAL	MIXED USE-II	R-1 SINGLE-FAMILY RESIDENTIAL	Brea 265 Specific Plan
C-P ADMINISTRATIVE AND PROFESSIONAL OFFICE	MIXED USE-III	R-1 SINGLE-FAMILY RESIDENTIAL 5000	Brea 265 Boundary

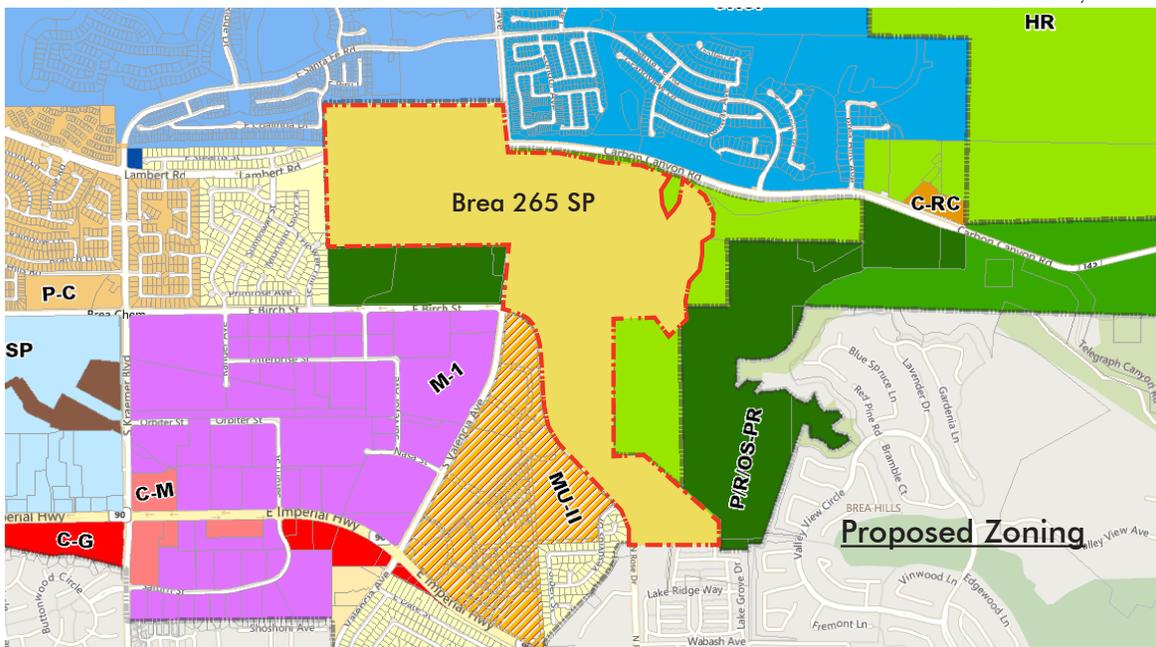


EXHIBIT 2-4, EXISTING AND PROPOSED ZONING DESIGNATIONS

2.4 PHYSICAL SETTING

2.4.1 SURROUNDING LAND USES

The Brea 265 Site is generally located to the north and northeast of Rose Drive and west of Carbon Canyon Regional Park. The site is bisected by Valencia Avenue which runs in a north-south direction, and Lambert Road which runs in an east-west direction. The Brea 265 Site is surrounded by residential uses on the west and north. Olinda Elementary School, Brea Sports Park, Southern California Edison Substation and the mixed-use community of La Floresta are located adjacent to Brea 265 Site's southern border. Carbon Canyon Regional Park and the U.S. Army Corps of Engineers (USACE) operated Carbon Canyon Dam lie to the east. Light industrial development is located to the southwest of the Valencia Avenue/Birch Street intersection. See **Exhibit 2-5, Surrounding Land Uses and Densities**.

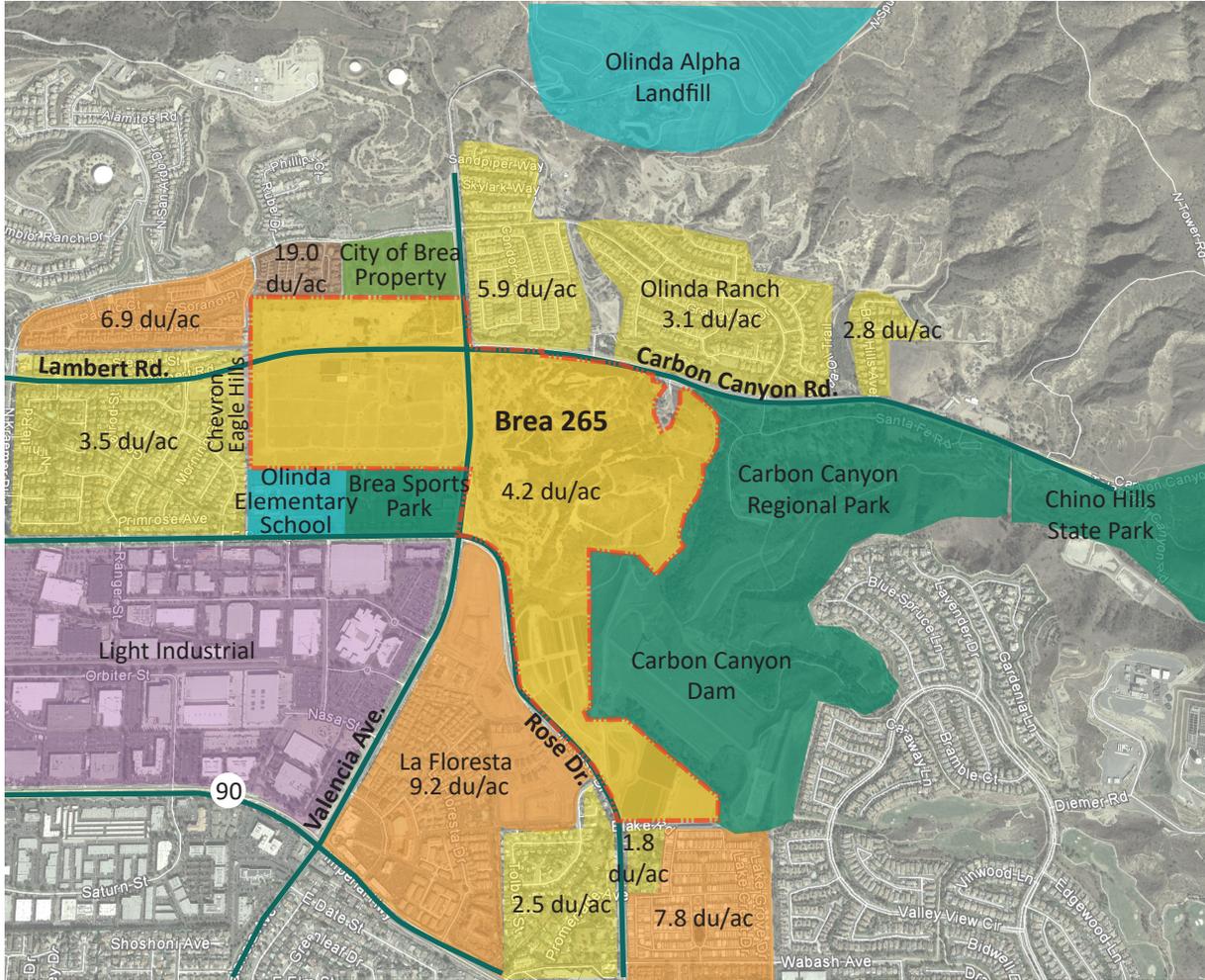


EXHIBIT 2-5, SURROUNDING LAND USES AND DENSITIES

2.4.2 EXISTING CONDITIONS

Currently, most of the Brea 265 Site is used for the oil production dating back to the early 1900s and has no public access. Existing trail systems are located on surrounding streets and within Carbon Canyon Regional Park. Current access to Carbon Canyon Regional Park is formally from Carbon Canyon Road and informally through the USACE property (Rose Drive). Drainage is directed from the north to the south within the site. Existing sewer, gasline and waterline easements are located in the southeastern portion of the Brea 265 Site. Major overhead powerlines are located on Lambert Road and Valencia Avenue. Traffic lights are installed at the intersection of Lambert Road and Valencia Avenue, Birch Street and Valencia Avenue intersection, and at the intersection of Rose Drive and Vesuvius Drive. An existing portable retail farm building and interim agricultural area are located in the southeastern portion of the Brea 265 Site. The site conditions and existing wells are shown in **Exhibit 2-6, Existing Conditions**. As shown on **Exhibit 2-7, Slope Analysis**, most of the project site is relatively flat. Potential view opportunities, highpoints and steeper slopes have been identified in the eastern portion of the project site.

2.4.3 EXISTING OIL OPERATIONS

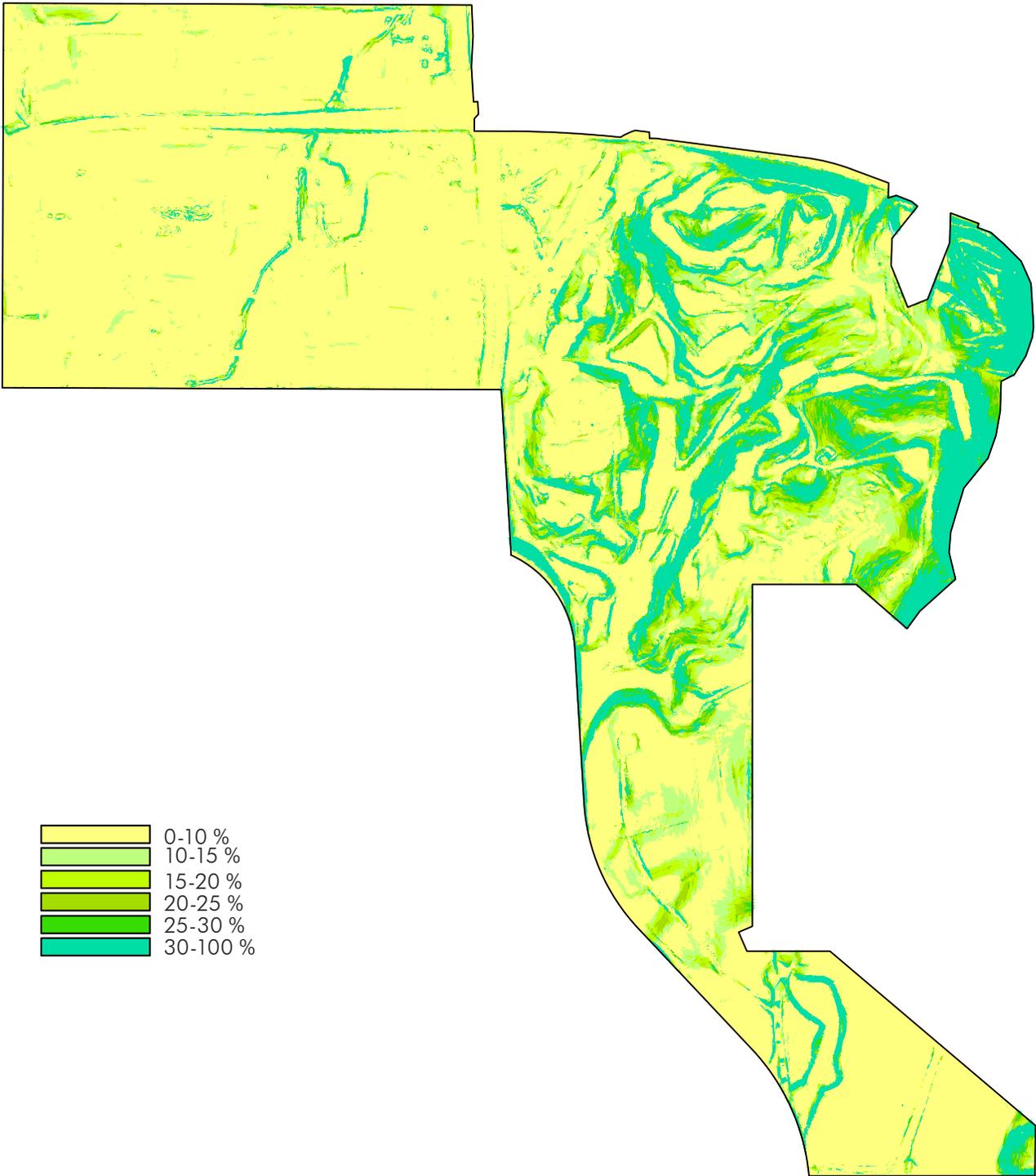
With the exception of the southern interim agricultural area, the majority of the site has been used for oil production continuously since the early 1900s, similar to other properties surrounding the Brea 265 Site including Blackstone and Olinda Ranch. Of the approximately 190 oil wells drilled on the site, 68 remain in operation and produce approximately 400 barrels per day. The oil operations will continue as legal as outlined in the Development Agreement. Once the project entitlements are complete and prior to the site's phased development, Aera Energy will discontinue all on-site oil operations and abandon and remediate the oil wells and production facilities in accordance with Federal, State and local regulations in advance of implementing a given project phase. At build out, no oil production will remain on the Brea 265 Site in the future.



EXHIBIT 2-6, EXISTING CONDITIONS

2.4.4 TOPOGRAPHY

The 167.6-acre portion of the Brea 265 Site east of Valencia Avenue slopes from northeast to southwest, with more than 150 feet of elevation change. The remaining 94.5-acre portion west of Valencia Avenue slopes from north to south, with an average slope of approximately 3 percent. Most of the Brea 265 Site is relatively flat, with elevations gradually increasing in the northeastern portions of the site. A Slope Analysis has been prepared for the Brea 265 Site using current aerial topography with one foot contour intervals for planning purposes. Most of the site falls into the 0-10% slope range, as shown in **Exhibit 2-7, Slope Analysis**.



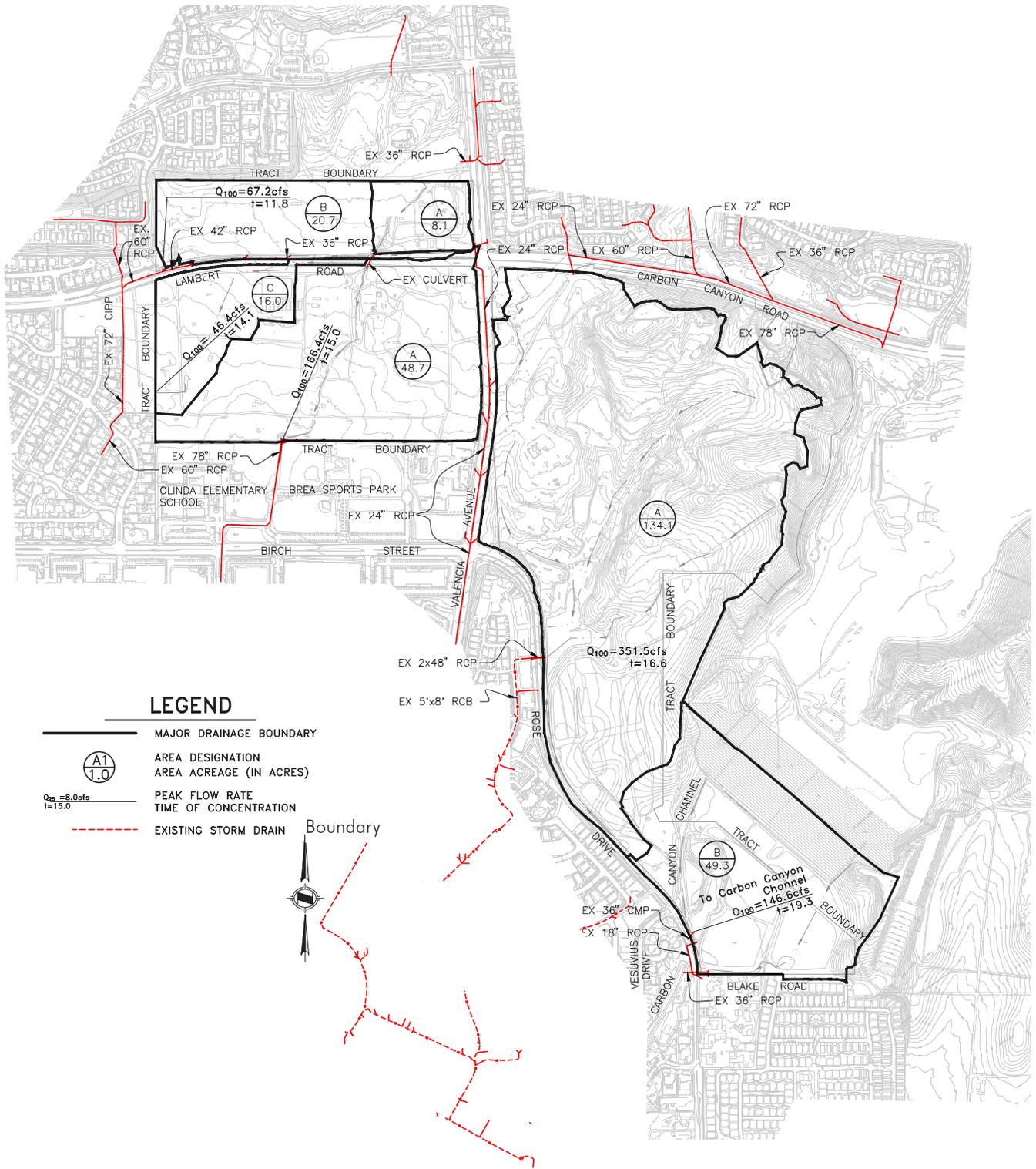
⊕ N.T.S.

EXHIBIT 2-7, SLOPE ANALYSIS

2.4.5 DRAINAGE/HYDROLOGY

West of Valencia Avenue, the Brea 265 Site slopes generally from north to south. Runoff produced from the off-site area is discharged into the site through an existing arch culvert (which currently also serves as an oil field service road) crossing underneath Lambert Road near the intersection with Valencia Avenue. This off-site runoff, combined with the on-site runoff produced from the southeast portion of the Brea 265 Site, is discharged into the existing 78" RCP located in the Brea Sport Park. On-site runoff produced from the northwest portion of the site is discharged into a series of existing storm drains ranging in size, as shown in **Exhibit 2-8, Existing Hydrology**.

East of Valencia Avenue, the Brea 265 Site slopes generally from northeast to southwest. Runoff produced from the major portion of the site is discharged into the existing double 48-inch diameter pipes crossing Rose Drive. Runoff produced from the remaining portion of the site is discharged into the existing storm drain system located at the intersection of Rose Drive and Blake Road, as shown in **Exhibit 2-8, Existing Hydrology**.



⊕ N.T.S.

EXHIBIT 2-8, EXISTING HYDROLOGY

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3.0: PLAN ELEMENTS

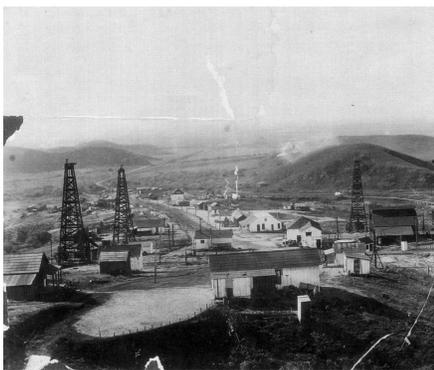
This chapter contains a discussion of the various plan elements of the Brea 265 Specific Plan, including land use, parks and open space, circulation, infrastructure and grading. Each of these plan elements work in tandem with the others to establish the development framework for Brea 265. The plan elements are described in further detail below.

3.1 LAND USE PLAN

Brea has a rich agricultural and oil production history. The Brea 265 Site shares this unique history, which is reflected in the landscape and public art vision for the plan. The vision for Brea 265 is to create a community of great neighborhoods, offering a mix of residential and recreational opportunities that are organized and connected by trails, parks and open spaces. Residences are planned and integrated within a walkable environment that enhances the pedestrian experience onsite while linking to the overall Brea community and nearby County and State parklands.

Strong community design is both system based and sensitive to the human experience. The Brea 265 Land Use Plan provides connected streets, various housing options, meaningful “outdoor rooms,” active public open spaces, attractive landscape and a sense of destination. The physical characteristics of the Brea 265 Site and adjacent properties have also influenced the framework established for the Land Use Plan as well as development opportunities and constraints.

- Create a significant expansion of the Brea Sports Park and implement the City’s vision for a new Staging Area Park that completes the link from the Brea Tracks to regional trails at Carbon Canyon Regional Park and Chino Hills State Park, in addition to local adjacent open space areas;
- Incorporate significant landscape setbacks along Carbon Canyon Road, portions of Lambert Road, Valencia Avenue and Rose Drive;
- Provide connections and walkability.



The Land Use Plan for Brea 265 is designed to utilize land efficiently, provide a broad range of housing types, allow compatible recreational and open space uses, and establish a pedestrian-friendly environment. The Land Use Plan incorporates environmentally sensitive design approaches and ensures integration into existing Brea communities, activity nodes and regional open space/recreational destinations via physical and visual connections. The Brea 265 Land Use Plan has been designed in accordance with the City’s goals to minimize fire hazards with proactive design, provide adequate levels of public services and meet infrastructure demands.

Exhibit 3-1, Specific Plan Land Use Plan, depicts the location and type of land uses within the Brea 265 Site. **Table 3-1, Land Use Summary**, provides the acreage, density range, target density and dwelling units for each land use category. **Table 3-2, Specific Plan Statistical Summary by Planning Area**, shows detailed information for each planning area within Brea 265, including acreage, density range, target density, and dwelling units. The Specific Plan land use categories are described in the following sections, and the master planned roadways are discussed in Section 3.2.1. Transfer of dwelling units from one residential planning area to another within a residential land use category is permitted pursuant to the provisions in Section 6.3, Density Transfer of this Specific Plan, provided the maximum total of 1,100 dwelling units within the Brea 265 Site shall not be exceeded.

TABLE 3-1 LAND USE SUMMARY				
Land Use Category	Gross Area (AC)	Density Range (DU/AC)	Target Density (DU/AC)	Dwelling Units (DU)
RESIDENTIAL				
Low Density Residential (LDR)	135.1	1.0-6.0	3.3	450
Medium Density Residential (MDR)	62.9	6.1-12.0	10.3	650
Residential Subtotal	198.0 (75.5%)			1,100
NON-RESIDENTIAL				
Parks/Recreation (PR)	15.1	N/A	N/A	N/A
Open Space (OS) *	47.0	N/A	N/A	N/A
Master Plan ROW	2.0	N/A	N/A	N/A
Non-Residential Subtotal	64.1 (24.5%)			
SPECIFIC PLAN TOTAL	262.1 (100%)		4.2	1,100

* Open Space category does not include private open space and private recreation areas.

**TABLE 3-2
SPECIFIC PLAN STATISTICAL SUMMARY BY PLANNING AREA**

Planning Area (PA)	Land Use Category	Gross Area (AC)	Density Range (DU/AC)	Target Density (DU/AC)	Dwelling Units (DU) *
1	MDR	13.9	6.1-12.0	10.3	143
2	PR	2.1	N/A	N/A	N/A
3	LDR	109.9	1.0-6.0	3.1	345
4	ROW	1.2	N/A	N/A	N/A
5	OS	40.5	N/A	N/A	N/A
6	PR	13.0	N/A	N/A	N/A
7	MDR	23.2	6.1-12.0	7.7	278
8	MDR	25.8	6.1-12.0	8.9	229
9	LDR	14.3	1.0-6.0	3.8	54
10	LDR	9.9	1.0-6.0	5.2	51
11**	LDR	1.0	1.0-6.0	N/A	N/A
12	ROW	0.8	N/A	N/A	N/A
13	OS	6.5	N/A	N/A	N/A
Total		262.1		4.2	1,100

* Transfer of dwelling units from one residential planning area to another within a residential land use category is permitted pursuant to the provisions in Section 6.3, Density Transfer of this Specific Plan, provided the maximum total of 1,100 dwelling units within the Brea 265 Site shall not be exceeded.

** PA 11 provides for a reserved site for a fire/police substation within the time frame described in the Brea 265 Development Agreement. See Section 5.4.1 for permitted uses in the LDR residential category.

3.1.1 RESIDENTIAL USES

The Brea 265 Specific Plan provides for a maximum of 1,100 dwelling units (including 76 affordable units as stated in the Development Agreement) within the 262.1-acre community, resulting in a gross project target density of 4.2 dwelling units per acre. The Land Use Plan includes two residential categories as described below. The Specific Plan envisions variation in product types within the residential categories to promote diversity and create dynamic neighborhoods. The appropriate residential product types are discussed in Chapter 5.0, Development Regulations and Standards of this Specific Plan.

Low Density Residential (1.0-6.0 du/ac)

(Planning Areas 3, 9, 10, and 11)

The Low Density Residential (LDR) category includes 450 dwelling units on approximately 135.1 acres at a target density of 3.3 dwelling units per acre. The LRD category provides for development of detached and attached single-family dwellings. The lower density range associated with this designation is intended to complement the surrounding open space areas and existing landforms to create neighborhoods that respond to the existing slopes and topography. The LDR planning areas are located to the east of Valencia Avenue at higher elevations with views of the Chino Hills and Pacific Ocean, and to the north of Lambert Road. See **Section 5.4.1** for permitted uses in the LDR land use category.

Medium Density Residential (6.1 - 12.0 du/ac)

(Planning Areas 1, 7 and 8)

The Medium Density Residential (MDR) land use category includes 650 dwelling units on approximately 62.9 acres at a target density of 10.3 dwelling units per acre. The MDR category provides for development of detached and attached single-family homes, townhouses, condominiums, and duplexes. The MDR planning areas are located to the east of Rose Drive in the southern portion of the Brea 265 Site, and to the west of Valencia Avenue and south of Lambert Road. See **Section 5.4.1** for permitted uses in the MDR land use category.

3.1.2 OPEN SPACE USES

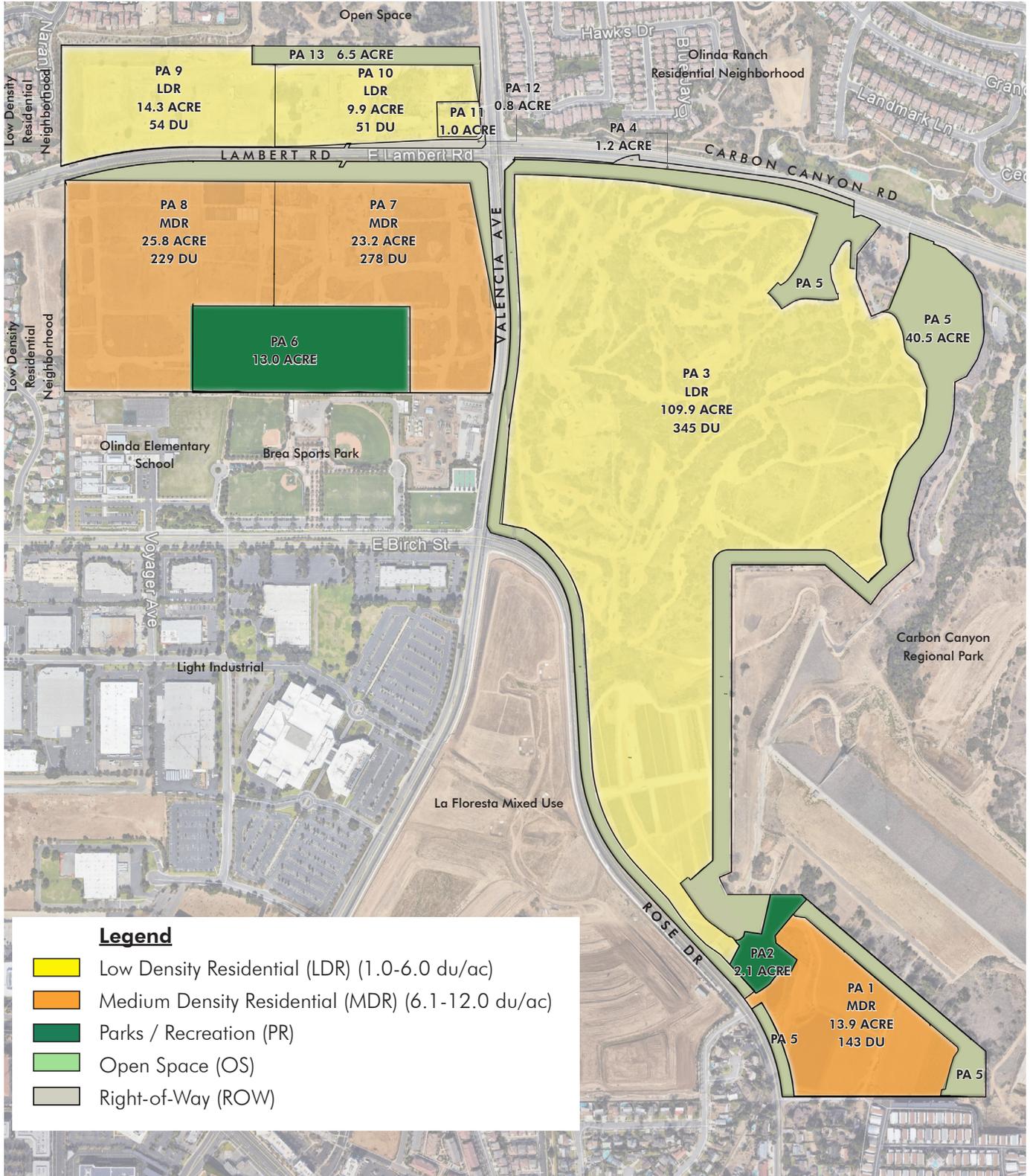
(Planning Areas 5 and 13)

The Brea 265 Site includes approximately 47.0 acres of land under the public Open Space (OS) land use category, which allows for slopes and landscaping, as well as passive outdoor activities such as walking trails, mountain biking and nature viewing. Open space is the existing or undeveloped area that includes improved setbacks, trails and slope areas. Landscaped open space includes the landscape improvement areas that enhance the overall character of the community. The OS planning areas include steep slopes (over 30%) in the eastern portion of the Brea 265 Site, landscaped slopes and setbacks along arterial streets, water quality features and fuel modification zones. See **Exhibit 3-2, Park and Open Space Plan**. See **Section 5.6.1** for permitted uses in OS.

3.1.3 PARKS AND RECREATION USES

(Planning Areas 2 and 6)

Brea 265 includes approximately 15.1 acres of Parks/Recreation (PR) land use category areas, as shown in **Exhibit 3-2, Park and Open Space Plan**. The PR areas are intended to provide recreational amenities, gathering areas and focal points, as well as facilitate trail connections between Brea 265, the greater Brea community and Carbon Canyon Regional Park. The PR areas include a sports park to the west of Valencia Avenue and a staging area park to the east of Rose Drive. In addition to the PR areas, a planned pedestrian and bicycle trail network linking homes to parks and open space areas within and outside the community will promote walking and cycling as an appealing and practical mode of mobility (see **Exhibit 3-6, Non-Vehicular Circulation Plan**). Detailed descriptions and anticipated elements of Brea 265's parks and recreation components are provided in Chapter 4 of the Specific Plan.



For illustrative purposes only; final design may vary.



EXHIBIT 3-1, SPECIFIC PLAN LAND USE PLAN



For illustrative purposes only; final design may vary.

EXHIBIT 3-2, PARK AND OPEN SPACE PLAN

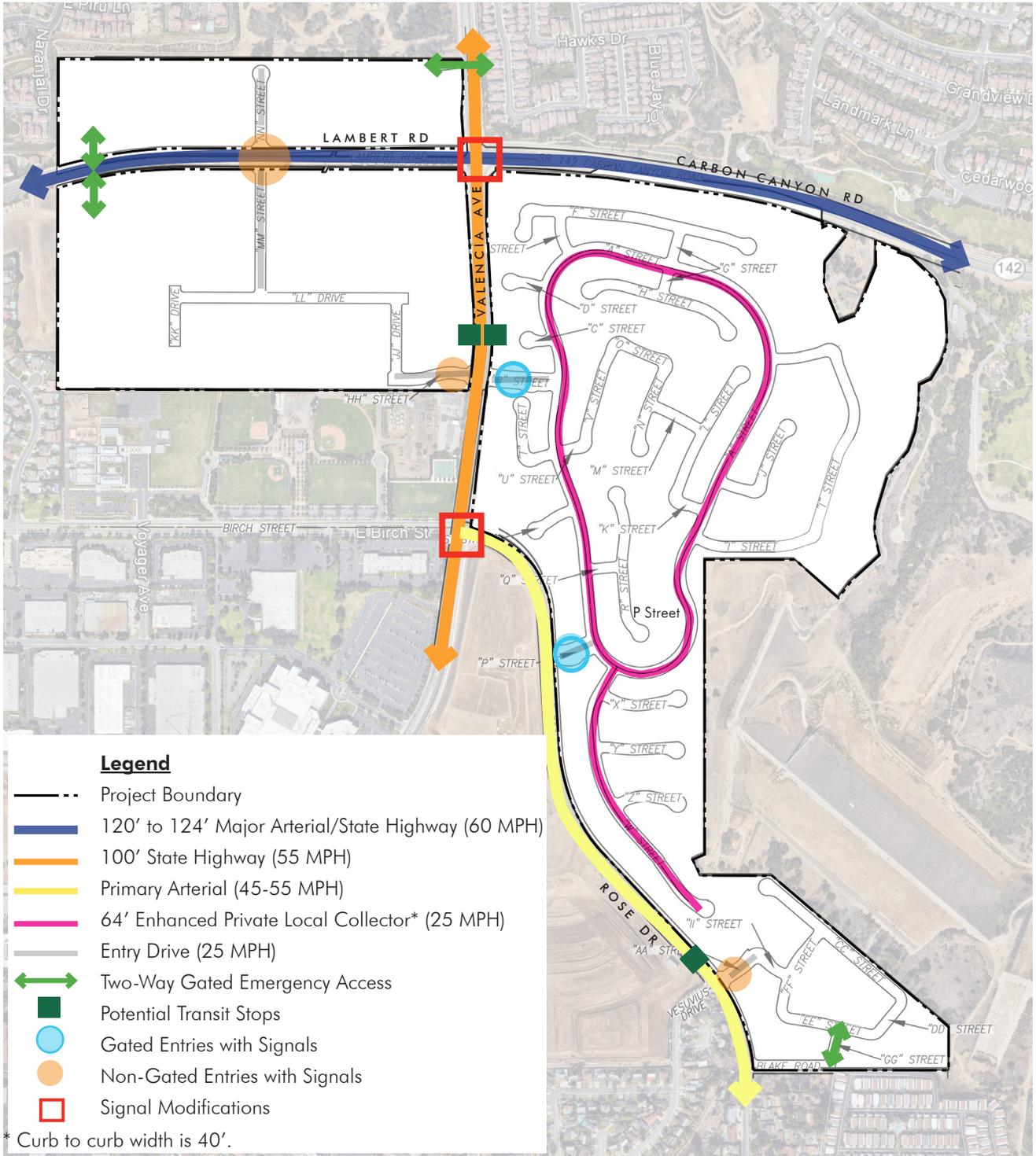


3.2 CIRCULATION PLAN

The objective of the Circulation Plan is to create a community circulation network that safely and efficiently accommodates different modes of travel throughout Brea 265. Connectivity between the neighborhoods and easy access to community amenities are key considerations of the Circulation Plan. The circulation network includes a hierarchy of streets, pathways and trails that provide safe and convenient connections among neighborhoods and amenities within Brea 265. The circulation network links Brea 265 to the overall Brea community and nearby recreational/open space destinations. The Circulation Plan addresses vehicular, bicycle and pedestrian circulation, as discussed below.

3.2.1 VEHICULAR CIRCULATION

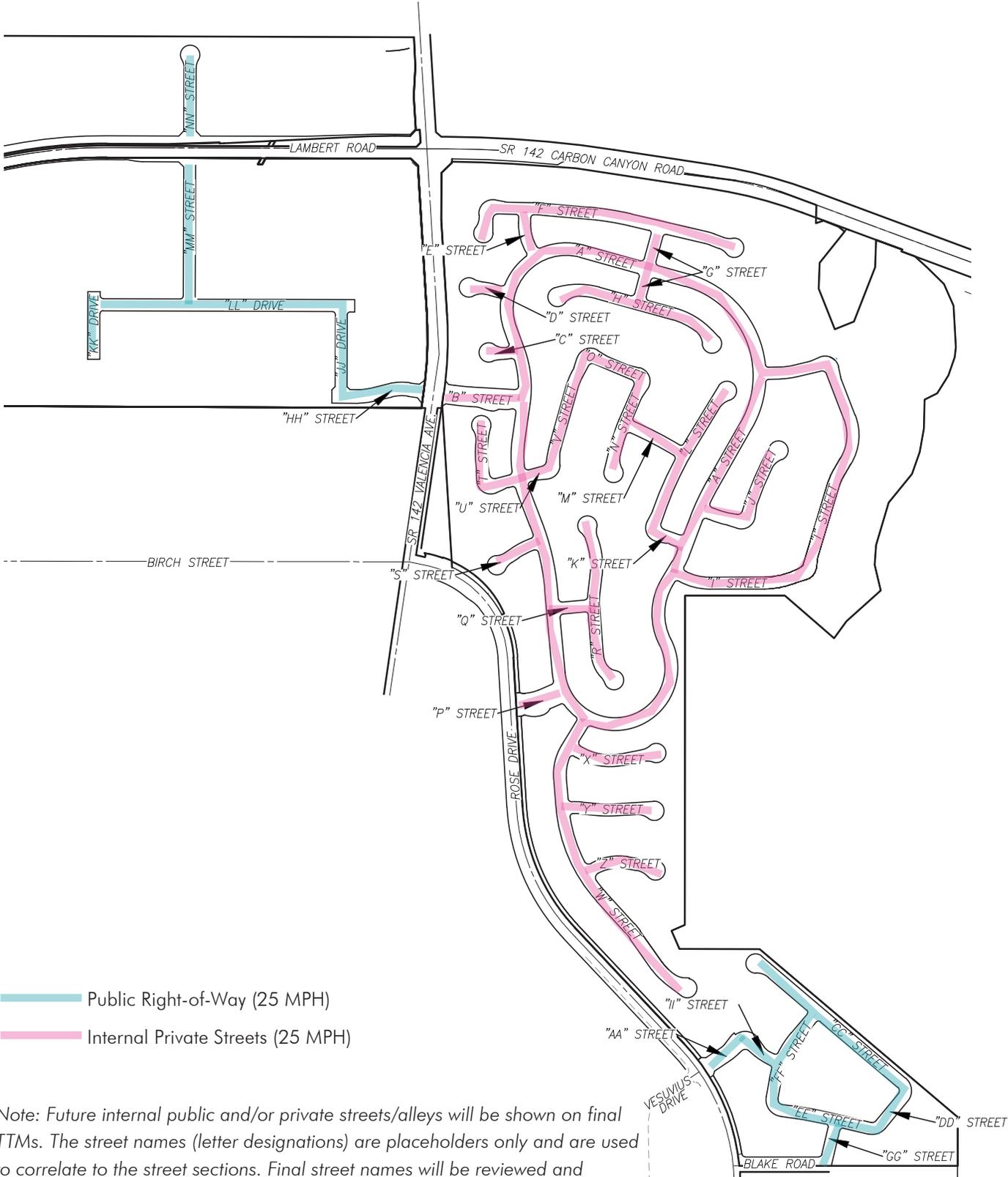
The vehicular circulation system for Brea 265 consists of a hierarchy of arterial and local streets differentiated by size, functions and capacity. Street types and classifications, shown in **Exhibit 3-3, Circulation Plan**, are described below. **Exhibits 3-4, Street Sections Key Map** shows the internal street layouts. The street names (letter designations) are placeholders only and are used to correlate to the street sections. Final street names will be reviewed and assigned at a later date after review by the post office and all concerned city departments. **Exhibits 3-4A to 3-4C, Street Sections**, depict the proposed street cross sections. The street sections have been designed based on the City of Brea Public Works standards, with improvements/enhancements that meet the needs of Brea 265 in regards to public safety, aesthetics, functionality and site conditions. Street layouts for internal neighborhoods will be refined as part of the subsequent tentative map review process. Modifications to the circulation concept may be approved by the City Engineer where public safety and/or efficiency could be enhanced or improved. Where acceleration/deceleration lanes are necessary, reduced landscape setbacks and bike lanes will be allowed to accommodate those street lanes as indicated on the tentative map. Two gated entries setback with enhanced landscaping with signals are provided for Brea 265, one is located at the intersection of Valencia Avenue/B Street and another is located at the intersection of Rose Drive /P Street. Entries with signals are located at the intersection of Lambert Road/MM Drive, Lambert Road/NN Drives and Rose Drive/AA Street. One entry without signal is located at the intersection of Blake Road/GG Street. Two emergency



For illustrative purposes only; location and alignment may vary.

EXHIBIT 3-3, CIRCULATION PLAN





Note: Future internal public and/or private streets/alleys will be shown on final TTMs. The street names (letter designations) are placeholders only and are used to correlate to the street sections. Final street names will be reviewed and assigned at a later date after review by the post office and all concerned city departments.



EXHIBIT 3-4, STREET SECTIONS KEY MAP

accesses are provided to the north of Lambert Road pending approval of Fire Master Plan for overall project site as shown in **Exhibit 3-3, Circulation Plan**.

Lambert Road - Major Arterial (120' Right-of-Way)

Lambert Road runs in an east-west direction with a speed limit of 60 MPH and is designated as a Major Arterial in the City of Brea General Plan's Master Plan of Roadways. It provides direct access to the western portion of the Brea 265 Site. Lambert Road currently has two travel lanes in each direction and will be improved to Major Arterial Highway Standards per City Standard 108-0, with three travel lanes in each direction. The sidewalk will be modified to be located outside of the street right-of-way.

Along the Brea 265 Site frontage, this Major Arterial will include a 120' right-of-way consisting of a 14' wide raised/landscaped median, three 12' travel lanes and an 8' bike lane in each direction, and a 9' landscaped parkway on both sides of the street. A 20' multi-purpose trail will be provided on both sides of the street. (see **Exhibit 4-12** in Chapter 4 for landscape setback details).

Carbon Canyon Road - State Highway (120' to 124' Right-of-Way)

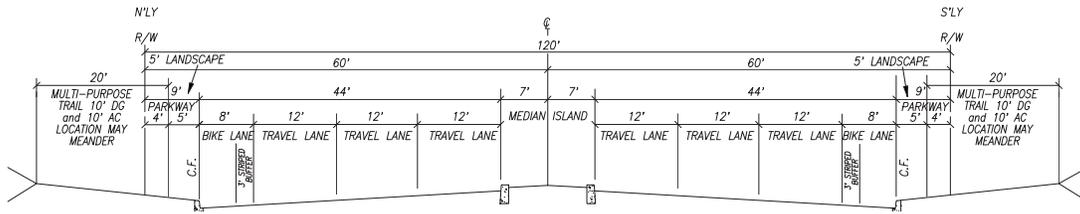
Carbon Canyon Road (SR 142) runs in an east-west direction with a speed limit of 60 MPH and is designated as a State Highway, owned and operated by Caltrans. The cross section for Carbon Canyon is illustrative concept only, and the final roadway configurations will be approved by Caltrans during the design phase of the project. Carbon Canyon Road provides access to the Brea 265 Site from the east. Carbon Canyon Road currently includes three travel lanes, narrowing to two lanes in the easterly direction along the Brea 265 Site frontage. There is no direct, or emergency, vehicular entry or exit between the Brea 265 Site and Carbon Canyon Road.

From Valencia Avenue to approximately 870 linear feet easterly, Carbon Canyon Road includes a 120' to 124' right-of-way consisting of three travel lanes in each direction, a 4' painted median, two 12' turn lanes on the north side of the street, a 16' merge lane, and a 20' multi-purpose trail on the south side of the street. From approximately 870 linear feet easterly of Valencia Avenue to the Brea 265 Site boundary, Carbon Canyon Road includes a 120' right-of-way consisting of two travel lanes in each direction, a 15' painted median, a 10' striped area and a 9' sidewalk on the north side of the street, a 6' bike lane and a proposed 14' multi-purpose trail on the south side of the street. Collectively, the trail and landscaped slope will form an 80' wide minimum landscape setback from the ultimate curb face to the residential property line on the south side of Carbon Canyon Road (see **Exhibit 4-12** in Chapter 4 for landscape setback details).

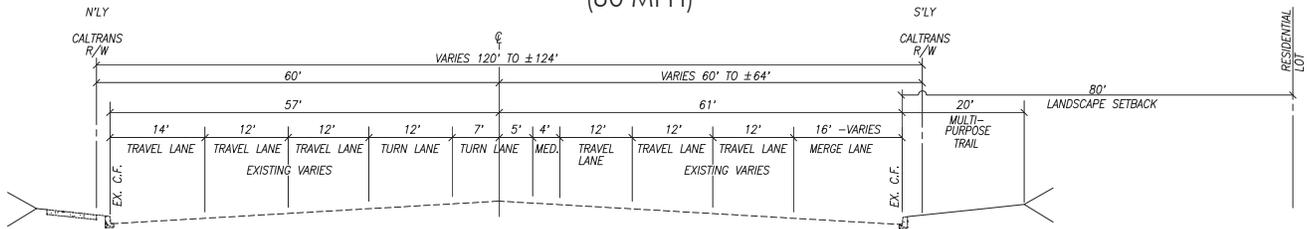
Valencia Avenue - State Highway (100' Right-of-Way)

Valencia Avenue (SR 142) runs in a north-south direction with a speed limit of 55 MPH and bisects the Brea 265 Site into eastern and western portions. This street is designated as a State Highway, owned and operated by Caltrans. The cross section for Valencia Avenue is illustrative concept only, and the final roadway configurations will be approved by Caltrans during the design phase of the project. It provides direct access to the eastern project site. Valencia Avenue is an existing state highway improved with two lanes in each direction, as per Primary Arterial Highway Standards. No additional travel lanes are proposed on Valencia Avenue.

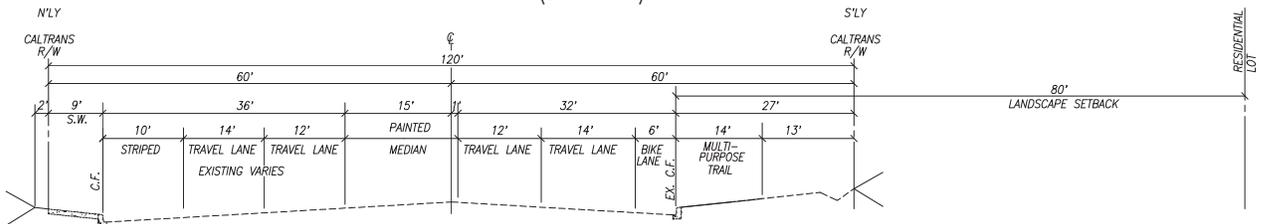
Along the Brea 265 Site frontage, south of Lambert Road/Carbon Canyon Road, Valencia Avenue will include a 100' right-of-way consisting of a 3'-13' wide landscaped median, two 14' travel lanes and an 8' bike lane in one direction, one 14' travel lane, one 12' travel lane and an 8' bike lane in another direction, and an 8' parkway on both sides of the



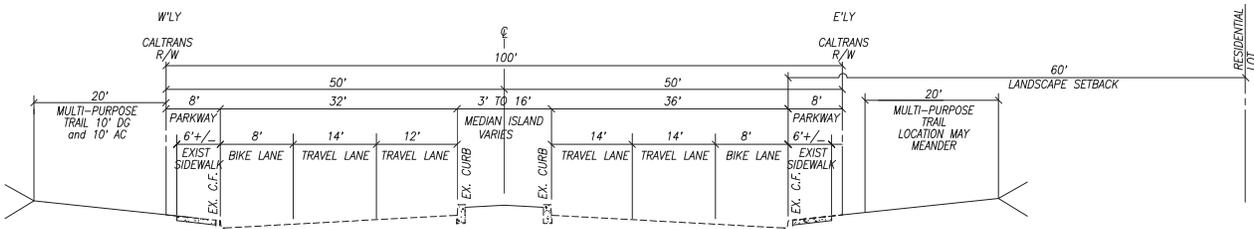
LAMBERT ROAD
City of Brea
(60 MPH)



CARBON CANYON ROAD (ST. RTE 142)
FROM VALENCIA AVE TO 870 LF EASTERLY
Owned and Operated by Caltrans
(60 MPH)



CARBON CANYON ROAD (ST. RTE 142)
FROM 870 LF EASTERLY OF VALENCIA TO EASTERLY BREA 265 BOUNDARY
Owned and Operated by Caltrans
(60 MPH)



VALENCIA AVENUE (ST. RTE 142)
SOUTHERLY OF LAMBERT AND CARBON CANYON
Owned and Operated by Caltrans
(55 MPH)

N.T.S.

EXHIBIT 3-4A, STREET SECTIONS

street. Outside the street right-of-way, a 20' multi-purpose trail will be provided on both sides of Valencia Avenue. Collectively, the landscaped parkway, multi-purpose trail and landscaped slope will form a 60' wide minimum landscape setback from the existing face of the street curb to the adjacent residential property line on east side of Valencia Avenue (see **Exhibit 4-13** in Chapter 4 for landscape setback details).

Rose Drive - Primary Arterial (50' Right-of-Way on the East Side)

Rose Drive runs in a north-south direction with a speed limit between 45 and 55 MPH and is designated as a Primary Arterial in the General Plan's Master Plan of Roadways. It provides direct access to the Brea 265 Site from the south. Currently, Rose Drive includes one travel lanes in each direction for the majority of the Brea 265 Site frontage. Rose Drive will be improved to Primary Highway Standards per City Standard 109-0, on the east side of the street. Due to width limitations on the west side of Rose Drive, modifications to the center median standard may be needed to fit an additional southbound through lane.

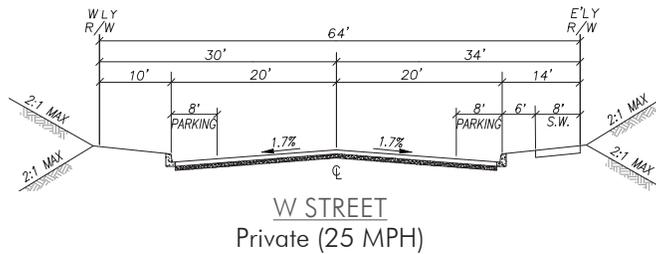
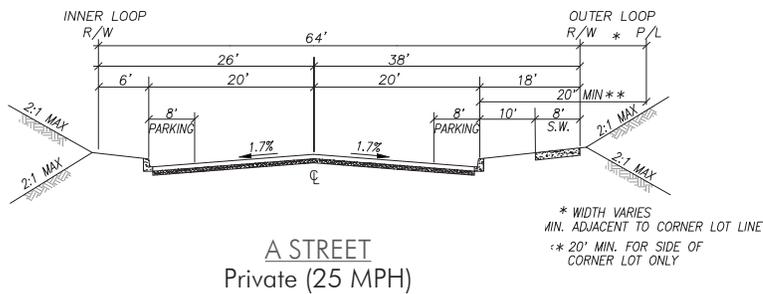
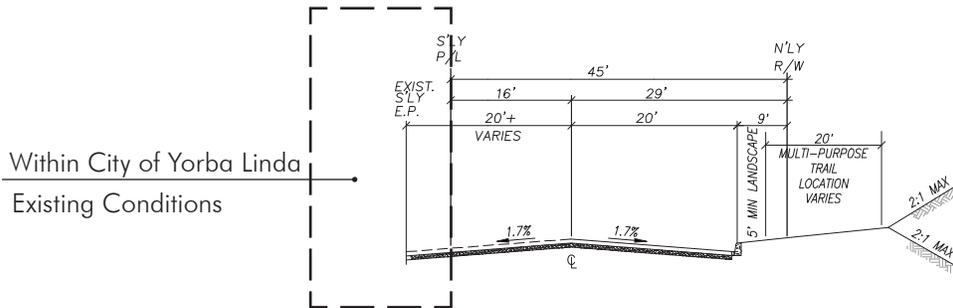
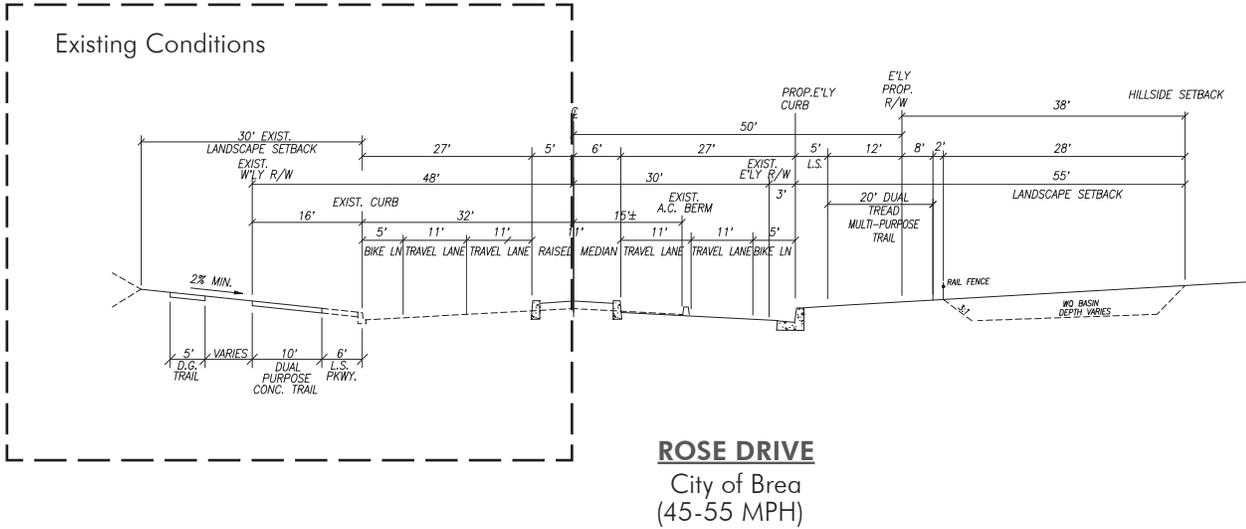
As proposed, Rose Drive will include a 50' right-of-way on the east side (measured from the street centerline) which consists of a 6' raised median, two 11' travel lanes, a 5' bike lane, and a portion of a 20' dual tread multi-purpose trail. The area outside the street right-of-way will include a portion of a 20' dual tread multi-purpose trail, and landscaped slope of varying widths on the east side. Collectively, the landscaped parkway, the trail, and landscaped slope will form a 55' wide minimum landscape setback from the face of the street curb to the residential property line on the east side of Rose Drive (see **Exhibit 4-13** in Chapter 4 for landscape setback details). Lots that are impacted by the existing sewer lines located along Rose Drive will extend approximately 30' into the 55' landscape setback. The location of those lots will be indicated on the Tentative Tract Map.

Blake Road (29' Right-of-Way on the North Side)

Blake Road with a speed limit of 25 MPH will include 29' right-of-way on the north side (measured from the street centerline) which consists a 20' travel lane and a 5' landscaped parkway. A 20' dual tread multi-purpose trail will be provided on the north side.

Enhanced Private Interior Local Collector - A & W Streets (64' Right-of-Way with 40' Curb-to-Curb Width)

The interior local collector traverses the eastern portion of the Brea 265 Site with a proposed speed limit of 25 MPH. Private A Street is a loop street with a 64' right-of-way that consists of a 20' travel lane in each direction (total curb-to-curb width of 40'), a 6' landscaped parkway adjacent to the curbs on one side, and a 10' landscaped parkway and an 8' sidewalk on the other side. Street parking is allowed on the interior loop streets subject to City's parking limits.



ENHANCED INTERIOR LOCAL COLLECTORS

N.T.S.

EXHIBIT 3-4B, STREET SECTIONS

Outside the street right-of-way, landscaped slopes of varying widths will be provided on either one side or both sides, depending on the location. Collectively, the landscaped parkway, sidewalk/multi-purpose trail and landscaped slopes will form a 20' wide minimum landscape setback from the face of the street curb to the residential property line on one side of the interior loop street (see **Exhibit 4-14** in Chapter 4 for landscape setback details). Private W Street will provide a 64' right-of-way that consists a 20' travel lane in each direction (total curb-to-curb width of 40'), a 10' landscaped parkway on one side, a 6' parkway and an 8' sidewalk on the other side.

Enhanced Interior Local Street (60' Right-of-Way with 40' Curb-to-Curb Width)

Streets C through O (Private), Q through V (Private), X through Z (Private), DD through GG and II (Public), JJ, KK, NN, MM, CC and LL (Public),

Interior local streets are pedestrian-oriented streets that incorporate traffic calming measures and support both front-loaded and rear-loaded homes. They provide access to individual properties and driveways within the residential neighborhoods and connect to the interior loop street and arterial streets.

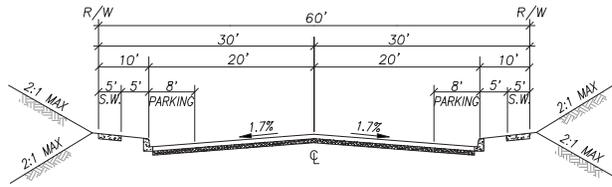
The interior local streets are Enhanced Local Streets with a proposed speed limit of 25 MPH including private Streets C through O, private streets Q through V, private X through Z, public Streets DD through GG and II, and public Streets JJ, KK and NN, with a 60' right-of-way that consists of a 20' travel lane in each direction (total curb-to-curb width of 40'), a 5' wide curb-adjacent landscaped parkway and a 5' wide sidewalk on both sides. In some instances where warranted, interior local street parkways may be constructed wider than 6' in width to accommodate bio-swales. Private GG street is for the emergency only. Public MM and CC Street has a 60' right-of-way that consists of a 20' travel lane in each direction (total curb-to-curb width of 40'), a 5' wide curb-adjacent landscaped parkway and a 5' wide sidewalk on one side, a 5' wide curb-adjacent landscaped parkway and a 14' wide multi-purpose trail on another side. Public LL Street has a 60' right-of-way that consists of a 20' travel lane in each direction (total curb-to-curb width of 40'), a 5' wide curb-adjacent landscaped parkway and a 5' wide sidewalk on one side, and a 14' wide multi-purpose trail on another side. Street parking is allowed on the interior local streets subject to City's parking limits.

Interior Alleys

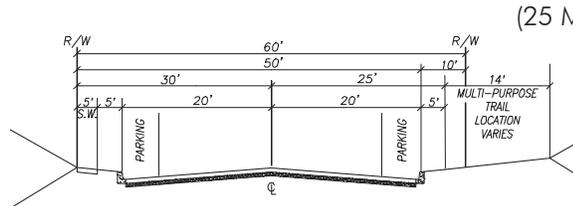
Private interior alleys provide access to garages that are located away from interior local streets. Interior alleys will be 24' wide between curb lines with no parking, and garage doors will be set back a minimum of 3' from the edge of the curb line.

Entry Drives at Lambert Road, Valencia Avenue, and Rose Drive

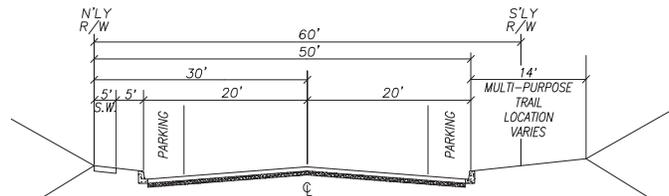
Community entries are located on Lambert Road, Valencia Avenue, and Rose Drive with a proposed speed limit of 25 MPH, as indicated in **Exhibit 3-4, Circulation Plan**. There will be no entry into the community on Carbon Canyon Road. The private B Street entry drive from Valencia Avenue has a 98' right-of-way that consists of 48' roadway pavement and a 5' sidewalk on one side of the entry drive, and an 8' trail on the other side. Public HH Entry Drive from the west side of Valencia Avenue has a 68' right-of-way that consists of 48' roadway pavement and 5' sidewalk and 5' landscaped parkway on both directions. Public AA Street entry drive at Vesuvius Drive across Rose Drive has an 80' right-of-way that consists of 40' roadway pavement, an 8' meandering trail on one side of the entry drive, and a 5' meandering sidewalk on the other side. Private P Street entry drive from Rose Drive has a 108'-124' right-of-way that consists of 24'-40' roadway pavement and an 8' meandering trail on one side of the entry drive, and 13'-30' pavement and a 5' sidewalk on the other side. NN Drive at Lambert Road has same cross sections as the interior local streets, with a 5' sidewalk and 5' landscaped parkway on each side of the streets. Each entry drive will incorporate special landscaped entry treatments.



STREETS C THROUGH O, Q THROUGH V, X THROUGH Z, DD THROUGH GG, II, JJ, KK AND NN

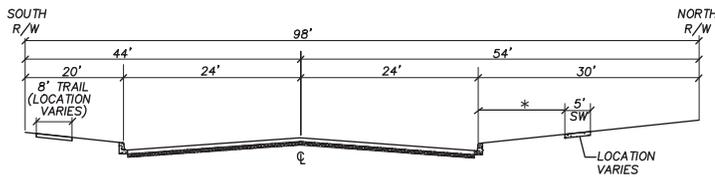


MM & CC STREET
(25 MPH)

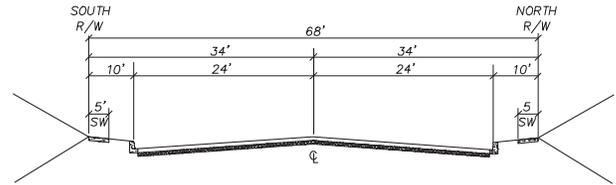


LL STREET
(25 MPH)

ENHANCED INTERIOR LOCAL STREETS

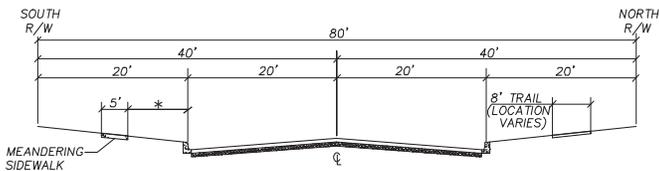


B STREET ENTRY DRIVE AT VALENCIA
(25 MPH)

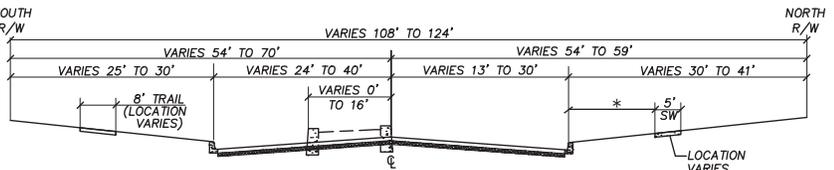


HH STREET ENTRY DRIVE AT VALENCIA
(25 MPH)

* Trail may meander within limits of curb to R-O-W.

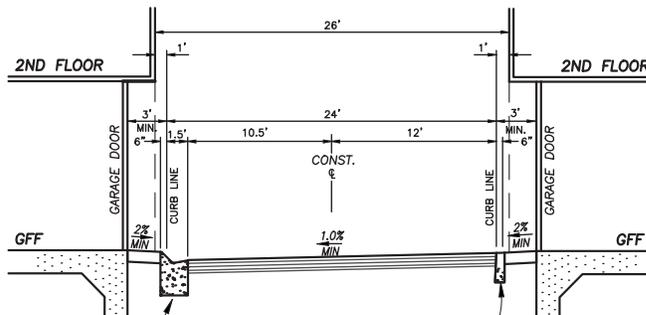


AA STREET ENTRY DRIVE AT VESUVIUS DR & ROSE DR
(25 MPH)



**P STREET ENTRY DRIVE AT VALENCIA/
N'LY ENTRY DRIVE AT ROSE**
(25 MPH)

* Final design to be determined with future plans.



TYP. ALLEY SECTION*

* Final design to be determined with future plans.

N.T.S.

EXHIBIT 3-4C, STREET SECTIONS

3.2.2 BICYCLE CIRCULATION

The Specific Plan promotes the use of bicycles as an appealing and practical alternative to vehicular transportation. The planned bikeway system is designed to facilitate bicycle access throughout the Brea 265 community and provide linkage to the regional and local bikeway networks consistent with the Brea General Plan's Bikeway Plan. Bike paths are integrated into the overall Brea 265 trail system described in Section 3.2.3 below.

Bike lanes will be provided on both sides of Lambert Road and Valencia Avenue, and on the south side of Carbon Canyon Road. The conceptual layout of bikeways is depicted on **Exhibit 3-5, Non-Vehicular Circulation Plan**. These bikeways will be designed to the City's bikeway standards and connect to the existing and planned bikeways in the vicinity of the Brea 265 Site. Within the Brea 265 community, bicyclists will share the local streets with vehicles due to the low traffic volumes and limited speeds.

3.2.3 PEDESTRIAN CIRCULATION

Brea 265 is designed to promote a pedestrian-oriented community. The Brea 265 trail system is integral to the community's recreational experience and provides connections to three major City and regional trail systems, including neighboring Carbon Canyon Regional Park Trail, Olinda Oil Museum and Trail, and The Tracks at Brea Trail. The vast number of connections provide trail users with ample route alternatives and trail loops, plus views of natural and recreational open space along the adjoining eastern slope. The trail system, pedestrian pathways and sidewalks create a comprehensive recreational network. It weaves together the various neighborhoods, parks and open space areas, connects Brea 265 and enhances the quality of life for the residents and guests.

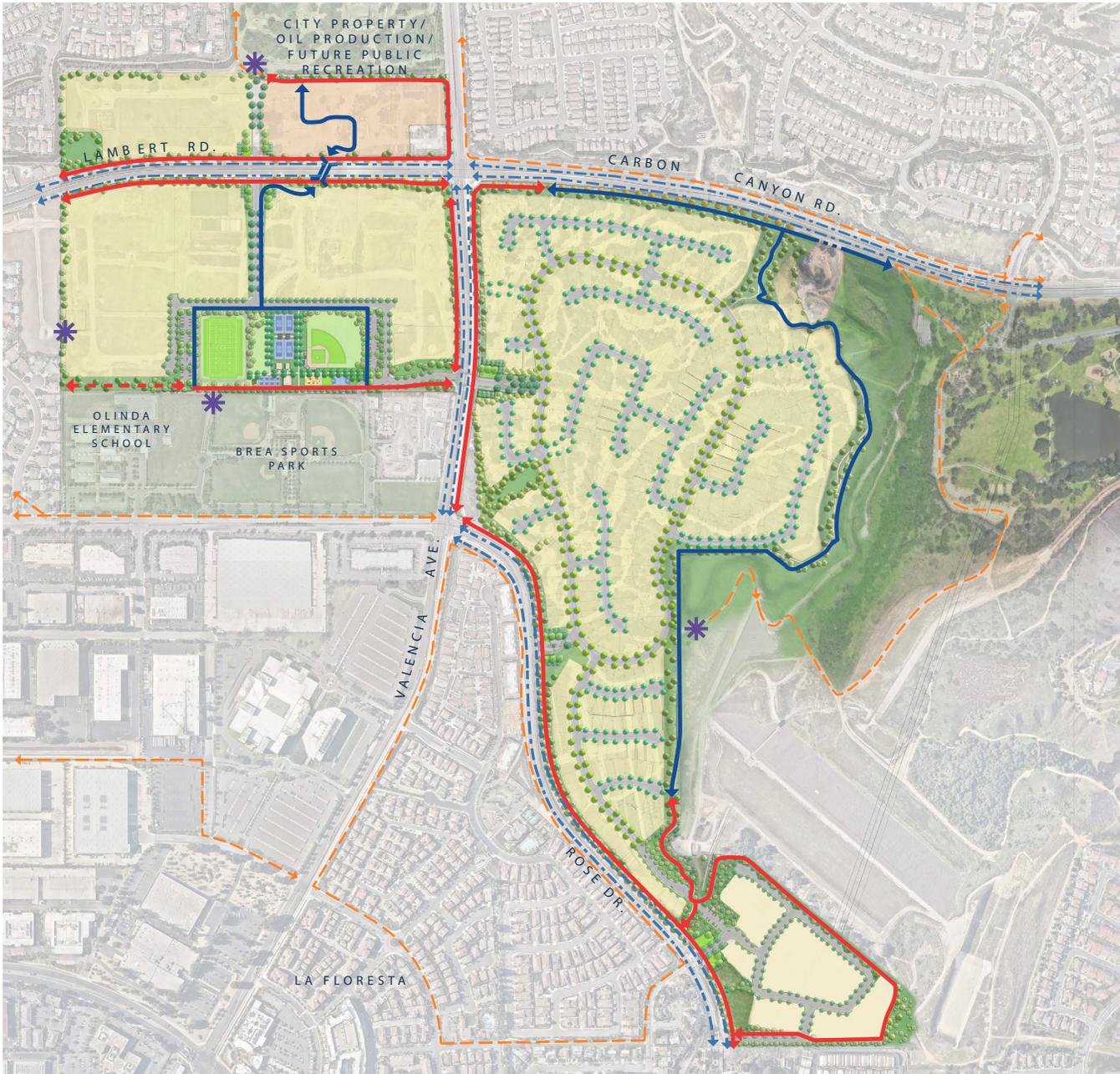
Sidewalks

Streets in Brea 265 incorporate visually appealing, landscaped parkways with street trees and adequately-sized range from 5 feet to 8 feet sidewalks, creating a pedestrian-friendly environment. The interior loop street, local streets and entry drives will have parkway-separated sidewalks to provide continuous pedestrian access to parks, recreation areas and the trail system. All sidewalks, curb ramps, crosswalks, and pedestrian paths of travel will meet ADA requirements.

Trails

Miles of local, regional and state trails are currently interrupted by the active oil operations on the Brea 265 Site. Achieving a physical environment that reflects Brea 265's vision calls for a carefully crafted trail system that provides connectivity between the residential neighborhoods, open space, parks and community amenities. These trails are also designed to allow for direct connections or through neighboring communities to existing trails outside of Brea 265, including The Tracks at Brea Trail, El Cajon Trail, Chino Hills Trail and Carbon Canyon Regional Park Trail, consistent with the intent of the Brea Trails Plan. Approximately five miles of multi-purpose trails are planned for bicycling and pedestrian connectivity. Trails within Brea 265 will be constructed by the Master Developer and will be maintained by the Homeowners Association, except for those trails within the Sports Park and Staging Area Park.

Exhibit 3-5, Non-Vehicular Circulation Plan, depicts the comprehensive trail system planned throughout Brea 265. One trail head and one staging area are planned in the southeastern portion of the community to provide trail linkage to Carbon Canyon Regional Park. Perimeter trails are open to the public, including those in the gated neighborhoods. One key feature of the trail system is the underground pedestrian crossing connecting the neighborhoods located to the north and south of Lambert Road. The crossing is in the Lambert Road public right-of-way but will be maintained by the homeowner association. This underground crossing will provide a safe crossing for pedestrians, and introduce creative art pieces for enjoyment of the community. Access to the crossing for the pedestrians



For illustrative purposes only; final design may vary.

LEGEND

- ↔ **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 Pedestrian Access

* Note: The pedestrian under crossing shall be constructed to the City of Brea Public Works Department's public right-of-way standards.



EXHIBIT 3-5, NON-VEHICULAR CIRCULATION PLAN

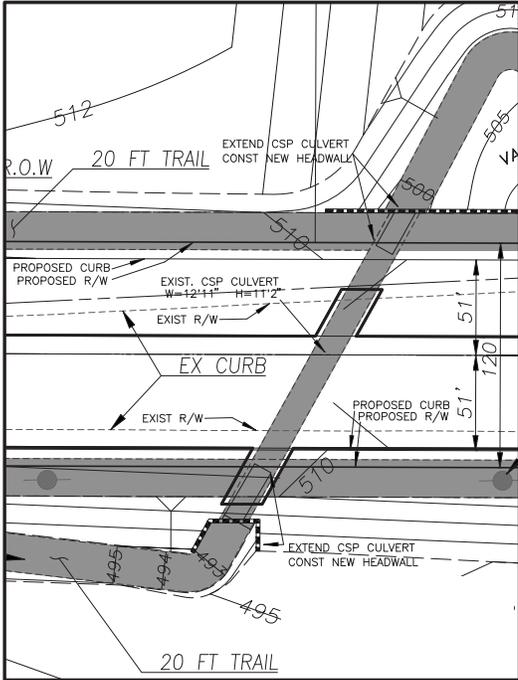
will be open to the public during the operation hours. Houses of operation, safety features such as gating, lighting and/or CTC will be submitted to Brea Police Department for review and approval at the time of submittal of construction plans for the crossing. **Exhibit 3-6, Proposed Pedestrian Tunnel Extension** depicts the cross-section details of the pedestrian tunnel.

The 20' dual tread multi-purpose trails are planned along both sides of Lambert Road and Valencia Avenue Drive, the east side of Rose Drive, the southeast side of the project boundary, and around the sports park. The 20' multi-purpose trails would be paved with asphalt and decomposed granite. A 14' wide multi-purpose asphalt trail is also planned on the northeast side of the project boundary. The multi-purpose trails are primarily used for walking, running, nature trips and road biking, and are publicly accessible year-round. To provide internal and external connectivity, trails are also located along the interior loop street and other key local streets and weave through various parks and open space areas throughout the community.

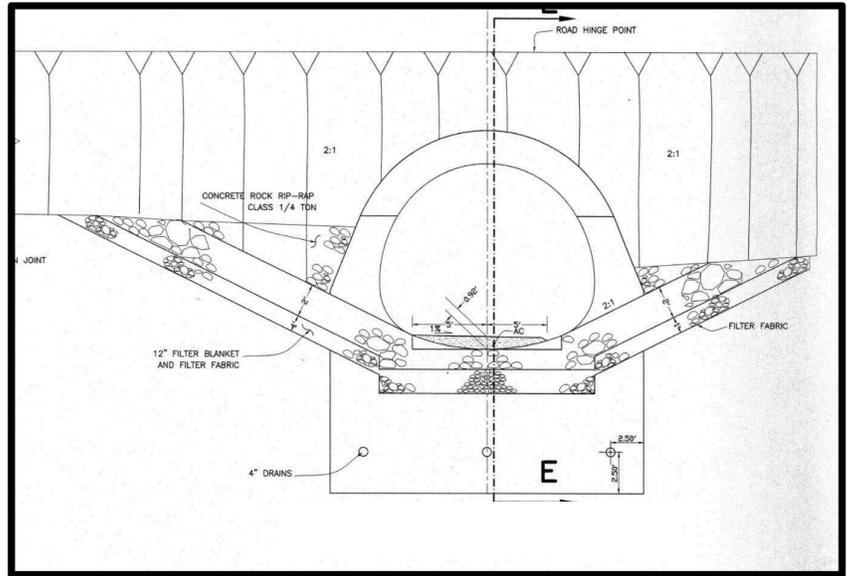
Four potential future access locations are identified in the **Exhibit 3-5, Non-Vehicular Circulation Plan**. Those locations are for pedestrian access only and to be open 24-hours a day. They are non-gated with the exception of the potential future access to the school site.

3.2.4 TRANSIT

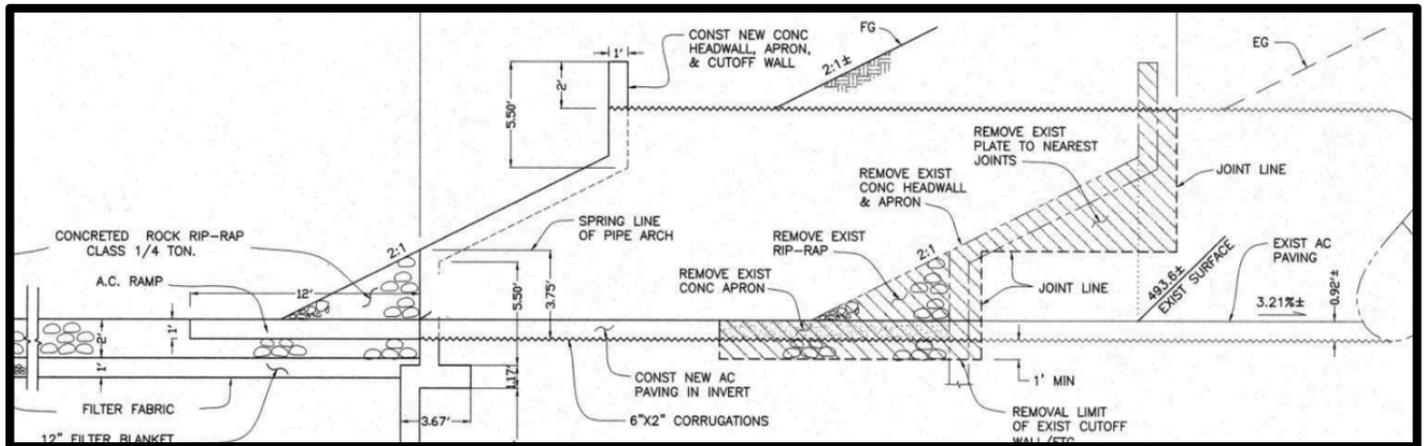
Orange County Transit Authority (OCTA) provides public bus service to the City of Brea. An established network of bus routes provides access to employment centers, shopping and recreational areas within the City. Currently, there is no OCTA bus service to the Brea 265 Site. OCTA continually modifies the bus routes to meet the needs of its riders. As Brea 265 is developed, routes may be added. Three potential transit stops are added to the project as shown in **Exhibit 3-3, Circulation Plan**. One potential transit stop is at Rose Drive, just north of Vesuvius Drive adjacent to the staging area park. One north and south bound at Valencia Avenue and project entry. The applicant will cooperate with the City for expanded bus services to serve the development. The design of bus shelters, if any, shall be reviewed for compatibility with the community aesthetics and approved by the City and OCTA.



PLAN VIEW



ELEVATION VIEW



EXTEND EXIST CSP WITH CSP (OPTION TO EXTEND WITH RCB)
Subject to Final Structural Design



EXHIBIT 3-6, PROPOSED PEDESTRIAN TUNNEL EXTENSION

3.3 GRADING PLAN

3.3.1 CONCEPTUAL GRADING PLAN

Site grading will meet the County of Orange and City of Brea grading standards. Grading within the east of Valencia LDR area will take advantage of the varying terrain with trail connections and view opportunities.

The Conceptual Grading Plan is shown on **Exhibit 3-7 A-E, Conceptual Grading Plan**. Project grading will be necessary to create level building sites, streets, and drainage improvements. The site elevations on the westerly property range from 460' above mean sea level (msl) to 530' above msl. The easterly site elevations range from 400' above msl to 580' above msl. The project's Conceptual Grading Plan is designed to balance cut and fill onsite, and independently on the western and eastern portions of the Brea 265 Site. The project also provides alternative options for two areas. One area involves the "Chevron owned" parcel near the intersection of Rose Drive and Valencia Avenue. Grading will occur if the parcel is acquired from Chevron as shown on **Exhibit 3-7D**. The second area is within south east parcel where the existing high pressure gas line traverses the project site. One option proposes relocating the gas line to accommodate the proposed lots assuming agreements for the relocation can be obtained from the Gas Company as shown on **Exhibit 3-7C**. The second option would leave the existing gas line in-place and adjust the lotting and grading to not impact the gas line as shown on **Exhibit 3-7E**.

Grading is intended to respond to the Brea 265 Site's land forms and topography. Contour grading will be used, where permitted by slope conditions, at the visible transitional areas between development and open space. The intent is to vary the horizontal lengths and vertical heights of constructed slopes to blend manufactured slopes into natural upgraded areas. Appropriate plants will restore the appearance of new slopes. Contour grading will not be used in areas where it would increase manufactured slope height.

Final grading plans for individual areas will be approved as part of the subsequent site plan and/or tentative tract map processes. Final engineering may result in modifications to the overall grading concept, but they should conform to the general intent of the Conceptual Grading plan and the grading standards herein.

3.3.2 GRADING STANDARDS

The following general grading provisions shall apply to the development within Brea 265.

- Grading shall conform to the requirements of the California Building Code.
- All grading activities shall conform with the Conceptual Grading Plan as shown on **Exhibit 3-7, Conceptual Grading Plan**, and shall implement any grading-related mitigation measures outlined in the EIR for Brea 265.
- The Master Developer or builder shall obtain the appropriate National Pollutant Discharge Elimination System (NPDES) permits prior to commencing grading activities, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs) to prevent pollutants from entering the storm drain system.
- All streets shall have a maximum grade of 15 percent or less. Wherever feasible, street grades should be kept to 10 percent or less.
- Graded slopes shall be oriented to minimize visual impacts to surrounding areas.
- The overall slope, height and grade of any cut and fill slope shall be developed in concert with the existing natural contours and scale of the natural terrain of the particular site.



LEGEND

● EXISTING OIL WELLS

For illustrative purposes only; final design may vary.

⊕ N.T.S.

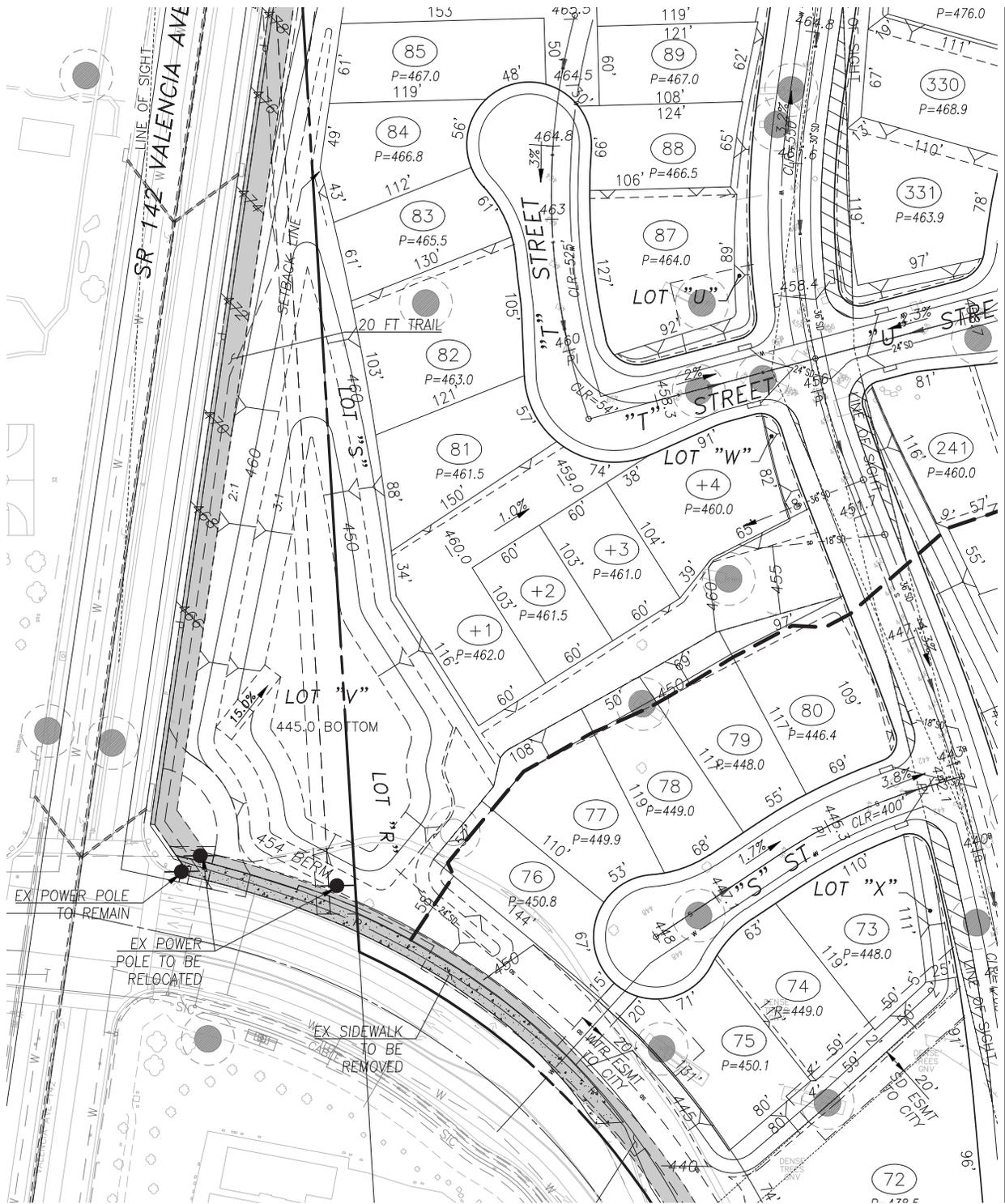
EXHIBIT 3-7A, CONCEPTUAL GRADING PLAN- WEST PARCEL



For illustrative purposes only; final design may vary.

EXHIBIT 3-7B, CONCEPTUAL GRADING PLAN- EAST NORTH PARCEL





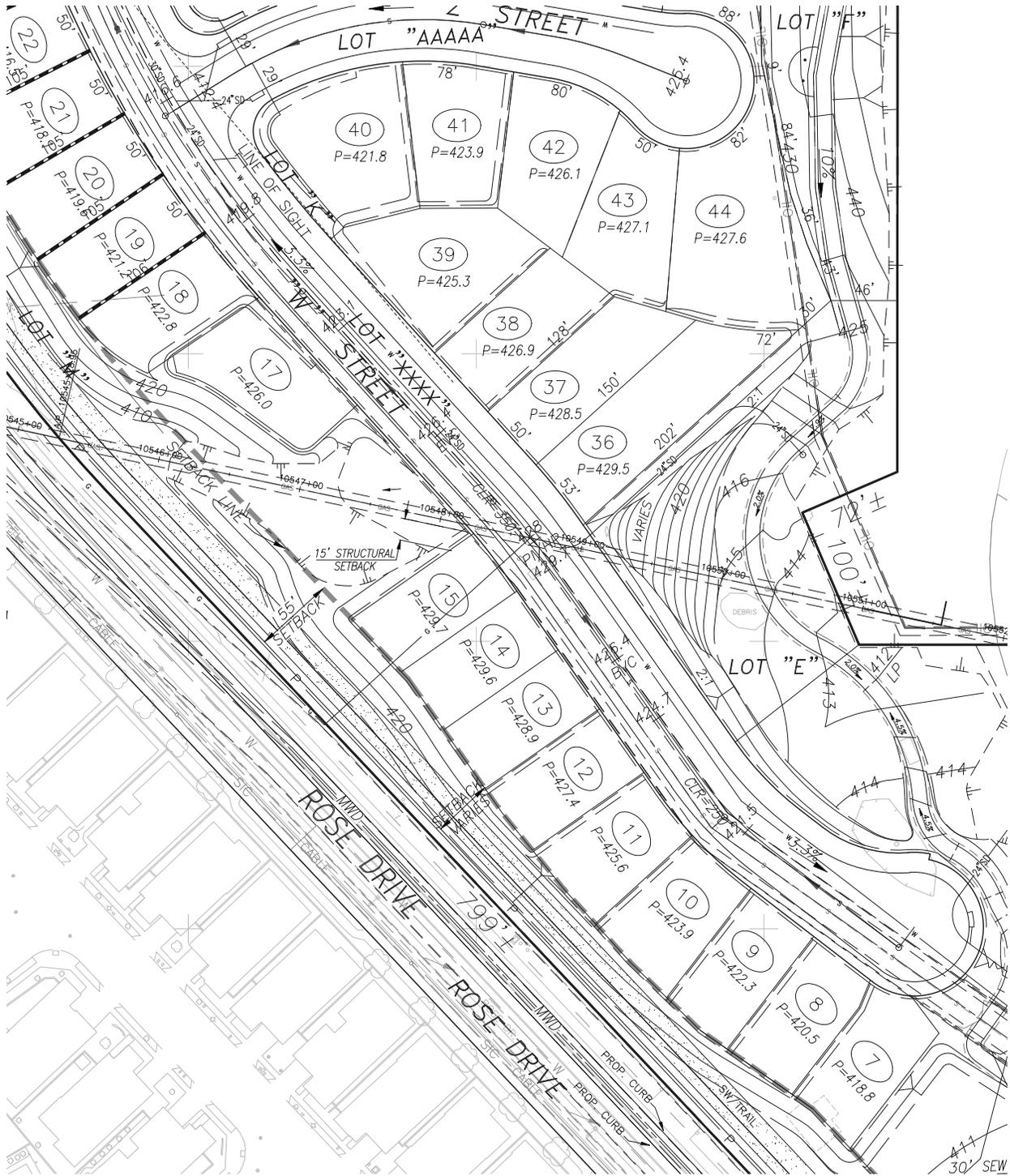
LEGEND

● EXISTING OIL WELLS

For illustrative purposes only; final design may vary.

⊕ N.T.S.

EXHIBIT 3-7D, CONCEPTUAL GRADING PLAN- ACQUISITION OF CHEVRON PROPERTY



LEGEND

● EXISTING OIL WELLS

For illustrative purposes only; final design may vary.

⊕ N.T.S.

EXHIBIT 3-7E, CONCEPTUAL GRADING PLAN- NO GAS RELOCATION

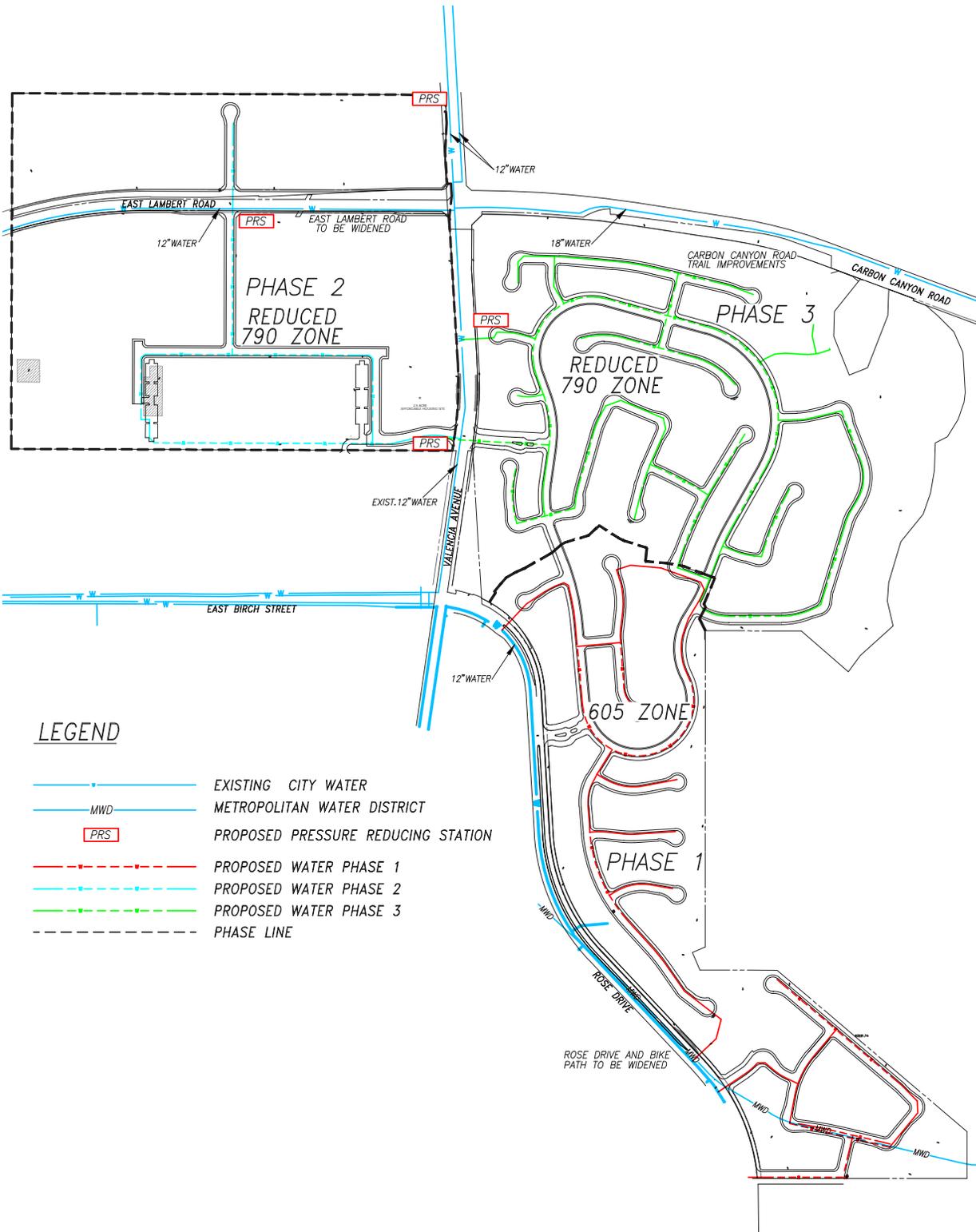
- Cut and fill slopes and berms shall be finished at a maximum 2:1 grade, unless otherwise recommended by geotechnical or soils engineers.
- The overall slope, height and grade of any cut and fill slope shall be developed in concert with the existing natural contours and scale of the natural terrain of a particular site.
- Vegetation, irrigation, and continuing maintenance programs shall be used to stabilize manufactured slopes, with trees and shrubs used to soften their appearance.

3.4 INFRASTRUCTURE PLAN

The following sections describes the utility infrastructure provided to the Brea 265 community.

3.4.1 WATER SYSTEM

Water will be provided by the City of Brea. West of Valencia Avenue, connections will be made to the existing 790 Zone 12" water line in Lambert Road and existing 12" water line in Valencia Avenue. Pressure will be reduced from the 790 Zone. East of Valencia Avenue, the northern portion of the Brea 265 Site will have looped water connections to the 790 Zone existing 12" water line in Valencia Avenue, with pressure reduced. The southern portion will have looped connections to the 605 Zone 12" water line in Rose Avenue. See **Exhibit 3-8, Conceptual Water System**.



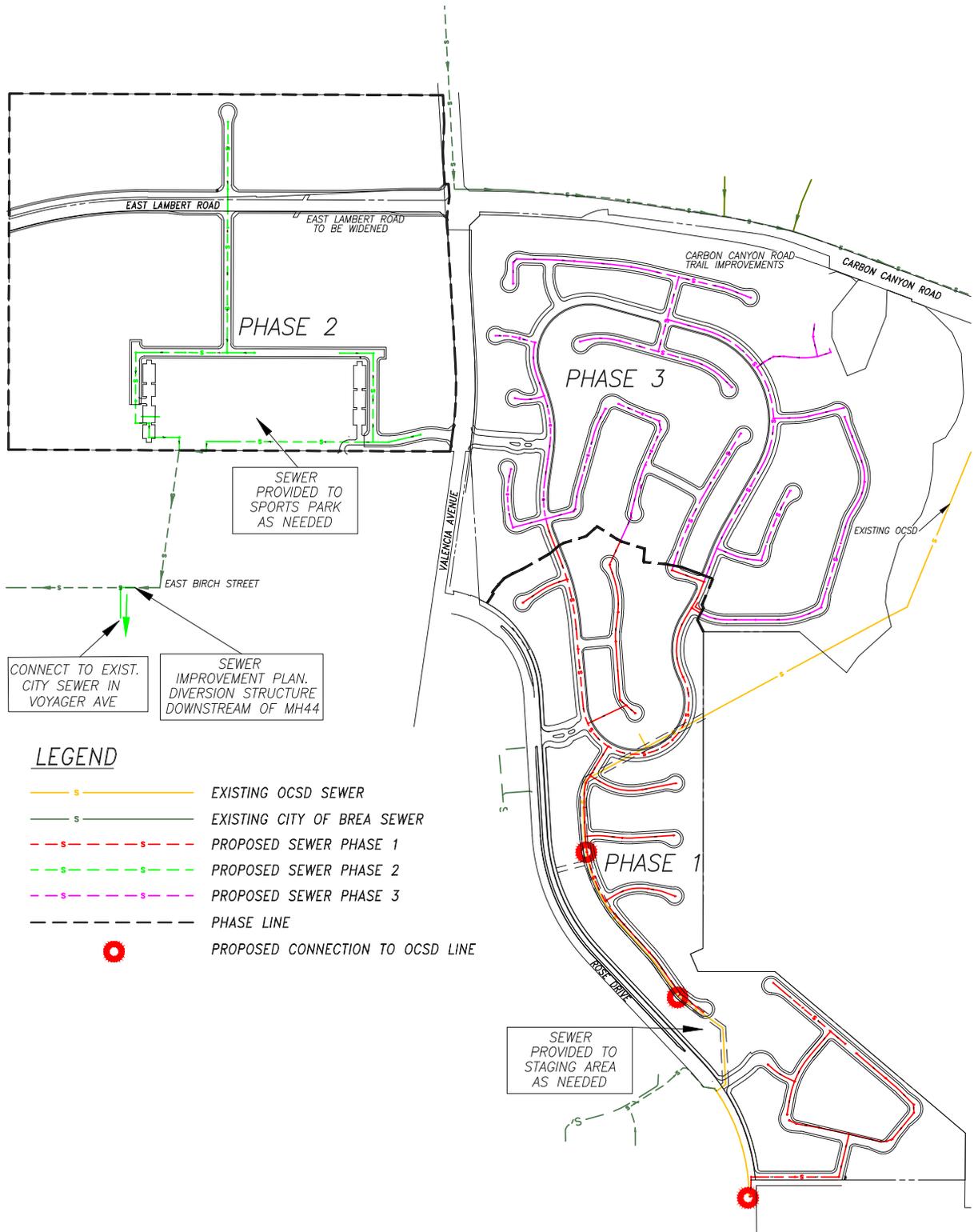
For illustrative purposes only; final design may vary.



EXHIBIT 3-8, CONCEPTUAL WATER SYSTEM

3.4.2 SEWER SYSTEM

All sanitary sewer infrastructure will be publicly maintained by the City. The western portion of Brea 265 falls within Region 8 of the City of Brea Sewer Master Plan. A sewer line will be constructed under Lambert Road to convey flows from the northern site to the southern site. Sewer in the south will be connected to the existing 8" sewer stub at the north end of the Brea Sports Park. Sewer in the north will be connected to the existing Valencia Avenue sewer stub to the north of Lambert Road. The eastern portion of Brea 265 falls within Region 11 of the City of Brea Sewer Master Plan. Sewer within the eastern portion will connect to the existing 33" Orange County Sanitation District Carbon Canyon Dam interceptor sewer. See **Exhibit 3-9, Conceptual Sewer System**.



- LEGEND**
- s— EXISTING OCSD SEWER
 - s— EXISTING CITY OF BREA SEWER
 - s-s- PROPOSED SEWER PHASE 1
 - s-s- PROPOSED SEWER PHASE 2
 - s-s- PROPOSED SEWER PHASE 3
 - PHASE LINE
 - PROPOSED CONNECTION TO OCSD LINE

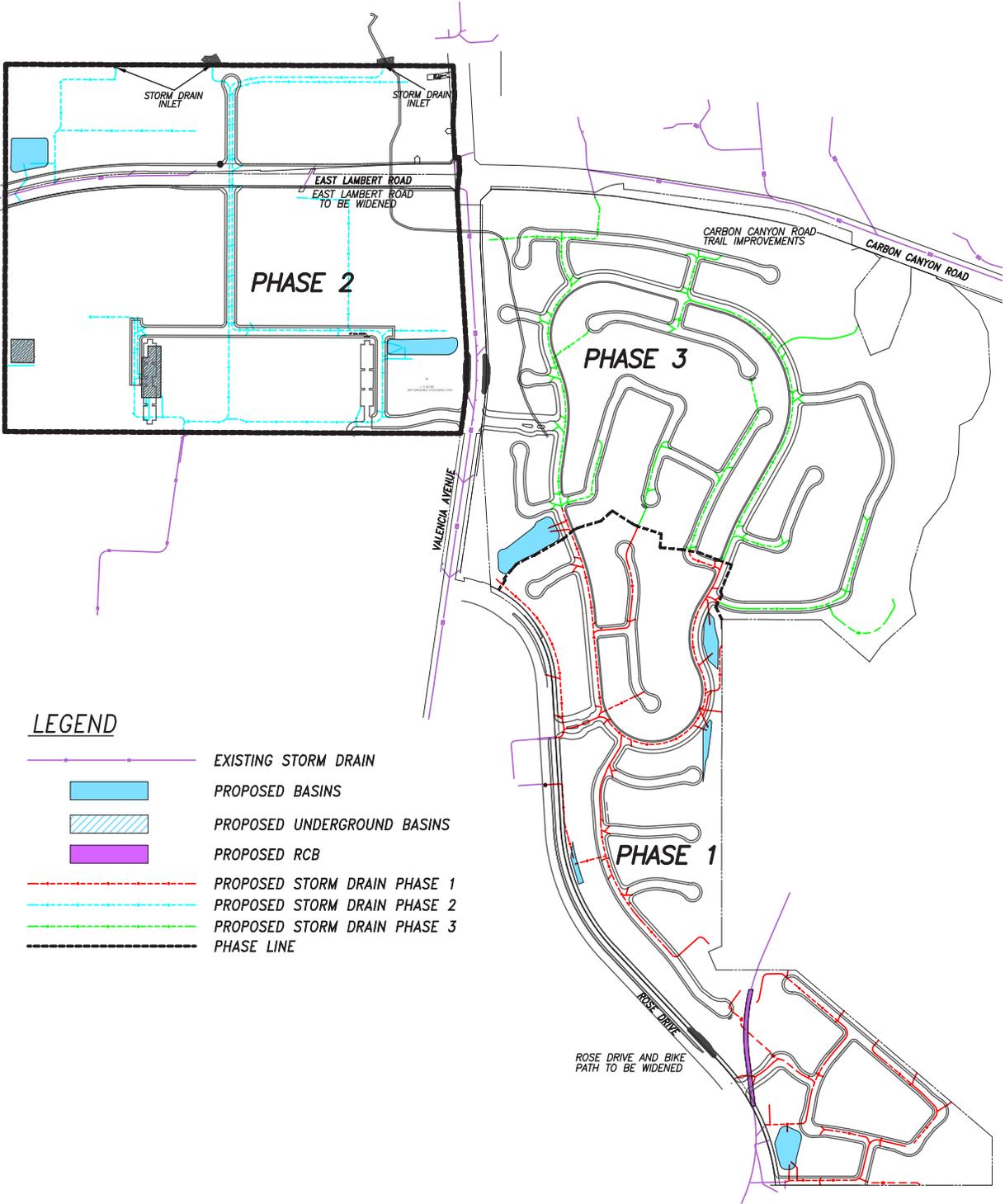
For illustrative purposes only; final design may vary.



EXHIBIT 3-9, CONCEPTUAL SEWER SYSTEM

3.4.3 DRAINAGE SYSTEM

The drainage areas and patterns shall be maintained as close to the existing condition as possible. Water quality and detention basins will be provided within the Brea 265 Site to treat the first flush and detain excess peak storm runoff produced from the site minimizing the development impact to the surrounding areas and existing storm drain systems. Where practical, water quality treatment areas have also been designed to be utilized as open space for passive recreation and be incorporated into the Open Space/Parks and Recreation Plan. See **Exhibit 3-10, Conceptual Drainage System**.



For illustrative purposes only; final design may vary.



EXHIBIT 3-10, CONCEPTUAL DRAINAGE SYSTEM

3.4.5 DRY UTILITIES

Dry utilities, including electricity, natural gas, telecommunication and solid waste disposal, will be provided by extending existing facilities and services of regional utility companies identified below.

Electricity

Electrical services will be provided by Southern California Edison (SCE). SCE will supply adequate electric power and install necessary distribution facilities to serve the Brea 265 Site. Existing SCE Transmission Lines on Valencia Avenue and Lambert Road will remain, but all local Distribution Lines will be underground.

Telecommunication

High speed data, voice and video services will be mainly provided by Spectrum and AT&T.

Solid Waste Disposal

Republic Service, also known as Brea Disposal, will provide trash and recyclable material collection services to the Brea 265 Site.

Natural Gas

Natural gas service will be provided by Southern California Gas Company. A Southern California Gas Company (Sempra Energy) 30-inch high pressure steel gas main traverses the eastern portion of the Brea 265 Site. A portion of the gas main may be relocated within Rose Drive, through the landscape setback areas and between the proposed lots, per Southern California Gas Company standards. All new lines shall be placed underground. Phased project gas lines to be determined by the gas company as part of final project design.

3.5 PUBLIC FACILITIES AND SERVICES

The Specific Plan identifies the public facilities and services, including parks and recreation facilities, schools, libraries, law enforcement and fire protection services, necessary to meet the needs of Brea 265 residents. Public facilities and services are described below.

3.5.1 SCHOOLS

The Brea 265 Site is located adjacent to the existing Brea Olinda Unified School District (BOUSD) boundaries. The BOUSD currently has six elementary schools, one junior high school and two high schools, and provides preschool programs at five of the six elementary schools. Students residing in Brea 265 are anticipated to attend schools identified by the BOUSD, which will make final determination based on space and funding availability. The Brea 265 project will meet its obligation for school impact mitigation.

3.5.2 LAW ENFORCEMENT

Law enforcement services, including response to calls, crime investigation, crime prevention and public education, will be provided by the Brea Police Department as further set forth in the Development Agreement.

3.5.3 FIRE PROTECTION

Fire protection and emergency response services will be provided by the Brea Fire Department as further set forth in the Development Agreement.

4.0: DESIGN GUIDELINES

4.1 INTRODUCTION

This chapter contains the landscape, architecture and community design guidelines for future development within Brea 265. These guidelines, when implemented, will ensure that Brea 265 develops as a high quality master planned community with design elements reflecting the vision for the project. These guidelines are intended to provide general direction to planners, builders, architects, landscape architects, engineers and city staff on implementing the vision and community design framework for the Brea 265 community.

The essence of good design is creativity and adaptability. To encourage variety and innovation, the design guidelines express “intent” rather than “absolutes,” thus allowing a certain degree of flexibility in fulfilling the intended design goals and objectives.

4.2 COMMUNITY DESIGN OVERVIEW

Brea 265 is envisioned as a master planned community consisting of a collection of pedestrian-oriented neighborhoods that are compatible and connected with one another as well as their surrounding areas. The neighborhoods are designed to embrace comfortable human scale, visual charm, nurturing landscapes and well-proportioned spaces formed by appropriately positioned and articulated architecture. Care has been taken to provide identity by incorporating elements such as continuous street trees, curb-separated sidewalks, architecture forward design, corner treatments, a variety of street patterns, densities and organizational concepts and amenities that offer diversity in experience.

The trail system, parks and recreation components are major elements of “placemaking” that have been considered in the community design. The Ridgeline Trail, as shown in **Exhibit 4-1, Master Landscape Plan**, gives shape to the organic based design and focuses on community connections and the pedestrian experience. Parks and recreation destinations will greatly enhance opportunities for different levels of social and recreational functions. These recreational amenities will be strategically located within walking distance of nearby homes for ease of pedestrian connectivity.

To the north of Vesuvius Drive and AA Street, the eastern portion of the Brea 265 Site is gated and consists of single family lots. The southern section of the eastern portion of the Brea 265 Site includes a townhome neighborhood that is accessed by non-gated public streets that also provides public access to staging area park, trails, and parking. To reflect the natural landforms, the street patterns in the low-density single-family areas tend to be more relaxed and curved. The primary streetscene is asymmetrical, adding to the organic relaxed neighborhood character.

4.3 LANDSCAPE DESIGN GUIDELINES

The Brea 265 community design guidelines and development standards are intended to provide design direction for the development of the land and built environment. The Brea 265 Site is arranged into the west and east parcels that contain a public Staging Area Park, an expansion of the Brea Sports Park, and several miles of public trails with connections to existing public trails on the perimeter of the project. The purpose of the design guidelines contained herein is to ensure

that all design and development within Brea 265 is of high quality and maintains the overall vision for the community.

The Brea 265 Specific Plan intends to create a landscape experience that will complement and connect the new neighborhoods to the surrounding areas and the City of Brea. The Specific Plan preserves the existing area's character, and at the same time, responds to the needs of the larger Brea community by providing new recreational amenities that support the lifestyle of Brea's residents. The landscape character of Brea 265 will be expressed through community art, neighborhood signage, slope plantings, and recreational facilities.

The Brea 265 landscape design guidelines will be used in conjunction with the City of Brea's guidelines, the project fuel modification plans, and appropriate federal, state and city codes. A rich variety of plant species with appropriate color, texture and size should be used throughout Brea 265 to convey the overall character of the community, as well as blend with the surrounding natural and man-made landscape. To promote sustainability, drought-tolerant or water-wise plant materials with proven adaptation to the local climate, as well as joint use water quality features that efficiently address storm water management, will be incorporated into the landscape design. The plant materials selected for the Brea 265 Site are chosen for aspects of low maintenance, low water-use, and yet providing an inviting visual landscape treatment.

All landscape and irrigation plans shall be prepared by a licensed California Landscape Architect and shall be submitted to the City for review and approval prior to starting construction. All submissions will demonstrate compliance with California's Model Water Efficient Landscape Ordinance (MWELO).

These guidelines are design concept guidelines only and are not intended to be used for engineering and or construction purposes. The fence and wall concepts shown are for aesthetic reference only. Structural details and specifications for the construction of any fences, walls, monuments or other structures based on the concepts provided herein will be required prior to implementation. The perimeter walls of the development will be required to be consistent with the theme established by the Specific Plan.

4.3.1 MASTER LANDSCAPE PLAN

The landscaping of the public spaces, including the community entries, street parkways, parks, trails, and open space, is a major component of the overall community design envisioned for Brea 265. Complementary to the unifying architectural themes, these landscape places form the heart and soul of the community. The overall landscape design concept is to create a pedestrian-friendly atmosphere with physical and visual connectivity that invites residents to walk and enjoy parks and open space. The planting concept is to provide a rich landscape that complements the style and architectural feel of Brea 265, as well as take into consideration the applicable City water conservation program.

A publicly accessible trail system will extend through the residential neighborhoods to interconnect the expanded Brea Sports Park, the Staging Area Park and the shared landscaped open space. An underground pedestrian crossing connecting the neighborhoods is located to the north and south of Lambert Road. Candidate art installations are located at the primary entries, park and open space areas. **Exhibit 4-1, Master Landscape Plan**, provides a detailed rendered view of the overall Brea 265 Site and proposed landscaping and vegetation. Due to topographic, safety and grading considerations, bike uses shall be prohibited and/or restricted on the Ridgeline Trail along the eastern boundary of Brea 265. The proposed Sports Park and Staging Area Park are illustrated on **Exhibits 4-2 to 4-3**. The proposed primary entries are illustrated on **Exhibit 4-4**.



LEGEND

- 1 Sports Park
- 2 Staging Area/Trailhead
- 3 Public Multi-Purpose Trails
- 4 Project Primary Entry
- 5 Joint Fire Police Substation Site
- 6 Ridgeline Trail*
- 7 HOA Water Quality Feature
- 8 Landscape Open Space/Fuel Mod Zone
- 9 Pedestrian Under Crossing
- 10 Potential Access to Adjacent Property

■ Candidate Art Location

* Note: No bike uses on the Ridgeline Trail. Safety barriers may be installed at the entrance of the Ridgeline Trail. No trees shall be planted over the underground stormwater detention facility.

For illustrative purposes only; final design may vary.



EXHIBIT 4-1, MASTER LANDSCAPE PLAN

4.3.2 LANDSCAPE CHARACTER

The historical use of the Brea 265 Site for agriculture and oil production played a large role in shaping the landscape character of Brea 265 Site.

The landscapes will be lush and colorful throughout of Brea 265 Site while being water-efficient. Established natives and local-adapted plants need much less water than tropical or subtropical shrubs and trees, shallow-rooted annuals, non-native perennials, groundcovers and especially lawn. Rock and gravel are also important components of a drought-tolerant landscape, adding structure and beauty without increasing the demand for water. In addition, the expanded Sports Park fields will utilize artificial turf to lower the water demand for the park.

The character of Brea 265 Site will be expressed through the planting design of backbone streetscapes, community monument and signage, entry enhancements, wall treatments, slope plantings and water quality features. Slope planting along the eastern edge of the property will consist of mainly native and low water use plants and which will also serve as a fuel modification areas for wildfire protection. Community streetscapes will showcase large canopy trees on either side of the road, with smaller tree groupings along landscape buffer areas to serve as accent and screening for residents.

4.3.3 PARKS AND RECREATION

Parks, inspired by the unique cultural and geographic influences of the Brea 265 Site, are the central gathering areas that provide the community with both passive and active recreation. The Brea 265 Site provides approximately 15.1 acres of public park space, which includes one sports park and one staging area park . The design intent of these parks is described below. The proposed 15.1 acres of public park space does not include private recreation spaces within each planning areas, which will be elements of future development plan submittals.

STAGING AREA PARK

Located in the southerly most portion of the Brea 265 Site, the Staging Area Park provides the staging area, pedestrian/ bike, and public trail connections. *Exhibit 4-2, Staging Area Park*, shows the detailed views of the Staging Area Park and adjacent open space.

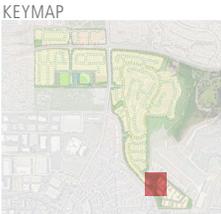
The passive nature of the programming gives the park its charm and character. The park’s trail head allows residents to access neighboring Carbon Canyon Regional Park and Chino Hills State Park, as well as other areas of the community through multiple accessible routes. The gated parking area is open to the public within the operating hours.

The Staging Area Park amenities include the following:

- » Dual Tread Multi-Purpose Trail
- » ACOE & Fire Access Gate
- » Gated/Secured Parking
- » Open Space with Shade Trees
- » Interpretive Signage and Wayfinding
- » Shade Structure with Picnic Tables and Trash Receptacle
- » Restrooms with Drinking Fountain and Bike Racks
- » Connections to the local trails and Carbon Canyon Regional Park
- » Candidate Art Location

LEGEND

- 1 20' Wide Dual Tread Multi-Purpose Trail - 10' Asphalt + 10' D.G.
- 2 Existing ACOE Gate
- 3 Open Space with Shade Trees
- 4 Shade Structure with Picnic Tables and Trash Receptacles
- 5 Parking (Approx. 28 cars)
- 6 Restroom w/ Drinking Fountain and Bike Racks
- 7 Existing Trail
- 8 Candidate Art Location
- 9 Fire Emergency Access Gate
- 10 HOA Water Quality Feature
- Staging Area Park Boundary



For illustrative purposes only; final design may vary.

N.T.S.

EXHIBIT 4-2, STAGING AREA PARK

SPORTS PARK

The expansion of the Brea Sports Park is located to the west of Valencia Avenue and south of Lambert Road. A key feature of the Sports Park is its proximity and accessibility to Olinda Elementary School and Brea Sports Park to the south of the Brea 265 community. Together, the proposed Sports Park and the existing Brea Sports Park will provide the entire Brea community and new residents with a robust and diverse sports and recreational experience **Exhibit 4-3, Sports Park**, shows the detailed views of the sports park.

The Sports Park amenities include the following:

- » Baseball Field (with artificial turf)
- » Four (4) Tennis Courts
- » Soccer and Regulation Football Field (with artificial turf)
- » Four (4) Pickleball Courts
- » One (1) Full Basketball Court
- » Tartan Track with Fitness Stations
- » Dual Tread Multi-Purpose Trail - 10' asphalt with striping and 10' DG
- » Tot Lot
- » Shade Structures
- » Concession Stand
- » Equipment Storage Sheds
- » Parking Stalls in Parking Lot and on Surrounding Public Streets
- » Restrooms with Drinking Fountain and Bike Racks
- » Water Quality Basin
- » Team Warm-up Field
- » Access to the Existing School/Park



LEGEND

- 1 Baseball Field (285')
- 2 Tennis Courts (4)
- 3 Soccer Field (225'x330')
Football Field (180'x330')
- 4 Pickleball Courts (4)
- 5 Full Basketball Court (1)
- 6 Tartan Track w/ Fitness Stations, 12' wide
- 7 20' Wide Dual Tread Multi-Purpose Trail - 10' Asphalt + 10' D.G.
- 8 14' Wide Multi-Purpose Trail 14' Asphalt
- 9 Innovative Play Area
- 10 Storage (approx 3,000 sq. ft.)
- 11 Shade Structure w/Picnic Tables and Trash Receptacle
- 12 Parking (approx. 134 cars)
- 13 Concession Stand (approx 900 sq. ft.)
- 14 Restrooms w/Drinking Fountain and Bike Racks
- 15 Underground Water Quality Basin
- 16 Maintenance Access Road
- 17 Team Warm-up Field
- 18 Potential Link to Existing Park/School



Note: No trees shall be planted over the underground stormwater detention facility.



For illustrative purposes only; final design may vary.

N.T.S.

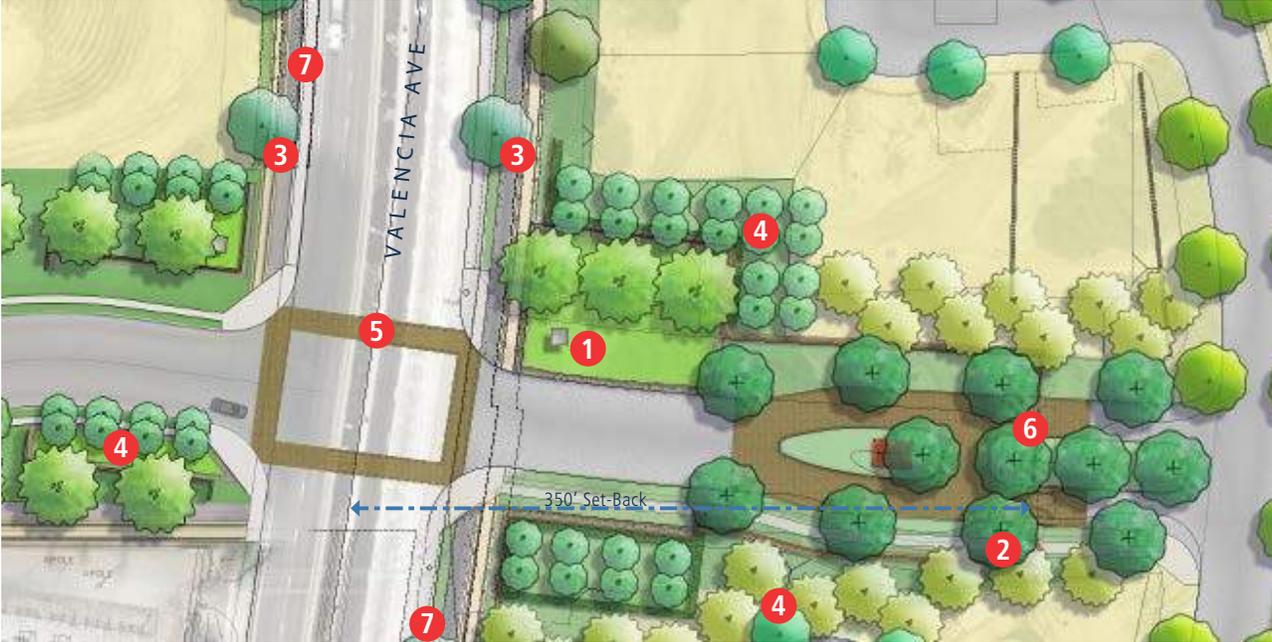
EXHIBIT 4-3, SPORTS PARK

4.3.4 ENTRIES

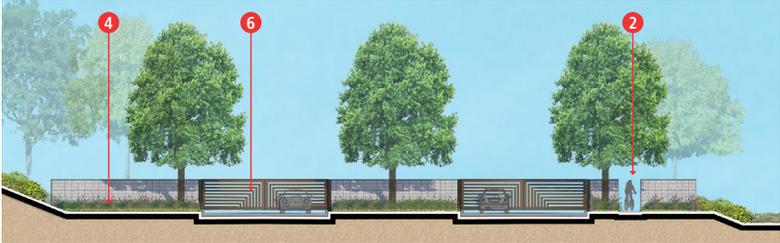
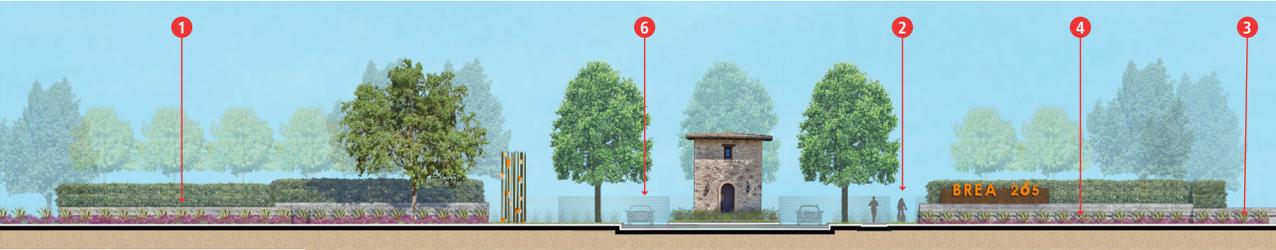
The entry monuments are significant elements as they provide the first impression of Brea 265. They set a standard of quality and create a sense of arrival into the community, as well as bring in art in public spaces for the City of Brea. Four primary entries are located on Valencia Avenue, at the intersection of Rose Drive and Vesuvius Drive, at the intersections of Lambert Road/entry drive into the neighborhoods north and south of Lambert Road, and at Rose Drive/entry drive into the eastern portion of the Brea 265 Site.

The entry area will include a community trail/sidewalk. The primary entry treatment includes project monument sculpture/art, project signage on the low board form wall, specimen canopy trees and accent shrubs, and skyline wind row trees along the community trail. It invites the public to experience the art in public spaces and the community. To the east of Valencia Avenue, gated entries into the detached single family neighborhood will be set back from Rose Drive and Valencia Avenue to minimize stacking of cars, provide public safety access in accordance with the Brea Police and Fire Department requirements in an enhanced landscape setting. Detailed rendered views of the primary entries are illustrated in *Exhibit 4-4, Primary Entry*.





Primary Entry Drive Plan View



Primary Entry Elevation

LEGEND

- 1 Project Monument Sculpture/Art
- 2 Public Pedestrian Entry
- 3 Community Trail
- 4 Low-Water Use Plant Material
- 5 Enhanced Crosswalk with Flashing Lights
- 6 Gated Community Entry (350' Set-Back)
- 7 Signage to Indicate Pedestrian Crossing Ahead



N.T.S.

EXHIBIT 4-4, PRIMARY ENTRY

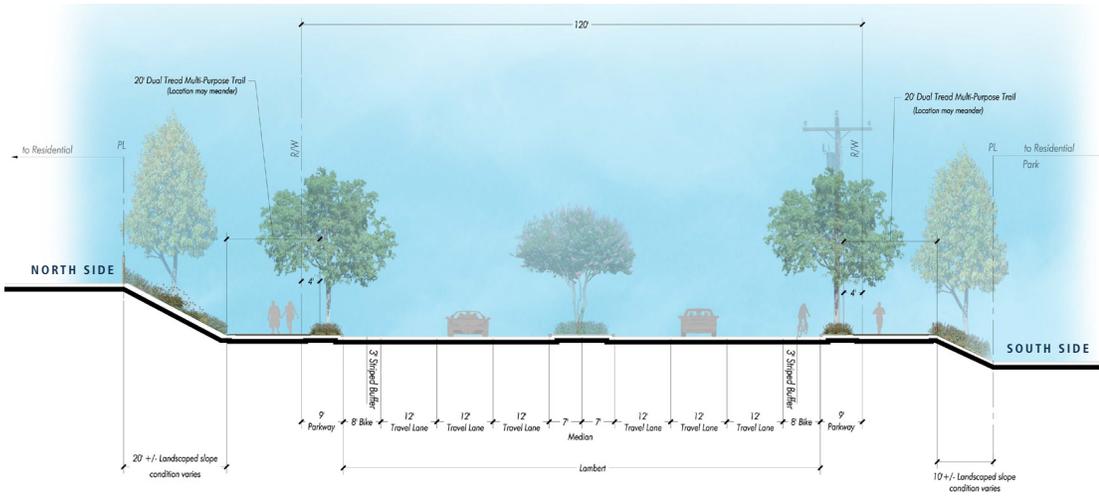
4.3.5 STREETScape

The streetscape at Brea 265 is designed to be enjoyable and interactive at all levels, including vehicular, bicycle and pedestrian. The community streetscape should maintain an orderly continuity of shady tree canopies and rich, yet simple plant massing. It intends to have massing of plants in the background and hints of specially selected accent plants or other special types in the foreground.

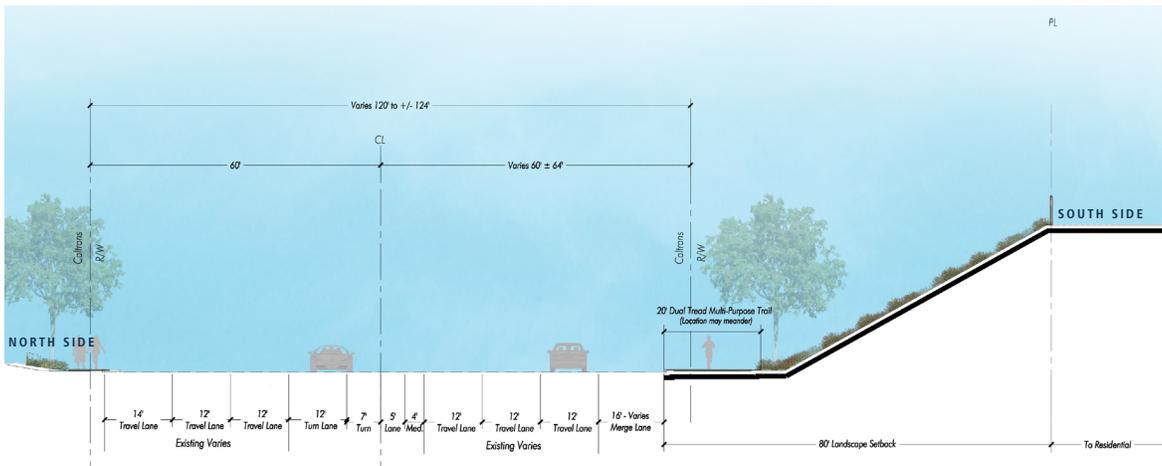
4.3.5.1 MAJOR ARTERIAL/STATE HIGHWAY - LAMBERT ROAD AND CARBON CANYON ROAD

Lambert Road is classified as Major Arterial and Carbon Canyon Road is classified as State Highway. Lambert Road right-of-way includes three 12' travel lanes, an 8' wide bike lane, and a 9' wide parkway in each direction, and a 14' wide raised median with enhanced maintenance pavement and planting. From Valencia Avenue to approximately 870 linear feet easterly, Carbon Canyon Road includes a 120' to 124' right-of-way consisting of three travel lanes in each direction, a 4' painted median, two 12' turn lanes on the north side of the street, a 16' merge lane and a 20' multi-purpose trail on the south side of the street. From approximately 870 linear feet easterly of Valencia Avenue to the Brea 265 Site boundary, Carbon Canyon Road includes a 120' right-of-way consisting of two travel lanes in each direction, a 15' painted median, a 10' striped area and a 9' sidewalk on the north side of the street, a 6' bike lane and a proposed 14' multi-purpose trail on the south side of the street. The trail along Carbon Canyon Road transitions from 20' wide to 14' wide due to existing slope conditions, drainage ditch and storm drain inlets. Planting along Lambert Road and Carbon Canyon Road will be similar to Valencia Avenue/Rose Drive, but additional backdrop trees will be incorporated in the shrub and ground cover areas.

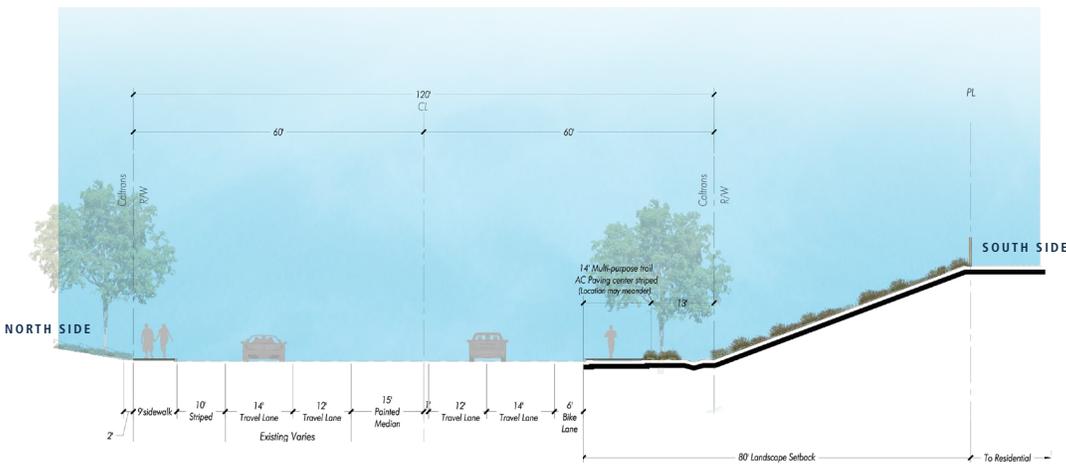
Brea 265 Site provides landscape setbacks from the face of the street curb to the property line with full planting and irrigation, the setbacks include community common open space, manufactured slopes and water quality features. A proposed 20' dual tread multi-purpose trail is on both sides of Lambert Road. A proposed minimum 80' landscape setback is on the south of the Carbon Canyon Road. **Exhibit 4-5, Lambert Road and Carbon Canyon Road Sections**, shows the detailed views of the street cross sections.



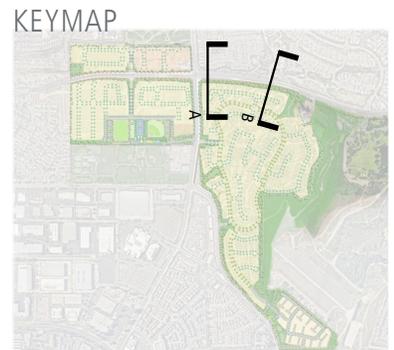
LAMBERT ROAD



CARBON CANYON ROAD A



CARBON CANYON ROAD B



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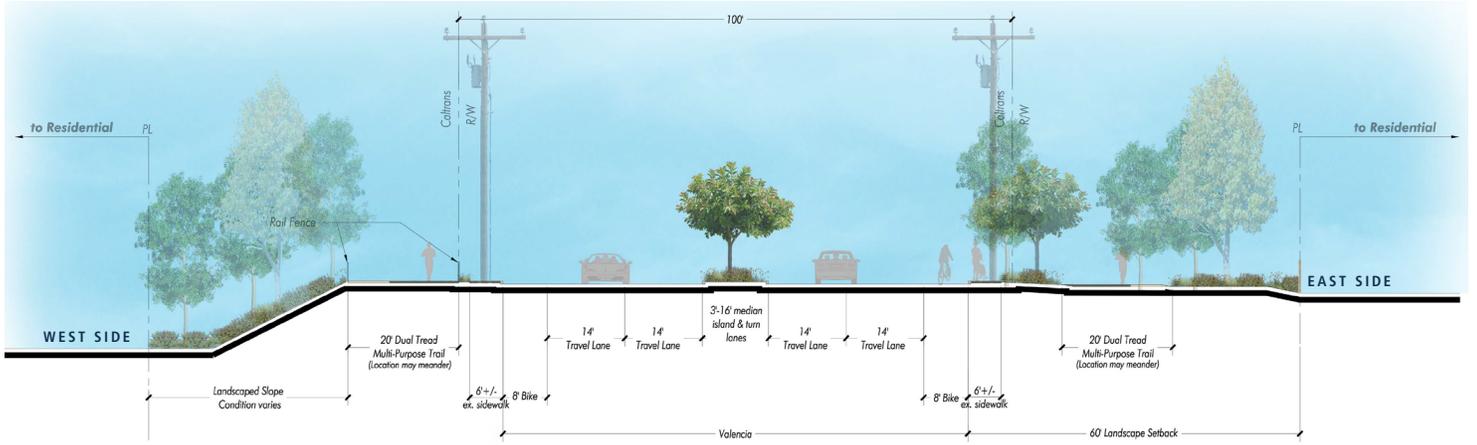
EXHIBIT 4-5, LAMBERT ROAD AND CARBON CANYON ROAD SECTIONS

4.3.5.2 PRIMARY ARTERIAL - VALENCIA AVENUE AND ROSE DRIVE

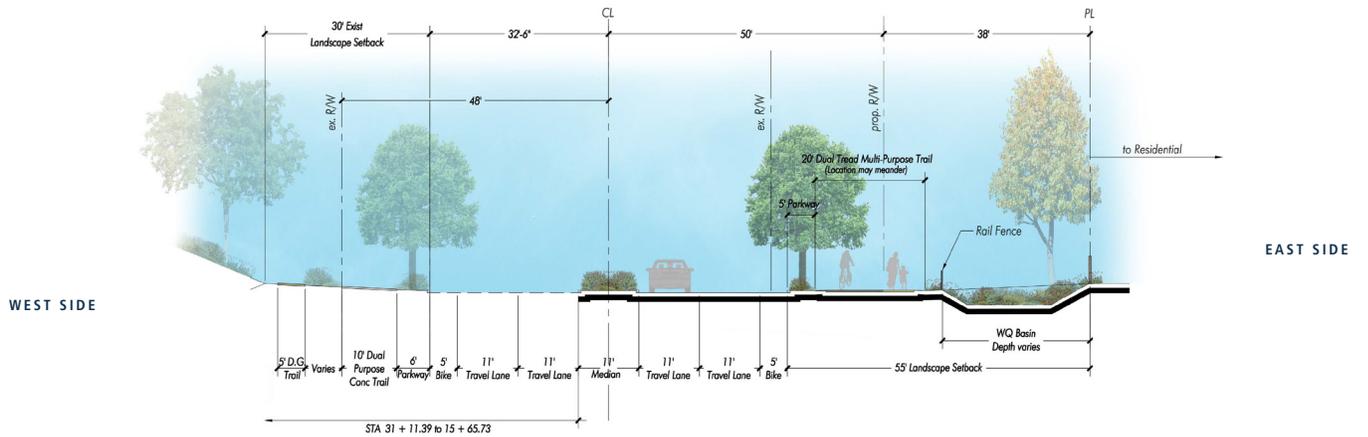
Valencia Avenue is classified as State Highway and Rose Drive is classified as Primary Arterial. Valencia Avenue's 100' right-of-way includes two travel lanes on each direction, a 3'-13' wide median island, an 8' bike lane and an 8' parkway consisting of evergreen trees with low ground covers on both sides of the street. Evergreen vines will screen the perimeter walls.

Rose Drive will include a 50' right-of-way on the east side (measured from the street centerline) which consists of a median, two travel lanes, a 5' landscaped parkway, and a portion of a 20' dual tread multi-purpose trail.

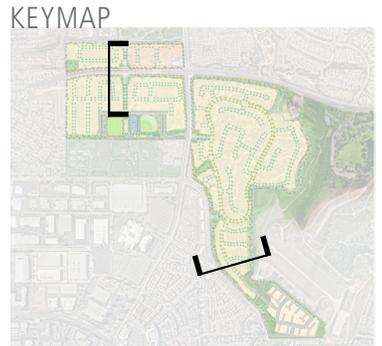
New development will be constructed adjacent to Valencia Avenue and east of Rose Drive. A 60' landscape setback is proposed to the east of Valencia Avenue (south of Lamber/Carbon Canyon Road), including a 6' sidewalk, a 20' dual tread multi-purpose trail, and landscaped slope. A proposed 55' landscape setback is to the east of Rose Drive, including a 5' parkway, a 20' dual tread multi-purpose trail, and landscaped slope of varying widths. **Exhibit 4-6, Valencia Avenue and Rose Drive Sections**, shows the detailed views of the street cross sections.



VALENCIA AVENUE



ROSE DRIVE



N.T.S.

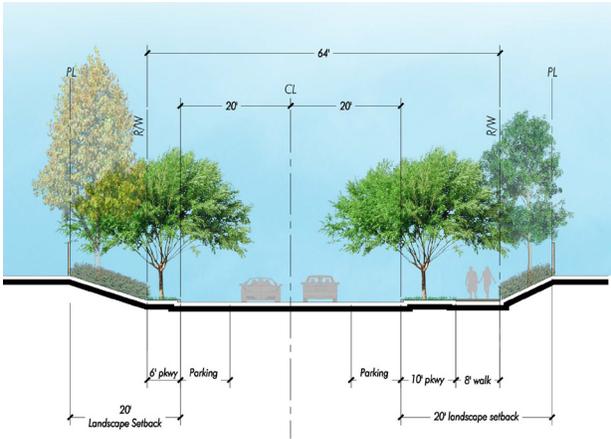
EXHIBIT 4-6, VALENCIA AVENUE AND ROSE DRIVE SECTIONS

4.3.5.3 ENHANCED INTERIOR LOCAL COLLECTOR - LOOP ROAD

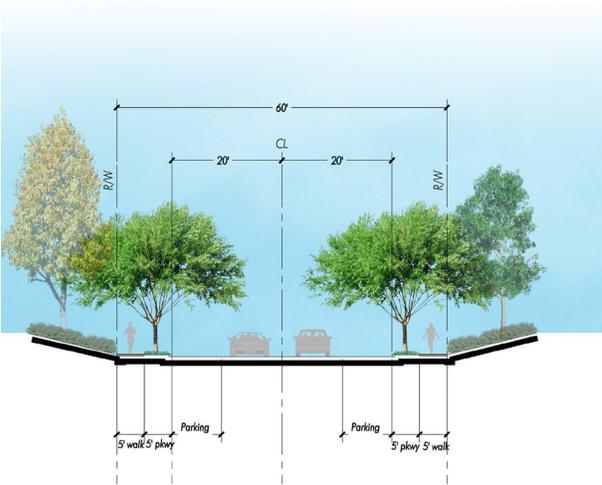
The enhanced interior local collector consists a 64' right-of-way, with a 6' parkway on one side, and a 10' parkway and an 8' sidewalk on the other side. A large evergreen tree species, such as oak trees, will be used along the interior loop street as the community signature trees. Small groupings of deciduous trees will be placed on either sides of the road for accents and screening of the residences. The landscaped parkway, sidewalk/multi-purpose trail and landscaped slopes will form a 20' wide minimum landscape setback from the face of the street curb to the residential property line on at least one side of the interior loop street. *Exhibit 4-7, Interior Street Cross Sections*, shows the detailed views of the street cross sections.

4.3.5.4 ENHANCED INTERIOR LOCAL STREET

The enhanced interior local street includes a 60' wide right-of-way, with a 5'-wide landscaped parkway and a 5'-wide sidewalk on both sides. Internal local streets reinforce the distinct character of the neighborhoods while continuing the expression of the overall community. A mixture of evergreen and deciduous trees will be planted in consistent spacing. *Exhibit 4-7, Interior Street Cross Sections*, shows the detailed views of the street cross sections.



SECTION A - A STREET (INTERIOR LOCAL COLLECTOR)



SECTION C THROUGH O, Q THROUGH V, X THROUGH Z, DD THROUGH GG, II, KK AND NN STREET (INTERIOR LOCAL STREET)



N.T.S.

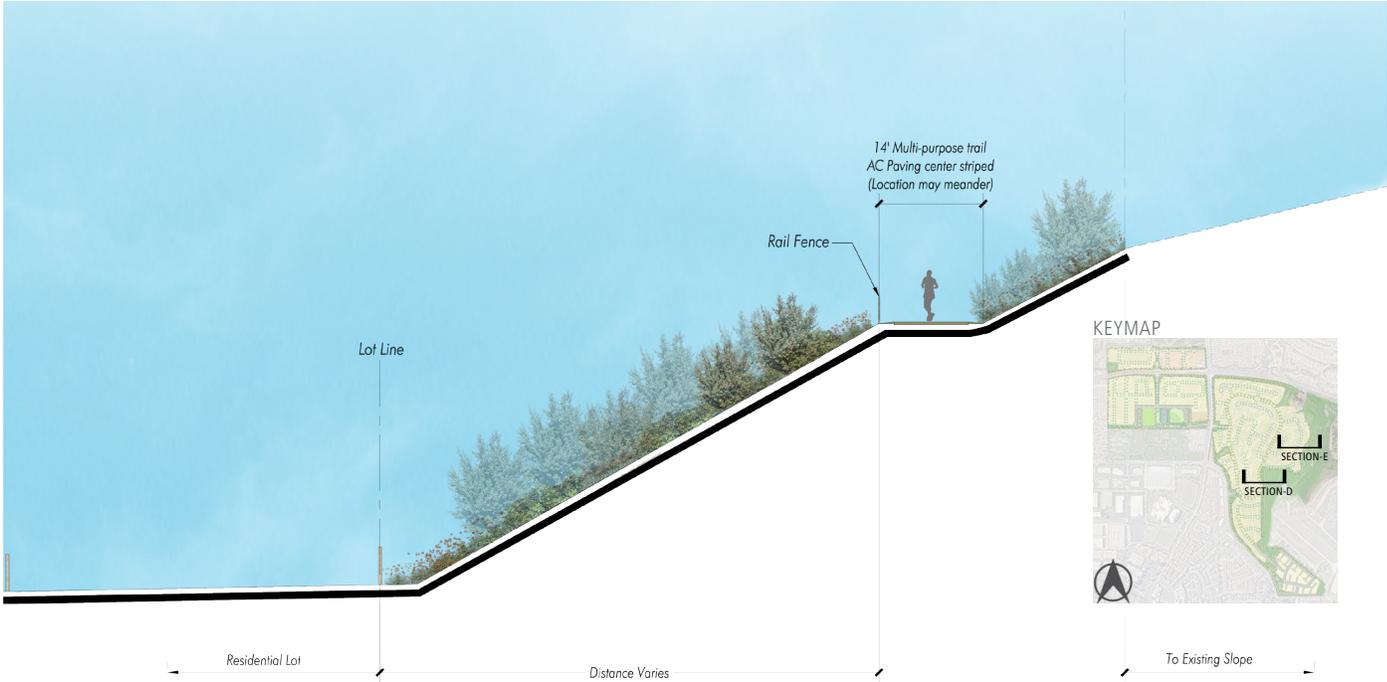
EXHIBIT 4-7, INTERIOR STREET CROSS SECTIONS

4.3.6 EDGE TREATMENTS

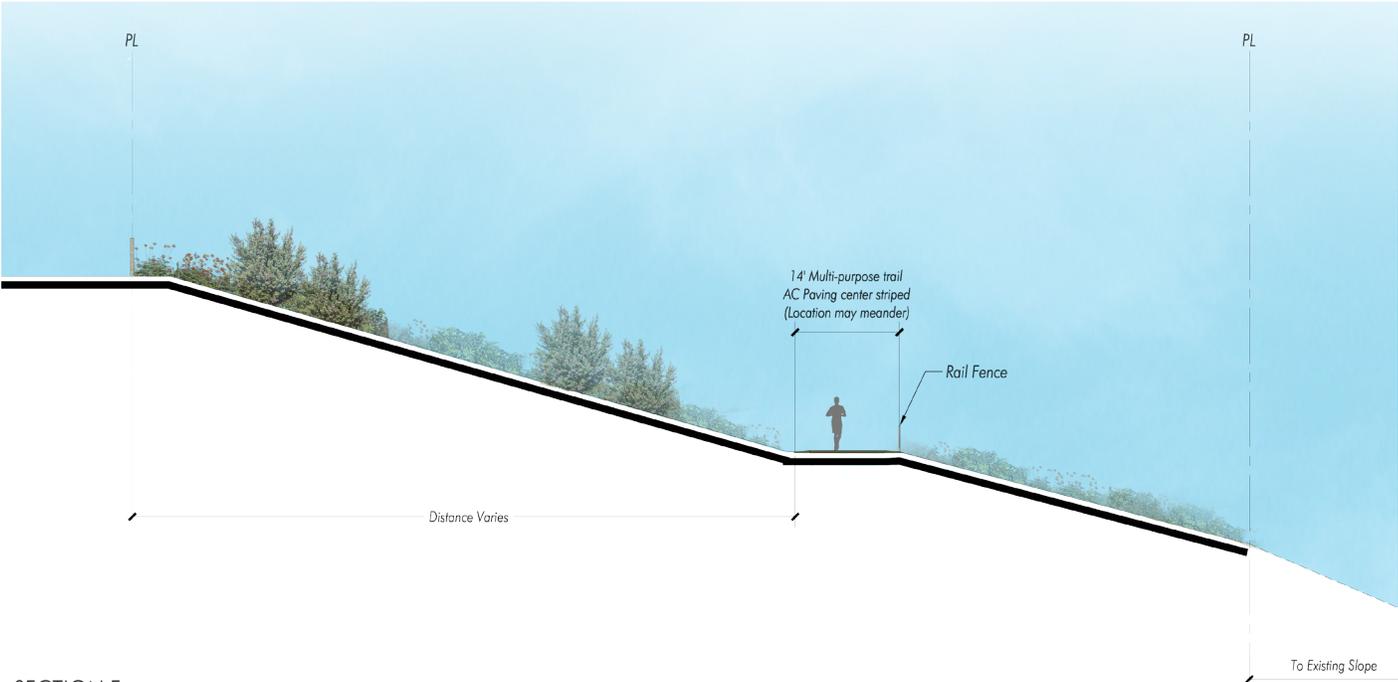
Development edges will be landscaped to enhance the community's streetscape character by providing appropriate landscaping that integrates the built environment with existing natural conditions and/or provides fuel modification in high fire hazard, open space interface areas.

4.3.6.1 CARBON CANYON REGIONAL PARK EDGE INTERFACE

New development will be constructed adjacent to the Carbon Canyon Regional Park located east of the Brea 265 boundary. A landscape setback that serves as the fuel modification zones will be provided per the City of Brea Fire Department's requirements as discussed in **Section 4.3.9, Fuel Management Zone**. A 14' wide multi-purpose Ridgeline Trail, which includes exercise stations and interpretive signage, will be located within the interface fuel modification areas. **Exhibit 4-8, Carbon Canyon Regional Park Edge Conditions**, illustrates the possible conditions and treatments of the landscape setback areas.



SECTION D



SECTION E

N.T.S.

EXHIBIT 4-8, CARBON CANYON REGIONAL PARK EDGE CONDITIONS

4.3.6.2 BREASPORTS PARK AND OLINDA ELEMENTARY EDGE INTERFACE

New development will be constructed adjacent to the Brea Sports Park and Olinda Elementary located south of the Brea 265 boundary. The interface area along this edge will include a landscaped water quality feature, a 20' dual tread multi-purpose trail, and landscape buffer. *Exhibit 4-9, West Parcel Edge Conditions*, illustrates the possible conditions and treatments of the landscape setback areas.

4.3.6.3 NORTH CITY PROPERTY EDGE INTERFACE

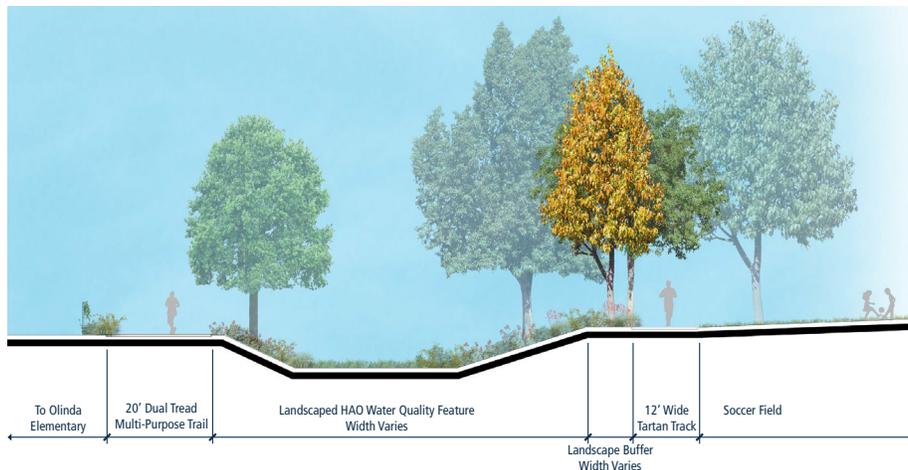
New development will be constructed adjacent to the existing City property located to the north of the Brea 265 boundary. A 20' dual tread multi-purpose trail and landscaped slope will be provided as part of the fuel modification setback from the City property. *Exhibit 4-9, West Parcel Edge Conditions*, illustrates the possible conditions and treatments of the landscape setback areas.

4.3.6.4 EXISTING RESIDENTIAL EDGE INTERFACE

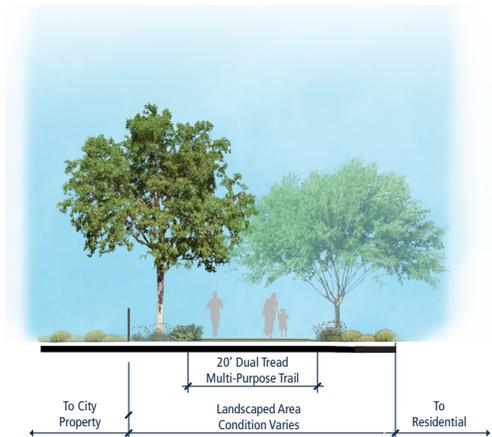
Between the proposed residential area in Brea 265 and the existing off-site residential areas, there will be a landscaped slope and a landscaped water quality feature. *Exhibit 4-9, West Parcel Edge Conditions*, illustrates the possible conditions and treatments of the landscape setback areas.



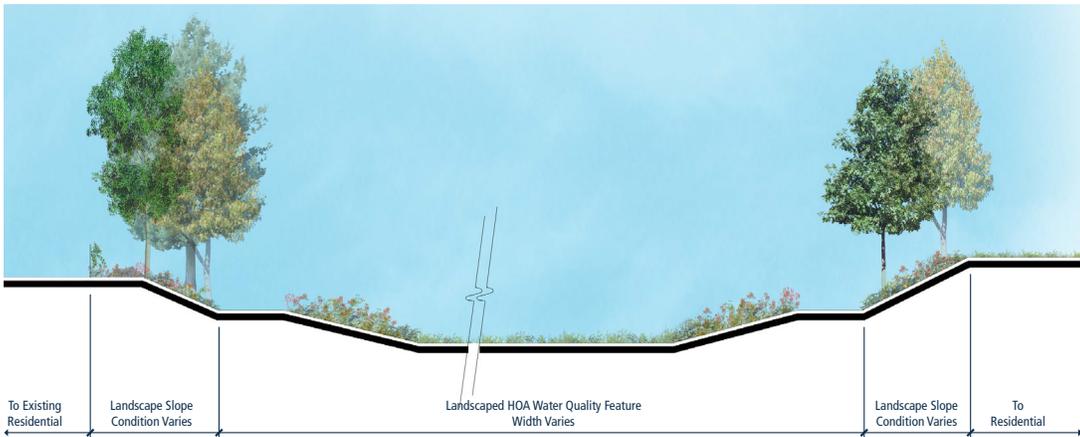
SECTION F - EDGE CONDITION TO BREASPORTS PARK



SECTION G - EDGE CONDITION TO OLINDA ELEMENTARY



SECTION H - EDGE CONDITION TO CITY PROPERTY



SECTION I - EDGE CONDITION TO EXISTING OFF-SITE COMMUNITY



N.T.S.

EXHIBIT 4-9, WEST PARCEL EDGE CONDITIONS

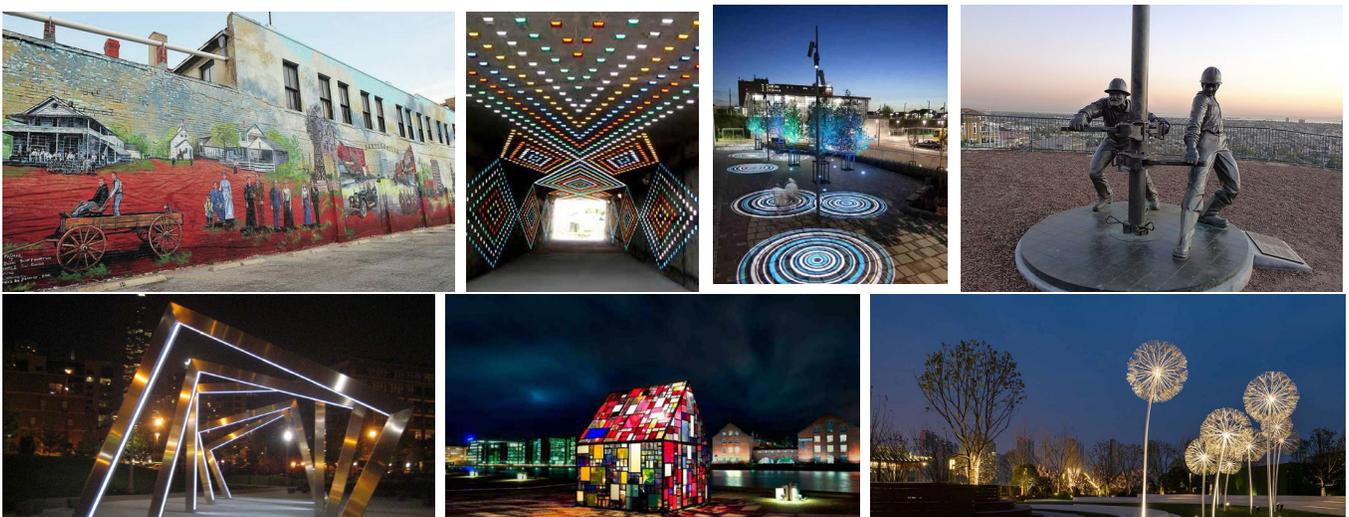
4.3.7 PUBLIC ART

In 1975, Brea’s Art in Public Places (APP) Program was established with the objective of integrating public art with private development for the benefit of the public. Public art adds to the City’s cultural heritage, enhances civic pride, and helps define the City’s image within the community and to the outside world. The experience of public art creates a deeper interaction with the places to residents, visitors and the community-at-large. In 2001, the Art in Public Places Ordinance No.1050 was adopted by Brea City Council, and the Art in Public Places Policy Manual was adopted by Brea City Council in 2013.

The exploration of the arts is an integral aspect of the vision for Brea 265. The concept plan allows for creative opportunities to incorporate art within a variety of locations and celebrate the oil history, agricultural connection, native American influences, trail and open space setting, and the “idea” of the expected and unknown. The art is intended to explore boldness and finesse, activity and serenity, order and discovery, emotion and facts, and ultimately merge with design, aesthetics and place. Arts will be implemented in phases based on the sequence of the project development. The candidate art locations are shown on **Exhibit 4-1, Master Landscape Plan**.

To meet the goals of the APP Program, Brea 265 could provide opportunities to:

- » Celebrate the site’s unique history through a broad range of public art.
- » Provide a sense of identity at project entrances.
- » Provide public space opportunities to showcase art.
- » Incorporate art within “habitable” space and architecture.
- » Provide humorous, interactive, or restful public arts in the parks, trails and recreational areas throughout the project.
- » Use art to connect people with the natural environment.
- » Create engaging, memorable and successful public spaces by using art to define the meaning of the place.
- » Use serial, small scale artwork projects to stimulate and enhance neighborhood trails.
- » Support temporary artwork installations and performance-based arts events.



Works of public art may include: sculpture, murals, photography, original works of graphic art, earth art, fiberworks, kiosks, waterworks, neon, glass, trails, mosaics, architecture, or any combination of forms of media, furnishings or fixtures that incorporate artistic or aesthetic elements.

4.3.8 PLANT PALETTE

A distinct planting design for Brea 265 is one of the important community characteristics. Varieties of plant materials will be selected and planted in large groupings. Recommended trees, shrubs, groundcovers, grasses and succulents, and vines/espalier are listed in **Table 4.1 Landscape Plant Palette**. The palettes provide plant recommendations for the landscape areas. However, substitutions may be required due to plant material availability, soils test results, or other considerations. Plant material selections shall comply with the City of Brea Fire Department’s Undesirable Plant List(s) in Table 4-2. The plant palette list provided is subject to review and approval by the Fire Department. The plant palette may be modified per approval by the Fire Department and the Community Development Director.

**TABLE 4-1
LANDSCAPE PLANT PALETTE**

Tree	
Botanical Name	Common Name
<i>Albizia julibrissin</i>	Silk Tree
<i>Arbutus unedo</i> “Marina”	Strawberry Tree
<i>Bauhinia x blakeana</i>	Hong Kong Orchid Tree
<i>Brugmansia x “Charles Grimaldi”</i>	Angel’s Trumpet
<i>Cercis occidentalis</i> *	Western Redbud*
<i>Citrus</i> spp.	Citrus Tree
<i>Chitalpa tashkentensis</i>	Chitalpa
<i>Dracaena draco</i>	Dragon Tree
<i>Eriobotrya deflexa</i>	Bronze loquat
<i>Feijoa sellowiana</i>	Pineapple Guava
<i>Ficus nitida</i>	Indian Laurel Fig
<i>Fraxinus angustifolia</i> “Raywood”	Raywood Ash
<i>Geijera parviflora</i>	Australian Willow
<i>Ginkgo biloba</i>	Ginkgo
<i>Gleditsia triacanthos</i>	Honey Locust
<i>Grevillea robusta</i>	Southern Silky Oak
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Juglans californica</i> *	California Black Walnut*
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Laurus nobilis</i>	Sweet Bay
<i>Liriodendron tulipifera</i>	Tulip Tree
<i>Lophostemon confertus</i>	Brisbane box
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Melaleuca nesophila</i>	Pink Melaleuca
<i>Metrosideros excelsa</i>	New Zealand Christmas Tree

<i>Olea europaea</i>	Olive
<i>Platanus acerifolia</i> "Columbia"	London Plane Tree
<i>Platanus racemosa</i>	California Sycamore
<i>Podocarpus gracilior</i>	Fern Pine
<i>Prosopis chilensis</i>	Chilean Mesquite tree
<i>Prunus caroliniana</i>	Carolina Laurel Cherry
<i>Punica granatum</i>	Pomegranate
<i>Pyrus calleryana</i>	Callery Pear
<i>Quercus agrifolia</i> *	Coast Live Oak*
<i>Quercis kelloggii</i> *	California Black Oak*
<i>Quercus lobata</i> *	Valley Oak*
<i>Quercus virginiana</i>	Southern Live Oak
<i>Rhus lancea</i>	African Sumac
<i>Robinia pseudoacacia</i>	Black Locust
<i>Schinus molle</i>	California Pepper Tree
<i>Tabebuia chrysotricha</i>	Golden Trumpet Tree
<i>Taxodium distichum</i>	Bald Cypress
<i>Tipuana tipu</i>	Tipu Tree
<i>Ulmus parvifolia</i> true green	True Green Chinese Elm
Shrub	
Botanical Name	Common Name
<i>Achillea millefolium</i>	Yarrow
<i>Baccharis pilularis</i> *	Coyote Brush*
<i>Bougainvillea</i> spp.	Bougainvillea
<i>Bulbine frutescens</i>	Stalked Bulbine
<i>Buxus japonica</i> 'Green Gem'	Japanese Boxwood
<i>Ceanothus</i> spp.*	California Lilac*
<i>Cercis</i> spp.	Redbud
<i>Cistus</i> spp.	Rockrose
<i>Coprosma</i>	Mirror Plant
<i>Elaeagnus pungens</i>	Silverberry
<i>Encelia californica</i> *	California Encelia*
<i>Hesperaloe</i> spp.	Yucca
<i>Heteromeles arbutifolia</i> *	Toyon*
<i>Leptospermum scoparium</i>	Tea Tree
<i>Ligustrum</i> 'texanum'	Texas Privet
<i>Malacothamnus fasciculatus</i>	Chaparral mallow
<i>Malosma laurina</i>	Laurel Sumac
<i>Myrtus communis</i>	Myrtle
<i>Oenothera berlandieri</i>	Mexican Evening Primrose
<i>Opuntia</i>	Prickly Pear

<i>Pittosporum tobira variegata</i>	Variegated Mock Orange
<i>Podocarpus macrophyllus</i>	Yew Pine
<i>Prunus caroliniana</i>	Carolina Laurel Cherry
<i>Prunus illicifolia</i> *	Holly leaf Cherry*
<i>Punica granatum</i>	Pomegranate
<i>Raphiolepis 'Majestic Beauty'</i>	Indian Hawthorn
<i>Rhus integrifolia</i> *	Lemonade Sumac*
<i>Rhus ovata</i>	Sugar Sumac
<i>Rosmarinus spp.</i>	Rosemary
<i>Salvia spp.</i> *	Sage*
<i>Sambucus mexicana</i>	Mexican Elderberry
<i>Sambucus nigra</i>	Black Elderberry
<i>Santolina spp.</i>	Lavender Cotton
<i>Strelitzia nicolai</i>	Giant Bird of Paradise
<i>Strelitzia reginae</i>	Bird of Paradise
<i>Tecoma hybrid</i>	Trumpet Bush
<i>Viburnum davidii</i>	David viburnum
<i>Westringia spp.</i>	Westringia
<i>Xylosma congestum</i>	Xylosma
Groundcover	
Botanical Name	Common Name
<i>Acacia redolens</i>	Desert Carpet
<i>Achillea spp.</i>	Yarrows
<i>Arctostaphylos hookeri</i> *	Monterey Manzanita*
<i>Baccharis pilularis "Twin Peaks"</i> *	Dwarf Coyote Brush*
<i>Bougainvillea spp.</i>	Bougainvillea
<i>Carissa minima</i>	Natal plum
<i>Ceanothus g.h.</i> *	California Lilac*
<i>Cistus spp.</i>	Rockrose
<i>Cotoneaster</i>	Cotoneaster
<i>Eschscholzia californica</i> *	California Poppy*
<i>Lantana Spp.</i>	Lantana
<i>Lonicera japonica</i>	Japanese Honeysuckle
<i>Myoporum parvifolium</i>	Creeping Myoporum
<i>Raphiolepis "Clara"</i>	Indian Hawthorn
<i>Rosmarinus o "huntington Carpet"</i>	Huntington Carpet Rosemary
<i>Stachys byzantine</i>	Lamb's-Ears
<i>Trachelospermum jasminoides</i>	Star Jasmine
<i>Verbena spp.</i>	Verbena
<i>Vinca major</i>	Bigleaf Periwinkle

Vinca minor	Periwinkle
Grasses and Succulents	
Botanical Name	Common Name
Agave spp.	Agave
Aloe spp.	Aloe
Bouteloua gracilis	Blue Grama
Carex spp.*	Sedges*
Cereus peruvianus	Peruvian apple cactus
Dasyliirion wheeleri	Spoon Yucca
Dudleya spp.*	Chalk Lettuce*
Echeveria spp.	Mexican Hens & Chicks
Festuca glauca	Blue Rescue
Festuca californica*	Californica Fescue
Helictotrichon sempervirens	Blue Oat Grass
Juncus patens*	Deergrass*
Leymus condensatus*	Wild Rye Grass*
Liriope spicata	Creeping Lilyturf
Muhlenbergia rigens*	Deergrass*
Nolina parryi*	Parry's beargrass*
Sedum spp.	Stonecrops
Senecio spp.	Senecio
Yucca baccata	Banana Yucca
Yucca elephantipes	Spineless Yucca
Yucca filamentosa	Adam's Needle
Yucca gloriosa	Spanish dagger
Yucca rostrate	Big Bend Yucca
Vines/Espalier	
Botanical Name	Common Name
Beaumontia grandiflora	Easter Lily Vine
Bougainvillea spp.	Bougainvillea
Calliandra haematocephala	Pink Powder Puff
Distictis buccinatoria	Red Trumpet Vine
Hedera helix	English Ivy
Jasminum humile	Italian Jasmine
Passiflora incarnate	Passionflower Vine
Podocarps gracilior	Fern Pine
Solandra maxima	Cup of Gold Vine
Thunbergia spp.	Clockvines
Trachelospermum jasminoides	Star Jasmine

Note: *Native Vegetation.

All Palm species and other plant species considered as an invasive plant species by the California Plant Council are prohibited in the Specific Plan area.

4.3.9 FUEL MODIFICATION ZONE

Fuel modification is a key component of creating a defensible space around structures. Proper fuel modification breaks up the continuous path of fuel that could carry wildfire to the structure. The primary purpose of fuel modification is to reduce the level of risk from wildland fires by removing invasive and highly flammable plants and replacing them with drought-tolerant, fire-resistant plants that prevent direct flame contact and reduce radiant/convective heat.

Proper vegetation management has proven to be a major factor in reducing the chances of buildings igniting from wildfires and from wildland areas being ignited from burning buildings. When vegetation management is combined with special building construction features, the chances of ignition are greatly reduced. The Fuel Modification Plan requires permanent vegetation management in dedicated land areas and is used indefinitely to facilitate on-going maintenance requirements. The Fuel Modification Plan provides for the necessary element/criteria needed for approval by the Brea Fire Department, plant lists for the zones, initial and ongoing inspection requirements, and ongoing maintenance information.

Fuel modification zones reduce the threat of wildfire by creating a fire-resistant divider between homes and the adjacent natural vegetation. Fuel Modification Plans consist of specific zones where vegetation in the interface is controlled to create spaces where fire crews can work while defending homes from an oncoming wildfire and in most cases, will function without fire suppression forces present. When properly set up and taken care of, fuel modification zones reduce the wildfire spread, strength, radiant heat, and protect homes from direct flame contact. Fuel Modification Plans are normally created for interface properties during the construction phase. Plans are based on several factors:

- Interface vegetation
- Slope, aspect, elevation
- Weather/climate
- Wildfire history
- Building construction features where required by Building Code
- Placement of the structure in relationship to the topography

The prescriptive Fuel Modification Plan, as shown in **Exhibit 4-10, Fuel Modification Areas**, consists of Zones A, B, and C which are used as the default zones and distances. Zone A extends from the outer edge of the structure or appendage to a minimum of 20'. Zone B extends from the edge of Zone A up to 100' from the structure. Zone C extends from the edge of Zone B up to 170' from the structure, or to the property line. Zones can be adjusted to the specific risk within the adjacent wildland through a performance-based approach where fire behavior modeling is used to examine the worst-case fire behavior in the interface to establish the protective distances and configurations needed to the specific location. Any adjustments would be submitted as an Alternative Materials and Methods (AM&M) request letter to the Brea Fire Department for review and approval. The request would have to be equivalent to the minimum code requirements. Any installed plant material shall be from the Brea Fire Department approved Plant Palette meeting the fuel modification spacing requirements and be devoid of species from the Undesirable Plant List(s), which is included in **Table 4-2, Undesirable Plant Species**.

**TABLE 4-2
UNDESIRABLE PLANT SPECIES**

Botanical Name	Common Name
Cynara Cardunculus	Artichoke Thistle
Ricinus Communis	Castor Bean Plant
Cirsium Vulgare	Wild Artichoke
Brassica Nigra	Black Mustard
Silybum Marianum	Milk Thistle
Sacsola Austails	Russian Thistle/Tumblewood
Nicotiana Bigelevel	Indian Tobacco
Nicotiana Glauca	Tree Tobacco
Lactuca Serriola	Prickly Lettuce
Conyza Canadensis	Horseweed
Heterothaca Grandiflora	Telegraph Plant
Anthemix Cotula	Mayweed
Urtica Urens	Burning Nettle
Cardaria Draba	Noary Cress, Perennial Peppergrass
Brassica Rapa	Wild Turnip, Yellow Mustard, Field Mustard
Adenostoma Fasciculatum	Chamise
Adenostoma Sparsifolium	Red Shanks
Cortaderia Selloana	Pampas Grass
Artemisia Californica	California Sagebrush
Eriogonum Fasciculatum	Common Buckwheat
Salvia Mellifera	Black Sage
Nassella / Stipa Tenuissima	Mexican Feathergrass
Cortaderia	Pampas Grass
Cupressus SP	Cypress
Eucalyptus SP	Eucalyptus
Juniperus SP	Juniper
Pinus SP	Pine
Arecaceae (All Palm SP)	Palms

Note: Any plant considered as an invasive plant species by the California Plant Council are also prohibited in the Fuel Modification Areas.



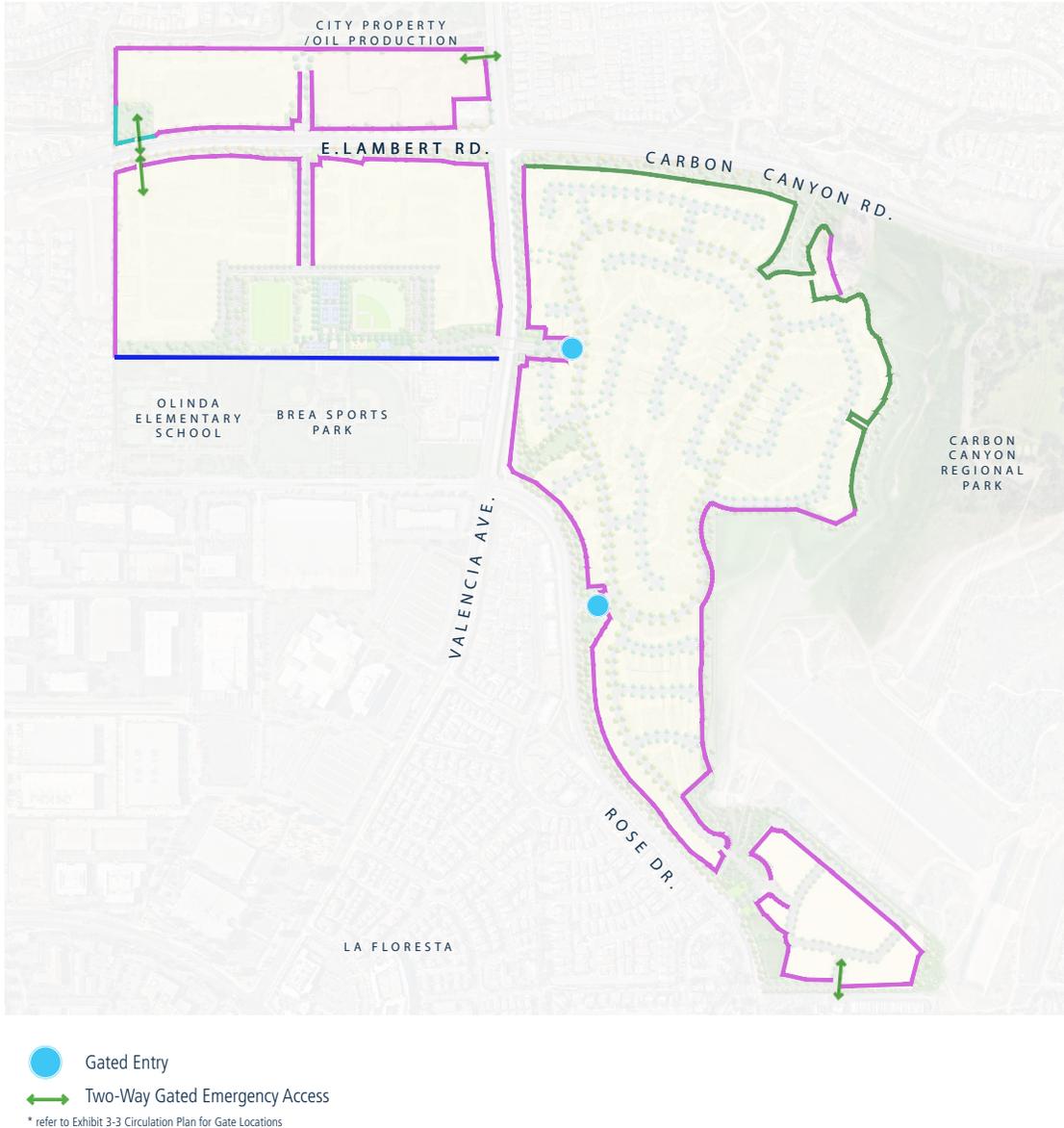
For illustrative purposes only; final design may vary per BFD.



EXHIBIT 4-10, FUEL MODIFICATION AREAS

4.3.10 COMMUNITY WALLS AND FENCING

Walls and fences are an important design feature of the community, as they help establish and reinforce the landscape theme. They provide for views in and out of the project area, attenuate sound, provide security, delineate boundaries, and offer visual and physical privacy. Where walls and fences face public streets, they will appear consistent in style, material, and height, serving as a unifying element throughout the community and maintaining a common theme. Conceptual community wall and fence locations are shown on **Exhibit 4-11, Conceptual Wall and Fencing Locations**. Final location of wall and fences may be modified to accommodate product changes within individual neighborhoods, subject to City approval.



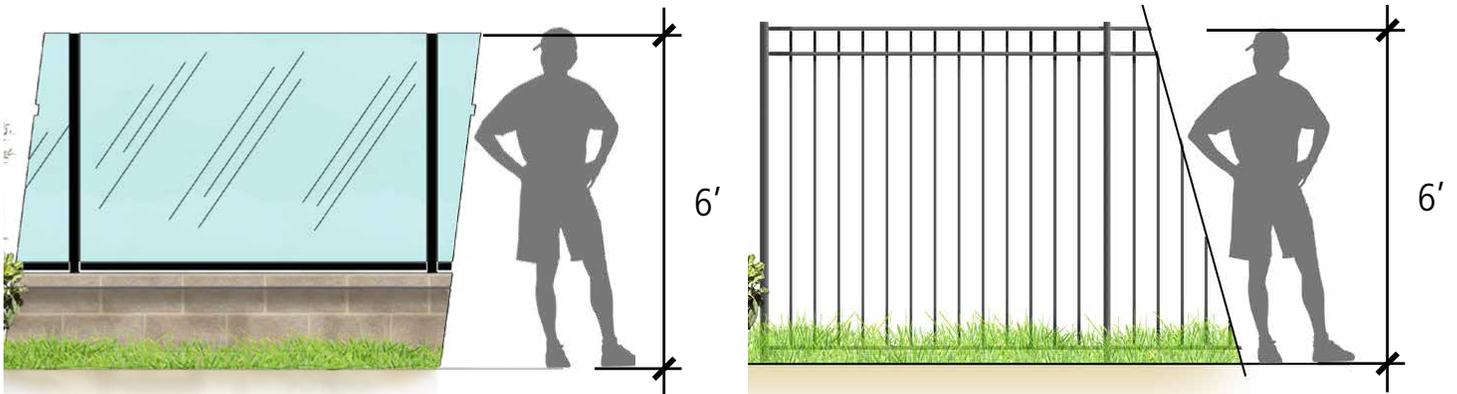
Note: Glass fencing is 1/2" tempered glass. Maintenance and cleaning schedule are subject to the CC&R's.

EXHIBIT 4-11, CONCEPTUAL WALL AND FENCING LOCATIONS





Community Perimeter Wall: Community Theme Wall is a six-foot tall slump block wall with solid top slump block wall cap. The walls will be located along Valencia Avenue, Rose Drive, and Lambert Road /Carbon Canyon Road in compliance with the City of Brea’s interior and exterior noise standards. Block color options are Orco Block “La Paz” or Orco Block “Mission” (or equal). Final sound wall heights will be determined according to the noise abatement study.



Community Theme Open View Glass Wall or Open View Fence: The Community Theme Open View Glass Wall or Open View Fence is a six-foot tall low slump block wall with glass view fence. It will be located to enhance view opportunities along residential property lines adjacent to parks or open space areas while serving as a function of fuel modification protection where applicable. Block color options are Orco Block “La Paz” or Orco Block “Mission” (or equal).

Community Theme Open View Fence: The Community Theme Open View Fence is a painted six-foot tall tubular steel fence that will be located to enhance view opportunities while preventing access to adjacent slopes or properties. Tubular steel paint color will be SW 7048 “Urban Bronze” or SW 7062 “Rock Bottom” (or equal).



Side/Rear Yard Wall: The Side/Rear Yard Wall is a six-foot tall precision block wall that will be located at side yards and rear yards to provide privacy between units. Block color options are Orco Block “Natural Gray” or Orco Block “Tan” (or equal).



In addition to the various theme walls, Brea 265 includes the use of conventional masonry retaining walls. Where retaining walls occur at the theme wall locations, they shall be considered the Theme Wall. Side yard and rear yard retaining walls that are up to four feet in height, when exposed, are allowed along property lines. Retaining walls within the community shall conform to all City codes and regulations. Retaining walls may incorporate a six-foot high privacy wall. In the areas where walls and fences are located within the front yard or adjacent to the public street, they shall be designed and placed according to the following guidelines:

- » Walls will be of a material, matching color, and surfacing that is consistent with any adjoining wall material.
- » Landscaping, such as trees, shrubs or evergreen vines, shall be used to soften the appearance of the wall whenever possible.
- » The view fence and wall combo will be located to enhance view opportunities along residential property lines adjacent to parks and open spaces while serving as a function of fuel modification projection where applicable. Masonry walls are required only where necessary for noise attenuation or soil retention.
- » Rear or side yard walls shall be up to six feet in height, but may be higher if required for privacy or sloped condition with a Site Development Permit approval.
- » Solid walls should be used to mitigate adverse noise impacts on residential units.

4.4 ARCHITECTURAL DESIGN GUIDELINES

Brea 265 Site will include distinctive, identifiable neighborhoods of a walkable size and scale with an appropriate mix of housing types. The architectural design guidelines in this section provide the framework for high quality design within the community. These architectural design guidelines express the desired character of future development, ensure a consistent level of quality, and accommodate emerging architectural and product trends.

The essence of good design is creativity and flexibility. The architectural design guidelines for Brea 265 are intended to foster these ideals and promote innovation, and should not be construed to be rigid standards that cannot be modified. To encourage creativity and innovation, the design guidelines express “intent” rather than “absolutes,” thus allowing a certain degree of design flexibility that is consistent with the intended character for Brea 265. The graphic representations contained herein are provided for illustration purposes only and should be used as general visual aids in understanding the basic intent of the guidelines. They are not meant to depict actual neighborhood, lot or building design.

4.4.1 COMMUNITY-WIDE RESIDENTIAL DESIGN GUIDELINES

This section identifies key architectural and site design elements that should be considered in all residential areas within Brea 265. These guidelines intend to establish a diversified, yet cohesive level of quality in neighborhood design that reflects the character of the surrounding environment while allowing for design flexibility.

Architecture Forward Design

- Buildings fronting onto the street should be designed so that active and articulated architecture will visually dominate the street and allow for direct views of the street and outdoor living space to enhance the sense of security. This can be achieved by orienting rooms, doors and windows toward streets and public areas, or by having residences “open up” to the street through frontage elements such as front stoops, porches and courtyards.
- Garages should be set behind the front face of the building or be oriented to alleys or motorcourt drives to minimize the visual dominance of garages along the street.



Building Siting and Orientation

- In general, buildings should be located and oriented to define public streets and primary open space areas, as appropriate to the product type.
- Front entries should face streets, courts or community open space.
- Careful consideration should be given to street orientation and building placement to protect privacy, views and the visual quality of the neighborhood, and maximize solar access of the buildings where feasible and reasonable.

Variation in Front Yard Setbacks

- Plot buildings to emphasize diversity and scale along the street and avoid visual monotony. A sense of undulation in the front setbacks can be achieved by incorporating massing offsets within a building footprint to create varied setbacks to different parts of the building, and using different plan forms and elevations on adjacent buildings. Encourage staggered front setbacks/or incorporating different garage placements in conventional single-family detached residential neighborhoods.
- Building setbacks will vary depending on the product type and location. The inclusion of detached cluster homes and rear loaded homes within the community helps increase diversity and promote a pedestrian-oriented streetscene, as these product types minimize garage visibility and driveway curb cuts along the street.

Variation in Lot Widths

- Variable lot width provides a more interesting street scene and efficient use of the land. This allows large dwellings to be plotted on wider lots and smaller dwellings on narrower lots. Variable lot widths within an individual product line are encouraged, but not required.

Corner Lot Buildings

- Corner lots for single-family detached homes generally have increased side setbacks from the adjacent public rights-of-way. This area is intended for landscaping and/or single-story architectural elements such as porches, courtyards or additional enclosed spaces.
- To respond to adjacent streets and intersections appropriately, buildings on corner lots should be designed for a two-sided corner exposure, addressing the increased public visibility by providing architectural enhancements on the side elevation facing the street.
- Corner lot buildings should feature enhanced elevations that provide a similar level of detail on the street side as the front elevation. Enhancements may include:
 - » Wrap-around porches or courtyards
 - » Principal window treatments
 - » Roof plane breaks
 - » Accent colors, materials and detailing
 - » Garage access from the side street for conventional single-family homes



Architectural Styles

- While landscaping, walls/fencing and signage will have a common design theme throughout Brea 265, a variety of architectural styles is envisioned for buildings within the community.
- Although various architectural styles are intended to coexist in the overall community, only compatible styles should be mixed within a single planning area to ensure consistency in neighborhood character. Contemporary interpretation of traditional styles is permitted.
- Building forms, massing, roofs, details, materials and colors should demonstrate authenticity of style to avoid “stage-front” architecture.
- The selection of architectural styles should be appropriate for the building typology.

Building Form, Massing and Articulation

- Building massing along the street shall be varied to create a quality streetscene.
- Single-story elements are encouraged on all residential buildings, as they help establish pedestrian scale and add visual interest.
- Two and three-story homes are encouraged to incorporate massing offsets of a minimum of 3’ on the upper stories in combination with single-story elements.
- To reflect a variety of forms and create massing breaks, use horizontal and vertical offsets, such as interconnection and lapping of building forms and heights.
- Plane offsets, cantilevered upper floors and varied roof forms are encouraged to avoid large expanses of flat, monotonous walls and roofs in alleys and motorcourts.
- To add interest to building facades, building articulations such as roof overhangs, balconies, and projections should be used in the design of building frontages.
- For attached residential buildings, break down the scale of the buildings into smaller elements through varied building massing and forms, such as varying setbacks on building elements/facades, varying roof lines and directions, incorporating single-story elements or open balconies that provide negative space at prominent corners, utilizing shed roof forms and trellis elements, etc.
- For attached residential buildings, minimize blank, flat wall planes oriented toward public views and provide architectural elements on the visible elevations of the buildings.

Architectural Enhancements

- To achieve visual interest, a variety of architectural features should be incorporated throughout the community.
- To activate the community streetscape and maintain a dynamic and aesthetic edge on open space corridors, the elevations of buildings that are visible from the streets, trails/pathways and parks should be enhanced with appropriate architectural treatments. The enhanced articulation may be achieved in the following ways:
 - » Window trim consistent with the architectural style of the residence
 - » Enhanced window treatment in addition to trim members
 - » Patio covers or upper story decks/balconies to break up two-story wall planes
 - » Offset wall planes (horizontally or vertically)
 - » Roof plane breaks
 - » Color and/or material blocking
 - » Detailing similar to the front elevation such as shutters, decorative metal elements, gable roof end vents, stucco grids, etc.
- Varied rear setbacks that are exposed to public view can be achieved through massing breaks or staggered setbacks between multiple homes. Rear elevations may have no setback offsets when effectively screened by sufficient landscaping.

Colors and Materials

- Building materials and colors should be appropriate to the overall neighborhood design theme and relate to the selected architectural style. Frequent changes in materials shall be avoided.
- Building materials and colors in the hillside area shall be compatible with the natural setting. The primary exterior colors shall be limited to earth tones found in nearby natural vegetation/soil or natural resources such as stones and wood.
- Provide a variety of textures and colors to allow for diversified expressions of individuality on building elevations, while maintaining visual cohesiveness throughout the community.
- Where color or material changes occur on the building, such changes should only occur at inside corners or wrapped to appropriate termination points where they provide a finished appearance from the street.
- Color and materials should wrap columns and posts in their entirety.
- Apply colors and materials to enhance changes in wall plane, reinforce articulation of elevations, and enhance special features such as entries, single-story elements, etc.
- Select high-quality, low-maintenance and durable materials to minimize the need for replacement that would contribute to landfill waste.
- Exposed gutters and downspouts must be colored to match or complement the surface to which they are attached.

Roofs

- Select roof forms, pitches and materials that are consistent with the architectural style of the building. Consider roof forms in relationship to the building mass to improve massing relief along public streets and on other publicly visible elevations.
- Avoid long, uniform height at eave lines
- Varied roof forms, offsets and materials consistent with the architectural style of the building are encouraged to create variation in the skyline and diversity in the streetscene.
- Flat roofs with parapets or decorative cornices are permitted where appropriate to the architectural style of the building.
- Keep roof forms simple and efficient based on the architectural style and plan shape. Avoid overly complicated roof design that detracts from the characteristics of the architectural style.
- Consider the location of the photovoltaic panels and/or tiles, as well as any solar water heating panels, when designing roof plans. Where feasible, minimize or group rooftop equipment to leave adequate, continuous space for rooftop photovoltaic systems.

Garages and Parking Areas

- Varying the garage placement and entry locations in relation to the living space and the street creates a more interesting streetscene. For single-family detached homes, different garage schemes may be used within the neighborhood plotting plans, including recessed, deep-recessed, side-entry, swing-in, split and rear-loaded garages. Garages facing the street may incorporate treatments such as trellises, windows or other enhancement features appropriate to the architectural style to visually soften and minimize the appearance of the garages within the overall façade composition.
- Provide landscape planting areas adjacent to buildings along the alley or court drives to soften the building appearance. Guest parking spaces may be located in designated spaces between the buildings, in designated parking areas or along the street.
- Garage doors shall have a minimum recess of 6" behind the garage wall planes.
- For the residential products without the ability to store trash and recyclable material bins in a side yard or rear yard, adequate space shall be provided in the garage interior to accommodate a minimum of two collection bins.
- Vary garage door patterns, colors and/or windows as appropriate to the architectural style of the building.
- Parking area access and internal circulation for apartment complexes shall be designed to ensure safety, efficiency and convenience. Avoid conflicts between vehicles and pedestrians, and provide adequate areas for maneuvering, stacking and accommodating emergency vehicles. Parking shall not be located within the required setback areas.
- Carports may be incorporated into the apartment complex site. The placement of carports adjacent to public streets, elevated slopes or other highly exposed areas is not permitted. Carports and other accessory structures should be designed as an integral part of the apartment development, and be similar or complementary in material and color to the surrounding principal buildings.

Plotting Requirements

Thoughtful and balanced plotting of plans, elevation styles, and color/material schemes is necessary to achieve diversity and visual interest in the streetscene. The plotting criteria for homes in Brea 265 are identified below. A builder using the same marketing name and architectural products may build on contiguous blocks as well as on non-adjacent blocks within Brea 265.

- Single Family Detached Residential Development:
 - » A minimum of three floor plans in each builder development area.
 - » A minimum of three elevations for each floor plan, for a minimum total of nine elevations.
 - » No more than two buildings in a row may be plotted with the same elevation style.
 - » Same plans may be plotted adjacent to each other or across from each other, provided they are reversed and have different elevation styles.
- Attached Residential Development:
 - » A minimum of two unit plans for each building, and a minimum of two building plans (with the ability to reverse the plot plan and/or add elements to corner units) in each builder development area.
 - » A minimum of two elevations in each builder development area.

Mechanical Equipment

- All exposed air conditioning/heating equipment, soft water tanks, satellite dishes, pool and spa equipment and electric self timer boxes for sprinklers or exterior landscape/lighting should be hidden from view in vaults, wells, constructed enclose, or behind walls/fences. Enclosures should be constructed similarly and finished to match the building or material which they are attached.

Trash Enclosures

- Areas provided for trash and recycling bins should be concealed from public view.
- Where trash and recycling material collection facilities are shared by several units/buildings, the collection facilities should be screened by architectural enclosures. The screening enclosure materials and colors should be similar or complementary to the exterior materials and colors used on the adjacent principal buildings.

Utilities

- Above ground utilities including location of transformers, backflow prevention devices (fire, landscape, and domestic/DCDA, etc.) should be in underground vaults or screened from public view.

4.4.2 DETACHED RESIDENTIAL GUIDELINES

- Entries or porches should be the strongest element on the front building facade.
- Side entries are allowed to provide design flexibility and vary the curb appeal.
- Detached cluster units with front facades bordering the streets should have their entries oriented to the streets.
- In general, the overall design of detached cluster units may express less architectural variety than single family homes facing a street front. Rather, similar roof and detail elements should be used in varied combinations to add interest
- Provide visual harmony by applying a common family of details throughout the cluster development.
- Where a central courtyard is provided for detached cluster homes, living space windows should orient toward the courtyard.
- Provide paving within the courtyards to enhance their use and identity as pedestrian entries to the homes.
- Individual unit entries of cluster homes should be clearly discernible from the courtyard or access drive.
- Parking on the common access drive within the cluster is prohibited.



Single story homes



Single story elements homes



Detached rear loaded homes

4.4.3 ATTACHED RESIDENTIAL GUIDELINES

Attached residential buildings tend to have larger building masses. As such, attached residential design should be carefully considered to convey a sense of human scale. Building typology and chosen architectural style should reflect the building’s location within the community, and all buildings should exemplify quality design.

Townhomes and Attached Motorcourt Homes

- Where attached residential buildings are located adjacent to single family detached homes, minimize impacts on the adjoining residences with a sensitive transition in scale, massing and height, and design the transition to ensure resident privacy. Attached residential buildings sited adjacent to lower-density residential neighborhoods should be sensitive to the scale of those neighborhoods. Step down building heights as a transition to lower adjacent development heights.



Rear loaded detached cluster homes



Front loaded detached cluster homes

- Design the front elevation of attached residential buildings to clearly delineate individual units as a way of breaking up mass.
- A more unified architectural scheme is permitted, subject to the plotting requirements provided herein.
- Articulate the front building facades to promote individual unit identity by incorporating overhangs, recesses, porches, glazed doors, accent materials and colors, etc., consistent with the architectural style of the building. Staggering the front entries of adjacent units by 3 feet or more is desired but not required.
- Unit entries should be designed in a manner that is clearly visible to pedestrian and vehicular approaches.
- Front porches, stoops, courtyards or recessed entries are strongly encouraged and should be the dominant design element of the front elevation.
- Consider side entries for end units to avoid a cut off look at side elevations of building blocks.
- Vary roof heights and orientations to add visual interest.
- Provide facade articulation and architectural details along rear facades at driveways.
- Private outdoor space shall be provided for each unit in accordance with Chapter 5 of the Specific Plan. These areas may be in the form of porches, patios, courtyards, or well-sized balconies/decks.
- Where feasible, arrange groups of attached residential buildings in clusters around outdoor spaces such as courtyards, pathways and other gathering spaces and connections that encourage social activity and promote pedestrian connectivity.
- Arrange attached residential buildings and site landscaping in such a way that they screen parking areas from public view and minimize the impact of parking lots and garages on the public streetscape.
- Shorter blocks and landscape features (e.g., roundabouts) are encouraged to provide visually pleasing street fronts.
- Rear driveways serving garages may have a loop or dead end configuration.
- Guest parking should be distributed throughout the development. Parking along the development's streets is preferred.



Townhomes sited near lower-density neighborhoods step down in height to be sensitive to the scale of neighbors



Identifiable entries



Buildings oriented towards pedestrian paseos



Variations in roof directions lend identity to each individual unit and reduce uninterrupted eave lines

- Textured decorative paving at project entries and at main pedestrian crossings is encouraged.

Apartments/Flats

- Entry drive into the development area should have strong landscaped edges with terminus views focused on landscaped areas or building entries, not the rear end of parked cars.
- Parking lots should be broken up into smaller segments with landscaped islands.
- Consider stepping down corners and ends of multifamily buildings in scale at highly visible locations, softening the building edges and enhancing the streetscene, where appropriate.
- Provide pedestrian oriented elements and details on facades facing public sidewalks. Elements such as balconies and awnings can add visual interest and richness to the street environment.
- Private outdoor space shall be provided for each unit in accordance with Chapter 5 of the Specific Plan. These areas may be in the form of porches, patios, courtyards, or well-sized balconies/decks.
- Arrange attached residential buildings and site landscaping in such a way that they screen parking areas from public view and minimize the impact of parking lots and garages on the public streetscape.
- Building configuration should form adequately sized courtyards and gathering spaces where applicable. Accessible from inside the building or from external pedestrian pathways, courtyards or gather spaces should feature enhancements such as fountains, trellises, shade trees, comfortable outdoor furniture or shade nodes.
- A more unified architectural scheme is permitted.
- Transitional spaces such as porches, covered entries or stoop entries are strongly encouraged for ground floor units facing public street. Where common entries are provided, they should be well defined along the public street and parking lot edges.



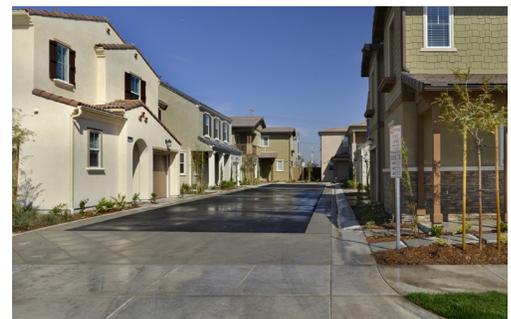
Common open spaces as primary and centralized design features



Landscape planting between buildings



Private outdoor spaces adjacent to each unit, defined by landscaping and low fencing



Resident parking accessed by shared driveways featuring textured pavement at the alley entry

4.5 SUSTAINABLE COMMUNITY DESIGN

Brea 265 incorporates sustainable design and development practices that will lessen the environmental impacts of development, including compact development, reduced impervious surfaces, improved water detention and conservation, and improved pedestrian and bicycle amenities that reduce reliance on automobiles. This Specific Plan encourages the implementation of realistic, sustainable design strategies as the community continues to evolve and build out over time.

All new development within Brea 265 is required to meet the California Building Energy Efficiency Standards and CALGreen Building Standards (California Code of Regulations Title 24, Parts 6 and 11) to reduce environmental impacts, decrease energy costs, and create healthier living. The CALGreen Code sets forth mandatory and voluntary measures that address planning and site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality during and after construction. The Building Energy Efficiency Standards ("Title 24") outlines the energy/water efficiency and air quality requirements. Title 24 does not require every efficiency item to be implemented. A certain threshold needs to be met and the developer/builder has the option to choose, via either the prescriptive or performance methods, which items to implement that will meet the specified threshold.

The sustainable community design strategies identified within the 265 Brea Specific Plan are intended to provide a responsible and sensitive community that balance strategic growth with sustainability. The sustainable community design strategies are organized into the following categories:

- Land Use and Transportation Planning
- Energy Efficiency
- Material Efficiency
- Water Efficiency

Future individual builders will be expected to demonstrate implementation of relevant strategies as part of the design/site plan review process.

4.5.1 LAND USE AND TRANSPORTATION PLANNING

Land Use Pattern

- Develop a mobility network that complements the topography of the site and provides numerous pathways for vehicular and non-vehicular travel via an interconnected street system, pedestrian/bicycle trails and pathways.
- Locate residential areas close to community amenities such as parks and recreation areas.
- Develop land uses that provide opportunities for a variety of housing types and densities to accommodate diversified segments of populations and generations within the City and region.

Walkability/Mobility

- Provide physical linkages between land uses to promote walking and bicycling and provide alternatives to automobile use.
- Promote walkable, pedestrian friendly streets through the provisions of connected sidewalks and landscaped parkways.
- Provide access to public and common use spaces (parks, trails and open spaces) within ¼ to ½ mile walking distance to the residential neighborhoods within Brea 265 through the project-wide trail system.
- Integrate bicycle paths/trails into the circulation network and include bicycle storage facilities in multifamily residential development and community recreation areas and.
- Provide a variety of recreational facilities to promote physical activity and social interaction.

4.5.2 ENERGY EFFICIENCY

The following recommendations provide additional opportunities for sustainable design that could add value to the development within Brea 265:

- Where feasible, utilize passive sustainable design strategies to minimize overall energy consumption needed to heat and cool the building. These strategies include daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows, ceiling fans, well-designed building envelopes with high-U values (insulation rating).
- Encourage coordination with SCE to identify opportunities to optimize energy infrastructure while minimizing cost and avoid barriers that may prevent future entry or expansion of energy efficient systems.

4.5.3 MATERIALS EFFICIENCY

- Where possible, consider selecting sustainable construction materials and products by evaluating characteristics such as reused and recycled content, zero or low off-gassing of harmful air emissions, zero or low toxicity, sustainably harvested materials, high recyclability, durability, longevity, and local production. Such products promote resource conservation and efficiency. Using recycled-content products also helps develop markets for recycled materials that are being diverted from California's landfills, as mandated by the Integrated Waste Management Act.
- Use dimensional planning and other material efficiency strategies. These strategies reduce the amount of building materials needed and lower construction costs.
- Incorporate recycled materials, rapidly renewable materials and durable materials into building, landscape and/or infrastructure design, where possible.
- Incorporate regional or locally extracted or manufactured materials, where possible.

4.5.4 WATER EFFICIENCY

- Use low-flush toilets, low-flow shower heads and other water conserving fixtures and appliances.
- Use state-of-the-art irrigation controllers and self-closing nozzles on hoses.
- Use synthetic turf at the Sports Park.
- Use drought-tolerant plants that require minimal or no irrigation.
- Implement a landscaping plan with a plant palette that includes trees and major landscaping that will require minimal watering within 3-5 years of maturity.

5.0: DEVELOPMENT REGULATIONS & STANDARDS

5.1 PURPOSE AND INTENT

This Chapter sets forth the development regulations and standards for uses allowed in Brea 265. The development regulations and standards classify and establish the uses of land and regulate the type, height and bulk of buildings and structures. These regulations and standards are established for the purposes of promoting public health, safety and welfare, safeguarding the appearance and quality of development within Brea 265, and providing the social, physical and economic advantages resulting from comprehensive and orderly planned use of land resources.

This Chapter sets forth the development standards that establish the minimum design parameters for anticipated development in Brea 265. Upon adoption of the Brea 265 Specific Plan, the development regulations and standards contained herein shall serve as the zoning regulations applicable to the Brea 265 Site, as described in Section 1.5 of the Specific Plan. If there are conflicts between the regulations and standards contained in this Specific Plan, the approved Development Agreement for Brea 265 and those found in the City of Brea Zoning Ordinance, the regulations and standards in this Specific Plan and Development Standards shall take precedence. The Development Agreement shall supersede the Specific Plan where conflicts occur.

5.2 DEFINITIONS

For the purpose of this Chapter, definitions shall be the same as described in Brea Municipal Code (BMC) Chapter 20, except as otherwise defined in the Brea 265 Specific Plan.

5.3 SPECIFIC PLAN LAND USE CATEGORIES

The Brea 265 Specific Plan and the City of Brea Zoning Map, as amended, designate the entire Brea 265 Site as “Specific Plan” zone. Development within Brea 265 is governed by the Specific Plan’s Land Use Plan (see **Exhibit 3.2, Land Use Plan**). Within the Specific Plan, there are four different land use categories as described below:

Low Density Residential (LDR). This category consists of detached and attached single-family dwellings ranging in density from 1.0 to 6.0 dwelling units per acre, and private HOA maintained recreational facilities.

Medium Density Residential (MDR). This category consists of detached and attached single-family homes, townhouses, condominiums, duplexes, and apartment ranging in density from 6.1 to 12.0 dwelling units per acre, and private HOA maintained recreational facilities.

Parks/Recreation (PR). This category includes land reserved for development of public parks, recreational amenities, gathering areas and focal points.

Open Space (OS). This category includes land reserved for open space protection, passive recreational use, landscaped slopes, water quality features and fuel modification zones.

5.4 RESIDENTIAL CATEGORY REGULATIONS

5.4.1 RESIDENTIAL CATEGORY PERMITTED USES

Uses permitted in the Low Density Residential (LDR) and Medium Density Residential (MDR) areas are listed below in **Table 5-1, Residential Category Permitted Uses.**

Use Code = Permitted Use (P), Use Permitted Subject to a Conditional Use Permit (C) and Prohibited Use (X).

TABLE 5-1 RESIDENTIAL CATEGORY PERMITTED USES			
USE	PA 1, 6, & 7	PA 3, 9 & 10	PA 11
Single family detached dwelling	P	P	P
Single family attached dwelling	P	P	P
Multiple family dwelling (apartments)	P	X	X
Accessory buildings and structures	P	P	P
Accessory dwelling units	P	P	P
Churches, parsonages, convents and other buildings and structures used in connection with a religious purpose	C	C	C
Home occupations	P	P	P
Home schools	C	C	C
Leasing office and manager's office devoted solely to rental of the dwelling units on the same parcel	P	X	X
Mobile homes	X	X	X
Nursery schools	C	C	C
Parking or storage of commercial vehicles	X	X	X
Parks, playgrounds and community centers	P	P	P
Private greenhouses, flower and vegetable gardens	P	P	P
Private schools	C	C	C
Swimming pools, spas and associated hardscape and landscape improvements	P	P	P
Temporary tract sales offices/model homes and temporary parking compounds for contractors' equipment	P	P	P
Water quality basins, bioswales and other drainage features	P	P	P
Agricultural uses and plant nurseries, including groves and orchards	P	P	P
Community gardens	P	P	P
Conservation areas (wildlife/natural habitats, habitat enhancement areas and sanctuaries)	P	P	P
Fuel modification zones	P	P	P
Interpretive area, including public information kiosks	P	P	P

Pedestrian trails	P	P	P
Picnic Areas	P	P	P
Playgrounds	P	P	P
Public art elements	P	P	P
Public infrastructure facilities including, but not limited to, drainage, water quality and flood control facilities and public communications facilities	P	P	P
Telecommunications antennae/towers	P	P	P
Utility stations and associated equipment buildings	P	P	P
Accessory uses and structures customarily associated with and subordinate to a permitted principal use on the same site, such as maintenance buildings, kiosks, shade structures, restrooms, parking, etc.	P	P	P
Oil industry production ¹	P	P	P
Fire and police stations	X	X	P
Fuel station	X	X	C
Wireless communications facility	X	X	C

¹ Abandonment and remediation of the oil wells and production facilities are subject to the approved Development Agreement.

5.4.2 RESIDENTIAL DEVELOPMENT STANDARDS

The residential development standards provided herein establish the minimum acceptable design parameters for the anticipated product types, consistent with the intent of the Specific Plan. An appropriate mix of product types shall be incorporated into the residential categories to promote diversity in housing choices and variation in streetscape. The City may allow different product types and standards during subsequent site development and architectural review of a Plan Review and/or Tentative Map application, provided such alternative product types and development standards are consistent with the intent of the Brea 265 Specific Plan.

5.4.2.1 RESIDENTIAL CATEGORY GROSS DENSITY RANGES

LDR: 1.0 to 6.0 dwelling units per acre

The overall density within each planning area in a LDR category may not exceed 6.0 dwelling units per acre. For individual residential projects within an LDR category planning area, the development standards to be applied shall depend on the residential product types as provided in Section 5.4.2.3 of this Specific Plan.

MDR: 6.1 to 12.0 dwelling units per acre

The overall density within each planning area in a MDR category may not exceed 12.0 dwelling units per acre. For individual residential projects within an MDR category planning area, the development standards to be applied shall depend on the residential product types as provided in Section 5.4.2.3 of this Specific Plan.

5.4.2.2 RESIDENTIAL PRODUCT TYPES

The residential product types anticipated in Brea 265 are described below. **Table 5-2, Product Type Allocation**, indicates the product types that are appropriate for each residential land use category, provided the product density complies with the provisions set forth in Section 5.4.2.1 above. In addition to the product types listed herein, the Community Development Director may allow other product types that enhance diversity in streetscenes and housing opportunities, are compatible with the surrounding neighborhoods, are consistent with the intent of the Specific Plan, and meet the development regulations contained in this chapter.

- **Conventional Single Family Detached Homes** are typically set back from the street with street front orientation where primary entries and walks face the street or from the side, and have private rear and side yards. Garages are in the front or side and face the street with driveways. Resident parking spaces are provided in garages and guest parking spaces are provided in driveways or on local streets.
- **Front Loaded Zero-Lot Line Homes** are designed to fit together along a common property line by providing one home with a deeply recessed garage. Reciprocal use easements are used to maximize the side yard areas. Zero-lot line homes typically have street front orientation where primary entries face the street, and have private rear and side yards. Resident parking spaces are provided in garages and guest parking spaces are provided in driveways or on local streets.
- **Rear Loaded Homes** have street-facing primary entries and are designed to take garage access from a shared drive behind the homes. Private yard space is provided in a side yard, a courtyard behind the front portion of the house or behind the house. Resident parking spaces are provided in garages and guest parking spaces are provided

in driveways (18' minimum in length where provided), on the street or in a common parking area. Reciprocal use easements may be used to maximize side yard areas.

- **Detached Cluster Homes** are single-family detached dwellings oriented on a shared access drive. Each cluster module typically consists of 4 to 10 dwelling units. Resident parking spaces are provided in garages and guest parking spaces are provided in the driveways, or on the street, or in a common parking area. Reciprocal use easements may be used to maximize side yard areas.
- **Row Townhomes** are single-family attached homes with primary entries facing street or common open space. The units have private outdoor living space. Automobile access is via an alley or shared access drive. Resident parking spaces are provided in garages, and guest parking spaces are provided on public or private local streets or in designated parking areas.
- **Attached Motorcourt Homes** are buildings mixed with townhomes and flats. The entries are from the street or common open space. Automobile access is via an alley or shared access drive. Resident parking spaces are provided in garages, and guest parking spaces are provided on public or private local streets or in designated parking areas.
- **Apartment Homes** are attached multi-family homes with entries from common open space or interior corridor. Automobile access is via an alley or private drive. Resident parking spaces are provided in garages or designated on-site parking areas, and guest parking spaces are provided on local streets or in designated parking areas.

Table 5-2, Product Type Allocation summarizes the appropriate product types within each land use designation area.

TABLE 5-2 PRODUCT TYPE ALLOCATION		
PRODUCT TYPES	LDR	MDR
Conventional Single Family Detached	•	•
Front Loaded Zero-Lot Line SFD	•	•
Rear Loaded SFD	•	•
Detached Cluster Homes	•	•
Row Townhomes	•	•
Attached Motorcourt Homes		•
Apartment Homes		•

5.4.2.3 RESIDENTIAL PRODUCT TYPE DEVELOPMENT STANDARDS

A. Conventional SFD Residential

The development standards for conventional SFD residential provided in **Tables 5-3** have been established to encourage forward-facing living space and de-emphasize the visual dominance of garages. A conceptual plotting example illustrating the setback requirements is shown in **Exhibit 5-1**. These standards allow for the placement of entries, windows, front porches and living spaces closer to the street to provide more active and visually interesting streetscape.

TABLE 5-3 CONVENTIONAL SFD RESIDENTIAL DEVELOPMENT STANDARDS		
	WEST OF VALENCIA	EAST OF VALENCIA
Lot Size	2,800 - 7,999 sq. ft.	5,000 - 10,000 sq. ft.
Minimum Lot Width ¹	40'	50'
Maximum Lot Coverage	70%	50% for 2-story 70% for 1-story
Maximum Building Height ²	40' (3 stories)	40' (3 stories)
Minimum Front Setback ³ (from Property Line)		
• Living Space	10' (15' at the corner lots)	10' (15' at the corner lots)
• Porch, Courtyard or Balcony	5'	5'
• Front Entry Garage	18'	18'
• Swing-in Garage ⁴	20'	20'
Minimum Side Setback ³ (from Property Line)		
• Interior Side	4'	4'
• Street Side		
» Face of Curb to Property Line (Loop Street) ⁵	N/A	20'
» Back of the Sidewalk to Property Line	5'	5' (average)
» Property Line to Living Space	5'	5'
Minimum Rear Setback ³ (from Property Line)		
• Living Space	10'	10'
• Patio Cover, Balcony or Deck	5'	5'
Minimum Parking Spaces	2 spaces per unit within a garage	2 spaces per unit within a garage

¹ The minimum lot width for knuckle and cul-de-sac lots shall be the average of the widths measured at the front and rear edges of the lot.

² Structures permitted above the maximum building height include roof structures for housing of elevators, stairways, ventilating fans or similar equipment required for building and fire operations and maintenance, parapet walls, skylights, chimneys, flagpoles, domestic television and radio masts or similar structures.

³ Architectural projections such as eaves, cornices, bay windows, window trims and sills, shutters, awnings, exterior stairs and landings and other similar architectural features may project a maximum distance of 3' into the required setback areas, provided such projection shall not be close than 3' to any property line. All projections shall comply with applicable building code requirements. Structural setbacks and projections adjacent to fuel modification areas shall comply with the fuel modification requirements stated in Section 4.3.9 herein.

⁴ Swing-in garages are permitted only on pads 55' or wider to ensure adequate back-up space is provided.

⁵ A 20' wide minimum landscape setback from the face of the street curb to the residential property line on at least one side of the interior loop street.

B. Front Loaded Zero-Lot Line and Rear Loaded SFD Residential Development

Table 5-4 establishes the development standards for front loaded zero-lot line and rear loaded SFD residential development. A conceptual plotting example illustrating the setback requirements is shown in **Exhibit 5-2**.

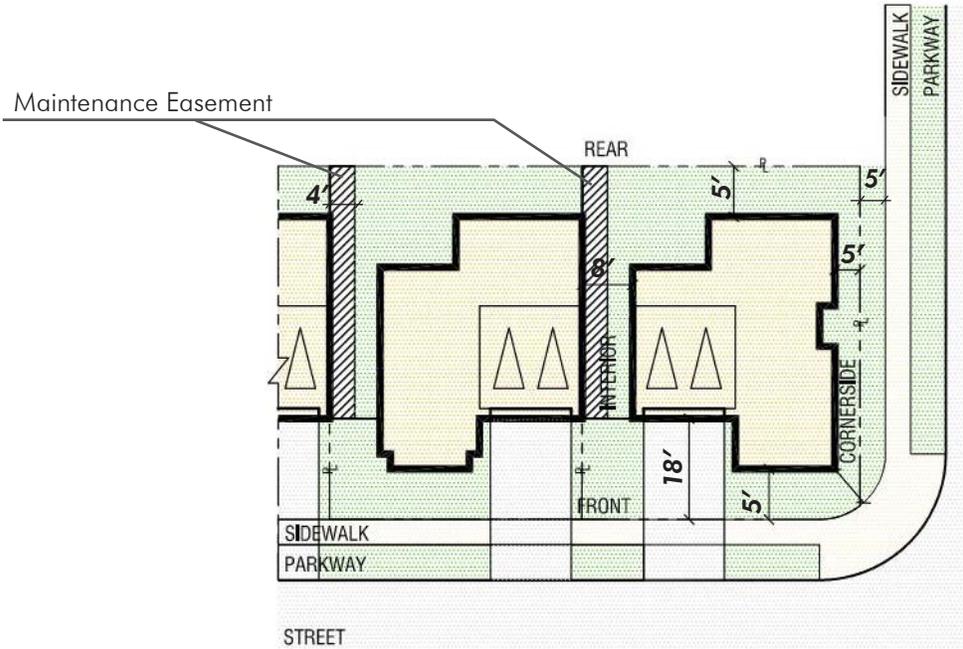
TABLE 5-4 FRONT LOADED ZERO-LOT & REAR LOADED SFD DEVELOPMENT STANDARDS		
	FRONT LOADED ZERO-LOT LINE SFD HOMES	REAR LOADED SFD HOMES
Minimum Lot Size	2,800 sq. ft.	2,200 sq. ft.
Maximum Building Height ¹	45' (3 stories)	45' (3 stories)
Maximum Lot Coverage	70%	70%
Minimum Front Setback ² (from Property Line)		
• Living Space (Main Dwelling)	5'	10'
• Porch, Courtyard or Balcony	5'	5'
• Front Entry Garage	18'	N/A
Minimum Side Setback ² (from Property Line)		
• Interior Side (one side/between buildings)	0'/8'	4'/8' ³
• Back of the Sidewalk to Property Line	5'	5'
• Property Line to Living Space	5'	5'
Minimum Rear Setback ² (from Property Line)		
• Living Space	5'	5'
• Patio Cover, Balcony or Deck	5'	5'
• Rear Entry Garage	N/A	3' to 8' or 18' min.
Minimum Parking Spaces	2 spaces per unit within a garage	2 spaces per unit within a garage

¹ Structures permitted above the maximum building height include roof structures for housing of elevators, stairways, ventilating fans or similar equipment required for building and fire operations and maintenance, parapet walls, skylights, chimneys, flagpoles, domestic television and radio masts or similar structures.

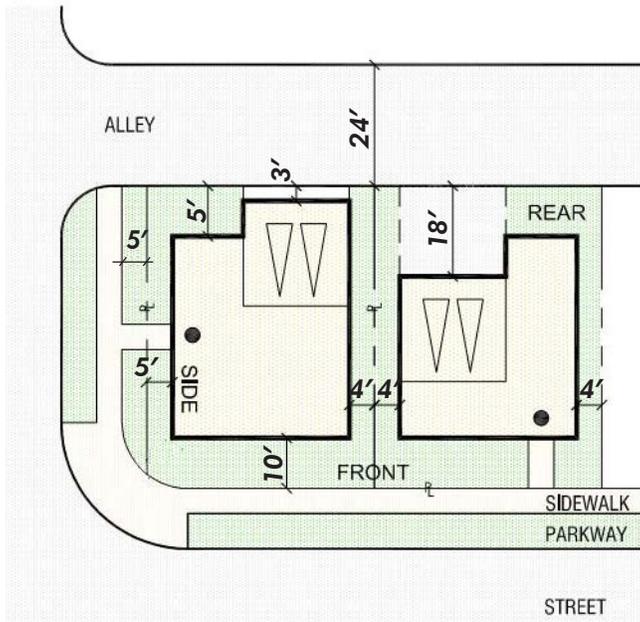
² Architectural projections such as eaves, cornices, bay windows, window trims and sills, shutters, awnings, media niches, exterior stairs and landings, and other similar architectural features may project a maximum distance of 3' into the required setback areas, provided such projection shall not be close than 3' to any property line. All projections shall comply with applicable building code requirements. Structural setbacks and projections adjacent to fuel modification areas shall comply with the fuel modification requirements stated in Section 4.3.9 of the Specific Plan.

³ Detached residential products may be fee simple or condo mapped and may utilize reciprocal use easements, subject to building code requirements. If using reciprocal use easements, the minimum building separation shall be 8'. The portion of the building forming the "0" lot line side shall not have any door or window facing directly onto the easement area.

The drains should be confined within each individual lot and may be join common drain lines in the private streets. The common drain lines will be HOA owned and maintained. If there were a side yard easement where one owner controls the landscaping between the two homes, there would be an easement and cross lot drainage requirement.



ZERO-LOT LINE HOMES



REAR LOADED HOMES

Note: Diagram is conceptual, NTS and shown for reference purposes only.

Corner cut-off areas shall comply with the regulations contained in BMC Section 20.08.060.

EXHIBIT 5-2, ZERO-LOT LINE AND REAR LOADED SFD SETBACK DIAGRAM

C. Detached Cluster Residential Development

Table 5-5 establishes the development standards for detached cluster residential development. A conceptual plotting example illustrating the setback requirements is shown in **Exhibit 5-3**.

TABLE 5-5 DETACHED CLUSTER HOMES DEVELOPMENT STANDARDS		
	FRONT-LOADED CLUSTER HOMES	REAR-LOADED CLUSTER HOMES
Maximum Building Height ¹	45' (3 stories)	
Maximum Building Coverage	70 %	
Minimum Front Setback ²		
• Living Space from Street Right-of-Way	10'	10'
• Living Space from Access Drive	5'	N/A
• Living Space from Paseo Walkway	N/A	10'
Minimum Side Setback ^{2, 3}		
• Interior Side (one side/between buildings) ³	5'/10'	5'/10'
• Street Side (from street right-of-way)	10'	10'
Minimum Rear Setback ²		
• Living Space	5'	5'
• Patio Cover, Balcony or Deck	5'	N/A
Garage Face from Access Drive	3' to 8' or 18' min.	
Minimum Outdoor Living Space	250 sq. ft.; minimum dimension 10'	
Minimum Parking Spaces		
• Resident	2 spaces per unit within a garage	
• Guest	0.2 uncovered space per unit, provided on street and/or in parking areas	

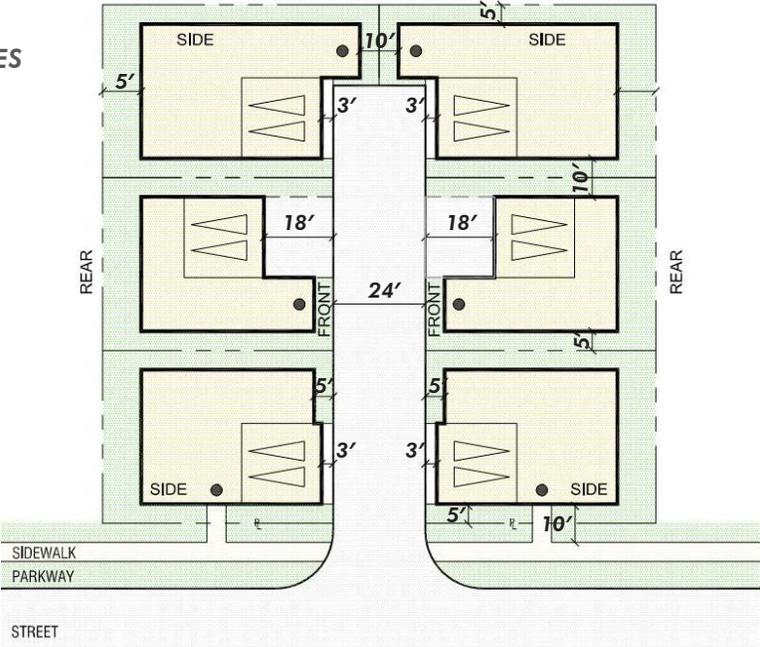
¹ Structures permitted above the maximum building height include roof structures for housing of elevators, stairways, ventilating fans or similar equipment required for building and fire operations and maintenance, parapet walls, skylights, chimneys, flagpoles, domestic television and radio masts or similar structures.

² Architectural projections such as eaves, cornices, bay windows, window trims and sills, shutters, awnings, media niches, exterior stairs and landings, and other similar architectural features may project a maximum distance of 3' into the required setback areas, provided such projection shall not be close than 3' to any property line. All projections shall comply with applicable building code requirements. Structural setbacks and projections adjacent to fuel modification areas shall comply with the fuel modification requirements stated in Section 4.3.9 of the Specific Plan.

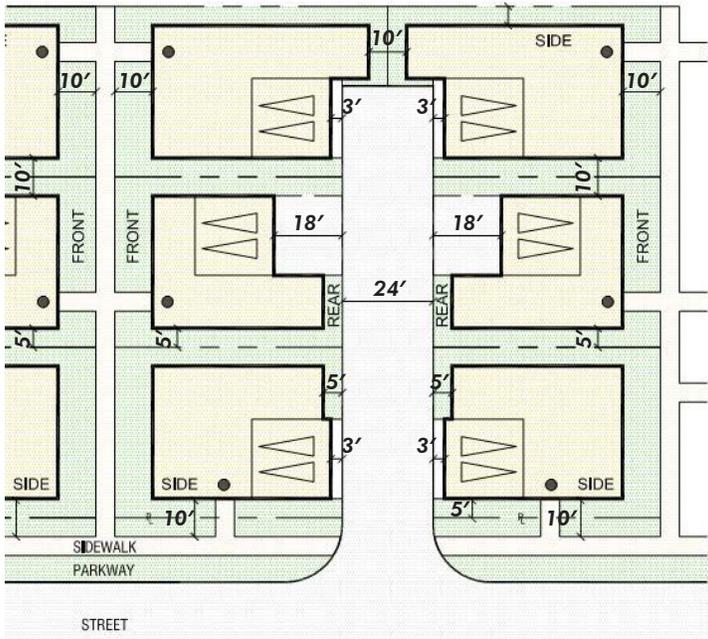
³ Detached residential products may be fee simple or condo mapped and may utilize reciprocal use easements, subject to building code requirements. If using reciprocal use easements, the minimum building separation shall be 10'. The side of the unit forming the "0" side of the building shall not have any door or primary window on the ground floor that face into the easement area.

The drains should be confined within each individual lot and may be join common drain lines in the private streets. The common drain lines will be HOA owned and maintained. If there were a side yard easement where one owner controls the landscaping between the two homes, there would be an easement and cross lot drainage requirement.

**FRONT LOADED
DETACHED CLUSTER HOMES**



**REAR LOADED
DETACHED CLUSTER HOMES**



Note: Diagram is conceptual, NTS and shown for reference purposes only.

EXHIBIT 5-3, DETACHED CLUSTER HOMES SETBACK DIAGRAM

D. Row Townhomes

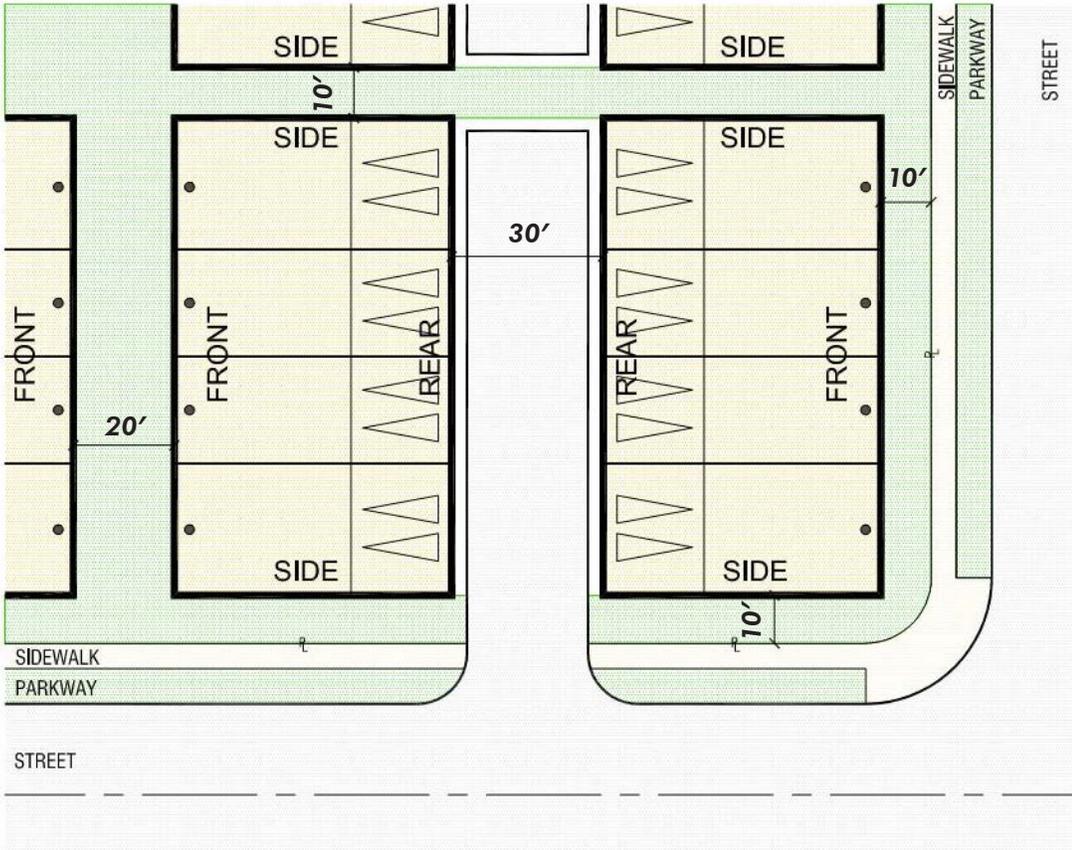
Row townhomes are permitted in the MDR land use designation areas. **Table 5-6** establishes the development standards for row townhomes. A conceptual plotting example illustrating the setback requirements is shown in **Exhibit 5-4**.

TABLE 5-6 ROW TOWNHOMES DEVELOPMENT STANDARDS	
Minimum Parcel Size	None
Maximum Site Coverage	None
Maximum Building Height ¹	50' (3 stories)
Minimum Front Setback ² (from Edge of the Lot ²)	
• Front Living Space	10'
• Porch, Courtyard or Balcony	5'
Minimum Side Setback ² (from Edge of the Lot ²)	
• Street Side	10'
Minimum Building Separation ³	
• Front to Front (entries) - at open space	20'
• Side to Side (no entries)	10'
• Garage Door to Garage Door at Alley	30'
Minimum Outdoor Living Space	250 sq. ft.; minimum dimension 10'
Minimum Parking Spaces	
• Resident	Per BMC Section 20.08.040.D
• Guest	Per BMC Section 20.08.040.D

¹ Structures permitted above the maximum building height include roof structures for housing of elevators, stairways, ventilating fans or similar equipment required for building and fire operations and maintenance, parapet walls, skylights, chimneys, flagpoles, domestic television and radio masts or similar structures, and rooftop decks.

² A landscape lot between the building lot and street ROW. Setback is measured from the edge of the landscape lot.

³ Architectural projections such as eaves, cornices, bay windows, window trims and sills, shutters, awnings, media niches, exterior stairs and landings, and other similar architectural features may project a maximum distance of 3' into the required setback areas, provided such projection shall not be close than 3' to any property line. All projections shall comply with applicable building code requirements. Structural setbacks and projections adjacent to fuel modification areas shall comply with the fuel modification requirements stated in Section 4.3.9 of the Specific Plan.



Note: Diagram is conceptual, NTS and shown for reference purposes only.

EXHIBIT 5-4, ROW TOWNHOMES SETBACK DIAGRAM

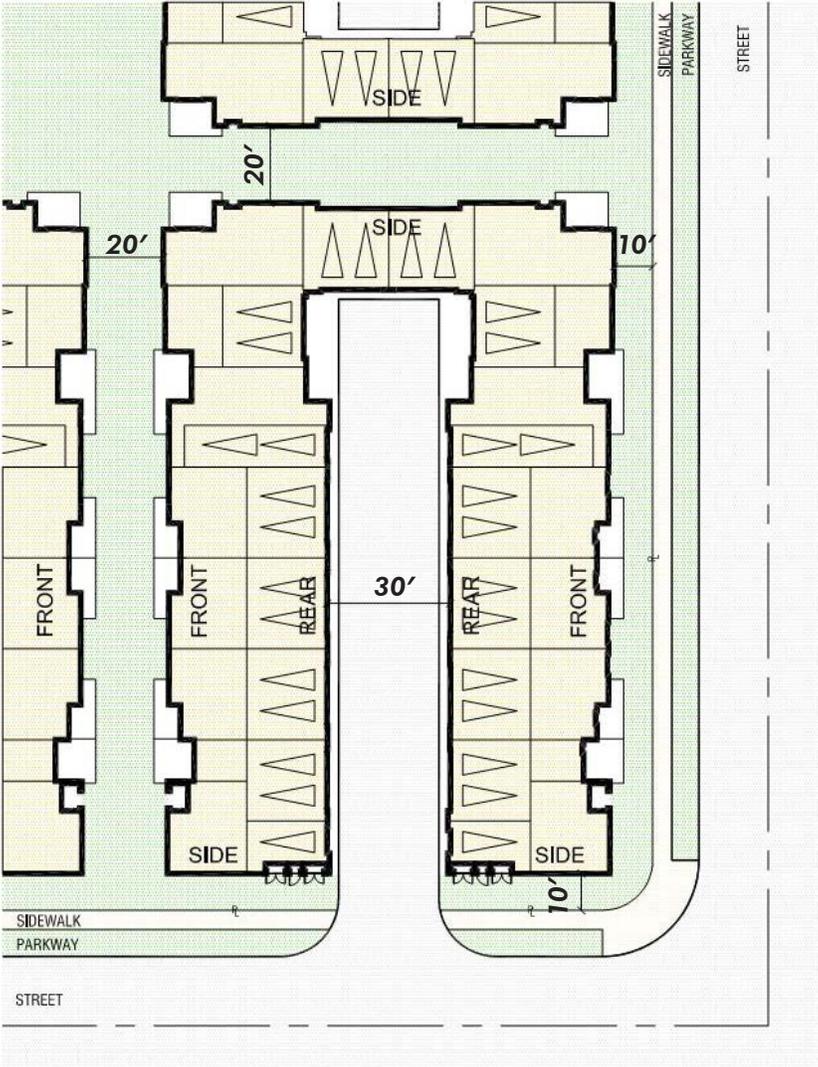
E. Attached Motorcourt Homes

Table 5-7 establishes the development standards for attached motorcourt homes. A conceptual plotting example illustrating the setback requirements is shown in **Exhibit 5-5**.

TABLE 5-7 ATTACHED MOTORCOURT HOMES DEVELOPMENT STANDARDS	
Maximum Building Coverage	75%
Maximum Building Height ¹	50' (3 stories)
Minimum Front Setback ² (from Street Right-of-Way)	
• Front Living Space	10'
• Porch, Courtyard or Balcony	5'
Minimum Side Setback ² (from Street Right-of-Way)	
• Street Side	10'
Minimum Building Separation ²	
• Front to Front (entries) - at open space	20'
• Side to Side (no entries)	20'
• Garage Door to Garage Door at Alley	30'
Minimum Outdoor Living Space	Per BMC Section 20.220.040 and 20.08.030
Minimum Parking Spaces	
• Resident	2 spaces per unit within a garage
• Guest	0.2 uncovered space per unit, provided on street and/or in parking areas

¹ Structures permitted above the maximum building height include roof structures for housing of elevators, stairways, ventilating fans or similar equipment required for building and fire operations and maintenance, parapet walls, skylights, chimneys, flagpoles, domestic television and radio masts or similar structures.

² Architectural projections such as eaves, cornices, bay windows, window trims and sills, shutters, awnings, media niches, exterior stairs and landings, and other similar architectural features may project a maximum distance of 3' into the required setback areas, provided such projection shall not be close than 3' to any property line. All projections shall comply with applicable building code requirements. Structural setbacks and projections adjacent to fuel modification areas shall comply with the fuel modification requirements stated in Section 4.3.9 of the Specific Plan.



Note: Diagram is conceptual, NTS and shown for reference purposes only.

EXHIBIT 5-5, ATTACHED MOTORCOURT HOMES SETBACK DIAGRAM

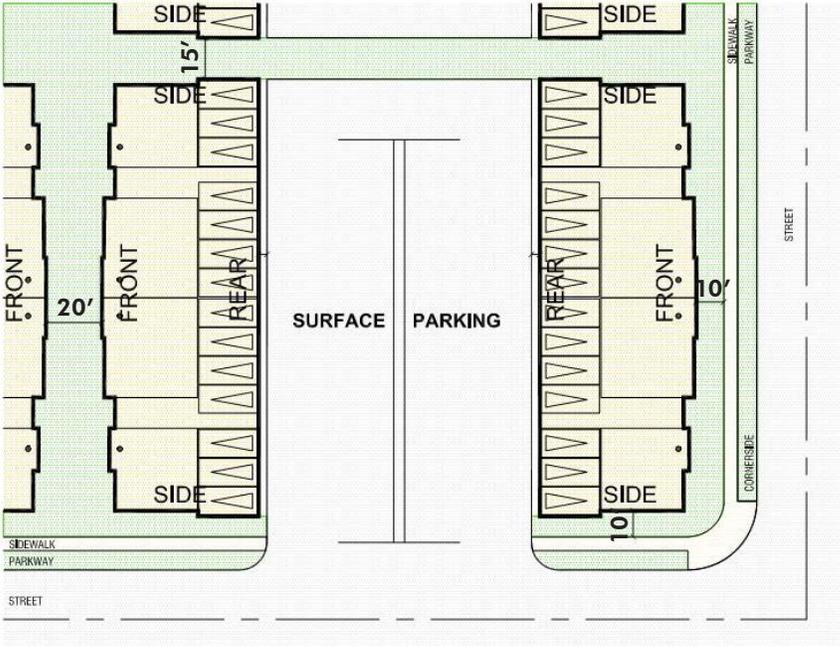
F. Apartments/Flats

Table 5-8 establishes the development standards for apartments/flats. A conceptual plotting example illustrating the setback requirements is shown in **Exhibit 5-6**.

TABLE 5-8 APARTMENTS/FLATS DEVELOPMENT STANDARDS	
Maximum Site Coverage	75%
Maximum Building Height ¹	45' (3 stories)
Minimum Front Setback ² (from Street Right-of-Way)	
• Front Living Space	10'
• Porch, Courtyard or Balcony	5'
Minimum Side Setback ² (from Street Right-of-Way)	
• Living Space	10'
• Porch, Courtyard or Balcony	5'
Minimum Building Separation ²	
• Front to Front (entries) - at open space	20'
• Side to Side (no entries) - at open space	15'
Minimum Outdoor Living Space	Per BMC Section 20.220.040 and 20.08.030
Minimum Parking Spaces	
• Resident	<ul style="list-style-type: none"> • 1 covered space per 1 bedroom unit • 2 spaces per 2 or more bedroom units (1 covered space in a garage or carport)
• Guest	0.2 uncovered space per unit, provided on street or in parking areas

¹ Structures permitted above the maximum building height include roof structures for housing of elevators, stairways, ventilating fans or similar equipment required for building and fire operations and maintenance, parapet walls, skylights, chimneys, flagpoles, domestic television and radio masts or similar structures.

² Architectural projections such as eaves, cornices, bay windows, window trims and sills, shutters, awnings, media niches, exterior stairs and landings, and other similar architectural features may project a maximum distance of 3' into the required setback areas, provided such projection shall not be close than 3' to any property line. All projections shall comply with applicable building code requirements. Structural setbacks and projections adjacent to fuel modification areas shall comply with the fuel modification requirements stated in Section 4.3.9 of the Specific Plan.



Note: Diagram is conceptual, NTS and shown for reference purposes only.

EXHIBIT 5-6, APARTMENTS/FLATS SETBACK DIAGRAM

5.5 PARKS/RECREATION CATEGORY REGULATIONS

5.5.1 PARKS/RECREATION CATEGORY PERMITTED USES

Uses permitted in the Parks/Recreation category are listed below in **Table 5-9, Parks/Recreation Category Permitted Uses**. The specific uses and amenities appropriate to the theme, character and scale of each park/recreation area in Brea 265 is described in Section 4.3.3, Parks and Recreation, of the Specific Plan.

Use Code = Permitted Use (P) and Use Permitted Subject to a Temporary Use Permit (T).

TABLE 5-9 PARKS/RECREATION CATEGORY PERMITTED USES	
Agricultural uses including groves and orchards	P
Amphitheaters	P
Community gardens	P
Concession Stand	P
Interpretive signage, trail markers, building identification and other wayfinding and educational signage	P
Open space	P
Picnic areas with shelters and BBQ equipment	P
Playgrounds with play structures, play equipment and similar uses	P
Private recreation centers or clubhouses	P
Public art elements	P
Roads, driveways and parking areas	P
Sporting and recreational camps	P
Sports courts and fields	P
Staging area ¹	P
Swimming pools, spas and similar amenities	P
Trails and trail heads	P
Water fountains and other water features	P
Water quality basins, bioswales and other drainage features	P
Public infrastructure facilities including, but not limited to, drainage, water quality and flood control facilities and public communications facilities	P
Accessory uses and structures customarily associated with and subordinate to a permitted principal use on the same site, such as community centers, maintenance buildings, kiosks, shade structures, campgrounds, ranger stations, restrooms and parking	P
Parking	P
Oil industry production ²	P
Temporary uses and activities including community events, exhibits/sales of goods and services, seasonal sales of Christmas trees, pumpkins, vegetables and related items, fairs and festivals, pursuant to BMC Chapter 20.72	T

¹ A staging area is a location where park users such as hikers or bikers assemble before they use the park and it is permitted only in the staging area park in planning area 2.

² Abandonment and remediation of the oil wells and production facilities are subject the approved Development Agreement.

5.5.2 PARKS/RECREATION CATEGORY DEVELOPMENT STANDARDS

Table 5-12, Parks/Recreation Development Standards, provides development standards that apply to buildings and structures located in the Parks/Recreation category area, such as community buildings, recreation centers, clubhouses and structures associated with recreational uses. The design of the recreation facilities shall be compatible with the surrounding residential character.

TABLE 5-10 PARKS/RECREATION DEVELOPMENT STANDARDS	
Minimum Setbacks from an Adjacent Street ROW:	
• Parking Area	10'
• Building and Structure	20'
Maximum Building Height	40' for 2-story buildings, 15' for accessory structures ¹
Minimum Off-Street Parking Spaces	Staging Area Park and Sports Park: 10 spaces per acre

¹ The height limitations do not apply to the art structures.

5.6 OPEN SPACE CATEGORY REGULATIONS

5.6.1 OPEN SPACE CATEGORY PERMITTED USES

Uses permitted in the Open Space category are listed below in **Table 5-11, Open Space Permitted Uses.**

Use Code = Permitted Use (P) and Use Permitted Subject to a Temporary Use Permit (T).

TABLE 5-11 OPEN SPACE CATEGORY PERMITTED USES	
Agricultural uses and plant nurseries, including groves and orchards	P
Community gardens	P
Conservation areas (wildlife/natural habitats, habitat enhancement areas and sanctuaries)	P
Fuel modification zones	P
Interpretive area, including public information kiosks	P
Exercise Stations	P
Trails	P
Picnic Areas	P
Playgrounds	P
Public art elements	P
Water quality basins, bioswales and other drainage features	P
Public infrastructure facilities including, but not limited to, drainage, water quality and flood control facilities and public communications facilities	P
Telecommunications antennae/towers	P
Utility stations and associated equipment buildings	P
Accessory uses and structures customarily associated with and subordinate to a permitted principal use on the same site, such as maintenance buildings, kiosks, shade structures, restrooms, parking, etc.	P
Oil industry production ¹	P
Temporary uses and activities including community events, exhibits/sales of goods and services, seasonal sales of Christmas trees, pumpkins, vegetables and related items, fairs and festivals, pursuant to BMC Chapter 20.72	T

¹ Abandonment and remediation of the oil wells and production facilities are subject the approved Development Agreement.

5.6.2 OPEN SPACE CATEGORY DEVELOPMENT STANDARDS

Development standards for all land and buildings in the Open Space category shall be determined on a case-specific basis and subject to the review and approval of the Community Development Director.

5.7 PARKING

Except as specified herein and the Development Agreement, parking shall be regulated pursuant to BMC Chapter 10.24.

5.8 SETBACKS FROM ABANDONED OIL WELL CASINGS

No habitable structures shall be built over or within a 10' setback from the surface location of an abandoned well casing. In addition, the City of Brea Fire Department Combustible Soil-Gas Guideline shall be followed.

5.9 SIGNAGE

Signage shall be regulated by BMC Chapter 20.28, except as allowed and specified in this Specific Plan and the master sign program for Brea 265, which will be submitted for review and approval by the Community Development Director or designee prior to the issuance of the first building permit. The master sign program will include signage criteria and standards that provide for design continuity throughout the community.

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6.0: IMPLEMENTATION & ADMINISTRATION

6.1 PURPOSE AND INTENT

This Chapter provides the regulations, procedures and measures that implement the Brea 265 Specific Plan and applicable conditions, mitigation measures and regulations in coordination with the City of Brea and other governing public agencies. A discussion of Specific Plan administration and implementation, development phasing, density transfers, financing measures and maintenance responsibilities is included in this Chapter.

6.2 IMPLEMENTATION

6.2.1 SPECIFIC PLAN ADOPTION

The Brea 265 Specific Plan has been prepared, processed and approved in a manner consistent with California Government Section 65451. The Specific Plan's Chapter 5, Development Regulations and Standards, shall be adopted by Ordinance and shall serve as the zoning for the Brea 265 Site. The Brea 265 Site will be designated on the City's General Plan Land Use Policy Map and Zoning Map as discussed in Chapter 2 of this Specific Plan. The land use and development standards identified in this Specific Plan document shall supersede all zoning regulations to the extent that they would conflict with the sections of this Specific Plan.

6.2.2 LEAD AGENCY CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT

An EIR has been prepared for Brea 265 in accordance with CEQA and the implementing State CEQA Guidelines. The EIR evaluates potential environmental impacts associated with development on the Brea 265 Site, including the necessary off-site infrastructure improvements. The EIR includes a Mitigation Monitoring and Reporting Program (MMRP) to ensure that development on the Brea 265 Site complies with all applicable environmental mitigation and permit requirements. The final approved MMRP shall be established upon EIR certification. The Brea City Council is required, by CEQA, to certify the EIR prior to approval of the Brea 265 Specific Plan.

6.2.3 SUBDIVISION MAPS

Subdivision maps will be processed through the City of Brea as part of implementing development on the Brea 265 Site, as described in Chapter 1, Introduction. All tentative and final subdivision maps shall be consistent with the Brea 265 Specific Plan and shall be processed in accordance with Title 18, Division I of the Brea Municipal Code and in accordance with California's Subdivision Map Act, and any applicable map extensions allowable by the State and Development Agreement. Minor changes to the plans, guidelines, regulations and standards contained in this Specific Plan may be approved pursuant to the provisions of Section 6.6.7, Administrative Remedy, provided such changes are deemed to be in substantial conformance with this Specific Plan and are not detrimental to the public health, safety and welfare.

6.2.4 PLAN REVIEW

Plan reviews will be processed through the City of Brea. The responsible City departments will review development proposals for conformity with applicable provisions of the Specific Plan, in accordance with the procedures set forth in Section 20.408.040 of the Brea Municipal Code.

6.3 DENSITY TRANSFERS

Table 3-2, Specific Plan Statistical Summary by Planning Area, shows detailed information for each planning area within Brea 265, including acreage, density and dwelling units. As used in this document, the term “density transfer” means the redistribution of residential units from one residential planning area to another residential planning area. Transfers of units between residential planning areas is permitted, provided the total maximum number of 1,100 dwelling units for the entire Brea 265 Site shall not be exceeded, except as expressly provided below.

Density transfer in accordance with the procedures and conditions set forth in this section is deemed to be in substantial conformance with the Specific Plan. The dwelling unit transfer procedure, as set forth by this Specific Plan, allows for the transfer of dwelling units from one residential planning area to another without necessitating the preparation of a Specific Plan Amendment or Substantial Conformance. The dwelling unit transfer procedure may be utilized for, among other reasons, if market conditions favor the development of one residential product type over another. The Brea 265 Site shall be developed with a maximum total of 1,100 dwelling units on 262.1 acres, as illustrated in **Exhibit 3-1, Specific Plan Land Use Plan**. Each residential planning area is assigned a “Density Range” and a “Target Density” in **Table 3-2**. The “Density Range” is a range of the minimum and maximum number of dwelling units per acre permitted under for the planning area’s land use designation, as defined by the City of Brea General Plan. The “Target Density” is the number of dwelling units per acre under the planning area as proposed by this Specific Plan and as described in **Table 3-2**. The proposed number of dwelling units contained in an implementing subdivision application may exceed the “Target Density” specified in any planning area without necessitating the preparation of a Specific Plan Amendment or Substantial Conformance provided that:

- A. The proposed density transfer in the implementing subdivision application is within the “Density Range” for the planning area as described in Table 3-1.
- B. The maximum number of 1,100 dwelling units for the entire Brea 265 Site is not exceeded.

When a transfer of dwelling units is requested within a Planning Area, the Applicant or its Assignee shall be responsible for providing the City with a Development Transfer Status Report at the time that implementing subdivision applications are submitted. The Development Transfer Status Report shall demonstrate that the implementing subdivision application meets the two conditions specified above. The Community Development Director shall approve and authorize any dwelling unit transfer that meets the above two conditions.

6.4 PHASING

6.4.1 PROJECT PHASING

It is anticipated that land development on the Brea 265 Site will be constructed in 3 phases conditioned on oil field abandonment, remediation, where applicable, and construction of necessary infrastructure. Initial land development will occur in the southeastern portion of the Brea 265 Site which is currently used for agricultural purposes and has never had oil production. Development of homes will occur as clean up and infrastructure are completed subject to market conditions at the time. The anticipated development phasing sequence is shown in **Exhibit 6-1, Conceptual Phasing Plan** and summarized in **Table 6-1, Project Phasing**. Development phases may occur either sequentially or concurrently with one another, and the phasing sequence is subject to change in response to market conditions and demands. The Applicant/Master Developer of Brea 265 shall have the right to alter the project phasing program at any time, provided that an orderly build-out of the community and necessary infrastructure, access and public facilities shall be constructed to adequately serve the Phase of development. A notice of the phasing change shall be provided in writing by the Applicant/Master Developer to the City's Community Development Director within 30 calendar days of the change.

TABLE 6-1 PROJECT PHASING			
Planning Area (PA)	Specific Plan Land Use Category	Area (AC)	Dwelling Units (DU)
PHASE 1			
1	MDR	13.9	143
2	PR	2.1	N/A
3	LDR	35.4	210
5	OS	16.6	N/A
<i>Phase 1 Subtotal</i>		68.0	353
PHASE 2			
6	PR	13.0	N/A
7	MDR	23.2	278
8	MDR	25.8	229
9	LDR	14.3	54
10	LDR	9.9	51
11	LDR	1.0	N/A
12	ROW	0.8	N/A
13	OS	6.5	N/A
<i>Phase 2 Subtotal</i>		94.5	612
PHASE 3			
3	LDR	74.5	135
4	ROW	1.2	N/A
5	OS	23.9	N/A
<i>Phase 3 Subtotal</i>		99.6	135
TOTAL		262.1	1,100

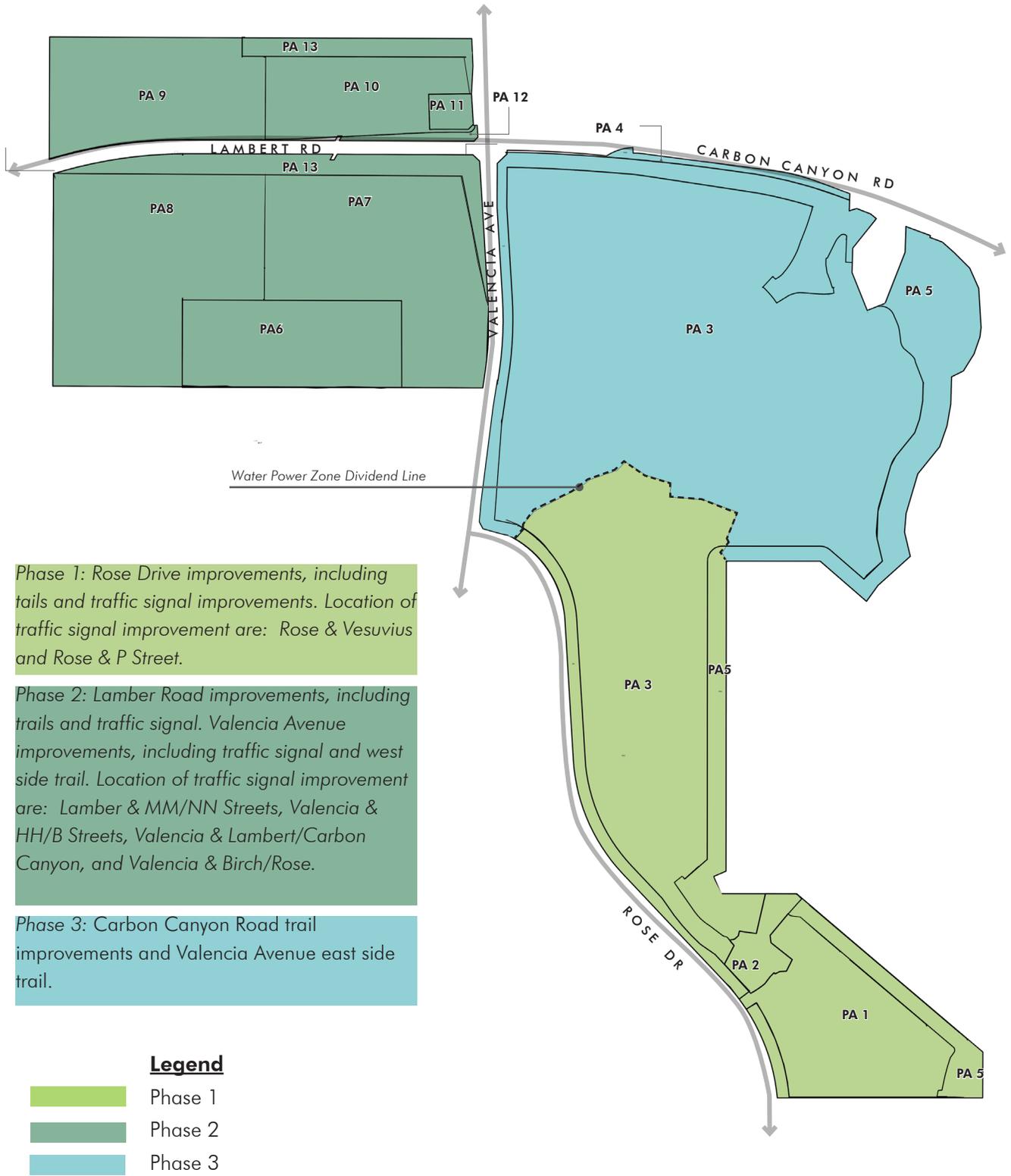
6.4.2 INFRASTRUCTURE PHASING

As shown on **Exhibit 6-1, Conceptual Phasing Plan**, project phase boundaries have been selected with careful consideration of existing and proposed wet and dry utility infrastructure, oil well remediation and grading/earthwork balancing. Water systems within each phase allow for redundant (looped) lines for fire flows and serviceability (see **Exhibit 3-7, Conceptual Water System**). Proposed sewer phasing considers utilizing existing infrastructure without creating temporary lines (see **Exhibit 3-8, Conceptual Sewer System**). Storm drain phasing allows for construction of water quality and detention areas independently of other phases (see **Exhibit 3-9, Conceptual Drainage System**). Roadway improvements will be constructed in phases as shown in **Exhibit 6-1, Conceptual Phasing Plan**. Rose Drive improvements, including trails and traffic signal improvements will be constructed in phase one. Lambert Road improvements, including trails and traffic signal, Valencia Avenue improvements, including traffic signal and west side trail will be constructed in phase two. Carbon Canyon Road trail improvements, Valencia Avenue east side trail will be constructed in phase three. Phasing limits may be adjusted as development progresses and due to market conditions.

6.5 MAINTENANCE RESPONSIBILITIES

Successful operation of associations is important in ensuring that the Brea 265 Site is well-maintained. Maintenance responsibilities for parks, rights-of-way, open space, landscape areas, street lighting, landscaped slopes, and common project facilities will be divided amongst the Master HOA, neighborhood sub-HOAs (where applicable), Landscape and Lighting Districts or similar entity and City, as set forth in **Table 6.2, Maintenance Responsibility Matrix**. The Applicant or Master Developer will be responsible for the maintenance of all areas and facilities listed in **Table 6.2, Maintenance Responsibility Matrix** until such time as responsibility is accepted by the appropriate entity.

As provided in this Specific Plan, various areas within the Brea 265 Site will be dedicated to the City for maintenance and public use as shown in **Exhibit 6.2, Open Space Maintenance Responsibility Plan**. As a condition to recording each Final Map for the Brea 265 Site, the project applicant shall submit the maintenance agreements with Master HOA, neighborhood sub-HOAs (where applicable), Landscape and Lighting Districts or similar entity.



For illustrative purposes only; final phasing may vary.

EXHIBIT 6-1, CONCEPTUAL PHASING PLAN

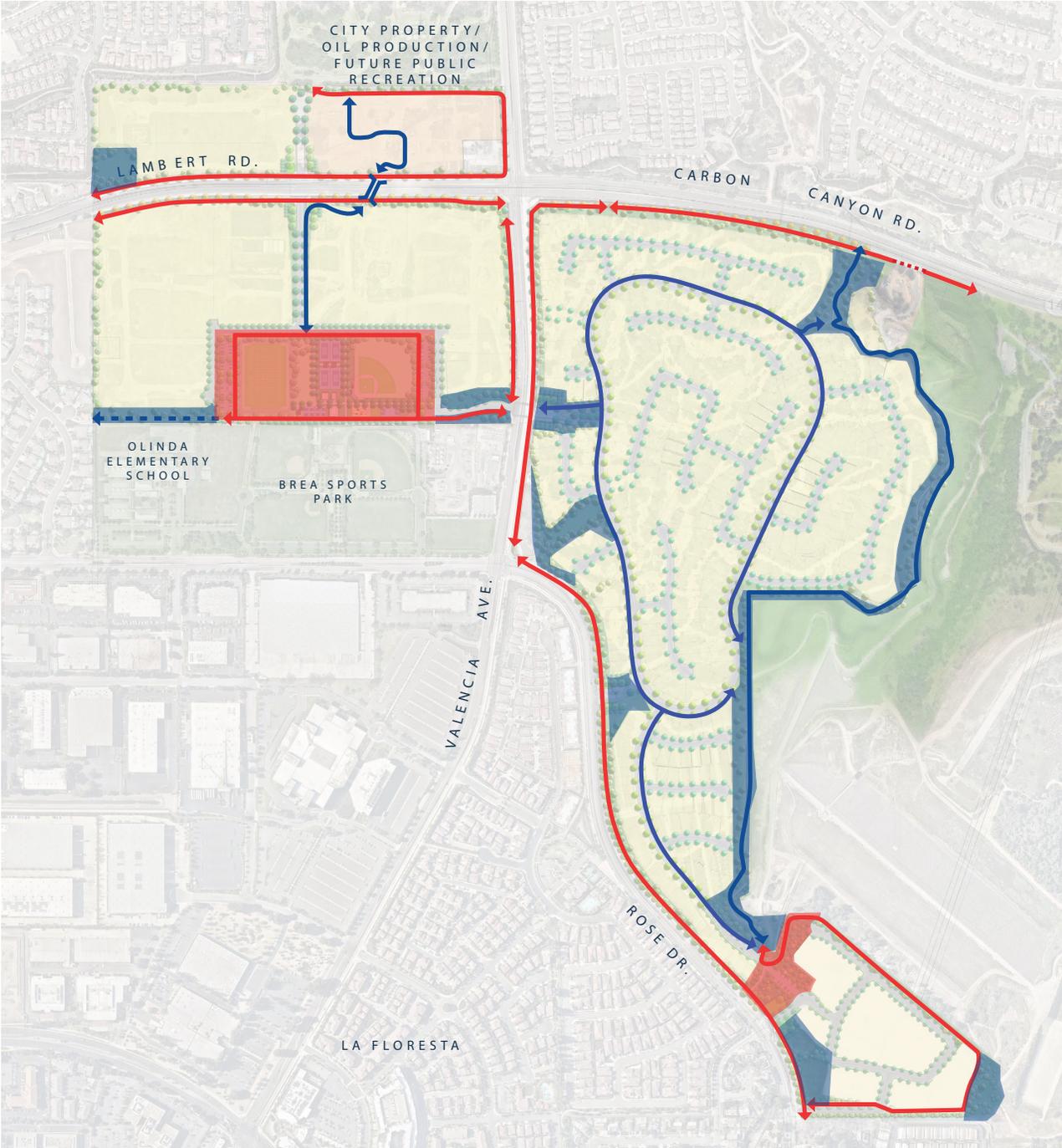


**TABLE 6-2
MAINTENANCE RESPONSIBILITY MATRIX**

MAINTENANCE AREA	CALTRANS	CITY	HOA	UTILITY PROVIDER	OCSD
Carbon Canyon Road, Valencia Avenue South of Carbon Canyon Road <ul style="list-style-type: none"> Public Streets - To Face of the Curb Public Streets - South Side of Sidewalks Public Streets -Parkways (Maintained by HOA)* Public Streets -Trails (Maintained by the City)* Traffic Signal Related Maintenance Including Safety Lighting. Street Lights 	X	X*	X*		
Lambert Road, Valencia Avenue, Rose Drive, North Side of Blake Road <ul style="list-style-type: none"> Public Streets - To Face of the Curb Public Streets - Parkways, Sidewalks and Trails Traffic Signal Related Maintenance Including Safety Lighting. Street Lights 		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 OCSD 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.



LEGEND

- City Maintained Multi-Purpose Trail
- HOA Maintained Multi-Purpose Trail
- City Maintained Parks and Recreation Facilities
- HOA Maintained Landscaped Areas

EXHIBIT 6-2, OPEN SPACE MAINTENANCE RESPONSIBILITY PLAN

6.6 ADMINISTRATION

6.6.1 RESPONSIBILITY

The City of Brea shall administer the provisions of the Brea 265 Specific Plan and the Development Agreement in accordance with the State of California Government Code, Subdivision Map Act, Brea General Plan, Brea Municipal Code, and other governing and applicable federal, state and local regulations.

6.6.2 APPLICABILITY

All development on the Brea 265 Site shall comply with the requirements and standards set forth in this Specific Plan, the approved Development Agreement and the accompanying EIR, Conditions of Approval and Mitigation Monitoring and Reporting Program (MMRP). The Development Agreement shall supersede the Specific Plan where conflicts occur. The Specific Plan and Development Agreement shall supersede the relevant provisions of the Brea Municipal Code and General Plan, as they currently exist or may be amended in the future. Any development regulation and construction requirement not addressed in the Specific Plan or the approved Development Agreement shall be subject to the City's adopted codes and regulations, that are effective as of the effective date of the Development Agreement, as provided for in the Land Regulation Binders.

6.6.3 ENFORCEMENT

The Brea 265 Specific Plan implements the Brea General Plan and serves as zoning for the development of the Brea 265 Site. The City shall abide by the provisions of the Specific Plan and Development Agreement.

6.6.4 INTERPRETATION

In instances where any section, subsection, sentence, clause, phrase, portion or word contained within this Specific Plan is undefined, unclear or vague, the Community Development Director or his/her designee shall ascertain all pertinent facts concerning such ambiguity and, with the concurrence of the Master Developer and/or Landowner of a Planning Area, make a determination as to the meaning and intent of any disputed item, taking into consideration the purpose and intent of the Specific Plan. The Community Development Director may elect to forward an item requiring interpretation to the Planning Commission for determination, subject to appeal to the City Council. Said determination shall be deemed final. Unless the Master Developer initiated the need for clarification, no such determination shall be binding on the Master Developer in the absence of its concurrence.

6.6.5 ADMINISTRATIVE REMEDY

Minor modifications to the plans, guidelines, regulations and standards contained in this Specific Plan may be approved at the discretion of the Community Development Director through the administrative remedy process described herein with concurrence of the Master Developer, provided such modifications are deemed to be in substantial conformance with this Specific Plan and are not detrimental to the public health, safety and welfare. Minor modifications to the adopted Specific Plan must be consistent with the purpose and intent of the originally approved Specific Plan.

A. Minor Modifications. The following circumstances constitute minor modifications:

1. Planning Areas depicted in the Specific Plan shown in **Exhibit 3-1, Specific Plan Land Use Plan** are for illustrative purposes only and do not represent specific lots or development areas that may be depicted on the Tentative Tract Maps, Final Maps or Precise Grading Plans. Subject to the limitations in Section 6.3 A and B above, the gross area, Target Density and dwelling units of planning areas in the Tentative Tract Maps, Final

Maps or Precise Grading Plans can differ from what are shown on **Table 3-2, Specific Plan Statistical Summary by Planning Area**.

2. Density transfers as described in Section 6.3, Density Transfers.
 3. Changes to the circulation plan to accommodate actual conditions on-site or modify ingress and egress locations, shifting of specific street alignments or to respond to new information that was not available at the time the Specific Plan was originally prepared.
 4. Changes to the design of the roadway cross-sections, provided that the streets have adequate capacity to handle the anticipated volumes of traffic and the design changes are deemed acceptable by the City's Traffic Engineer.
 5. Modifications to the water, sewer and/or drainage alignments or sizes required to implement the project.
 6. Changes to Conceptual Phasing Plan.
 7. Any other minor modifications requested by Master Developer and/or Landowner only for its Planning Area that are deemed by the Community Development Director to be in substantial conformance with the purpose and intent of the approved Specific Plan.
- B. Administrative Remedy Procedures for Minor Modifications. Administrative remedy may be granted to the Applicant requesting minor modifications. The following procedure shall apply to administrative remedy applications:
1. Application for administrative remedy shall be made pursuant to the Uniform Application Procedure established by the Community Development Director, and the nature of the information to be submitted therewith shall be as prescribed by the Community Development Director.
 2. Within 30 days of complete application, the Community Development Director shall approve the application, approve the application with conditions, or disapprove the application with concurrence of the Master Developer and/or Landowner. The Community Development Director shall set forth the findings upon which the decision is based.
 3. The decision of the Community Development Director shall be final and shall become effective ten (10) days after issuance of the decision, unless appealed pursuant to Chapter 20.424 of the Brea Municipal Code or pursuant to the provisions of the Development Agreement.

6.6.6 SPECIFIC PLAN AMENDMENTS

Major modifications that do not meet the criteria for minor modifications described in Section 6.6.5 herein shall require a formal amendment to the adopted Specific Plan. Major modifications shall constitute the following:

- A. Modifications to a given planning area boundary exceeding 20% of the planning area identified in Table 3-2.
- B. Amendments to the Specific Plan that would result in an amendment to the Brea General Plan.
- C. Changes to land uses or densities that exceed the total maximum dwelling units permitted by the Specific Plan.

D. Any changes to the proposed development that would result in substantial changes or potentially significant impact not considered by the certified Brea 265 EIR.

Amendments to the Specific Plan may be requested in accordance with the terms and conditions imposed during the original approval. Specific Plan Amendments shall be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council. In addition, Specific Plan Amendments shall be subject to City review for consistency with the scope of the Brea 265 EIR and subject to the provisions of California Environmental Quality Act (CEQA). An amendment to the Specific Plan shall not require a concurrent General Plan Amendment unless it is determined by the Community Development Director that the proposed amendment would substantively affect the Brea General Plan goals or policies for the Brea 265 Site.

6.6.7 APPEALS

Decisions of the Community Development Director made under the provisions of this Specific Plan may be appealed to the Planning Commission, and decisions of the Planning Commission may be appealed to the City Council, all of which may be appealed in accordance with the provisions of the Development Agreement. With the exception of the dispute resolution mechanism set forth in the Development Agreement, appeals shall be filed and processed in accordance with Chapter 20.424 of the Brea Municipal Code.

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APPENDIX A: GENERAL PLAN CONSISTENCY ANALYSIS

The Brea 265 Specific Plan implements the applicable goals and policies of the City of Brea General Plan and is consistent with the General Plan, as amended. The analysis below demonstrates consistency between the Brea 265 Specific Plan and the applicable goals and policies of the City of Brea General Plan.

LAND USE ELEMENT		
GOAL CD-1: PROVIDE A BALANCE OF LAND USES TO MEET THE PRESENT AND FUTURE NEEDS OF ALL RESIDENTS.		
	Policy	Consistency Analysis
Policy CD-1.1	Create neighborhoods that effectively integrate single-family and multi-family housing with convenience and neighborhood shopping centers, park and recreation areas, and other uses appropriate for the neighborhoods.	Brea 265 provides a wide spectrum of housing ranging from single-family detached and clustered homes to townhomes and apartments with bicycle and pedestrian circulations. Brea 265 also creates a significant expansion of the Brea Sports Park and provides a new Staging Area Park that links the Brea Tracks to trails at Carbon Canyon Regional Park and Chino Hills State Park, in addition to local adjacent open space areas.
Policy CD-1.2	Maintain a land use structure that balances the provision of jobs and housing with available infrastructure and public and human services.	The site is conveniently located in proximity to employment centers, schools, shopping, and entertainment destinations.
Policy CD-1.4	Ensure that the City maintains a balance among residential, commercial, and industrial land uses.	Years ago, the City of Brea General Plan envisioned residential uses on the Brea 265 Site. Brea Envisions established clear goals for attainable housing, stronger trail connectivity, innovative transportation solutions, sustainability and other measures across the City. Brea 265 will create a community of intimate, walkable neighborhoods, offering a mix of residential, open space and recreational opportunities.

Policy CD-1.5	Provide opportunities for development of housing that responds to diverse community needs in terms of density, size, location, design, and cost.	Brea 265 provides a variety of housing types that meet the needs of different types of residents including 76 affordable housing units.
Policy CD-1.7	Create and maintain linked open spaces and pedestrian access that serve the entire community.	Brea 265 promotes a healthy lifestyle. The interior loop street, local streets and entry drives will have parkway-separated sidewalks to provide continuous pedestrian access to parks, recreation areas and the trail system.

PART OF BREA 265 IS LOCATED WITHIN THE SOUTHEAST BREA FOCUS AREA

GOAL CD-9: CREATE A DYNAMIC, MIXED-USE URBAN VILLAGE THAT INTEGRATES A RANGE OF HOUSING TYPES (INCLUDING SENIOR HOUSING), MODERATE-INTENSITY COMMERCIAL USES, EDUCATIONAL AND PUBLIC USES, AND PARKS.

Policy		Consistency Analysis
Policy CD-9.2	Accommodate emerging housing trends, and encourage pedestrian linkage to surrounding neighborhoods and activity centers.	Brea 265 designs a carefully crafted trail system that provides connectivity between the residential neighborhoods, open space, parks and community amenities. These trails are also designed to allow for direct connections through neighboring communities to existing trails outside of Brea 265, including The Tracks at Brea Trail, El Cajon Trail, Chino Hills Trail and Carbon Canyon Regional Park Trail, consistent with the intent of the Brea Trails Plan.
Policy CD-9.3	Encourage the establishment of community recreation and park facilities in the area.	A stage park is provided in Brea 265 and is located within the Southeast Brea focus area identified in the General Plan.
Policy CD-9.5	Provide quality, affordable housing that would accommodate young families, college students, and educators.	Brea 265 provides a variety of housing types that meet the needs of different types of residents including 76 affordable housing units that would accommodate young families, college students and educators.
Policy CD-9.6	Preserve open space within this area, and provide outdoor recreation facilities.	Brea 265 preserves the open space along Rose Drive to meet the City’s setback requirement. Brea 265 also designs a staging area park to the east of Rose Drive to provide recreational amenities and gathering areas.

Policy CD-9.7	Strongly encourage the master planning of any large contiguous land holdings in this area.	Brea 265 is a master planned community that integrates a mix of residential neighborhoods, parks, recreational amenities and open space.
Policy CD-9.8	Strongly encourage the rezoning and annexation of the unincorporated properties in this area into the City the Brea in order to avoid the creation of new County islands.	Brea 265 Specific Plan requires discretionary actions including pre-zoning and annexation.

CIRCULATION ELEMENT

GOAL CD-10: MAINTAIN AN EFFECTIVE REGIONAL TRANSPORTATION NETWORK.

Policy		Consistency Analysis
Policy CD-10.3	Cooperate with surrounding jurisdictions to ensure the efficient operation of the arterial network system.	Brea 265 is cooperating with County of Orange to design the arterial network systems.
Policy CD-10.5	Work with Orange County Transportation Authority to ensure that the County Master Plan of Arterial Highways is consistent with the City’s Master Plan of Roadways.	Lambert Road runs in an east-west direction and is designated as a Major Arterial in the City of Brea General Plan’s Master Plan of Roadways. Lambert Road currently has two travel lanes in each direction and will be improved to Major Arterial Highway Standards per City Standard 109-0.
Policy CD-10.6	Recognize that Carbon Canyon Road will continue to serve high volumes of regional traffic despite its designation as a Modified Commuter. Thus, examine design solution alternatives that can improve the safety and efficiency of Carbon Canyon Road.	Carbon Canyon Road (SR 142) runs in an east-west direction and is designated as a State Highway, owned and operated by Caltrans. Carbon Canyon Road improvements are carefully designed to meet the needs of public safety, aesthetics and functionality.

GOAL CD-11: PROVIDE A SAFE AND EFFICIENT CIRCULATION SYSTEM THAT MEETS THE NEEDS OF THE COMMUNITY.

	Policy	Consistency Analysis
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.	Brea 265 maintains the existing Lambert Road, Carbon Canyon Road, Valencia Avenue and Rose Drive with proper modifications or improvements that is in balance with General Plan Land Use Element.
Policy CD-11.2	Establish Level of Service goals for designated City streets, and ensure that new development maintains these service levels.	The EIR for Brea 265 includes a traffic study that incorporates the Level of Service metric and vehicular daily trips as the benchmark demand for congestion. The EIR also includes mitigation measures to improve the circulation.
Policy CD-11.3	Plan neighborhood streets, pedestrian walks, and bicycle paths as a system of fully connected routes throughout the City.	Brea 265 is designed to promote a pedestrian-oriented community including the trail system, pedestrian pathways and sidewalks to weave together the various neighborhoods, parks and open space areas. Brea 265 also promotes the use of bicycles as an alternative to vehicular transportation. The planned bikeway system is designed to facilitate bicycle access throughout the Brea 265 community and provide linkage to the regional and local bikeway networks consistent with the Brea General Plan’s Bikeway Plan.
Policy CD-11.4	Protect residential streets from arterial street traffic.	Access to arterial streets will be buffered with landscaping and streetscaping at their interface with residential streets in Brea 265.
Policy CD-11.5	Use traffic calming measures in residential neighborhoods where warranted and appropriate to enhance safety for pedestrians.	Brea 265 discourages through traffic and incorporates traffic calming features by installing vehicular gates at the project entries and providing a loop street that includes narrow travel lanes and on-street parking.
Policy CD-11.6	Utilize creative methods to reduce congestion and improve circulation.	The EIR for the Brea 265 contains a traffic analysis, including mitigation measures, to minimum the traffic impacts of the project.

Policy CD-11.9	Consider establishing landscaped center medians on arterial streets such as Imperial Highway, Birch Street, and South Brea Boulevard.	Landscaped center medians are provided on Lambert Road, Valencia Avenue and Carbon Canyon Road.
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.	Brea 265 provides a gated community, signalized intersections, curvilinear private streets and bike lanes to slow traffic and increase safety.

GOAL CD-12: PROMOTE AND SUPPORT AN EFFICIENT PUBLIC TRANSPORTATION SYSTEM.

Policy		Consistency Analysis
Policy CD-12.1	Support transit providers such as the Orange County Transportation Authority in granting additional service routes within the City as needed.	Currently, there is no OCTA bus service to the Brea 265 Site. Brea 265 team can work with OCTA for the potential routes as the project is developed.
Policy CD-12.6	Balance accommodations for automobiles, transit, bicycles, and pedestrians in the design of new streets and streetscape improvements.	Brea 265 provides a mixed circulation system including auto, bike, trail and sidewalks.

GOAL CD-13: PROVIDE FOR AN EXTENSIVE, INTEGRATED, AND SAFE BICYCLE, HIKING, AND PEDESTRIAN NETWORK THROUGHOUT THE COMMUNITY, AND MAKE BREA A PEDESTRIAN-FRIENDLY COMMUNITY.

Policy		Consistency Analysis
Policy CD-13.1	Develop and maintain a comprehensive and integrated system of bikeways that promotes bicycling riding for commuting and recreation.	Brea 265 promotes the use of bicycles. The planned bikeway system provides the bicycle access throughout the Brea 265 community and the linkage to the regional and local bikeway networks consistent with the Brea General Plan’s Bikeway Plan. Bike paths are integrated into the overall Brea 265 trail system.

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.	Brea 265 provides a comprehensive trail system to allow for direct connections or through neighboring communities to existing trails outside of Brea 265, including The Tracks at Brea Trail, El Cajon Trail, Chino Hills Trail and Carbon Canyon Regional Park Trail, consistent with the intent of the Brea Trails Plan.
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.	Brea 265 provides the trail system, pedestrian pathways, sidewalks, as well as the use of bicycles as an alternative to vehicular transportation.

INFRASTRUCTURE ELEMENT

GOAL CD-14: PROVIDE SUFFICIENT LEVELS OF WATER, SEWER, AND STORM DRAIN SERVICE THROUGHOUT THE COMMUNITY.

Policy		Consistency Analysis
Policy CD-14.1	Coordinate the demands of new development with the capacity of water and sewer systems.	Water will be provided by the City of Brea. Connections will be made to the existing 790 Zone 12" water line in Lambert Road and existing 12" water line in Valencia Avenue. All sanitary sewer infrastructure will be publicly maintained by the City.
Policy CD-14.3	Require that new developments fund fair-share costs associated with City provision of water, sewer, and storm drain service.	Fair-share costs for the infrastructure is set forth in the Development Agreement.
Policy CD-14.4	Work with developers to ensure that adequate funding and support for required infrastructure is provided or ensured via bonds.	Funding for the required infrastructure is set forth in the Development Agreement.

GOAL CD-15: MINIMIZE DAMAGE TO THE WASTEWATER COLLECTION AND TREATMENT SYSTEMS BY PREVENTING DISCHARGE OF MATERIALS THAT ARE TOXIC OR WHICH WOULD OBSTRUCT FLOWS.

Policy		Consistency Analysis
Policy CD-15.1	Pursue treatment and disposal methods which, to the maximum extent feasible, provide for further beneficial use of wastewater and allow beneficial uses of land or water receiving the effluent.	EIR analysis is conducted for Brea 265 Specific Plan to comply with environment requirements. EIR includes water technical studies.

URBAN DESIGN ELEMENT

GOAL CD-17: PROMOTE AND MAINTAIN A DISTINCT COMMUNITY IDENTITY AND SENSE OF PLACE THAT INCLUDE THE PRESENCE OF IDENTIFIABLE DISTRICTS AND NEIGHBORHOODS.

GOAL CD-18: EMPHASIZE THE USE OF PUBLIC SPACES AND PEDESTRIAN AND TRANSIT USE THROUGHOUT THE COMMUNITY.

GOAL CD-21: INTEGRATE RESIDENTIAL DEVELOPMENT WITH ITS BUILT AND NATURAL SURROUNDINGS, AND IN PARTICULAR, ENCOURAGE A STRONG RELATIONSHIP BETWEEN DWELLINGS AND THE STREET.

GOAL CD-22: ENCOURAGE THE USE OF NATIVE PLANT PALETTES IN THE CREATION OF LANDSCAPING PLANS USED TO ESTABLISH A SENSE OF PLACE IN NEIGHBORHOOD IDENTIFICATION EFFORTS.

Policy		Consistency Analysis
East Brea	Preserve the character and enhance the quality of the district’s residential neighborhoods. New development should be compatible with the surrounding character.	West of Valencia Avenue project site is located within the East Brea designation in the General Plan. The Low Density Residential (LDR) and Medium Density Residential (MDR) land uses are provided in this area. The LDRs provides for development of detached and attached single-family dwellings to be compatible with the adjacent low density neighborhoods. The MDR provides for development of detached and attached single-family homes, townhouses, condominiums, and duplexes that are close to the existing Brea Sports Park and Olinda elementary school.

East Brea	Explore opportunities for new neighborhood parks and recreational facilities, especially within or near those neighborhoods that are underserved and/or in conjunction with new development projects.	An expansion of the existing Brea Sports Park is provided to promote a healthy and active lifestyle for the community.
East Brea	Establish linkages between adjacent developments, emphasizing an interconnected network of attractive streets, sidewalks and paths. New developments should extend the existing street grid.	Brea 265 provides internal streets with sidewalks or trails to extend the existing street grid and connect adjacent communities.
East Brea	Improve access to local parks, schools, shopping and services, focusing on enhanced pedestrian and transit mobility. Streetscape improvements should encourage walking and cycling.	Brea 265 promotes a pedestrian friendly environment by providing a trail system and bike paths to connect the existing parks, school, shopping centers and services.
East Brea	Use traffic calming measures to reduce travel speeds and divert through traffic from local residential streets.	Brea 265 includes signalized intersections, narrow internal streets and on street parking as traffic calming measures to reduce travel speeds and divert through traffic from local residential streets.
The Hillside	Preserve the scenic beauty of Brea’s hillside, and minimize the visual and environmental impact of development upon sensitive hillside areas.	The project site East of Valencia Avenue is located within the hillside designation in the General Plan. The lower density land use associated with this designation is intended to complement the surrounding open space areas and existing landforms.
The Hillside	Encourage preservation of the most sensitive hillside areas through conservation easements, land acquisitions, and/or other initiatives that contribute to a regional and community wide open space network.	Brea 265 in the hillside complements and respects the natural form of the land. Grading within the east of Valencia LDR area will take advantage of the varying terrain with trail connections and view opportunities.
The Hillside	Establish hillside trails along undeveloped corridors to link with regional and community systems.	Trails are provided in the hillside area to link the Carbon Canyon Regional Park and Chino Hills State Park.

The Hillsides	Provide sensitive transitions between large-lot hillside development and adjacent neighborhoods developed at considerably higher densities. Hillside development should, to the maximum extent feasible and practical, include roadway, open space, and trail links to adjoining neighborhoods.	LDR planning areas are located to the east of Valencia Avenue at higher elevations with views of Chino Hills and the Pacific Ocean. The MDR planning areas are located to the east of Rose Drive in the southern portion of the Brea 265 Site at flat and lower elevations. Internal roadways and trails are provided to link the adjoining neighborhoods.
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GROWTH MANAGEMENT ELEMENT

GOAL CD-27: PROMOTE BALANCED GROWTH WITH SUPPORTING PUBLIC SERVICES INFRASTRUCTURE.

	Policy	Consistency Analysis
Policy CD-27.1	Integrate land use and transportation planning to provide adequate transportation system service standards.	Brea 265 provides a vehicular, bicycle and pedestrian transportation system throughout of the community and linkage to the adjacent neighborhoods.
Policy CD-27.3	Ensure that new development is in balance with the provision of services and/or funding.	The infrastructure funding is set forth in the Development Agreement.

GOAL CD-28: ASSIST IN THE PROVISION OF ADEQUATE REGIONAL AND LOCAL TRANSPORTATION FACILITIES.

	Policy	Consistency Analysis
Policy CD-28.2	Promote the expansion and development of alternative methods of transportation.	Brea 265 promotes a pedestrian friendly living environment by providing the use of bicycles as an appealing and practical alternative to vehicular transportation.
Policy CD-28.3	Encourage the development of housing within close proximity to jobs and services.	An employment center is located approximately within a quarter mile to the south of Brea 265. Downtown Brea, Brea Mall and City Hall are located approximately three miles to the west of Brea 265.

HOUSING ELEMENT

GOAL 2.0 TO ASSIST IN THE PROVISION OF ADEQUATE HOUSING TO MEET THE NEEDS OF THE COMMUNITY. ESTABLISH A BALANCED APPROACH TO MEETING HOUSING NEEDS THAT INCLUDES THE NEEDS OF BOTH RENTER AND OWNER HOUSEHOLDS.

Policy		Consistency Analysis
Policy 2.1	Use financial and/or regulatory incentives where feasible to encourage the development of affordable housing.	Brea 265 complies with the City’s Affordable Housing Ordinance by providing 76 affordable housing units.
Policy 2.6	Encourage the construction of apartment complexes with strong on-site management.	Brea 265 will provide a wide spectrum of housing ranging from single-family estate homes, traditional detached homes and clustered homes to townhomes and apartments.
Policy 2.7	Promote the City’s Affordable Housing Programs with employers in Brea.	Brea 265 promotes the City’s Affordable Housing Programs by providing 76 affordable housing units.
Policy 2.9	Partner non-profit organizations and affordable housing builders with for-profit developers.	Brea 265 is partnering with non-profit organizations and affordable housing builders.

GOAL 3.0: TO PROVIDE ADEQUATE HOUSING SITES THROUGH APPROPRIATE LAND USE, ZONING, AND SPECIFIC PLAN DESIGNATIONS TO ACCOMMODATE THE CITY’S SHARE OF REGIONAL HOUSING NEEDS.

Policy		Consistency Analysis
Policy 3.2	Facilitate development of a range of housing types in the City’s specific plan areas, including Birch Hills, Brea Towne Plaza, Carbon Canyon, and Olinda Heights.	Brea 265 is located in the Carbon Canyon and Olinda Heights area and provides a range of housing types.
Policy 3.4	Pursue phased annexation of the City’s Sphere of Influence to provide additional growth opportunities consistent with infrastructure capacities.	The 217.7-acre portion of Brea 265’s Site currently within City’s Sphere of Influence will be annexed into the City as part of discretionary actions in the Brea 265 Specific Plan.

GOAL 5.0: TO PROMOTE EQUAL OPPORTUNITY FOR ALL RESIDENTS TO RESIDE IN THE HOUSING OF THEIR CHOICE.

Policy		Consistency Analysis
Policy 5.1	Continue to enforce fair housing laws prohibiting discrimination in the building, financing, selling or renting of housing on the basis of race, religion, family status, national origin, physical handicap or other such circumstances.	Individual builders within the Brea 265 Specific Plan area will be required to fully satisfy all local, State, and Federal Equal Housing Opportunity guidelines and statutory requirements.
Policy 5.3	Encourage the provision of adequate housing to meet the needs of families of all sizes.	Brea 265 will provide a wide spectrum of housing ranging from single-family estate homes, traditional detached homes and clustered homes to townhomes and apartments to meet the needs of families of all sizes.

COMMUNITY RESOURCES ELEMENT

GOAL CR-1: PROVIDE A VARIETY OF PARKS AND RECREATION FACILITIES THAT MEET THE DIVERSE NEEDS AND INTERESTS OF THE COMMUNITY.

Policy		Consistency Analysis
Policy CR-1.1	Develop a high-quality network of parks and recreational facilities that meet the needs of families, young adults, seniors, children, and disabled individuals.	Designed to enhance the quality of life for residents, Brea 265 incorporates a series of intimate, walkable neighborhoods offering a diverse range of housing choices integrated with recreation and open space areas.
Policy CR-1.2	Provide similar or equal levels of parks and recreational facilities to all areas of the community.	Brea 265 will provide similar or equal levels of parks and recreational facilities within the community.
Policy CR-1.3	Use the City standards for park development, recognizing that the function of a particular park also affects classification within the system.	Brea 265’s park designs meet the City’s standards for park development.
Policy CR-1.5	Develop, wherever possible, recreation facilities that have multi-use capabilities and high degree of adaptability to more intensive use or uses as recreation demand changes and/or population density increases.	15.1 acres of parks and recreation areas are designed to adopt various uses for different age group users.

Policy CR-1.6	Provide similar or equal attention to the development of facilities for individualized activities (casual park use, bicycling, walking, running, skating and riding) as is given to organized recreation and sports.	Brea 265 provides similar or equal attention to the park use, bicycling, walking, jogging and riding.
Policy CR-1.7	Locate and develop a sports park that combines intensive-use lighted sports facilities with shared support facilities such as ample parking, concessions, and restrooms.	Brea 265 includes a significant expansion of the Brea Sports Park that includes a variety of uses described in Section 4.3.3.
Policy CR-3.6	Encourage the development of recreational facilities by the private sector, including small parks and large-scale facilities requiring a high level of supporting services, supplies, and maintenance. Recreational facilities should be available to all members of the public.	Brea 265 includes approximately 15.1 acres of Parks/Recreation (PR) land use category areas for the public to provide recreational amenities, gathering areas and focal points, as well as facilitate trail connections between Brea 265, the greater Brea community and Carbon Canyon Regional Park.

GOAL CR-4: PRESERVE OPEN SPACE AGGRESSIVELY FOR DIVERSE PURPOSES – AS A VISUAL AND SCENIC RESOURCE, FOR HABITAT CONSERVATION, TO PROTECT WATERSHEDS, AND FOR RECREATION.

Policy		Consistency Analysis
Policy CR-4.1	Protect and preserve open space wherever possible.	Brea 265 includes approximately 46.1 acres of land under the public Open Space (OS) land use category. The OS planning areas include steep slopes (over 30%) in the eastern portion of the Brea 265 Site.
Policy CR-4.3	Work aggressively with the Orange County, Los Angeles County, State, and other appropriate public agencies, private entities, and landowners to conserve, protect, and enhance open spaces and natural resources, particularly within the sphere of influence.	Brea 265 team is working closely with Orange County and City of Brea to conserve, protect, and enhance open spaces and natural resources.

GOAL CR-5: PROVIDE A FLEXIBLE AND BALANCED OPEN SPACE AND CONSERVATION PLAN.

Policy		Consistency Analysis
Policy CR-5.1	Create an open space network that is part of both the natural and urban fabric of Brea and connects to the regional open space system.	Brea 265 includes approximately 46.1 acres of public open space, which allows for slopes and landscaping, as well as passive outdoor activities such as walking trails, mountain biking and nature viewing. The trail linkage provides an access to the State Park and Regional Park.
Policy CR-5.2	Encourage compatible uses and activities near open space areas such as schools, parks, residential, and agricultural uses.	Brea 265 promotes compatible uses and activities near school, parks and residential uses.

TRAILS ELEMENT

GOAL CR-6: PROVIDE AN EXTENSIVE TRAIL SYSTEM THAT LINKS ALL AREAS OF BREA.

Policy		Consistency Analysis
Policy CR-6.1	Create linkages to trails within Carbon Canyon and Chino Hills State Park existing and proposed trail system.	Brea 265 includes a trail system to allow for direct connections or through neighboring communities to existing trails outside of Brea 265, including The Tracks at Brea Trail, El Cajon Trail, Chino Hills Trail and Carbon Canyon Regional Park Trail, consistent with the intent of the Brea Trails Plan.

<p>Policy CR-6.3</p>	<p>Provide a useful, enjoyable, safe, and efficient trail system for equestrians and hikers, with the following objectives and standards: Provide multi-purpose trails, where possible, to serve hikers, bicyclers, and horseback riders</p> <ul style="list-style-type: none"> • Link trails with adjacent City, County, and State trail systems • Maintain trail areas in good condition, and free of litter and debris • Design trails to be flexible and site-specific to minimize the impact on adjacent property and fragile habitats • Provide a trail system with both short and long hikes/rides and serve the needs of both beginning and advanced hikers/riders • Separate trails from automobile traffic when possible in order to provide safe conditions for riders and walkers • Provide appropriate signs to mark all trails • Locate trails to provide linkages between open space and the City greenway system 	<p>Approximately five miles of multi-purpose trails are planned for bicycling and pedestrian connectivity.</p> <p>Exhibit 3-5, Non-Vehicular Circulation Plan, depicts the comprehensive trail system planned throughout Brea 265. One trail head and one staging area are planned in the southeastern portion of the community to provide trail linkage to Carbon Canyon Regional Park. Perimeter trails are open to the public, including those in the gated neighborhoods. One key feature of the trail system is the underground pedestrian crossing connecting the neighborhoods located to the north and south of Lambert Road. This underground crossing will provide a safe crossing for pedestrians, and introduce creative art pieces for enjoyment of the community.</p>
<p>Policy CR-6.4</p>	<p>Work to incorporate recreational amenities such as trail systems, bike paths, and jogging paths with existing drainage ways, open-space corridors, and utility rights-of-way so that natural resources are retained as assets in the community's recreational system and natural environment.</p>	<p>Brea 265 includes approximately 46.1 acres of public open space, which allows for passive outdoor activities such as walking trails, mountain biking and nature viewing.</p>
<p>Policy CR-6.5</p>	<p>Coordinate efforts with other public agencies regarding State and federal programs for existing and potential trail systems, recreational facilities, and recreation programs.</p>	<p>Brea 265 team is working with City of Brea, State and Regional Parks for the proposed trail linkage to the existing trail systems, recreational facilities, and recreation programs.</p>
<p>Policy CR-6.6</p>	<p>Develop the trail system illustrated in Figure CR-2</p>	<p>Brea provides a trail system that is consistent with CR-2.</p>
<p>Policy CR-6.7</p>	<p>Require new developments to provide access and linkage to the citywide trail system.</p>	<p>Brea 265 provides a trail system to allow for direct connections or through neighboring communities to existing The Tracks at Brea Trail.</p>

WATER CONSERVATION AND QUALITY ELEMENT

GOAL CR-11: CONSERVE AND PROTECT WATER RESOURCES THROUGH WATER CONSERVATION STANDARDS, SUSTAINABLE DEVELOPMENT PRACTICES, AND WATER QUALITY STANDARDS.

Policy		Consistency Analysis
Policy CR-11.1	Develop water conservation plans, standards, and/or guidelines for all new construction projects to address such issues as water conserving plumbing fixtures, on-site storm water retention, drought-tolerant landscaping, and gray water use.	Water efficiency design strategies identified within the 265 Brea Specific Plan is addressed in Section 4.5, Sustainable Community Design.
Policy CR-11.4	Promote techniques and methods for water conservation throughout the community.	Brea 265 promotes water conservation which is described in Section 4.5, Sustainable Community Design.
Policy CR-11.5	Utilize design techniques that conserve natural resources and preserve natural terrain, drainage, and vegetation.	<p>The overall slope, height and grade of any cut and fill slope shall be developed in concert with the existing natural contours and scale of the natural terrain of a particular site.</p> <p>Vegetation, irrigation, and continuing maintenance programs shall be used to stabilize manufactured slopes, with trees and shrubs used to soften their appearance.</p>

GOAL CR-12 PROTECT THE BENEFICIAL USES OF GROUND AND SURFACE WATERS.

Policy		Consistency Analysis
Policy CR-12.2	Evaluate development projects for compliance with NPDES requirements, aiming toward reducing pollutant loads in stormwater runoff, minimizing impervious surface areas, and minimizing peak flows.	EIR analysis is conducted for the Brea 265 Specific Plan to comply with environmental requirements. EIR includes water technical studies.

HISTORIC RESOURCES ELEMENT

GOAL CR-15: MAKE ALL BREANS AWARE OF THE IMPORTANCE OF HISTORIC PRESERVATION.

Policy		Consistency Analysis
Policy CR-15.6	Promote Brea’s heritage through artwork, signs, preservation, and historical structures.	Brea 265 includes art installations that, among other things, reflect the history of the site and adjacent areas, agricultural connection, and Native American influences.

COMMUNITY SERVICES ELEMENT

GOAL CS-2: PROVIDE A DIVERSE RANGE OF RECREATION SERVICES, PROGRAMS, AND ACTIVITIES THAT ARE RESPONSIVE TO THE PRESENT AND FUTURE NEEDS OF ALL BREA RESIDENTS.

Policy		Consistency Analysis
Policy CS-2.2	Provide recreation services, programs, activities, and opportunities that are responsive to the needs and interests of the community.	Brea 265 provides an extension to the existing Brea Sports Park and a Staging Park to provide the community with both passive and active recreation.
Policy CS-2.3	Provide specialized recreation services, programs, and activities that meet the unique and diverse needs of Brea’s youth and teens.	The proposed Sports Park and the existing Brea Sports Park will provide Brea’s youth and teens diverse sports and recreational experiences.
Policy CS-2.4	Encourage the development of health and wellness, fitness and/or other recreation programs and activities within private and public work environments.	Brea 265 provides approximately 15.1 acres of public park space, which includes one sports park and one staging area park. Those parks and open space together provide the community with both passive and active recreation.

CULTURAL ARTS ELEMENT

GOAL CS-5: PROMOTE AND SUPPORT THE CULTURAL ARTS IN VARIED ASPECTS OF COMMUNITY LIFE.

Policy		Consistency Analysis
Policy CS-5.1	Continue to support and implement the Art in Public Places program.	The exploration of the arts is an integral aspect of the vision for Brea 265. The candidate art locations are shown on Exhibit 4-1, Master Landscape Plan.

Policy CS-5.2	Acknowledge and support Brea’s heritage through its cultural arts programs.	Brea 265 acknowledge and support Brea’s arts programs. Art will be implemented in phases based on the sequence of the project development.
Policy CS-5.6	Encourage the incorporation of art into architectural design.	Brea 265 is incorporating art into the architectural design.

PUBLIC SAFETY ELEMENT

GOAL PFS-1: ENSURE THAT CITY PUBLIC SAFETY SERVICES ARE OF THE HIGHEST QUALITY.

Policy		Consistency Analysis
Policy PS-1.4	Work with the Fire Department to determine and meet 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.	The Brea 265 team has been working with the Fire Department to meet the fire safety requirements.

GOAL PS-2: IMPROVE COMMUNITY SAFETY AND REDUCE OPPORTUNITIES FOR CRIMINAL ACTIVITY THROUGH APPROPRIATE PHYSICAL DESIGN.

Policy		Consistency Analysis
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.	Brea 265 includes guidelines for buildings fronting onto the street to enhance the sense of security in Section 4.4.1.
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.	Community areas and amenities will be appropriately lighted, free of hidden spaces and patrolled.

GOAL PS-3 PROVIDE SAFE PEDESTRIAN ENVIRONMENTS CITYWIDE.

Policy		Consistency Analysis
Policy PS-3.1	Ensure that pedestrian safety is enhanced and maintained through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout Brea.	Brea 265 incorporates the pedestrian safety design into the streets, sidewalks and crosswalks designs.

Policy PS-3.2	Require all developments to provide adequate safety lighting in pedestrian areas and parking lots.	Adequate safety lighting will be provided in pedestrian areas and parking lots.
Policy PS-3.3	Provide shielded safety lighting along trails and other public and private walkways separated from a street.	Brea 265 will provide shielded safety lighting along trails and walkways.

GOAL PS-5: MINIMIZE THE PUBLIC’S EXPOSURE TO POTENTIAL HAZARDS ASSOCIATED WITH EXISTING AND ABANDONED OIL FACILITIES.

Policy		Consistency Analysis
Policy PS-5.1	Work closely with responsible State and Federal agencies to ensure that active oil field operations comply with all current regulations and, once oil field operations cease, that appropriate closure and clean-up activities occur.	The Active oil field operations comply with all current regulations. Once the project entitlements are complete and prior to the site’s phased development, Aera Energy will discontinue all on-site oil operations and abandon and remediate the oil wells and production facilities in accordance with Federal, State and local regulations in advance of implementing a given project phase.
Policy PS-5.3	Require comprehensive investigation, disclosures, and remediation of any former oil field property proposed for an alternative use.	Brea 265, a master planned community that integrates a mix of residential neighborhoods, parks, recreational amenities and open space, will replace all existing 190 wells and related infrastructure. The land will be remediated to all agency standards prior to development. No on-going oil production will remain within the new community as it develops.

GOAL PS-6: PROTECT THE COMMUNITY FROM WILDLAND FIRES.

Policy		Consistency Analysis
Policy PS-6.4	Require new development to ensure that the City’s five-minute fire response time be maintained.	Fire protection will be provided by the Brea Fire Department.

GOAL PS-7: REDUCE THE RISK TO THE COMMUNITY FROM FLOODING HAZARDS.

Policy		Consistency Analysis
Policy PS-7.2:	Require that new developments minimize stormwater and urban runoff into drainage facilities by incorporating design features such as detention basins, on-site water features, or other strategies.	Water quality and detention basins will be provided within the Brea 265 Site to treat the first flush and detain excess peak storm runoff produced from the site minimizing the development impact to the surrounding areas and existing storm drain systems.
Policy PS-7.6:	Employ strategies and design features that will reduce the amount of impervious surfaces (i.e. paved area) for new development projects.	Brea 265 incorporates sustainable design and development approaches to reduce the paved areas.

GOAL PS-1: REDUCE THE RISK TO THE COMMUNITY FROM SEISMIC ACTIVITY AND GEOLOGIC CONDITIONS, INCLUDING GROUND SHAKING, FAULT RUPTURE, LIQUEFACTION, AND LANDSLIDES.

Policy		Consistency Analysis
Policy PS-8.2	Require seismic safety standards for construction of all new buildings.	Brea 265 will comply with State of California seismic building codes.

NOISE

GOAL PS-9: MINIMIZE THE IMPACT OF POINT SOURCE NOISE AND AMBIENT NOISE LEVELS THROUGHOUT THE COMMUNITY.

Policy		Consistency Analysis
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.	Noise impacts are analyzed in Brea 265's EIR. Appropriate mitigation measures have been included, if needed, to reduce any potentially significant impact.

GOAL PS-3: MINIMIZE NOISE IMPACTS FROM SOURCES OTHER THAN TRANSPORTATION.

	Policy	Consistency Analysis
Policy PS-3.1	Require the inclusion of noise mitigation measures, techniques, and design features in the planning, design, and construction of future development and redevelopment projects.	Noise impacts are analyzed in Brea 265's EIR. Appropriate mitigation measures have been included, if needed, to reduce any potentially significant impact. With the incorporation of mitigation measures, noise will not significantly impact adjacent neighborhoods.