

## 3. Project Description

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### 3.1 PROJECT LOCATION

The Brea 265 Specific Plan (project site) is in the City of Brea and the City's sphere of influence (SOI) in northern Orange County, as shown on Figure 3-1, *Regional Location*. The project site encompasses 262.1 acres north of State Route 90 (SR-90) and east of SR-57. The 43-acre portion of the project site that is east of Rose Drive is in the incorporated City of Brea, and the remaining 219.1-acre portion of the project site is in the City's SOI, to be annexed into the city. The project site is bordered by Lambert Road/Carbon Canyon Road to the north, Rose Drive to the south, Carbon Canyon Regional Park to the east, and residential uses and Valencia Avenue to the west, as shown on Figure 3-2, *Local Vicinity Map*, and Figure 3-3, *Aerial Photograph*. The project site is bisected by Valencia Avenue, which runs in a north-south direction, and by Lambert Road, which runs in an east-west direction.

### 3.2 STATEMENT OF OBJECTIVES

Objectives for the Brea 265 Specific Plan will aid decision makers in their review of the project and associated environmental impacts. These objectives have been refined throughout the planning and design process for Brea 265:

1. Organize the land plan to facilitate the provision of proposed land uses and amenities.
2. 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.
3. 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.
4. Provide a housing mix ranging from conventional single-family homes and detached cluster homes to townhomes and apartments, including workforce and affordable housing units.
5. Incorporate development standards specifically crafted for the latest residential design concepts and neighborhood designs that are popular with homebuyers.
6. Provide flexibility in plan implementation to allow for changes in future market conditions.

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7. Use the Specific Plan as a tool to implement the City's affordable housing requirements and the State's Density Bonus Law.
8. Establish a distinctive community character through place-making elements that embrace and respect the site's oil industry history and special physical attributes.
9. 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.
10. Ensure appropriate phasing and financing for community facilities, including circulation and streetscape improvements; water, sewer, and drainage facilities; and parks and recreational facilities.
11. 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.

### 3.3 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a])

#### 3.3.1 Description of the Project

The Brea 265 Specific Plan proposes a master planned residential community of low- and medium-density residential neighborhoods, parks, recreational amenities, and open space linked together by an extensive trail network that connects to the Tracks at Brea and other regional systems. At buildout, the proposed project would provide up to 450 low-density units and 650 medium-density units—a total of 1,100 units with an overall average density of 4.2 dwelling units per acre. The maximum of 1,100 residential units would include 76 affordable housing units in accordance with the approved Development Agreement and 1,024 market rate units. The proposed project also provides up to 15.1 acres of parks/recreations uses, 47.5 acres of open space, and 2.0 acres of rights-of-way.

The proposed project would be phased and constructed based on market conditions. The Brea 265 Specific Plan includes landscape, architecture, and community design guidelines for future development within the projects site. Units may be transferred between land use designations and locations so long as the total number of units does not exceed 1,100 units and the number of units in the planning area (PA) does not exceed the maximum number of dwelling units per acre permitted for the PA's land use designation in the Specific Plan. The maximum density for Low Density Residential (LDR) would be 6.0 du/ac and for Medium Density Residential (MDR) would be 12.0 du/ac. The proposed land use summary is shown in Table 3-1, *Proposed Land Use Summary*. The Conceptual Land Use Plan is shown on Figure 3-4, *Brea 265 Land Use Plan*. One of the

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fundamental design principles of the proposed project is to create a walkable environment integrated with parks, open space, and trails while providing diverse, multi-income housing choices; a pedestrian-focused public realm; sustainable site planning, landscaping, and building design elements; and natural open space preservation. The proposed project allows for a public safety/civic uses on a 1.0-acre site on the northwest corner of Lambert and Valencia within the time frame described in the approved Development Agreement.

**Table 3-1 Proposed Land Use Summary**

Land Use	Gross Area (Acres)	Density Range (DU/AC)	Dwelling Units
<b>Residential<sup>1</sup></b>			
Low Density Residential (LDR)	134.6	1.0–6.0	450
Medium Density Residential (MDR)	62.9	6.1–12.0	650
<b>Residential Subtotal</b>	<b>197.5</b>		<b>1,100</b>
<b>Nonresidential</b>			
Park/Recreation (PR)	15.1	—	—
Open Space (OS) <sup>2</sup>	47.5	—	—
Master Plan Right-of-Way	2.0	—	—
<b>Nonresidential Subtotal</b>	<b>64.6</b>	—	—
<b>Total</b>	<b>262.1 acres</b>	<b>4.2</b>	<b>1,100 units</b>

<sup>1</sup> Units may be transferred between density designations and locations.

<sup>2</sup> Open Space category does not include private open space and recreation areas.

Table 3-2, *Proposed Land Category Statistical Summary by Planning Area*, provides detailed land use information for each PA. The proposed project includes development regulations and standards for the proposed land uses. Brea 265 is divided into 13 PAs. Each PA belongs to one of five land use categories:

- **Residential.** The proposed project would provide two residential categories—Low Density Residential (LDR) and Medium Density Residential (MDR)—and include 450 LDR units and 650 MDR units totaling 1,100 units, with an overall average density of 4.2 dwelling units per acre at buildout.
  - *Low Density Residential (LDR): Planning Areas 3, 9, 10, and 11.* The LDR category includes 450 dwelling units within four planning areas on approximately 134.6 acres at a target density of 3.3 dwelling units per acre. The LDR category provides for development of detached and attached single-family dwellings. The lower-density range is intended to complement the surrounding open space areas and existing landforms to create neighborhoods that respond to the existing slopes and topography.
  - *Medium Density Residential (MDR): Planning Areas 1, 7, and 8.* The MDR category includes 650 dwelling units within three planning areas 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 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.
- **Open Space (OS): Planning Areas 5 and 13.** The proposed project includes approximately 47.5 acres of land under the Open Space (OS) land use category, which allows for slopes and landscaping as well as

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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 Specific Plan community. The OS planning areas include steep slopes (over 30 percent) in the eastern portion of the project site, landscaped slopes and setbacks along arterial streets, water quality features, and fuel modification zones. Figure 3-5, *Parks and Open Space Plan*, illustrates OS planning areas within the project site.

- **Parks/Recreational (PR): Planning Areas 2 and 6.** The PR category totals 15.1 acres, including a 13-acre sports park to the west of Valencia Avenue and a 2.1-acre staging area park to the east of Rose Drive. The PR areas are intended to provide recreational amenities, gathering areas, and focal points and to facilitate trail connections between Brea 265, the greater Brea community, and Carbon Canyon Regional Park. In addition to the PR planning areas, a planned pedestrian and bicycle trail network linking homes to parks and open space areas within and outside the Brea 265 community will promote walking and cycling as an appealing and practical mode of mobility (see Figure 3-6, *Nonvehicular Circulation Plan*).
- **Right-of-Way (ROW): Planning Areas 4 and 12.** The proposed project includes approximately 1.2 acres along Carbon Canyon Road and 0.8 acre along Lambert Road under the ROW land use category.

**Table 3-2 Proposed Land Use Category Statistical Summary by Planning Area**

Planning Area (PA)	Land Use Category	Gross Area (AC)	Density Range (DU/AC) <sup>1</sup>	Target Density (DU/AC) <sup>2</sup>	Dwelling Units (DU) <sup>3</sup>
1	MDR	13.9	6.1–12.0	10.3	143
2	PR	2.1	—	—	—
3	LDR	109.4	1.0–6.0	3.2	345
4	ROW	1.2	—	—	—
5	OS	40.5	—	—	—
6	PR	13.0	—	—	—
7	MDR	23.2	6.1–12.0	12.0	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 <sup>4</sup>	LDR	1.0	1.0–6.0	—	—
12	ROW	0.8	—	—	—
13	OS	6.5	—	—	—
<b>Specific Plan Total</b>		<b>262.1 acres</b>		<b>4.2</b>	<b>1,100</b>

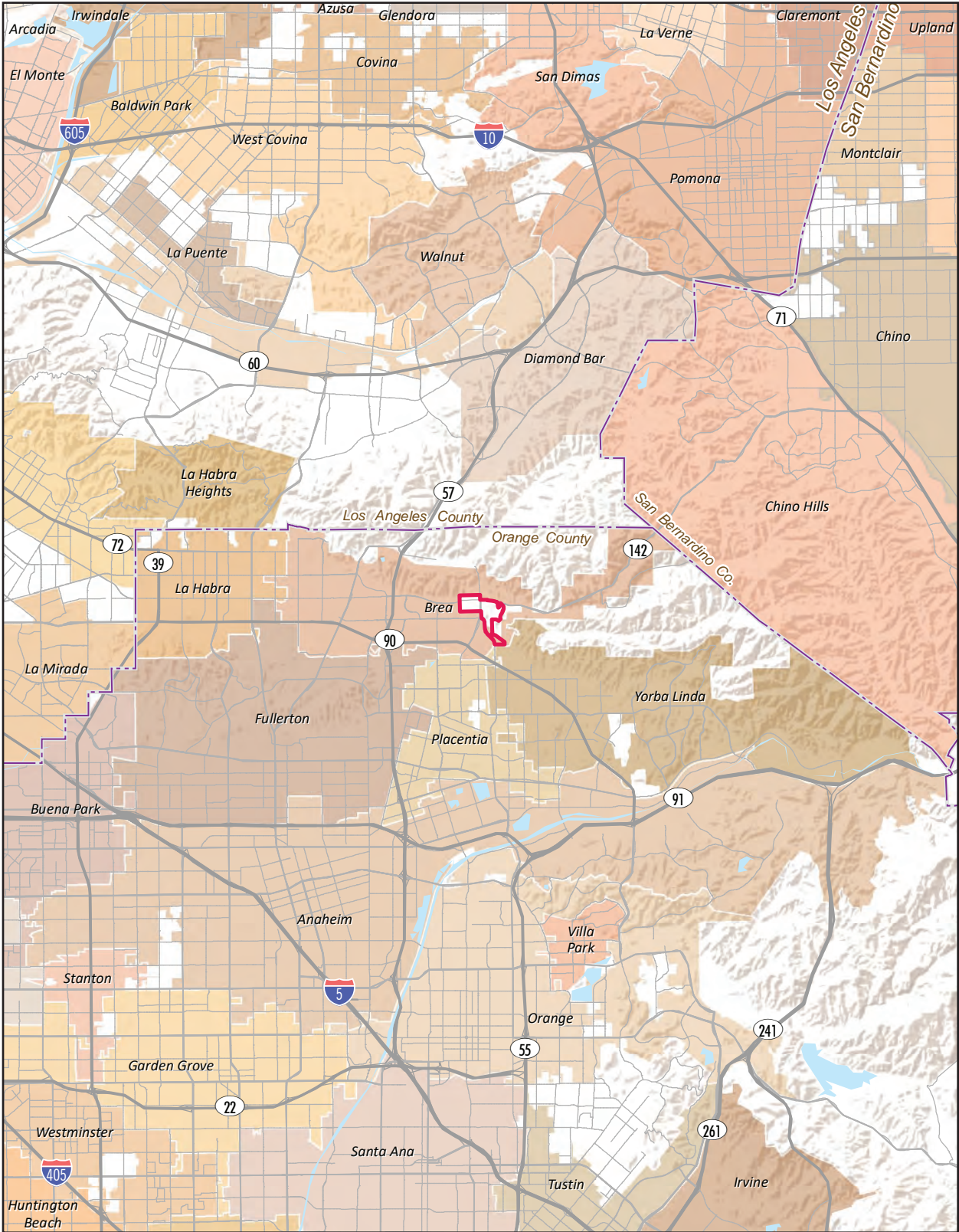
<sup>1</sup> Density Range is the range between the minimum and maximum number of dwelling units per acre permitted for the planning area's land use designation, as defined by the Orange County General Plan.

<sup>2</sup> Target Density is the number of dwelling units per acre for the planning area as proposed by the Brea 265 Specific Plan and described in Table 3-2 of the Brea 265 Specific Plan. The proposed number of dwelling units 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: 1) the proposed density transfer in the implementing subdivision application is within the density range for the planning area as described in Table 3-2 of the Brea 265 Specific Plan; and 2) the maximum number of 1,100 dwelling units for the entire Specific Plan is not exceeded.

<sup>3</sup> 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 the Brea 265 Specific Plan, provided that the maximum total of 1,100 dwelling units within the Brea 265 area is not exceeded.

<sup>4</sup> PA 11 provides for a reserved site for a public safety/civic uses within the time frame described in the Brea 265 Development Agreement. See Section 5.4.1 of the Brea 265 Specific Plan for permitted uses in the LDR residential category.

Figure 3-1 - Regional Location  
3. Project Description



— Project Site Boundary

Note: Unincorporated county areas are shown in white.

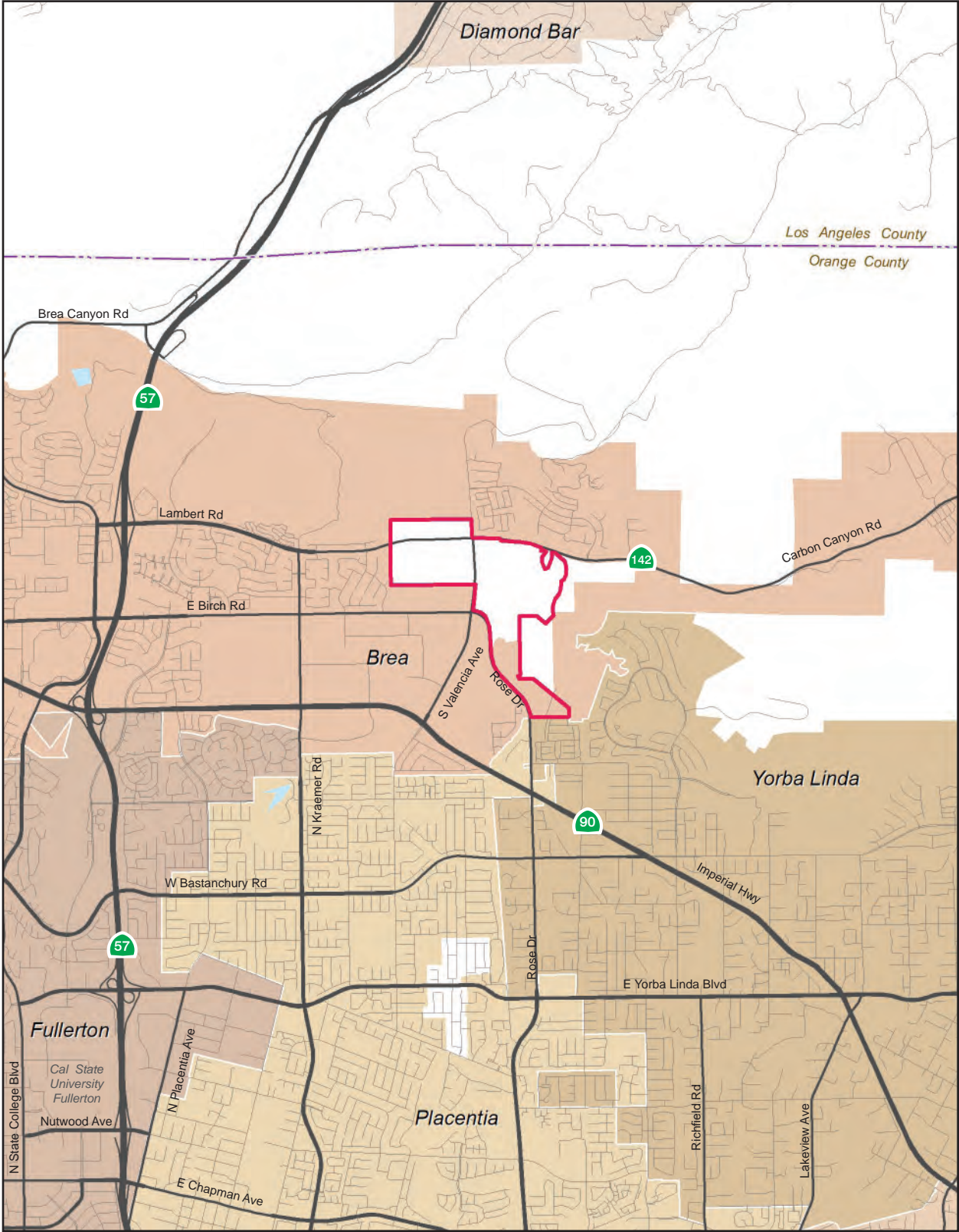
Source: ESRI, 2018



### 3. Project Description

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Figure 3-2 - Local Vicinity  
3. Project Description



— Project Site Boundary

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2018



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Figure 3-3 - Aerial Photograph  
3. Project Description



--- Project Site Boundary

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Scale (Feet)

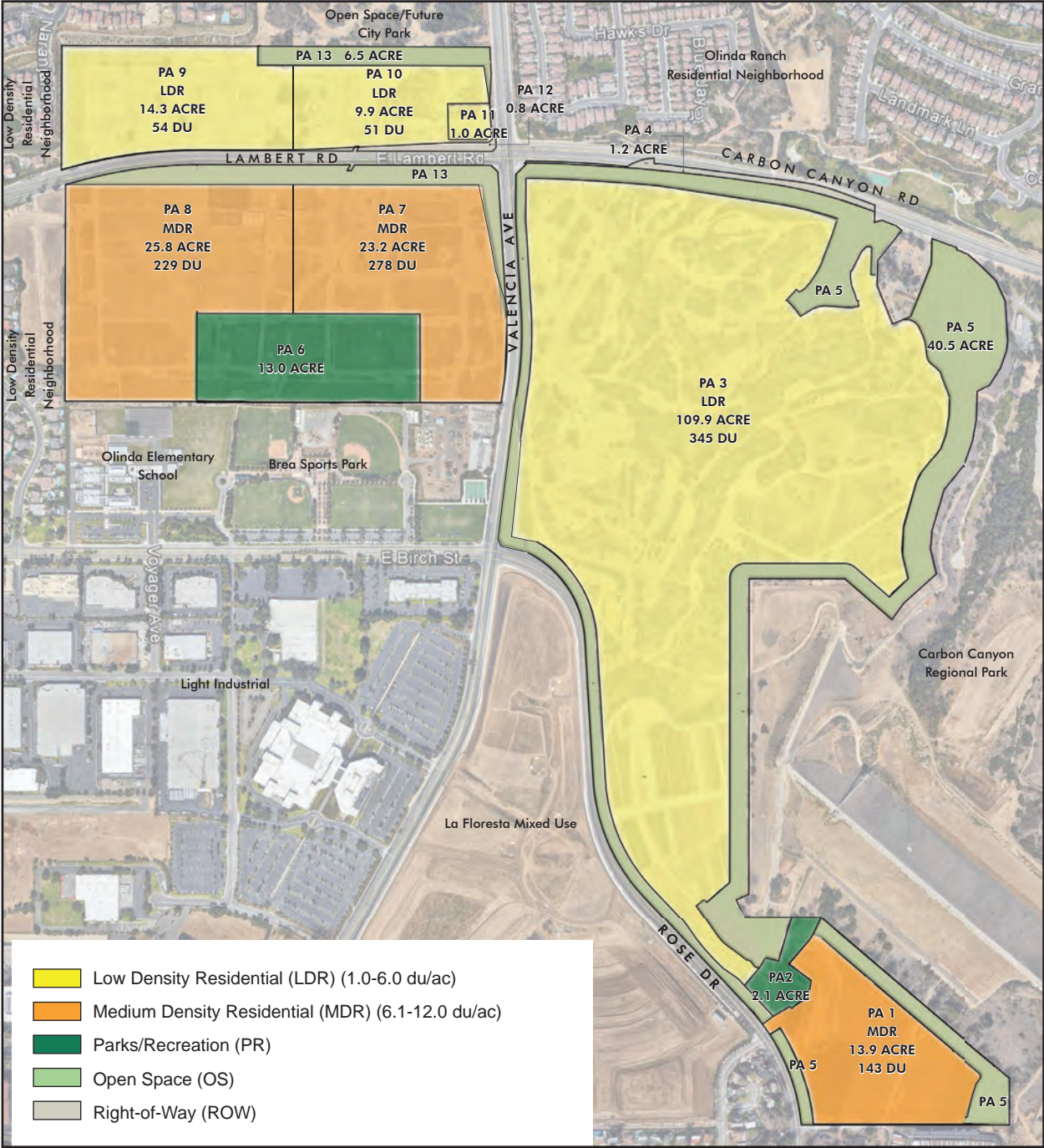


Source: Nearmap, 2021

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Figure 3-4 - Brea 265 Land Use Plan  
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Scale (Feet)





Source: KYGY Group, 2022

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Figure 3-5 - Parks and Open Space Plan  
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-  Parks/Recreation
-  Open Space

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Scale (Feet)

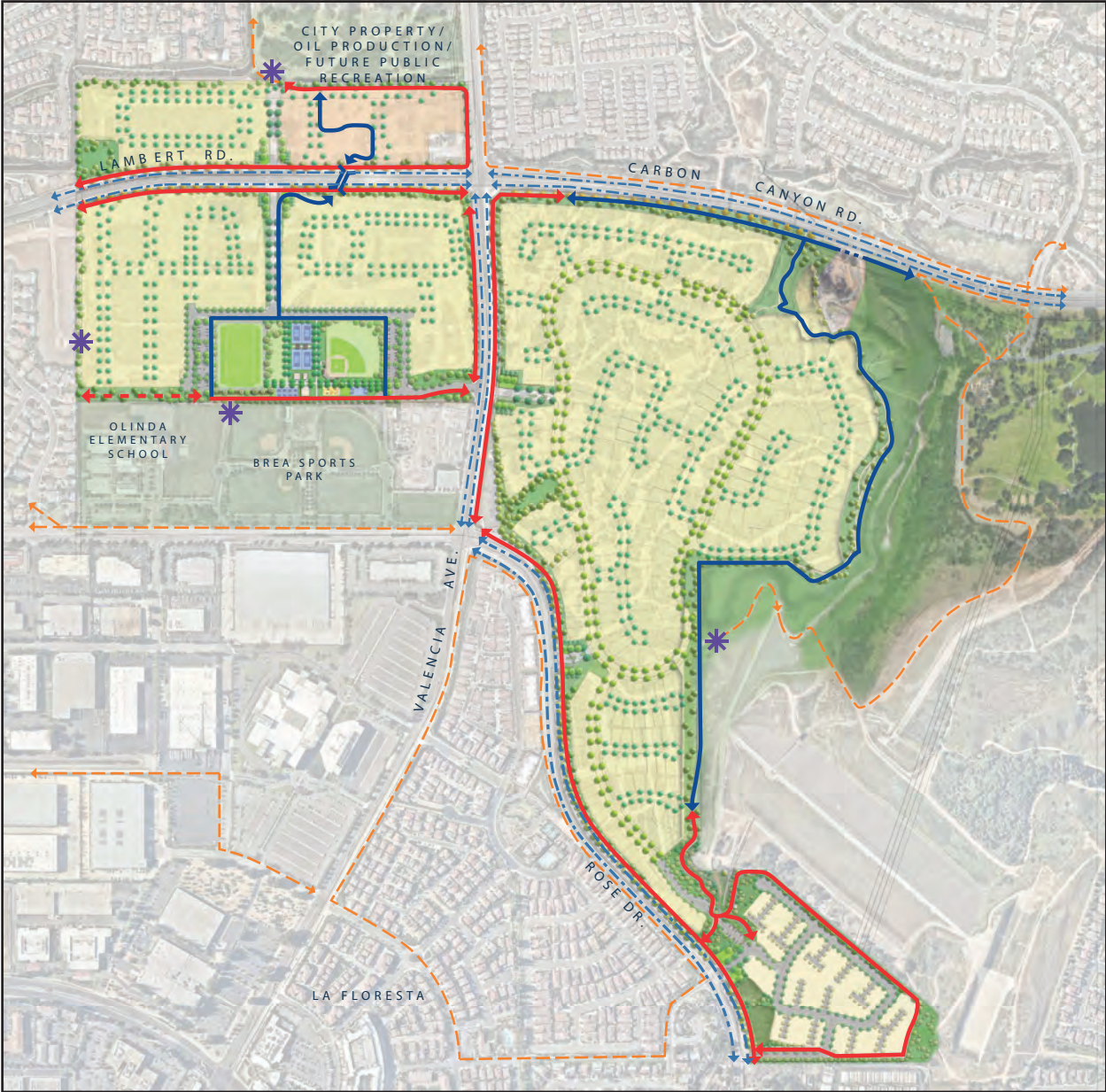


Source: KGY Group, 2022



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Figure 3-6 - Nonvehicular Circulation Plan  
3. Project Description

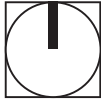


**Public Multi-Purpose Trails:**

-  20' Wide Dual Tread Multi-Purpose Trail  
10' Asphalt + 10' D.G.
  
-  14' Wide Trail - AC Paving Center Striped  
10' Asphalt = (x2) 2' Shoulder

-  On-street Bikeway
  
-  Existing Trail
  
-  N.A.P - Potential Future Trail Access

-  Pedestrian Under Crossing
  
-  Potential Future Access



Source: KYGY Group, 2022

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Once the project entitlements are complete and prior to the phased development, all on-site oil operations would be discontinued and abandoned, and wells and production facilities would be remediated in accordance with federal, State, and local regulations in advance of implementing a given project phase. At buildout, no residual oil operations will remain in the proposed residential community.

### 3.3.1.1 PROPOSED GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The 262.1-acre project site is currently designated Hillside Residential and Low Density Residential by the Brea General Plan, as shown on Figure 3-7, *Existing and Proposed General Plan Land Use Designations*. Approximately 43 acres are within Brea's corporate boundaries and designated Hillside Residential, and the remaining 219.1 acres are within unincorporated Orange County and in the southern portion of Brea's SOI. Approximately 124.6 acres of the 219.1-acre portion is designated Hillside Residential, and 94.5 acres are designated Low Density Residential. The proposed project would amend the existing General Plan designations to "Brea 265 Specific Plan," as shown on Figure 3-7. The General Plan amendment will take effect upon completion of the annexation process.

The proposed project would change the zoning designations of the project site from "Hillside Residential" and "Single Family Residential" to "Brea 265 Specific Plan," as shown on Figure 3-8, *Existing and Proposed Zoning Designations*.

### 3.3.1.2 LANDSCAPE DESIGN

The Brea 265 landscape design guidelines would 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 would be used, with appropriate color, texture, and size, and sustainable 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. All landscape and irrigation plans would be prepared by a licensed California Landscape Architect and submitted to the City for review and approval prior to starting construction. All submissions would also demonstrate compliance with California's Model Water Efficient Landscape Ordinance (MWELo).

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. Figure 3-9, *Master Landscape Plan*, provides a detailed rendered view of the overall project site and proposed landscaping and vegetation.

### 3.3.1.3 PARKS AND RECREATION

The proposed project would provide approximately 15.1 acres of public park space, which includes one sports park and one staging area park. The proposed 15.1 acres of public park space does not include private recreation spaces within each planning areas, which would be elements of future development plan submittals.

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#### Staging Area Park

Staging Area Park would be in the southernmost portion of the project site near the “T” intersection of Rose Drive and Vesuvius Drive. The Staging Area Park provides the staging area, pedestrian/bike, and public trail connections shown on Figure 3-10, *Staging Area Park*. Some of the park amenities may include shade structure with picnic tables and trash receptacles, restroom with drinking fountain and bike racks, and parking, as shown on Figure 3-10. The park’s trailhead would allow 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 during the operating hours.

#### Sports Park

A 13-acre Sports Park would be provided immediately north of the existing Brea Sports Park. Figure 3-11, *Sports Park*, shows the location of the Sports Park addition and amenities that may be provided. As shown, the Sports Park would provide a baseball field, tennis courts, soccer/football field, pickleball courts, a full basketball court, tartan track with fitness stations, innovative play area, shade structure, concession stand (approx. 900 square feet), restrooms with drinking fountain and bike racks, team warmup field, and parking (approx. 134 spaces).

#### 3.3.1.4 PRIMARY ENTRIES

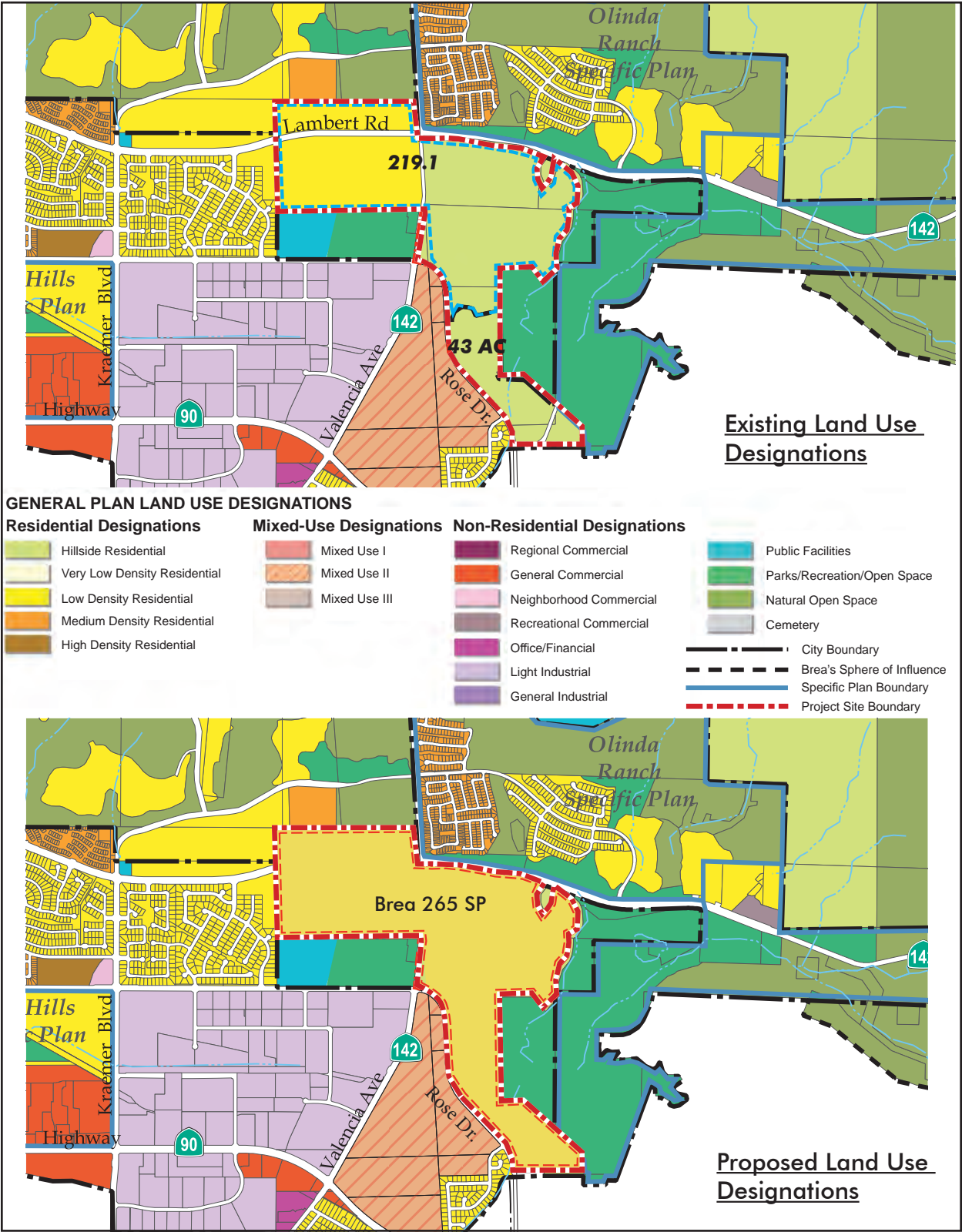
Brea 265 would provide four primary entries with entry monuments at: the intersection of Valencia Avenue/entry drive east and west of Valencia Avenue (B Street and HH Drive), the intersection of Rose Drive and Vesuvius Drive (AA Street), the intersections of Lambert Road/entry drive into the neighborhoods north and south of Lambert Road (NN Drive and MM Drive), and Rose Drive/entry drive (P Street). Two of the four primary entries would be gated, the east entry drive at Valencia Avenue and B Street and the east entry drive at Rose Drive and P Street. 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 as shown on Figure 3-12, *Primary Entry Plan*. Figure 3-12 also shows the location of the gated community entry at Valencia Avenue and B Street.

#### 3.3.1.5 WALLS AND FENCING

The proposed project would provide comprehensive design for the community walls and fencing. Figure 3-13, *Wall and Fencing Locations*, illustrates preliminary wall and fence locations and type. Final location of wall and fences may be modified to accommodate product changes within individual neighborhoods, subject to City approval. There would be three major wall/fencing types, as described below, and additional wall/fencing types are detailed in the Specific Plan.

- **Community Perimeter Wall.** This is an approximately six-foot-tall slump-block wall with solid-top, slump-block wall cap. The walls would run along Valencia Avenue, Rose Drive, and Lambert Road/Carbon Canyon Road, in compliance with the City of Brea’s interior and exterior noise standards. Final sound-wall heights will be determined according to the future noise abatement study.

Figure 3-7 - Existing and Proposed General Plan Land Use Designations  
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Project Site Boundary  
 Brea 265 Specific Plan Boundary

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Scale (Feet)

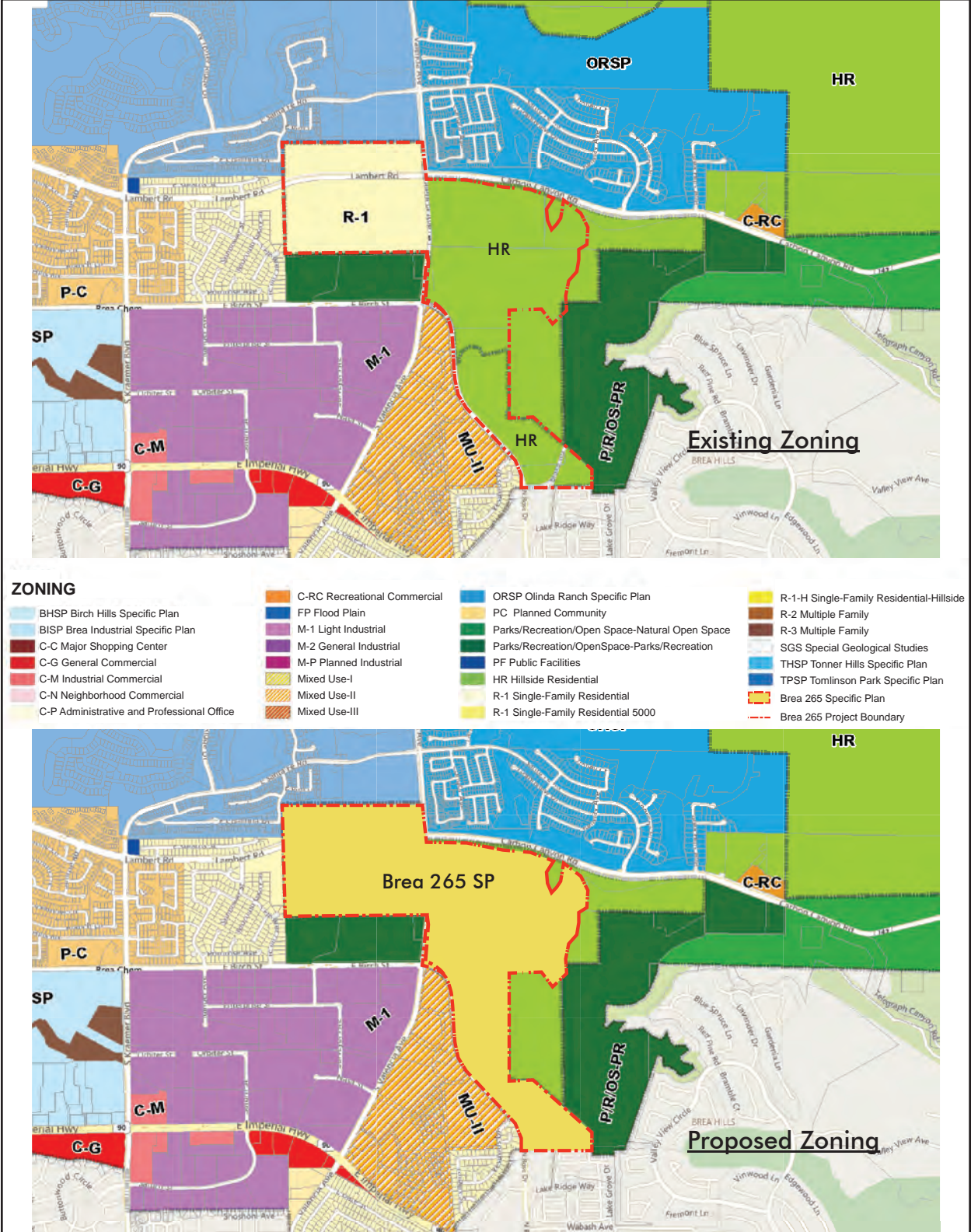


Source: KTG Group, 2022

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Figure 3-8 - Existing and Proposed Zoning Designations  
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Source: KTGy Group, 2022

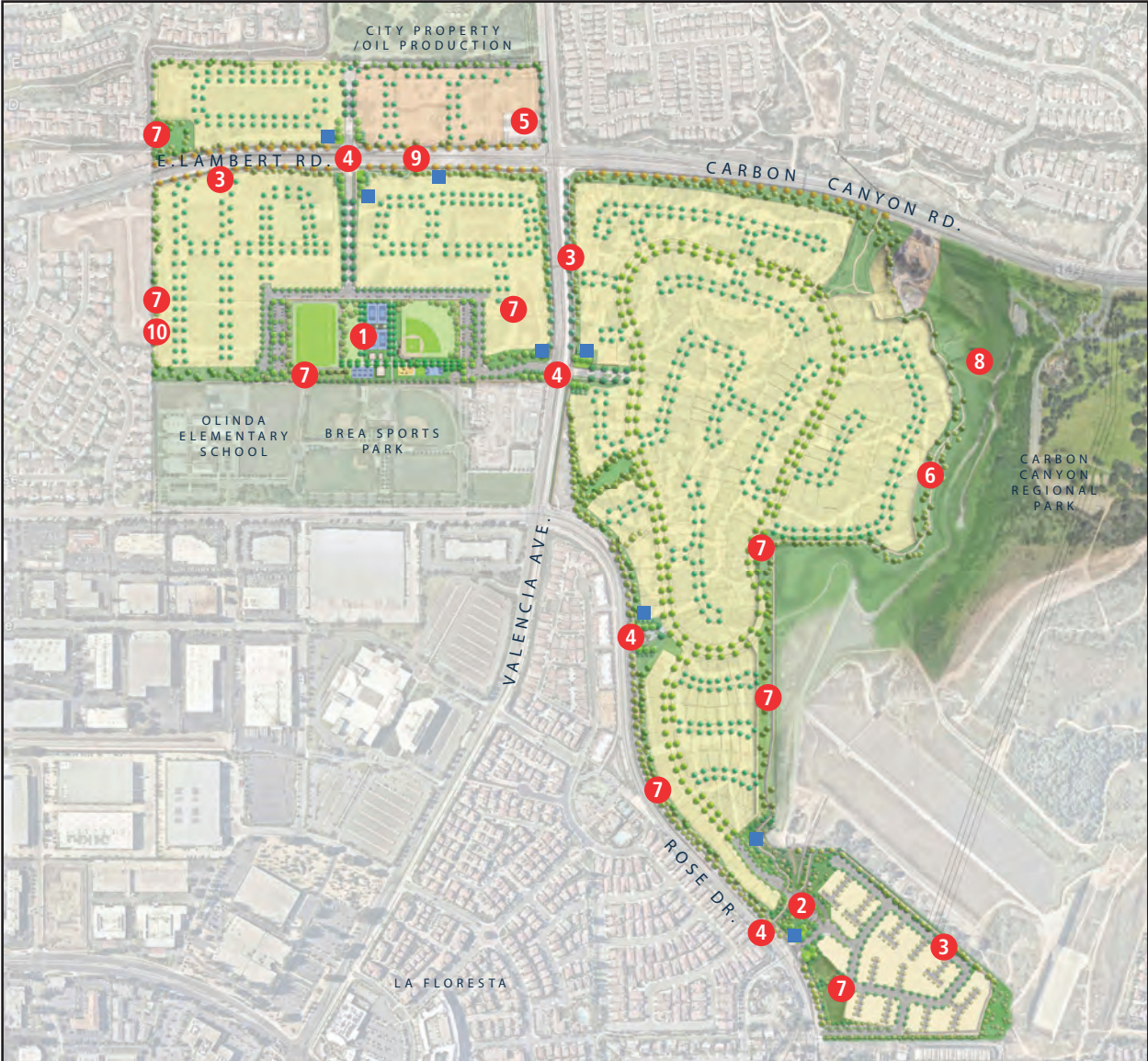
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Figure 3-9 - Master Landscape Plan  
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- 1 Sports Park
- 2 Staging Area/Trailhead
- 3 Multi-Purpose Trails
- 4 Project Primary Entry
- 5 Joint Fire Police Substation Site
- 6 Ridgeline Trail\*
- 7 Joint Use 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.



Source: KYGY Group, 2022

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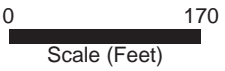
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Figure 3-10 - Staging Area Park  
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- 1** 20' Wide Dual Tread Multi-Purpose Trail - 10' Asphalt + 6' D.G. + (x2) 2' Shoulder
- 2** Existing ACOE Gate
- 3** Open Space with Shade Trees
- 4** Shade Structure with Picnic Tables and Trash Receptacles
- 5** Gated/Secured Parking (Approx. 28 cars)
- 6** Restroom w/ Drinking Fountain, Parking, and Bike Racks
- 7** Existing Trail
- 8** Candidate Art Location
- 9** Fire Emergency Access Gate
- 10** Joint Use Water Quality Feature
- Staging Area Park Boundary



Source: KYGY Group, 2022

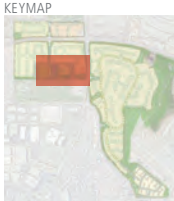
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Figure 3-11 - Sports Park  
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- 1 Baseball Field (285')
- 2 Tennis Courts (4)
- 3 Soccer Field (225'x330'); Football Field (180'x330')
- 4 Pickleball Courts (4)
- 5 Full Basketball Court (1)
- 6 Tartan Track w/ Fitness Stations, 12' Wide
- 7 20' Wide Dual Tread Multi-Purpose Trail - 10' Asphalt + 6' D.G. + (x2) 2' Shoulder
- 8 14' Wide Trail - AC Paving Center Striped 10' Asphalt + (x2) 2' Shoulder
- 9 Innovative Play Area
- 10 Storage (approx. 3,000 sq. ft.)
- 11 Shade Structure
- 12 Parking (approx. 134 cars)
- 13 Concession Stand (approx 900 sq. ft.)
- 14 Restrooms w/ Drinking Fountain and Bike Racks
- 15 Water Quality Basin
- 16 Potential Link to Existing Park/School
- 17 Team Warm-up Field



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Scale (Feet)



Source: KYGY Group, 2022

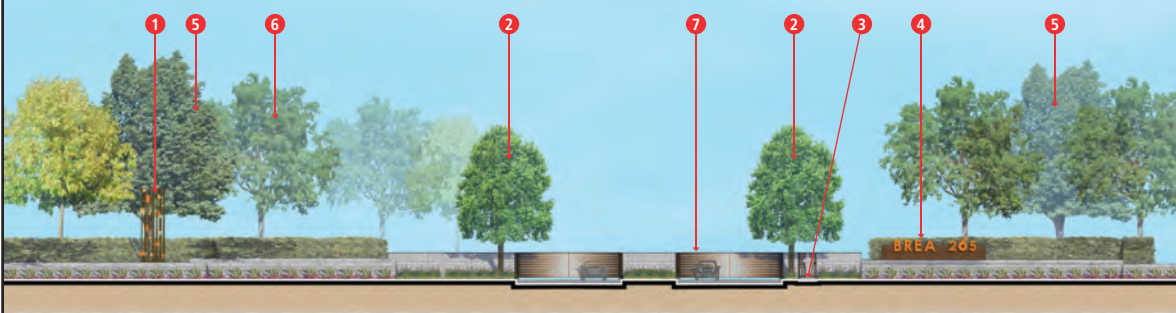
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Figure 3-12 - Primary Entry Plan  
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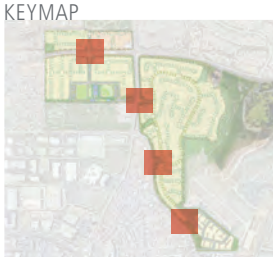


Primary Entry Drive Plan View



Primary Entry Elevation

- 1 Project Monument Sculpture/Art
- 2 Parkway
- 3 Community Trail/Sidewalk
- 4 Project Signage on Low Boardform Wall
- 5 Specimen Canopy Tree
- 6 Skyline Wind Row Tree Along Community Trail
- 7 Gated Community Entry



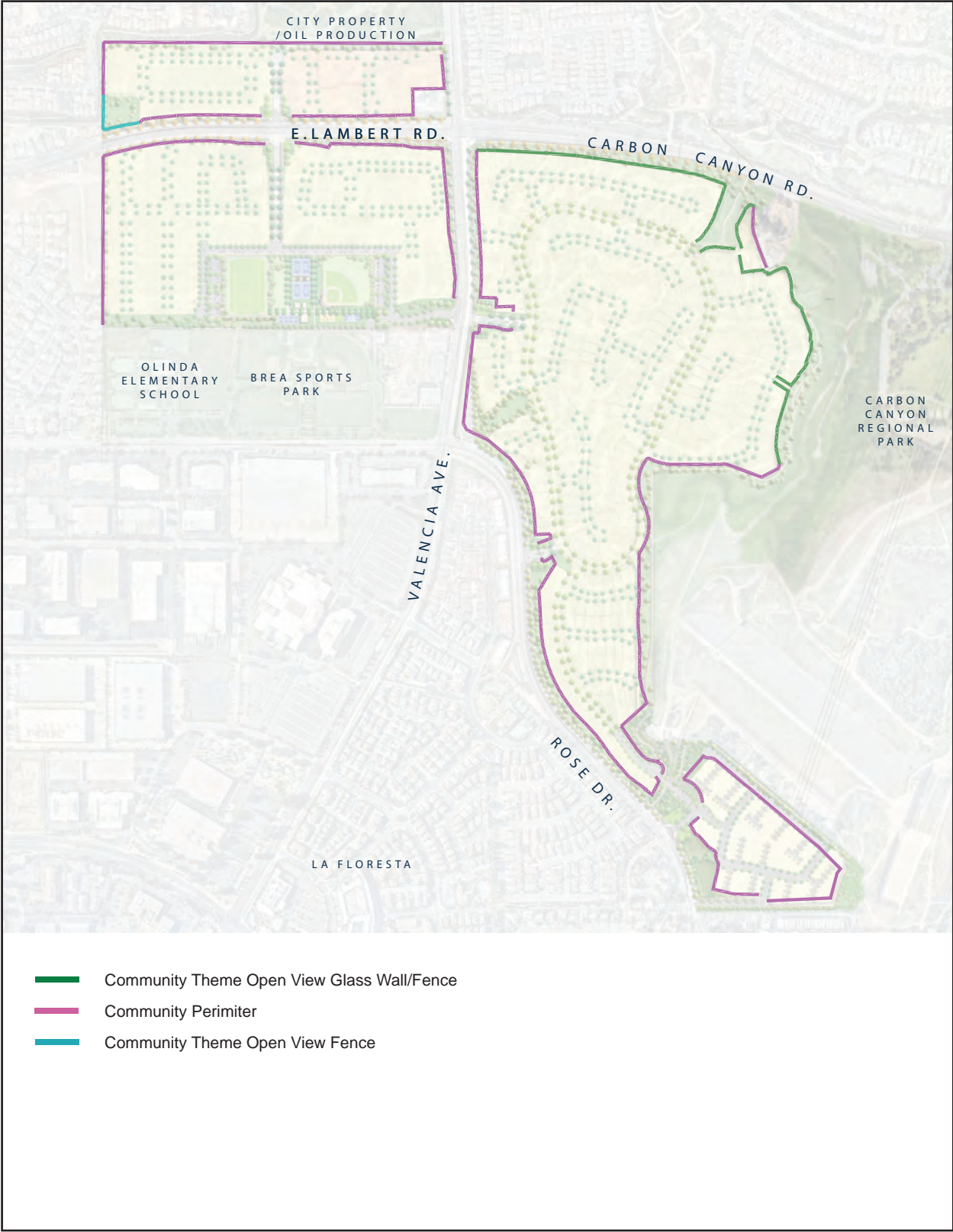
Source: KYGY Group, 2022



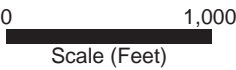
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Figure 3-13 - Wall and Fencing Locations  
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Source: KYGY Group, 2022



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- **Community Theme Open View Glass Wall/Fence.** This is a six-foot-tall slump-block wall with glass view fence. It would be located to enhance view opportunities along residential property lines adjacent to parks or open space areas while serving the function of fuel modification for fire protection where applicable.
- **Community Theme Open View Fence.** This is a painted, six-foot-tall, tubular-steel fence that would be located to enhance view opportunities while preventing access to adjacent slopes or properties.
- **Side Yard Wall:** This is a six-foot-tall, precision-block wall that would be located at side yards to provide privacy between units.

#### 3.3.1.6 CIRCULATION IMPROVEMENTS

Figure 3-14, *Circulation Plan*, illustrates proposed street types and classifications. As shown on Figure 3-14, two gated entries with signals and enhanced landscaping would be provided, one at the intersection of Valencia Avenue/B Street and another at the intersection of Rose Drive /P Street. Nongated entries with signals would be provided at the intersection of Lambert Road/Entry Drives (MM Drive and NN Drive), Valencia Drive/HH Drive, and Rose Drive/AA Street. One emergency-only access without signal would be provided at the intersection of Blake Road/GG Street. Two emergency accesses would be provided north of Lambert Road and Valencia Avenue. Modifications to the circulation concept may be approved by the City Engineer if determined by the City Engineer that public safety and/or efficiency could be enhanced or improved. Where acceleration/deceleration lanes are necessary, reduced landscape setbacks and bike lanes would be allowed to accommodate those street lanes, as indicated on the tentative map.

Figures 3-15 through 3-19 depict detailed street widths for each roadway. 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 with regard to public safety, aesthetics, functionality, and site conditions. Street layouts for internal neighborhoods would be refined as part of the subsequent tentative map review process.

**Lambert Road, Major Arterial (120-foot right-of-way).** 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. It provides direct access to the western portion of the project site. Lambert Road currently has two travel lanes in each direction and would be improved to Major Arterial Highway Standards per City Standard 109-0, with three travel lanes in each direction. The sidewalk location would be modified to be located at the outside of the street right-of-way.

Along the project site frontage, this Major Arterial would include a 120-foot right-of-way consisting of a 14-foot-wide raised/landscaped median, three 12-foot travel lanes and an 8-foot bike lane in each direction, and a 9-foot landscaped parkway on each side of the street. Outside the street right-of-way, a 20-foot-wide, multipurpose trail would be provided on each side of the street. See Figure 3-15, *Street Sections, Carbon Canyon and Lambert Roads and Valencia Avenue*, and Figure 3-16, *Streetscape: Lambert Road and Carbon Canyon Road*.

**Carbon Canyon Road, Major Arterial (120-foot right-of-way).** Carbon Canyon Road (SR-142) runs in an east-west direction and is designated a Major Arterial in the City of Brea General Plan's Master Plan of

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Roadways. It provides direct access to the project site from the east but there is no direct entry into the project site from this roadway. Eastbound Carbon Canyon Road includes three travel lanes, narrowing to two lanes along the project site frontage.

From Valencia Avenue for approximately 870 linear feet to the east, Carbon Canyon Road would include a 120-foot to 124-foot right-of-way consisting of three travel lanes in each direction, a 4-foot painted median, two 12-foot turn lanes on the north side of the street, a 16-foot merge lane, and a 20-foot multipurpose trail on the south side of the street. From approximately 870 linear feet east of Valencia Avenue to the project site boundary, Carbon Canyon Road would include a 120-foot right-of-way consisting of two travel lanes in each direction, a 15-foot painted median, a 10-foot striped area and a 9-foot sidewalk on the north side of the street, and a 6-foot bike lane and a proposed 14-foot multipurpose trail on the south side of the street. Collectively, the trail and landscaped slope would form an 80-foot-wide minimum landscape setback from the ultimate curb face to the residential property line on the south side of Carbon Canyon Road. See Figures 3-15 and 3-16.

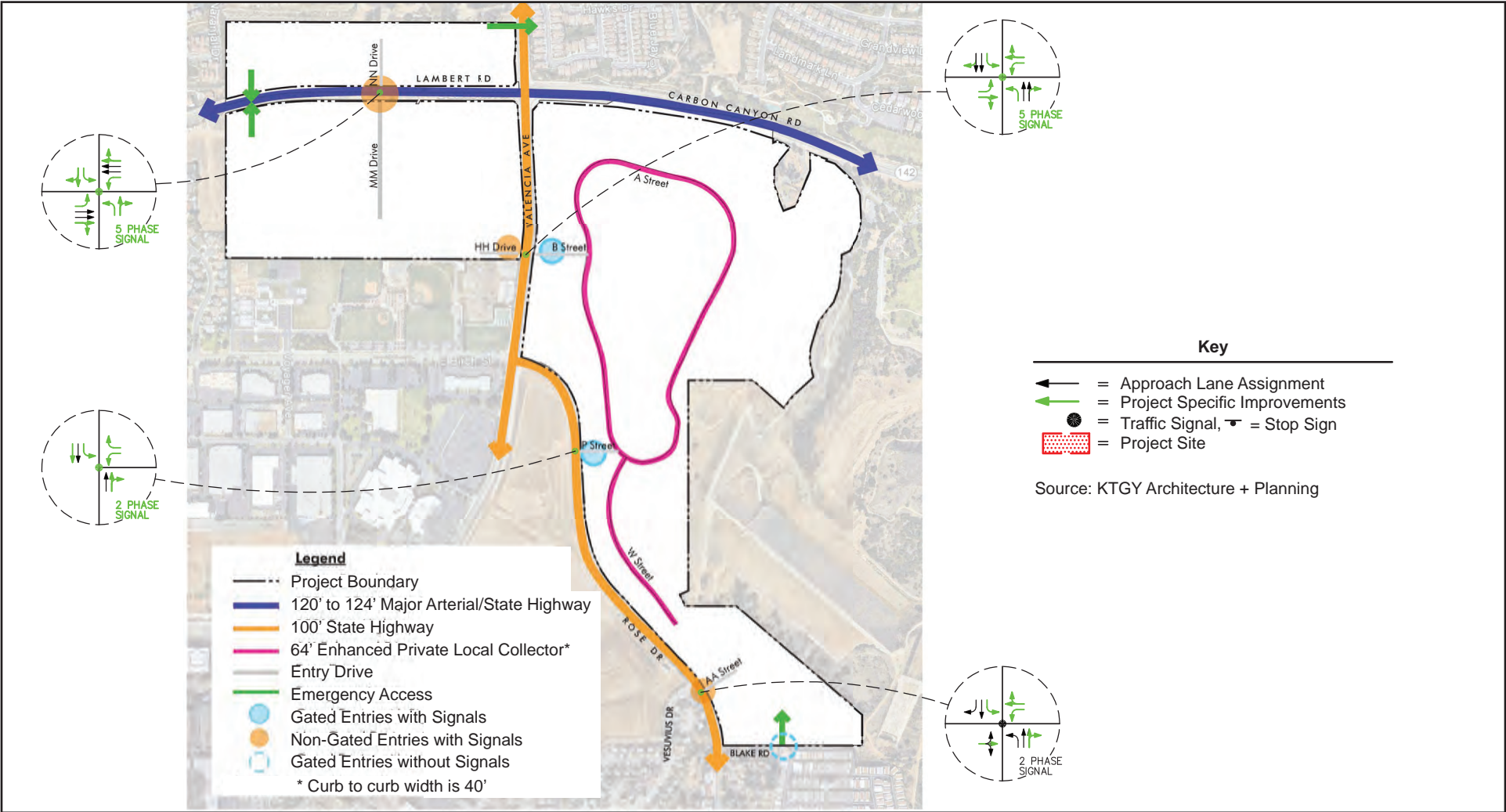
**Valencia Avenue, Primary Arterial (100-foot right-of-way).** Valencia Avenue (SR-142) runs in a north-south direction and bisects the project site into eastern and western portions. This street is designated a Primary Arterial in the General Plan's Master Plan of Roadways and provides direct access to the eastern project site. Valencia Avenue is an existing state highway improved with two lanes in each direction, per Primary Arterial Highway Standards. No additional travel lanes are proposed on Valencia Avenue.

Along the project site frontage, Valencia Avenue would include a 100-foot right-of-way consisting of a 3-foot-to 13-foot-wide landscaped median; two 14-foot travel lanes and an 8-foot bike lane in one direction; one 14-foot travel lane, one 12-foot travel lane, and an 8-foot bike lane in another direction; and an 8-foot landscaped parkway on both sides of the street. Outside the street right-of-way, a 20-foot multipurpose trail would be provided on the east side of Valencia Avenue. Collectively, the landscaped parkway, multipurpose trail, and landscaped slope would form a 60-foot-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 Figure 3-15 and Figure 3-17, *Streetscape: Valencia Avenue and Rose Drive*.

**Rose Drive, Primary Arterial (50-foot right-of-way on the east side).** Rose Drive runs in a north-south direction and is designated a Primary Arterial in the General Plan's Master Plan of Roadways. It provides direct access to the project site from the south. Currently, Rose Drive includes two travel lanes in each direction for the majority of the project site frontage. Rose Drive would be improved to Primary Highway Standards on the east side of the street, per City Standard 109-0. 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.

Rose Drive would include a 50-foot right-of-way on the east side (measured from the street centerline) that consists of a median, two travel lanes, a 5-foot landscaped parkway, and a portion of a 20-foot, dual-tread, multipurpose trail. The area outside the street right-of-way would include a portion of a 20-foot, dual-tread, multipurpose trail and landscaped slope of varying widths on the east side. Collectively, the landscaped parkway, the trail, and landscaped slope would form a 55-foot-wide minimum landscape setback from the face of the street curb to the residential property line on the east side of Rose Drive. See Figure 3-18, *Street Section: Rose Drive, Blake Road, and Enhanced Interior Local Collectors*.

Figure 3-14 - Circulation Plan  
3. Project Description



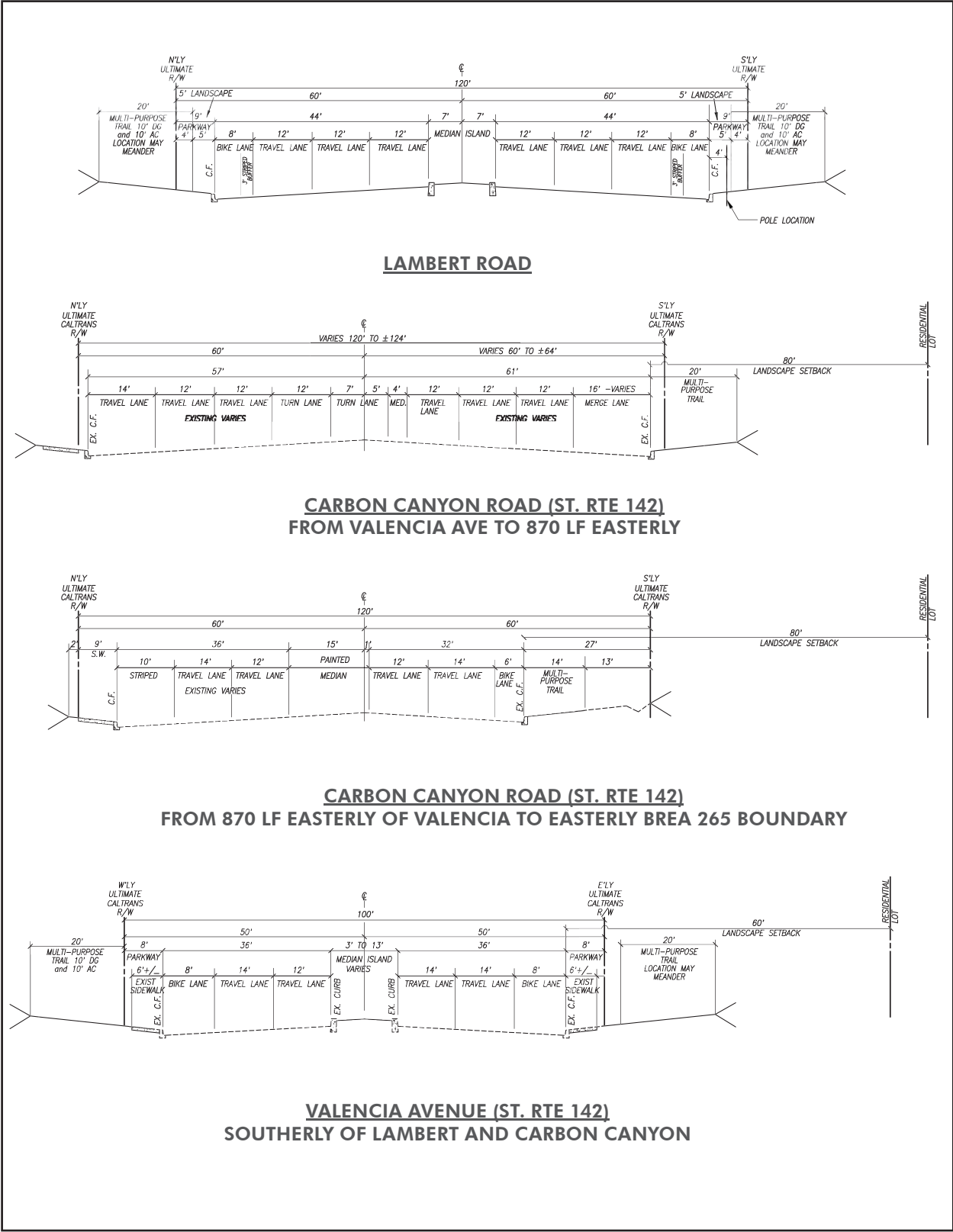
Source: Linscott Law & Greenspan Engineers, 2022



### 3. Project Description

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Figure 3-15 - Street Section: Carbon Canyon and Lambert Roads and Valencia Avenue  
3. Project Description



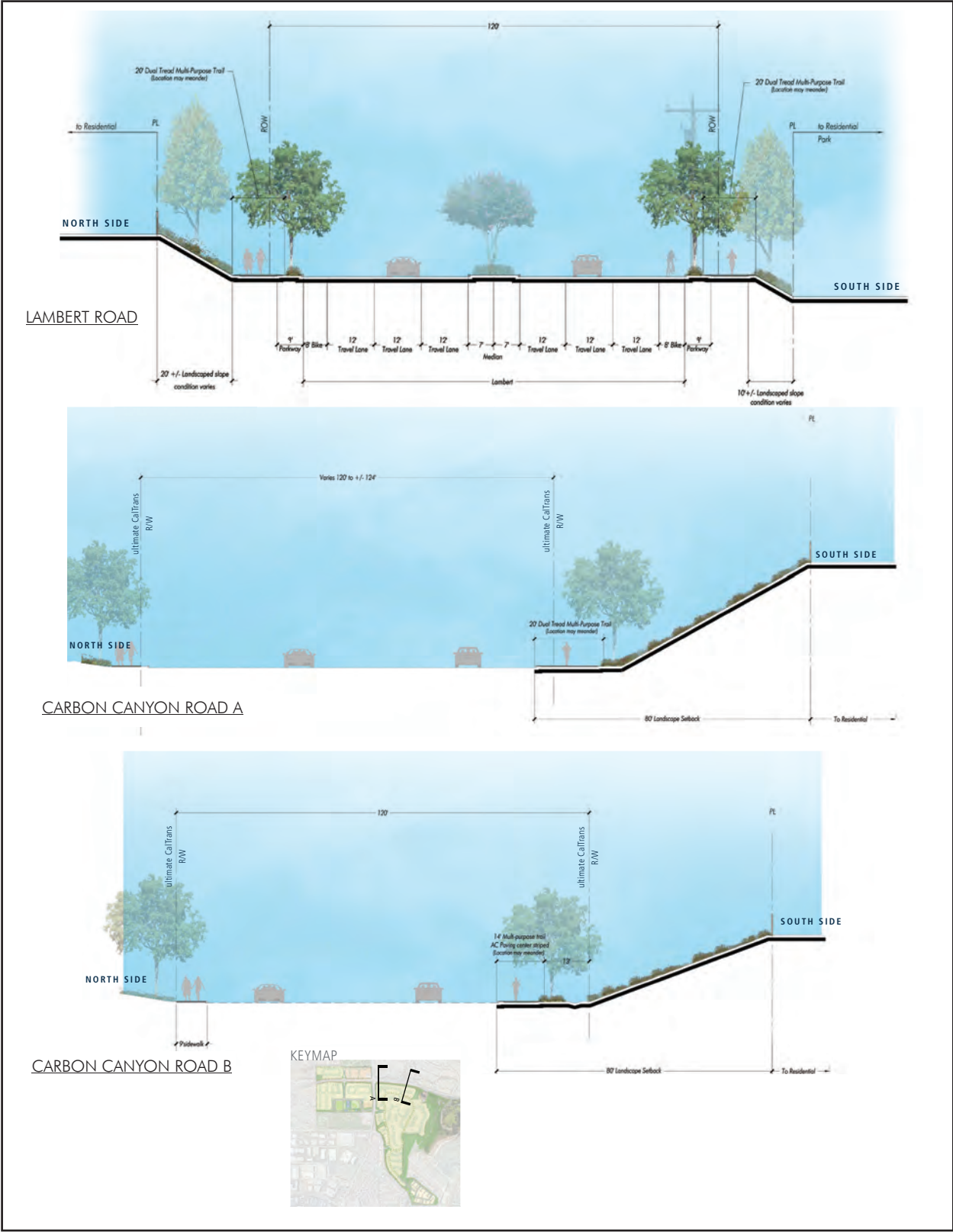
NOT TO SCALE

Source: KYGY Group, 2022

### 3. Project Description

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Figure 3-16 - Streetscape: Lambert Road and Carbon Canyon Road  
3. Project Description



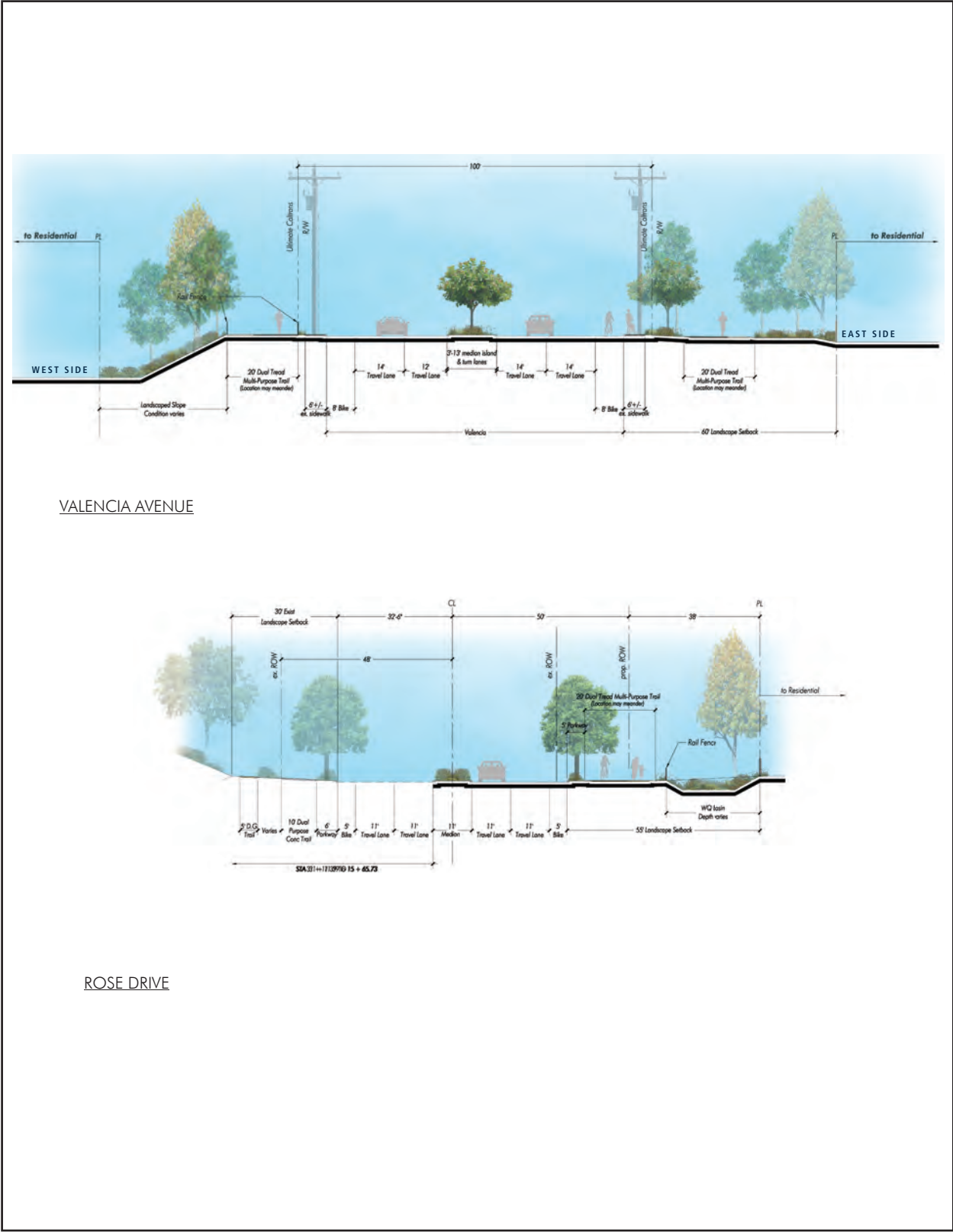
Source: KYGY Group, 2022

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Figure 3-17 - Streetscape: Valencia Avenue and Rose Drive  
3. Project Description



VALENCIA AVENUE

ROSE DRIVE

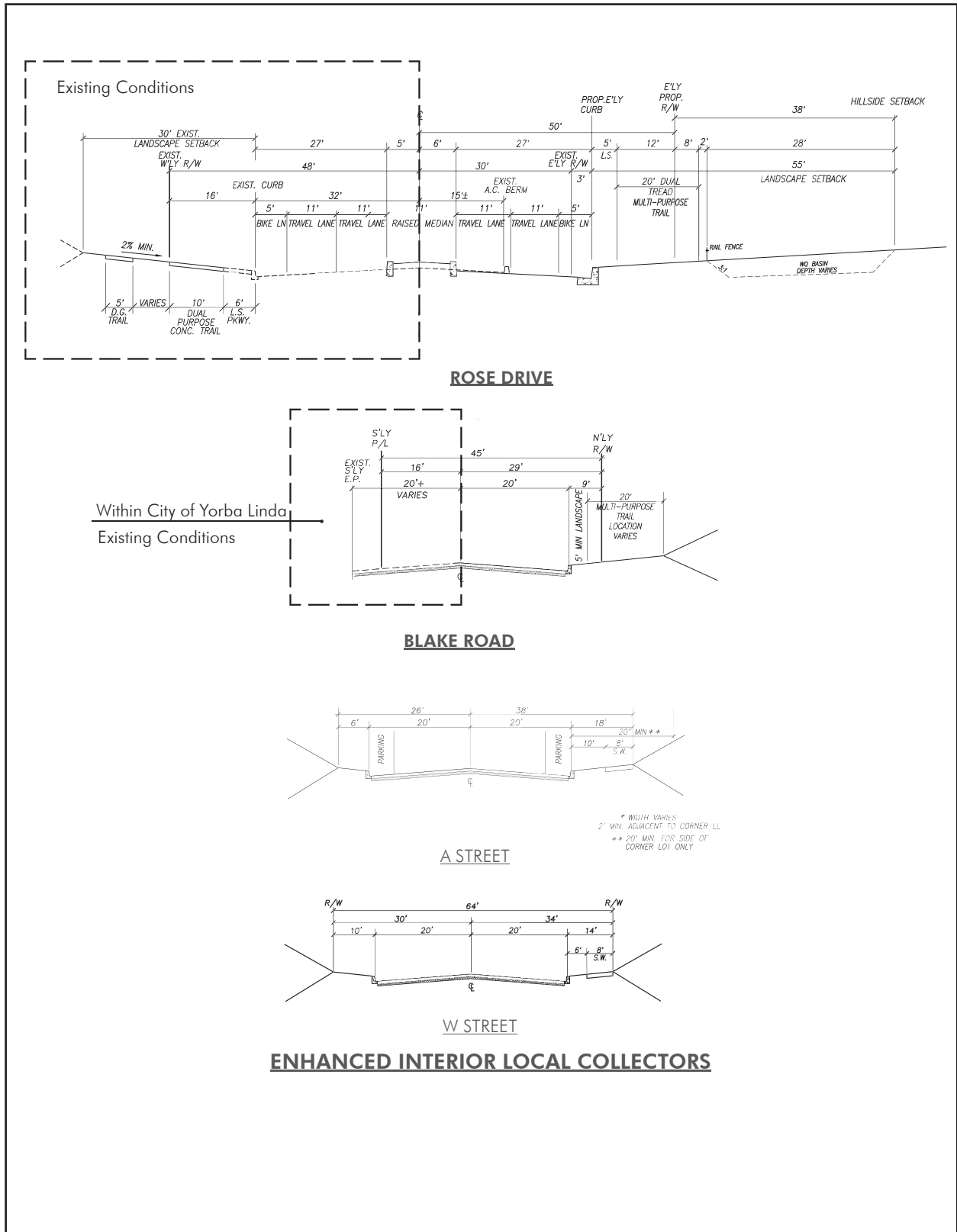
NOT TO SCALE

Source: KYGY Group, 2022

### 3. Project Description

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Figure 3-18 - Street Section: Rose Drive, Blake Road, and Enhanced Interior Local Collectors  
**3. Project Description**



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### 3. Project Description

**Blake Road (29-foot right-of-way on the north side).** Blake Road would include a 29-foot right-of-way on the north side (measured from the street centerline), which consists of a 20-foot travel lane and a 4-foot sidewalk. The area outside the street right-of-way would include a 20-foot, dual-tread, multipurpose trail on the north side. See Figure 3-18.

**Enhanced Interior Local Collector: A and W Streets (64-foot right-of-way with 40-foot curb-to-curb width).** The interior local collector traverses the eastern portion of the project site. 'A' Street is a loop street with a 64-foot right-of-way that consists of a 20-foot travel lane in each direction (total curb-to-curb width of 40-foot), a 6-foot landscaped parkway adjacent to the curbs on one side, and a 10-foot landscaped parkway and an 8-foot sidewalk on the other side. Street parking is allowed on the interior loop streets subject to the City's parking limits. Outside the street right-of-way, landscaped slopes of varying widths would be provided on one or both sides, depending on the location. Collectively, the landscaped parkway, sidewalk/multipurpose trail, and landscaped slopes would form a 20-foot-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. 'W' Street would provide a 64-foot right-of-way that consists of a 20-foot travel lane in each direction (total curb-to-curb width of 40 feet), a 10-foot landscaped parkway, and an 8-foot sidewalk on one side. See Figure 3-18.

**Enhanced Interior Local Streets (58-foot right-of-way with 40-foot curb-to-curb width).** Interior local streets are pedestrian oriented, 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. See Figure 3-19, *Street Section - Enhanced Interior Local Streets, Entry Drives, and Alley*.

The interior local streets are Enhanced Local Streets with a 58-foot right-of-way that consists of a 20-foot travel lane in each direction (total curb-to-curb width of 40 feet), a 5-foot-wide curb-adjacent landscaped parkway, and a 4-foot-wide sidewalk on both sides. In some instances where warranted, interior local street parkways may be constructed wider than 6 feet to accommodate bio-swales.

MM Drive has a 58-foot right-of-way that consists of a 20-foot travel lane in each direction (total curb-to-curb width of 40 feet); a 5-foot-wide curb-adjacent landscaped parkway and a 4-foot-wide sidewalk on one side; and a 5-foot-wide curb-adjacent landscaped parkway and a 14-foot-wide multipurpose trail on the other side.

LL Drive has a 58-foot right-of-way that consists of a 20-foot travel lane in each direction (total curb-to-curb width of 40-foot); a 5-foot-wide curb-adjacent landscaped parkway and a 4-foot-wide sidewalk on one side; and a 14-foot-wide, multipurpose trail on the other 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 feet wide between curb lines with no parking, and garage doors will be set back a minimum of 3 feet from the edge of the curb line. See Figure 3-19.

**Entry Drives at Lambert Road, Valencia Avenue, Rose Drive, and Blake Road.** Community entries are located on Lambert Road, Valencia Avenue, Rose Drive, and Blake Road, as indicated on Figure 3-14. There would be no entry into the community on Carbon Canyon Road. The B Street entry drive from Valencia Avenue

### 3. Project Description

has a 98-foot right-of-way that consists of 48-foot roadway pavement, a 5-foot sidewalk on one side of the entry drive, and an 8-foot trail on the other side. HH Entry Drive from the west side of Valencia Avenue would have a 66-foot right-of-way that consists of 48-foot roadway pavement, 4-foot sidewalk, and 5-foot landscaped parkway on both directions. AA Street entry drive at Vesuvius Drive across Rose Drive would have an 80-foot right-of-way that consists of 40-foot roadway pavement, an 8-foot meandering trail on one side of the entry drive, and a 4-foot meandering sidewalk on the other side. P Street entry drive from Rose Drive would have a 108-foot to 124-foot right-of-way that consists of 37-foot to 70-foot roadway pavement, an 8-foot meandering trail on one side of the entry drive, and 5-foot sidewalk on the other side. NN Drive at Lambert Road and GG Street at Blake Road would have the same cross-section as the interior local streets, with a 4-foot sidewalk and 5-foot landscaped parkway on each side of the street. See Figure 3-19. Each entry drive would incorporate special landscaped entry treatments, as shown on Figure 3-12.

#### 3.3.1.7 NONVEHICULAR CIRCULATION

##### **Bikeways**

The proposed bikeway system is designed to facilitate continuous bicycle access throughout the project site and provide linkage to the regional and local bikeway networks, consistent with the City's General Plan Bikeway Plan. Bike paths are integrated into the overall Brea 265 trail system as depicted on Figure 3-6, *Nonvehicular Circulation Plan*.

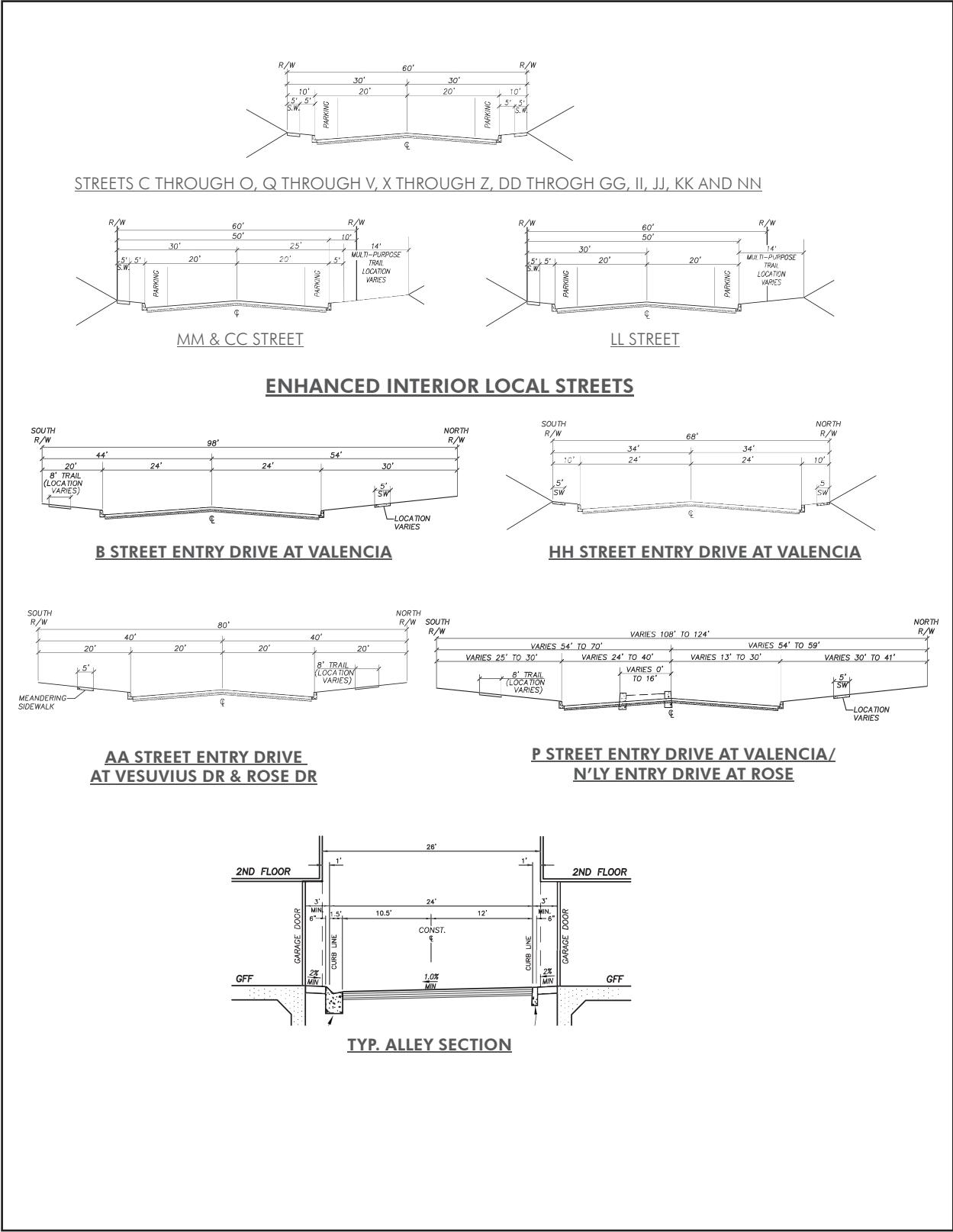
Bike lanes would be provided on both sides of Lambert Road and Valencia Avenue and on the south side of Carbon Canyon Road. The bikeways would be designed to the City's bikeway standards and connect to the existing and planned bikeways in the vicinity of the project site. Within the project site, bicyclists would share the local streets with vehicles due to the low traffic volumes and limited speeds. Due to topographic, safety, and grading considerations, bike use would be prohibited and/or restricted on the Ridgeline Trail along the eastern boundary of the project site.

##### **Pedestrian Circulation**

The proposed project has been designed to promote a pedestrian-oriented community by integrating the Brea 265 trail system with the recreational experience in the Specific Plan area and providing 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 trail system, pedestrian pathways, and sidewalks would create a comprehensive recreational network. Figure 3-6 depicts the comprehensive trail system planned throughout Brea 265. Figures 3-16 and 3-17 provide detailed views of vehicular travel lanes, bike lanes, trails, and sidewalks on Carbon Canyon Road, Lambert Road, Valencia Avenue, and Rose Drive.

One trailhead and one staging area are planned in the southeastern portion of the project site 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 north and south of Lambert Road.

Figure 3-19 - Street Sections - Enhanced Interior Local Streets, Entry Drives, and Alley  
**3. Project Description**



Source: KYGY Group, 2022

### 3. Project Description

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**Sidewalks:** The proposed project would provide visually appealing, landscaped parkways with street trees and adequately sized sidewalks, creating a pedestrian-friendly environment. The interior loop street, local streets, and entry drives would have parkway-separated sidewalks to provide continuous pedestrian access to parks, recreation areas, and the trail system.

**Trails:** The proposed project would provide a 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 the project site, 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. These trail connections would provide trail users with ample route alternatives and trail loops, and also provide views of natural and recreational open space along the adjoining eastern slope. Approximately five miles of multipurpose trails are planned for bicycling and pedestrian connectivity. Trails within Brea 265 would be constructed by the master developer and maintained by the homeowners association (HOA), except for trails within the Sports Park and Staging Area Park.

#### 3.3.1.8 TRANSIT

Orange County Transit Authority (OCTA) provides public bus service to the City of Brea. Currently, there is no OCTA bus service to the Specific Plan area. An established network of bus routes provides access to employment centers, shopping, and recreational areas in the City. OCTA continually modifies the bus routes in order to meet the needs of its riders. As Brea 265 is developed, routes may be added. If a route is added in the future, the design of bus shelters, if any, would be reviewed for compatibility with the community aesthetics and approved by the City and OCTA.

#### 3.3.1.9 INFRASTRUCTURE IMPROVEMENT

The proposed project would provide water, sewer, drainage, gas, electricity, and telecommunication infrastructure within the project site to serve the project.

**Water System.** The City would provide water services to the project site. Connections would be made to the existing 790 Zone 12-inch water line in Lambert Road and 24-inch water line in Valencia Avenue with reduced pressure for the project site west of Valencia Avenue. The northern portion of project site east of Valencia Avenue would also connect to the existing 790 Zone 24-inch water line in Valencia Avenue. For the southern portion of the project site east of Valencia Avenue, looped connections to the 605 Zone 12-inch water line in Rose Avenue would be made. The proposed water system is shown on Figure 3-20, *Conceptual Water System*.

**Sewer System.** All sanitary sewer infrastructure would be publicly maintained by the City. The project site west of Valencia Avenue falls within Region 8 of the City of Brea Sewer Master Plan, and a new sewer line would be constructed under Lambert Road to convey flows from the project site north of Lambert Road to the project site south of Lambert Road. Sewer from the south would connect to the existing 8-inch sewer stub at the north end of the Brea Sports Park. Sewer in the north would be connected to the existing Valencia Avenue sewer stub to the north of Lambert Road. The project site east of Valencia Avenue falls within Region 9 of the City of Brea Sewer Master Plan. Sewer within the eastern portion would connect to the existing 33-inch Orange County Sanitation District Carbon Canyon Dam interceptor sewer. See Figure 3-21, *Conceptual Sewer System*.

### 3. Project Description

**Drainage System.** Water quality and detention basins would be provided to treat the first flush and detain excess peak storm runoff. Where practical, water quality treatment areas have been designed to be utilized as open space for passive recreation. See Figure 3-22, *Conceptual Drainage System*.

**Natural Gas System.** The Southern California Gas Company (SoCalGas) would provide natural gas services to the project site. All new gas lines would be placed underground. An existing 30-inch high-pressure steel gas main traverses the southern portion of the project site east of Valencia Avenue. A portion of this gas main may be relocated within Rose Drive through the landscape setback areas and between the proposed lots, per SoCalGas standards.

**Electricity.** Southern California Edison (SCE) would provide electrical services to the proposed project. SCE would install necessary distribution facilities to serve the proposed project, and all new electricity lines would be placed underground.

**Petroleum Pipeline.** The proposed project would remove 5,700 feet of the existing 6-inch, steel, petroleum pipeline in an existing 6-foot-wide easement that traverses the east side of the project site to west along Valencia Avenue and Rose Drive.

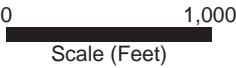
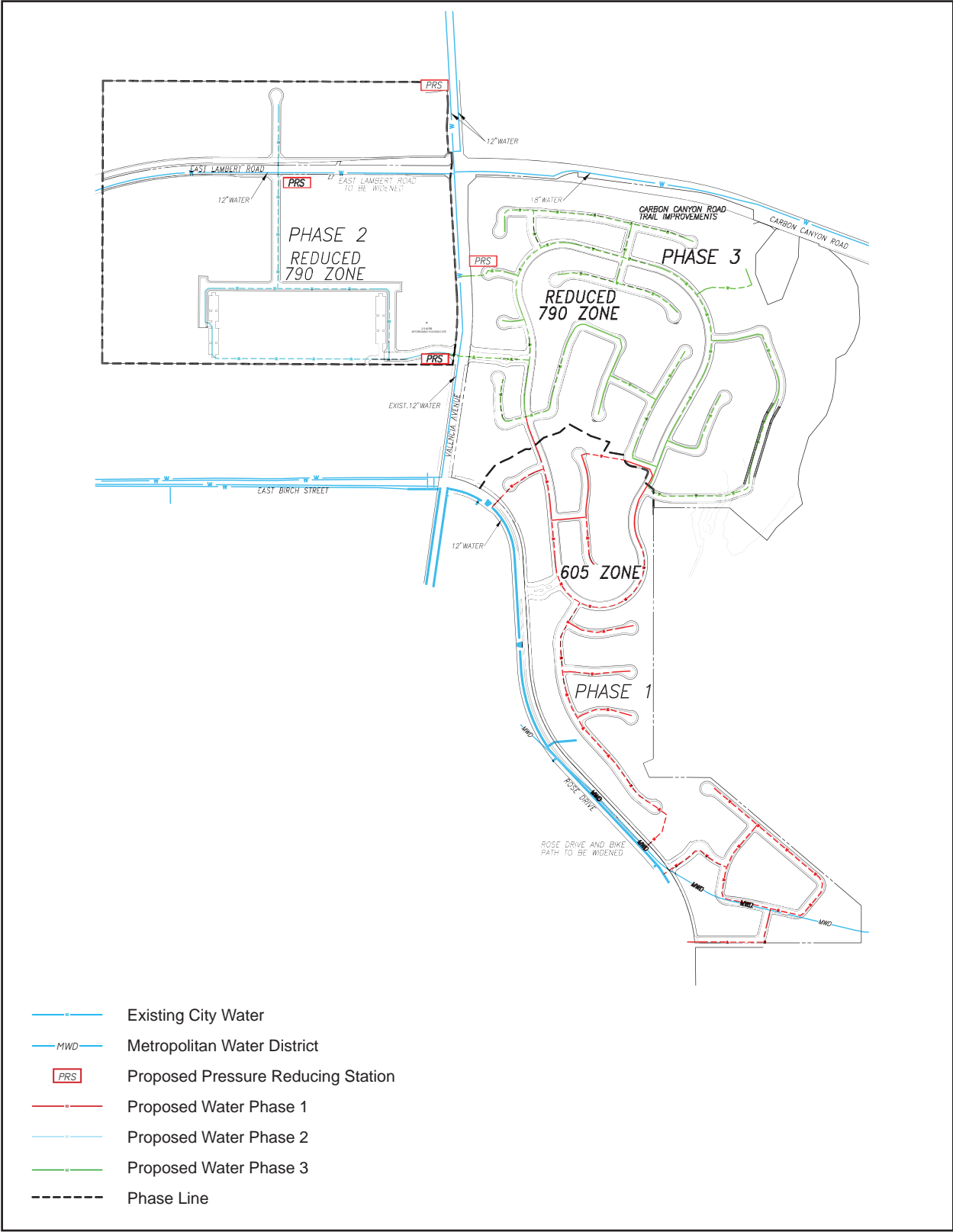
#### 3.3.1.10 CONSTRUCTION STAGING AREA

Different construction staging areas would be set up for each of the planning areas within the project site. A site-specific construction worksite staging and traffic control plan will be prepared and submitted to the City of Brea for review and approval prior to the start of any construction work. This plan will include such elements as the location of any potential partial lane closures, hours during which lane closures (if any) would not be allowed, local traffic detours (if any), and protective devices and traffic controls (such as barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs). The proposed project would be required to comply with the City-approved plan measures.

#### 3.3.1.11 ANNEXATION

Subsequent to the approval of Brea 265 Specific Plan and the Development Agreement, the 219.1-acre portion of the SP area currently within the City's SOI would be annexed into the City of Brea, consistent with the 2005 pre-annexation agreement. See Figure 3-23, *Annexation Areas*. The request would 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 anticipated that a comprehensive planning process leading to annexation into the City of Brea would be undertaken for the property. The entitlements approved by the City Council for the 219.1-acre SOI area would become effective upon completion of the annexation process by OC LAFCO.

Figure 3-20 - Conceptual Water System  
3. Project Description

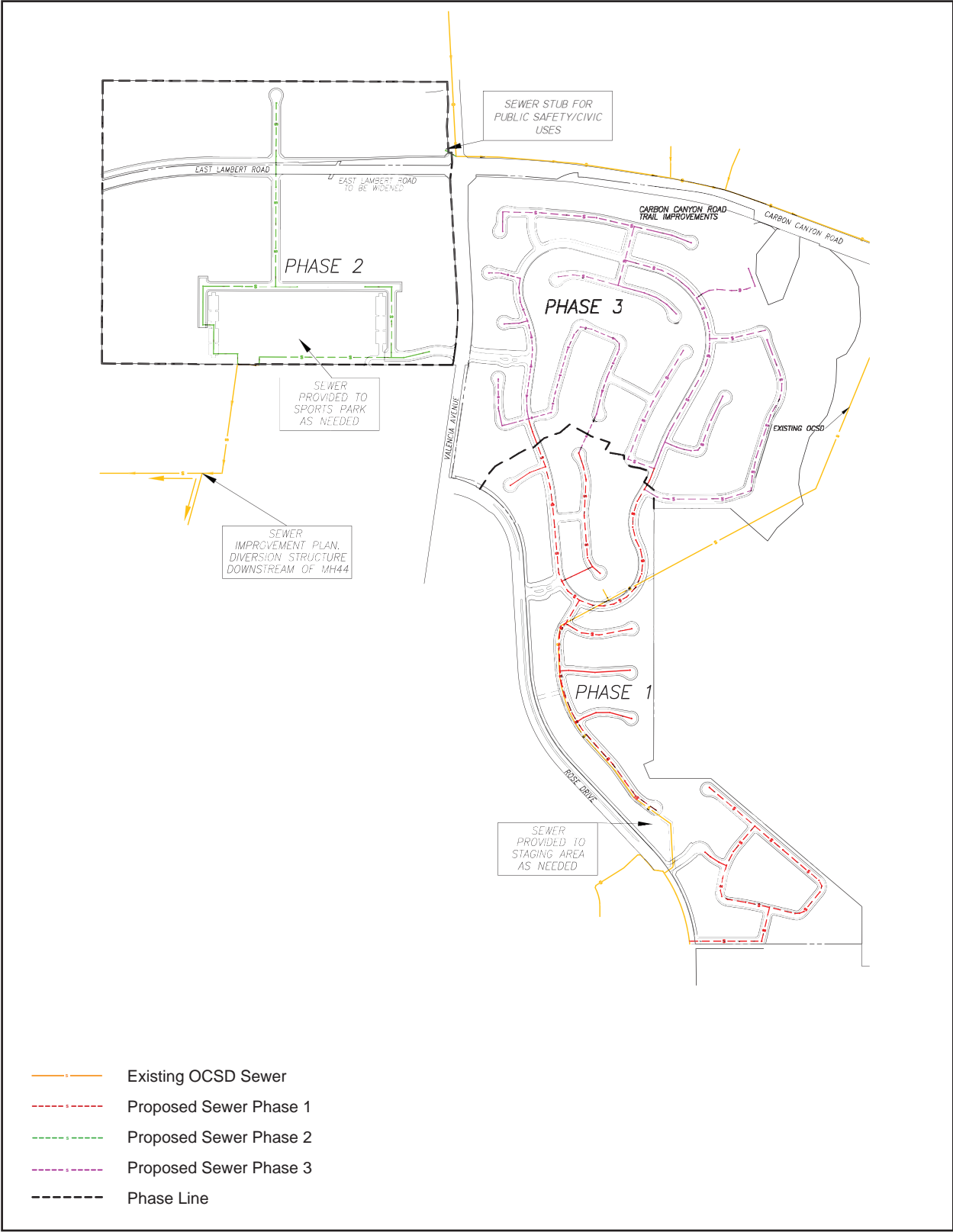


Source: KYGY Group, 2022

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Figure 3-21 - Conceptual Sewer System  
3. Project Description



- Existing OCSD Sewer
- - - Proposed Sewer Phase 1
- - - Proposed Sewer Phase 2
- - - Proposed Sewer Phase 3
- - - Phase Line

0 1,000  
Scale (Feet)

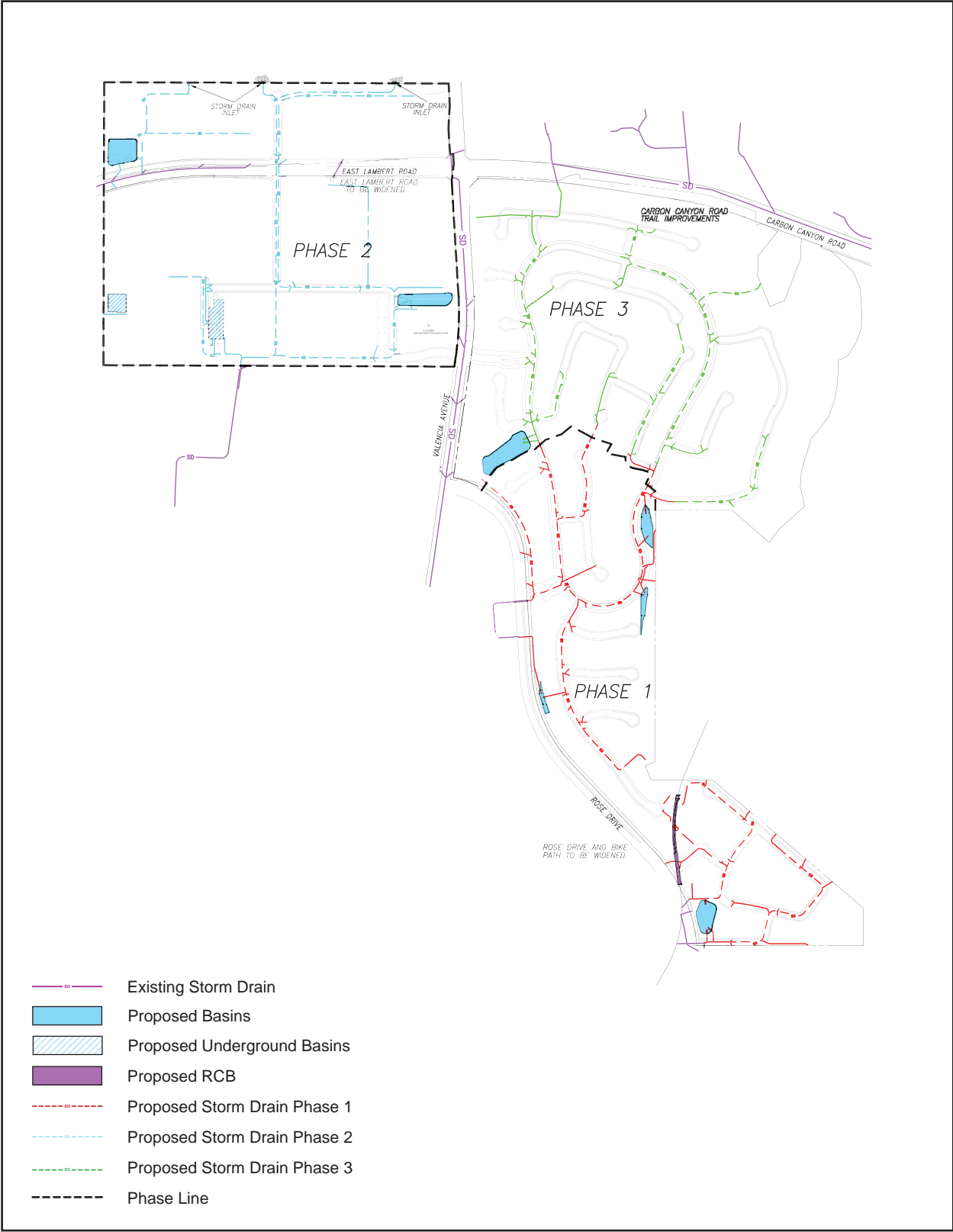


Source: KYGY Group, 2022

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Figure 3-22 - Conceptual Drainage System  
3. Project Description



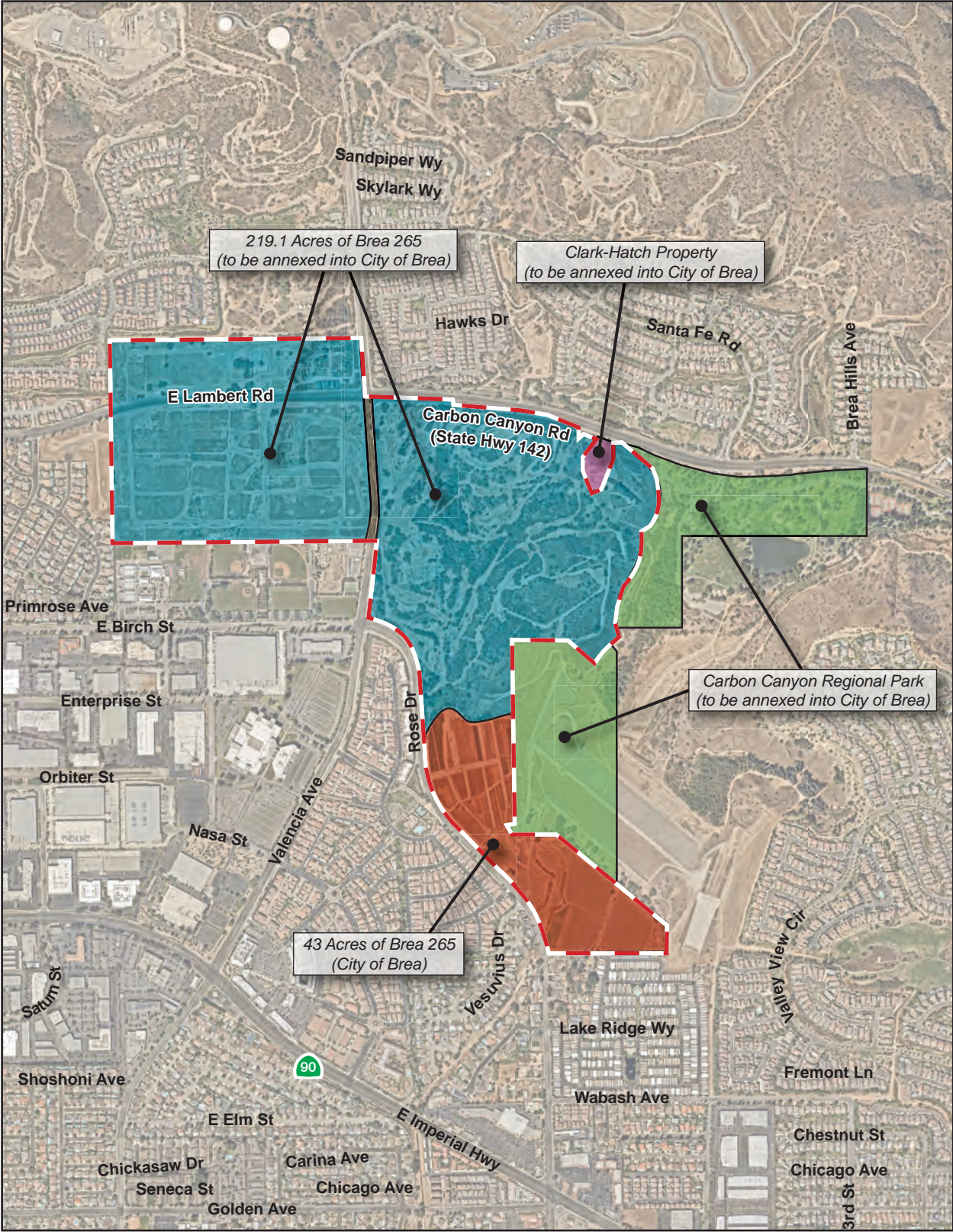
Source: KYGY Group, 2022

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Figure 3-23 - Annexation Areas  
3. Project Description



--- Project Site Boundary

0 1,500  
Scale (Feet)



Source: Nearmap, 2021

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### 3. Project Description

#### 3.3.2 Discretionary Actions and Approvals

Approval of the proposed project includes certification of this environmental impact report, including the adoption of findings of fact, statement of overriding considerations, and mitigation monitoring program; approval of a general plan amendment, a specific plan/rezoning, a tentative tract map, a development agreement; and the annexation. Together, the proposed approvals and their implementation constitute the “project” for the purposes of CEQA. Below is a description of the proposed approvals.

- **Certification of 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. Prior to the approval of the Brea 265 Specific Plan, the EIR must be certified by the City Council in conjunction with approvals of any project related entitlements.
- **General Plan Amendment.** The City of Brea General Plan Land Use Map would be amended from the current “Hillside Residential” and “Low Density Residential.” designations to “Brea Specific Plan.”
- **Specific Plan/Rezoning.** Approval of the Specific Plan is required for changing the zoning designations of the project site from “Hillside Residential (HR)” and “Single Family Residential (R-1)” to “Brea 265 Specific Plan” and for rezoning the 219.1-acre portion of the Specific Plan area currently in the County and in Brea’s SOI as well as the 43-acre portion of the site that is in Brea.
- **Tentative Tract Map.** Approval of a tentative tract map for the subdivision of the 262-acre site for residential development, including park, recreation, and open space uses.
- **Development Agreement.** Approve a development agreement between the City of Brea and the project applicant (Aera Energy) in conjunction with the Brea 265 Specific Plan/rezoning requests. It establishes vesting of development rights and entitlements and identifies project improvements, timing of improvements, and the responsibilities and rights of both the City and the project applicant.
- **Annexation.** After the above discretionary actions have received approvals from the City Council, the 219.1-acre portion of the Brea 265 Site currently in Brea’s SOI will be annexed into the city (see Figure 3-23, *Annexation Areas*), consistent with the 2005 pre-annexation agreement. The request will be processed through the 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 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 project site into the city. At the time of approval by the City Council, the land use entitlements for the 43-acre portion of the project site in the city limits will become effective immediately or as provided for by state law. The above entitlements for the unincorporated 219.1-acre portion of the project site approved by the City Council will take effect upon completion of the annexation process. Additionally, at the time of annexation of the 219.1-acre portion

### 3. Project Description

of the project site, the unincorporated portion of Carbon Canyon Regional Park and the Clark-Hatch property will also be annexed.

#### 3.3.3 Project Phasing

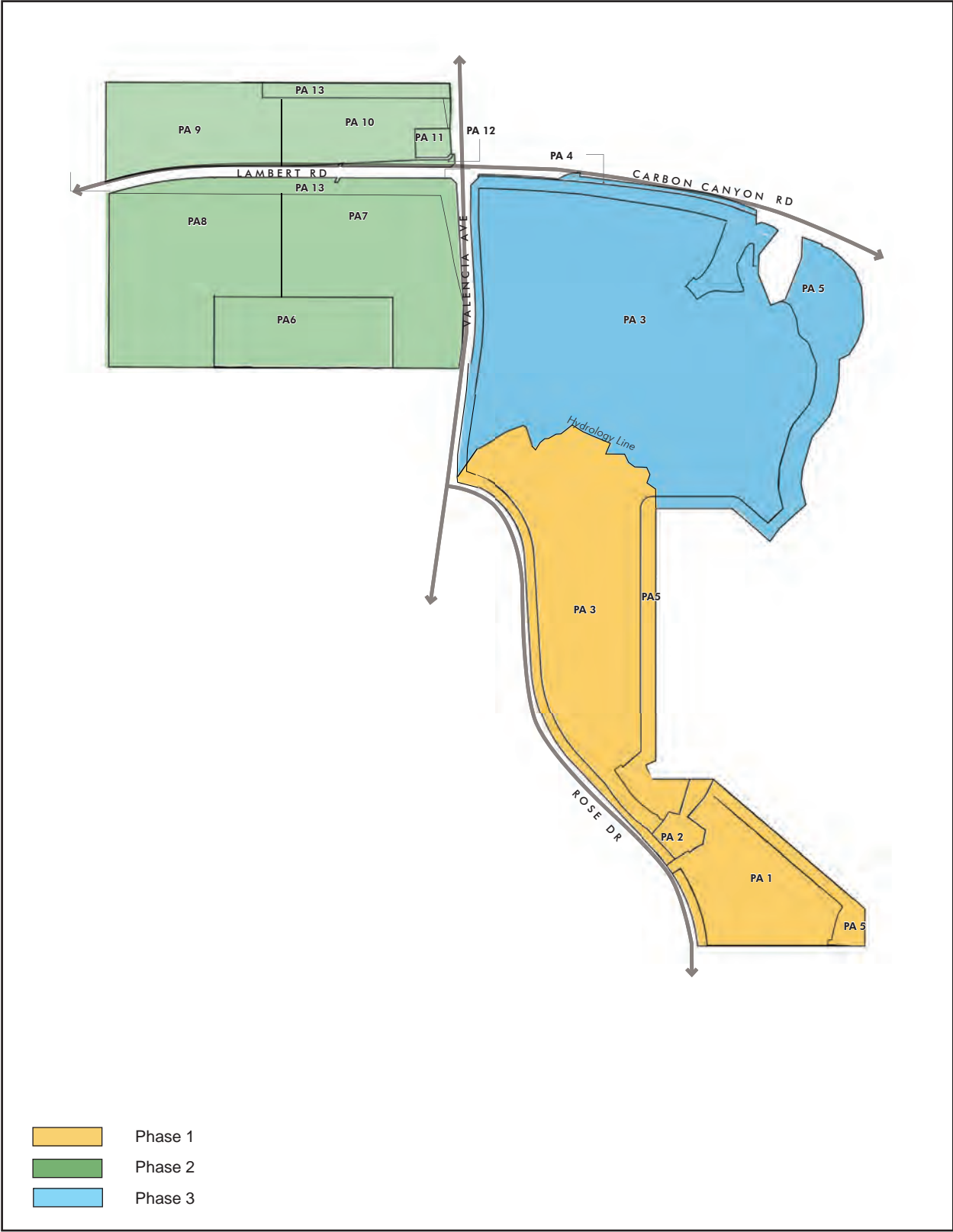
Brea 265 Specific Plan would be implemented in three phases based on oil field abandonment, remediation, and construction of necessary infrastructure. The anticipated development phasing is shown on Figure 3-24, *Conceptual Phasing Plan*, and Table 3-3, *Project Phasing*. Initial development (Phase 1) is tentatively scheduled for the southeastern portions of the project site, which are currently agricultural and never had oil production. Phase 2 would involve development of project site west of Valencia Avenue and would require some remediation. The northern portion of project site east of Valencia Avenue would require extensive remediation and would likely to start once Phase 1 and Phase 2 are well under construction. Later development phases could occur either sequentially or concurrently, and the phasing sequence is subject to changes in response to market conditions and demands provided that the City’s Community Development Director reviews and approves the phasing changing plan. Project phasing may also be altered subject to approval by the affected City departments and revisions to the Development Agreement, as deemed necessary or appropriate.

**Table 3-3 Project Phasing**

Planning Area (PA)	Land Use Category	Gross Area (AC)	Dwelling Units (DU)
<b>Phase 1</b>			
1	MDR	13.9	143
2	PR	2.1	N/A
3	LDR	35.4	210
5	OS	16.6	N/A
<b>Phase 1 Subtotal</b>		<b>68</b>	<b>353</b>
<b>Phase 2</b>			
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
<b>Phase 2 Subtotal</b>		<b>94.5</b>	<b>612</b>
<b>Phase 3</b>			
3	LDR	74.5	135
4	ROW	1.2	N/A
5	OS	23.9	N/A
<b>Phase 3 Subtotal</b>		<b>99.6</b>	<b>135</b>
<b>Total</b>		<b>262.1</b>	<b>1,100</b>

Note: The phasing plan may be altered by the master developer of Brea 265 at any time, provided that the City’s Community Development Director reviews and approves the phasing changing plan. Project phasing may also be altered subject to approval by the affected City departments and revisions to the Development Agreement, as deemed necessary or appropriate.

Figure 3-24 - Conceptual Phasing Plan  
3. Project Description



Source: KYGY Group, 2022

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The master developer of Brea 265 may alter the project phasing program at any time, provided that an orderly buildout of the community and necessary infrastructure, access, and public facilities are constructed to adequately serve the development. However, the changes must be reviewed and approved by the City by providing a notice of the phasing change in writing to the City’s Community Development Director within 30 calendar days of the change. In addition, project phasing may be altered subject to approval by the affected City departments and revisions to the Development Agreement, as deemed necessary or appropriate.

For the purposes of the DEIR analysis, it was assumed that the site preparation work would commence in mid-2023, and the entire construction would be completed between 2030 and 2035. Phase 1 development would start in August 2023 and end in May 2025; Phase 2 would start in October 2024 and end in July 2027; and Phase 3 would start in August 2026 and end in May 2030.

#### 3.4 INTENDED USES OF THE EIR

This is a program EIR that examines the potential environmental impacts of the Brea 265 Specific Plan. This DEIR also addresses various actions by the City and others to adopt and implement the proposed project. It is the intent of the DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City of Brea, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are listed here.

Lead Agency	Action
City of Brea	<ul style="list-style-type: none"> <li>Approve the proposed project and related discretionary actions needed for project construction and operation.</li> <li>Certify the EIR.</li> </ul>
Responsible Agencies	Action
Orange County Local Agency Formation Commission	<ul style="list-style-type: none"> <li>Approve annexation</li> </ul>
City of Brea Fire Department	<ul style="list-style-type: none"> <li>Approve the building and emergency access plans for compliance with the California Fire Code.</li> <li>Approve Fire Master Plan</li> </ul>
Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>Issue a National Pollutant Discharge Elimination System Permit.</li> <li>Approve necessary jurisdictional resources permit.</li> </ul>
Orange County Sanitation District	<ul style="list-style-type: none"> <li>Approve necessary sewer improvements.</li> </ul>
South Coast Air Quality Management District	<ul style="list-style-type: none"> <li>SCAQMD Rule 201 (Permit to Construct) and SCAQMD Rule 203 (Permit to Operate): A permit is required to construct and operate any stationary equipment that generates new emissions (e.g., boiler or emergency generator).</li> <li>SCAQMD Rule 403 (Large Operation Notification Form): The applicant/applicant’s construction contractor is required to file a Large Operation Notification Form with SCAQMD for grading activities and prepare and implement a dust control plan.</li> </ul>
Orange County Flood Control District (OCFCD)	<ul style="list-style-type: none"> <li>Provide necessary infrastructure improvements.</li> </ul>
Orange County Public Works	<ul style="list-style-type: none"> <li>Approve necessary improvements within OCFCD’s right-of-way.</li> </ul>
Orange County Water District	<ul style="list-style-type: none"> <li>Provide necessary infrastructure improvements.</li> </ul>

### 3. Project Description

California Department of Fish and Wildlife	<ul style="list-style-type: none"><li>• Approve necessary biological and jurisdictional resources permit.</li></ul>
US Department of Fish and Wildlife Service	<ul style="list-style-type: none"><li>• Approve necessary biological and jurisdictional resources permit.</li></ul>
US Army Corps of Engineers	<ul style="list-style-type: none"><li>• Approve necessary jurisdictional resources permit.</li></ul>
California Department of Conservation, Geologic Energy Management Division (CalGEM)	<ul style="list-style-type: none"><li>• Approve necessary permits for oil well abandonment.</li></ul>