Planning Commission Agenda

Tuesday, March 11, 2025, 6:00 PM
COUNCIL CHAMBERS
1 Civic Center Circle
Brea, California 92821

Also via teleconference:
350 W Central Ave #455, Brea, CA 92821

Melanie Schlotterbeck, Chair **Blake Perez,** Vice Chair

Tom Donini, Commissioner **Ted Gribble**, Commissioner **Bill Madden,** Commissioner

This agenda contains a brief general description of each item the Commission will consider. The Planning Division has on file copies of written documentation relating to each item of business on this Agenda available for public inspection. Contact the Planning Division at (714) 990-7674 or view the Agenda and related materials on the City's website at www.cityofbrea.gov Materials related to an item on this agenda submitted after distribution of the agenda packet are available for public inspection in the Planning Division at 1 Civic Center Circle, Brea, CA during normal business hours. Such documents may also be available on the City's website subject to staff's ability to post documents before the meeting.

Procedures for Addressing the Commission

The Commission encourages interested people to address this legislative body by making a brief presentation on a public hearing item when the Chair calls the item or addresses other items under Matters from the Audience. State Law prohibits the Commission from responding to or acting upon matters not listed on this agenda.

The Commission encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks to 3 minutes. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of your entire group. Commission rules prohibit clapping, booing, or shouts of approval or disagreement from the audience. Please silence all cell phones and other electronic equipment while the Commission is in session. Thank you.

Written comments may be submitted in advance of the meeting by emailing planner@cityofbrea.gov Written comments received by 3 p.m. on the day of the meeting will be provided to the Commission, will be made available to the public at the meeting, and will be included in the official record of the meeting.

Special Accommodations

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Planning at (714) 990-7674. Notification 48 hours before the meeting will enable City staff to make reasonable arrangements to ensure accessibility. (28 CFR 35.102.35.104 ADA Title II)

Important Notice

The City of Brea shows a live broadcast of the Planning Commission meeting over the internet at https://cityofbrea-net.zoom.us/j/83350146111 Your attendance at the public meeting may result in the recording and broadcast of your image and/or voice as previously described.

ALL PLANNING COMMISSION DECISIONS MAY BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) CALENDAR DAYS OF THE MEETING. PLEASE CONTACT THE CITY CLERK AT (714) 990-7756 FOR FURTHER INFORMATION ABOUT FILING AN APPEAL OR OBTAINING AN APPEAL APPLICATION.

1. GENERAL SESSION

1A. Call to Order/Roll Call - Commission

1B. Invocation

Pastor Tyler Lemen from Birch Street Friends

1C. Pledge of Allegiance

1D. Matters from the Audience

2. CONSENT CALENDAR

2A. February 25, 2025 Planning Commission Meeting Minutes

— 1. Approve.

3. PUBLIC HEARINGS

3A. Brea Plaza Shopping Center Apartment Project (Brea Plaza Living)– General Plan Amendment No. 2024-01, Zone Change No. 2024-01, Density Bonus No. 2024-01, Precise Development No. 2024-01 and Conditional Use Permit Nos. 2024-03, 2024-04, and 2025-05.

A request to allow construction of a new residential development consisting of a 120-unit apartment building atop a parking structure at 1639 East Imperial Highway.

— 1. Adopt a resolution recommending that the City Council:

— Adopt resolutions approving GPA No. 2024-01, DB No. 2024-01, PD No. 2024-01 and CUP Nos. 2024-03, 2024-04, and 2024-05; and

— Adopt an ordinance approving ZC No. 2024-01

3B. Environmental Impact Report No. 2024-01, Vesting Tentative Tract Map No. 2024-01, General Plan Amendment No. 2024-02, Zone Change No. 2024-02, Precise Development No. 2024-02, and Development Agreement No. 2024-01: Greenbriar Residential Project (The Village at Greenbriar) at 1698-1700 Greenbriar Lane

A request to allow demolition of an existing office building and a parking structure, and construction of a housing development consisting of 179 single-family attached units located at 1698-1700 Greenbriar Lane.

— 1. Adopt a resolution recommending that the City Council:

— Adopt resolutions certifying the Environmental Impact Report and approving GPA No. 2024-02, TTM No. 2024-01, and PD No. 2024-02; and

— Adopt ordinances approving ZC No. 2024-02 and DA No. 2024-01

4. ADMINISTRATIVE ITEMS

4A. Committee Reports

4B. Informational/Project Updates

— 1. Receive and file.

5. ADJOURNMENT

Date Posted: March 7, 2025

City of Brea

Planning Commission Communication

A. February 25, 2025 Planning Commission Meeting Minutes

Meeting	Agenda Group
Tuesday, March 11, 2025, 6:00 PM	CONSENT CALENDAR Item: 2A.

RECOMMENDATION

Staff recommends that the Planning Commission approve the February 25, 2025 Planning Commission meeting minutes (Attachment A).

RESPECTFULLY SUBMITTED:

Joanne Hwang, AICP, City Planner

Attachments

02-25-25 Draft Planning Commission Minutes.pdf

**** The following document is a draft of the minutes and the not the official approved minutes ****

Minutes for the Planning Commission

1 Civic Center Circle, Brea, California 92821

February 25, 2025

Roll Call: *(The following members were in attendance)*

- **Melanie Schlotterbeck,** Planning Commission Chair
- **Blake Perez,** Planning Commission Vice Chair
- **Tom Donini,** Planning Commissioner
- **Bill Madden,** Planning Commissioner

Absent: Ted Gribble, Planning Commissioner

1. GENERAL SESSION

1A. Call to Order/Roll Call - Commission

Vice Chair Schlotterbeck called the meeting to order at 6:00 PM.

1B. Invocation

Pastor Doug Green with the North Hills Church led the invocation.

1C. Pledge of Allegiance-

Vice Chair Perez led the Pledge of Allegiance.

1D. Matters from the Audience

None.

2. CONSENT CALENDAR

2A. January 28, 2025 Planning Commission Meeting Minutes

City Planner Joanne Hwang identified an error in the draft meeting minutes and recommended amending them to correctly record Commissioner Madden's appointment to the Arts in Public Places Committee.

Motion was made by Commissioner Donini and seconded by Vice Chair Perez. Motion passed 4-0-1, with Commissioner Gribble absent.

3. ADMINISTRATIVE ITEMS

3A. Project Introduction - Greenbriar Residential Development at 1698-1700 Greenbriar Lane

Rebecca Pennington, Senior Planner, provided a presentation of the project.

The applicant provided a presentation of the project.

The Planning Commission asked questions regarding the following topics:

- Clarification on whether the units would include elevators or lifts
- Any connection to Glenbrook HOA recreational facilities
- Completion date of off-site housing development (Mercury Lane)
- Proposed art piece at the private park area within the development
- Windows on the units and complying with noise standards
- EV charging stations at guest parking areas
- Separation between Brea Plaza and Greenbriar
- Homeowners Association (HOA)
- Explanation of parking deviation
- Grade difference within the site relative to adjacent streets and neighboring property
- Cut-through traffic within the Glenbrook neighborhood
- Potential for smart signals on Birch Street, Greenbriar Lane and Associated Road
- Installation of rooftop solar
- Vegetation/landscape palette
- Clarification of integration of residential and non-residential uses within Mixed-Use II zoning designation
- Arts in Public Places requirements
- Pedestrian access to/from Brea Plaza
- Trash requirements
- Overnight parking permits

- Minor conditional use permit process
- Clarification on parking ratios for single family, attached vs. multi-family
- Proposed affordable housing project on Mercury Lane and connection to former project
- Expiration date of the existing Memorandum of Understanding (MOU) between the project site and Brea Plaza
- Timeline of the Environmental Impact Report (EIR)
- Flow of construction traffic
- Potential for a traffic signal at Birch Street and Redbay Avenue
- Current parking restrictions on Greenbriar Lane
- Park development impact fees and open space requirement
- Grade differential between the east and west side of the project
- Potential vehicular connection between Brea Plaza and Greenbriar
- Garden areas for units and related green waste
- Location of water feature for the project
- 500 feet public notification

3B. Committee Reports

None.

3C. Informational/Project Updates

None.

4. ADJOURNMENT

Chair Schlotterbeck adjourned the meeting at 7:25 PM.

City of Brea

Planning Commission Communication

A. Brea Plaza Shopping Center Apartment Project (Brea Plaza Living)– General Plan Amendment No. 2024-01, Zone Change No. 2024-01, Density Bonus No. 2024-01, Precise Development No. 2024-01 and Conditional Use Permit Nos. 2024-03, 2024-04, and 2025-05.

A request to allow construction of a new residential development consisting of a 120-unit apartment building atop a parking structure at 1639 East Imperial Highway.

Meeting	Agenda Group
Tuesday, March 11, 2025, 6:00 PM	PUBLIC HEARINGS Item: 3A.

TO	FROM
Chair and Members of the Planning Commission	Joanne Hwang, City Planner

EXECUTIVE SUMMARY

The Applicant, Jahn Nguyen with Architects of Orange, is requesting approvals of General Plan Amendment (GPA) No. 2024-01, Zone Change (ZC) No. 2024-01, Density Bonus (DB) No. 2024-01, Precise Development (P-D) No. 2024-01, and Conditional Use Permit (CUP) Nos. 2024-03, 2024-04, and 2025-05 to allow construction of a new residential development consisting of a four-story, 120-unit apartment building with a private terrace atop a two-level parking structure with 95 spaces, a surface parking area with 53 parking spaces, modification to the off-street parking requirements based on a shared parking analysis and a comprehensive sign program amendment at 1639 East Imperial Highway, in the General Commercial (C-G) Zone with a Precise Development (P-D) Overlay.

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution (Attachment A) recommending that the City Council take the following actions:

1. Approve the Addendum to the Final Environmental Impact Report (FEIR) for the Brea Plaza Expansion Project (EIR SCH No. 2020079022 Addendum No. 1) pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15164;
2. Adopt resolutions approving the following entitlements, based on findings and conclusions, subject to the recommended conditions of approval (Attachment B):
    b. GPA No. 2024-01, to modify the Project site's General Plan land use designation from General Commercial to a Mixed Use II land use designation;
    c. DB No. 2024-01, to utilize the following Density Bonus provisions: 1) Density Bonus parking standards; 2) one Density Bonus concession/incentive for exemption from City's Art in Public Places requirement; 3) five Density bonus waivers of development standards, which includes the increase of the maximum height to 64'-4", reduction of the rear setback to 3'-6", reduction of common open space requirement to 49.75 square feet per dwelling unit, reduction of the private open space requirement to 53 square feet per dwelling unit and waiver of the required landscaping for building perimeter; and 4) one additional incentive under BCC Chapter 20.40 requesting deferred payment of development impact fees to certificate of occupancy;

d. P-D No. 2024-01, to construct a four-story, 120-unit residential building atop a two-level parking structure; and
e. CUP Nos. 2024-03, 2024-04, and 2025-05, authorizing the following:
    i. Multi-family dwelling land use in the MU-II zone,
    ii. Modifications to the off-street parking requirement through a shared parking analysis for a mixed-use project, and
    iii. Comprehensive sign program amendment to the Brea Plaza Shopping Center Comprehensive Sign Program to add a freeway-oriented wall sign.

3. Adopt an ordinance approving ZC No. 2024-01, to modify the Project site from General Commercial (C-G) Zone with a Precise Development (P-D) Overlay to a Mixed-Use II (MU-II) Zone.

BACKGROUND

Project Location

The Project site, commonly known as Brea Plaza Shopping Center (Brea Plaza), is approximately 15.58 acres and is bounded by Associated Road to the east, Imperial Highway to the south, and 57 Freeway to the west. The Project construction area is approximately 1.7 acres and is located in the northwest portion of the site. Figure 1 below shows the Project construction area outlined in yellow, with the boundary of Brea Plaza highlighted in orange. Brea Plaza features a mix of retail, restaurants, and service-oriented businesses. The Project site has a General Plan Land Use designation of General Commercial and zoning designation of General Commercial (C-G) Zone with a Precise Development (P-D) Overlay. The surrounding land uses and zoning designation are shown in Tables 1 and 2 below.

TABLE 1 – SURROUNDING LAND USES

North	Office use and single-family residences
East	Single-Family residences *(Across Associated Road)*
South	Commercial uses in the City of Fullerton *(Across Imperial Highway)*
West	57 Freeway and Brea Mall

TABLE 2 – SURROUNDING ZONING DESIGNATIONS

North	General Commercial (C-G) with a Precise Development (P-D) Overlay; and R-2 Multi-Family Residential *(Across Greenbriar Lane)*
East	R-1 Single Family Residential (R-1) *(Across Associated Road)*
South	City of Fullerton *(Across Imperial Highway)*
West	Mixed-Use I (MU-I) and Major Shopping Center (C-C) *(Across 57 Freeway)*

Brea Plaza is currently developed with 158,691 square feet of commercial buildings, including restaurants, specialty stores, personal services, and a grocery store, along with surface parking areas with 754 parking spaces and associated landscaping, lighting, and monument and wayfinding signs. Ingress and egress to the site is provided by two driveway approaches off Imperial Highway and two driveway approaches off Associated Road. The aerial view of the Project site is Figure 1 below.

FIGURE 1 – AERIAL VIEW OF THE PROJECT SITE

The Technical Background Summary and the Vicinity Map are provided in Attachments C and D, respectively.

Entitlement History

- On November 25, 1975, the Planning Commission adopted Resolution No. PC 305-75, approving Precise Development No. 19-75 to allow the construction of Brea Plaza. Resolution No. PC 305-75 also certified an associated Environmental Impact Report (EIR) pursuant to CEQA.
- On December 28, 1976, the Planning Commission adopted Resolution No. PC 405-76, approving Precise Development No. 20-76 to allow four commercial buildings within the Brea Plaza. Two of these buildings are presently occupied by Buca Di Beppo and Lucille's BBQ, while the other two buildings have been demolished.
- On February 12, 1991, the Planning Commission adopted Resolution No. PC 91-8, approving CUP No. 90-30 to establish a sign program for Brea Plaza.
- On May 11, 1993, the Planning Commission adopted Resolution No. PC 93-26, approving Precise Development No. 93-1, CUP No. 93-8, and adopting Negative Declaration No. 93-6 to allow the renovation of the Brea Plaza, including the addition of tenant space, demolition of buildings, landscaping and lighting improvements, and redesign of the parking lot for an increase of 117 parking spaces, with 23 percent compact spaces. The approval included a new comprehensive sign program for the site.
- On October 11, 1994, the Planning Commission adopted Resolution No. PC 94-47, approving amendments to Precise Development No. 93-1, CUP No. 93-8, and Negative Declaration No. 93-6. Amendments consisted of the addition of a fifth screen at the movie theater, a reduction to the building floor area to expand the parking lot and add 14 parking spaces, and a comprehensive sign program amendment.
- On June 10, 2008, the Planning Commission adopted Resolution No. PC 08-12, approving Precise Development No. 08-01, CUP No. 08-03, and adopting Mitigated Negative Declaration No. 08-01 to expand the Brea Plaza with two new buildings, including a drive-through food use (Chick-fil-A Restaurant), the demolition of three structures, and allow an improved parking lot over the Loftus Channel.

- On December 8, 2009, the Planning Commission adopted Resolution No. PC 09-29, approving Precise Development No. 09-01, CUP No. 09-14, and an addendum to Mitigated Negative Declaration No. 08-01 to allow the reconfiguration and partial demolition of two buildings, three new buildings including two drive-thru restaurants, and a new sign program for the site. The three new buildings allowed under this approval were: 1) the Chick-fil-A building with drive-through (carry-over from 2008 approval), 2) multi-tenant building with Panera Bread with drive-through, and 3) multi-tenant building with FedEx Office.
- 2019 Brea Plaza Expansion Project (Previous Project)
    - On April 19, 2022, the City Council certified the Final Environmental Impact Report (certified FEIR) (State Clearinghouse [SCH] #2020079022) for the Previous Project by adopting Resolution No. 2022-030, and approved Precise Development No. 2021-03 (Resolution No. 2022-031) for the Previous Project, which included an approximately 187,477-square-foot mixed-use building comprising 189 residential units, 21,355 square feet of commercial space, and a parking garage. In addition, the City Council also approved a proposed modification of off-street parking requirements through Conditional Use Permit No. 2021-18 (Resolution No. 2022-032).
    - On May 3, 2022, the City Council adopted Resolution No. 2022-033 and Ordinance No. 1226 for the Previous Project. Resolution No. 2022-033 approved General Plan Amendment No. 2021-04 to change the land use designation of the site from General Commercial to Mixed Use II). Ordinance No. 1226 approved Zone Change No. 2021-02 to change the zoning designation of the site from C-G to MU-II.
    - On August 16, 2022, the City Council adopted Ordinance No. 1231 repealing Ordinance No. 1226 to rescind approval of Zone Change No. ZC 2021-02 and approved Resolution No. 2022-062 repealing Resolution Nos. 2022-031 and 2022-032 to rescind approval of Precise Development No. 2021-03, Conditional Use Permit No. 2021-17, and Conditional Use Permit No. 2021-18. This action rescinded all approvals for the planning entitlement applications associated with the Previous Project and nullified the Previous Project. However, Resolution No. 2022-030, which certified the FEIR, was not repealed, and as such, the certification of the certified FEIR is still in place.
- On August 9, 2023, the Brea Planning Commission approved Precise Development No. 2022-02 (PC Resolution No. 2023-08) to allow the demolition of an existing 21,460-square-foot movie theater (Building F) and remodeling of Buildings E & G for retail ground floor use and new second floors for office use with outdoor patios.
- Private agreement: Brea Plaza and the Mercury Insurance property to the north are currently under an existing memorandum of understanding (MOU) that provides an additional 180 parking spaces during normal business hours, approximately 500 surface spaces after 5:00 p.m. and on weekends. The MOU expires on April 15, 2026, unless voluntarily terminated by both parties sooner.
- Current proposal: On March 19, 2024, the Applicant filed the planning applications for the Project, which included the aforementioned entitlements.

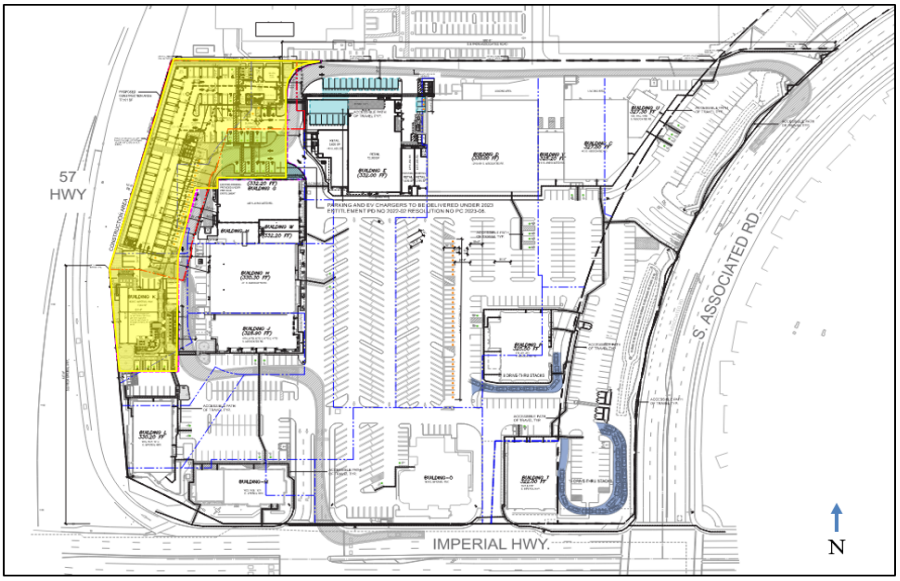
PROJECT DESCRIPTION

The Project proposes the construction of an approximately 118,620-square-foot, four-story apartment building with 120 residential units above a two-story parking structure containing 95 spaces and parking lot reconfiguration to add a surface parking area with 53 parking spaces. The project also includes the demolition of an existing 7,500 square-foot freestanding restaurant building (currently occupied by Buca di Beppo) and the construction of a new 5,000 square-foot standalone restaurant building, resulting in a reduction of 2,500 square feet of commercial building square footage. To accommodate the new residential building, the Project would require a General Plan Amendment to modify the Project site's General Plan designation from General Commercial to Mixed Use II, as well as a Zone Change to modify the zoning designation from C-G with a P-D Overlay to MU-II.

Apartment Building

The Project proposes a four-story apartment building with 120 units atop the two-story parking structure. The proposed building would be located on the northwest corner of Brea Plaza, along the west and north property lines. Vehicular access to the parking structure would be provided through two 26-foot wide driveways providing accessat the structure's southern and eastern elevations. The access driveways into the parking structure include dedicated directional lanes providing ingress and egress. The Project site plan is shown in Figure 2 below:

FIGURE 2 – PROPOSED SITE PLAN



The ground floor of the parking structure would include a leasing office lobby, a mail room, and a bike room. The dwelling units would occupy the entire building above the two-story parking structure. The proposed building would be six stories, with the building height of 64'-4" to the top of the roof (68'-4" to the top of the parapet).

Unit Breakdown

Table 3 provides a breakdown of the proposed 120 residential units ranging from studio to two-bedroom apartment units. The City's Affordable Housing Ordinance (BCC Chapter 20.40) requires a sliding scale percentage of units to be set aside for affordable units depending on the provided affordability level of the required units, and the Project would adhere to this requirement by providing six extremely low-income affordable dwelling units.

Table 3: Residential Unit Summary

Unit Type	Standard	Affordable	Total
Studio	20	1	21
One-Bedroom	45	2	47
Two-Bedroom	49	3	52
Total	**114**	**6**	**120**

In addition to dwelling units, the proposed building would consist of an outdoor terrace, residential amenity room, and fitness center on the sixth floor, in addition to private balconies included in each unit. The proposed balconies and outdoor terrace would provide a portion of private and common open space as required by BCC Section 20.258.020, and is shown in sheets 13 and 16, of the attached Project Plans (Attachment E).

Building Design

The architectural style of the apartment building is contemporary. The new residential development is designed to blend with the recent renovations of the Brea Plaza commercial spaces, maintaining a high-quality aesthetic that aligns with the overall modernization of the area. The design includes contemporary elements such as smooth stucco finishes, metal and wood panels, glass railings, and a combination of different surface textures to enhance the visual appeal. Additionally, the building incorporates elements like green walls and varied façade depths to create a dynamic and visually engaging structure.

FIGURE 3 – APARTMENT BUILDING RENDERINGS

Internal View from Brea Plaza of Proposed Southeast Apartment Elevation

57 Freeway View of Proposed Northwest Apartment Elevation

Parking

The Project consists of a two-story, 23'-4" tall, podium parking structure containing 95 spaces along with a 53-space surface parking area. The Project would also provide 16 electric vehicle charging stations distributed throughout the parking structure. With the Project, a total of 789 parking spaces would be provided at Brea Plaza, which is a 12 parking space increase from the existing parking space count. Strict application of BCC Table 20.080.040.D would require 1,115 parking spaces (873 spaces for commercial uses and 242 spaces for the residential use). However, because the Project is providing six extremely low-income units, the Applicant requested, and is entitled, to utilize Density Bonus parking provisions for the proposed apartment building. As such, the total required parking for Brea Plaza is 1,019 parking spaces (873 spaces for commercial uses and 146 spaces for residential use), which is 230 spaces more than the provided parking.

As allowed by BCC Section 20.08.040.G, the Applicant submitted a parking demand study (Attachment F), prepared by LSA Associates, Inc. (LSA) to address the parking shortfall. The parking demand study (Parking Study) analyzed the Project site's peak parking demand with the Project to determine the Project site's true parking demand to assess whether the proposed 789 parking spaces could accommodate the parking demand of Brea Plaza. The Parking Study surveyed the existing shopping center and similar apartment buildings with unreserved residential parking to forecast realistic future parking demand. In addition, the Parking Study analyzed the shared parking nature of the Project site. When considering the effects of shared parking, peak parking demand is anticipated to be 578 on a typical weekday, 720 on a typical weekend, 663 on a December weekday, and 788 on a December weekend. This peak parking demand could be accommodated within the on-site parking supply and only comes close to the parking supply for a brief period on weekends during peak December conditions. While the Project requests to utilize Density Bonus parking standards, this requirement was not used to determine the operational parking demand. Therefore, as shown in Table 4 below, the 789 parking spaces provided are sufficient to accommodate the parking demand of the Project site.

TABLE 4. PARKING ANALYSIS

	Required Parking Spaces (under Density Bonus Provision)	**Highest Anticipated Parking Demand per Parking Study**	**Provided Parking Spaces**	**Surplus / Shortfall**
Number of Parking Spaces	1,019	788 (December weekend)	789	+1

<u>Density Bonus Law Requests</u>

Density Bonus Law is a State mandate that allows housing projects that meet the requirements of the State law to receive an increase in maximum density permitted and other benefits, such as incentives/concessions (Incentives) and reduction/waivers of development standards (Waivers), as a matter of right. The intent of the Density Bonus Law is to facilitate the development of affordable housing and to implement the goals, objectives, and policies of the cities' Housing Elements. Consistent with State Law, the City's Affordable Housing Ordinance (BCC Chapter 20.40) also provides for additional incentives for flexible development standards when associated with the production of affordable housing units. A qualified housing development may utilize Incentives and Waivers from both the State Density Bonus Law and the City's Affordable Housing Ordinance, in which the City must grant the requested Incentives and Waivers.

As the Project includes six affordable units for extremely low-income households (five percent of the total units), it qualifies to utilize the State Density Bonus Law provisions. As proposed, the Project is eligible for 20% increase in maximum density and reduced parking standards, along with one Incentives and unlimited Waivers. In addition, through the City's Affordable Housing Ordinance, the Project is eligible for four additional incentives. Although the Applicant is not proposing to exceed the maximum allowable density for the Project, the Applicant is proposing to utilize: 1) Density Bonus parking standards; 2) one Density Bonus Incentive; 3) five Density Bonus Waivers; and 4) one additional incentive allowed per BCC Chapter 20.40, as described below:

- *Density Bonus Parking Standards:* The Project would utilize the Density Bonus parking standards, which is a reduced parking ratio. Table 5 below shows the proposed parking breakdown:

TABLE 5 – PROPOSED PARKING BREAKDOWN

** covered or uncovered* *** shared parking analysis*	**Zoning Code Standard**	**Density Bonus Standard**
Required Parking Spaces		
Studio	1.5 per unit	1 per unit
One-Bedroom	1.75 per unit	1 per unit
Two-Bedrooms	2 per unit	1.5 per unit
Guest Spaces	0.2 per unit	None
Total	242 (120 covered)	146 uncovered

- *Density Bonus Incentive:* The Project would utilize one Density Bonus Incentive to waive the City's Art in Public Places Ordinance requirement.
- *Density Bonus Waivers:* The Project would utilize five Density Bonus Waivers to modify various development standards, as shown in Table 6 below:

TABLE 6 – PROPOSED DENSITY BONUS WAIVERS

Development Standard	**Zoning Code (min./max.)**	**Proposed**
Height	60'	64'-4 (Top of roof)
Rear Setback (57 Freeway)	20'	First floor: 10' Upper floors: 3'-6"
Common Open Space	100 sq. ft. per unit	49.75 sq. ft. per unit

Private Open Space	75 sq. ft. per unit	53 sq. ft. per unit
Landscaping Building Perimeter	5’	0’ to 5’

- *BCC Incentives:* The Project would utilize one incentive under BCC for deferred payment of development impact fees to certificate of occupancy.

Restaurant Building

The Project consists of a full rebuild of the existing 7,500-square-foot building currently occupied by Buca di Beppo (referred to as Building K), which would include demolition of Building K and construction of a smaller, 5,000-square-foot stand-alone restaurant building with a 1,101-square-foot outdoor dining area. The building design of the new building would be contemporary in design, consistent with the new apartment building proposed as part of the Project. The surrounding roadways and parking lot of future Building K would also be modified. The parking would be reconfigured as shown in sheet 6 of the attached Project Plans (Attachment E).

Comprehensive Sign Program Amendment

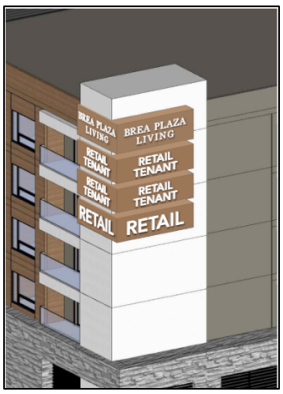
The Project includes an amendment to the Brea Plaza Shopping Center Comprehensive Sign Program to include new signage for the apartment building. The new signage would include a total of two sign types, including directional and addressing signs, as shown in Table 7 below:

TABLE 7 – PROPOSED APARTMENT BUILDING SIGNS

Sign Type	Number of Signs	Sign Dimensions	Total Area	Sign Location
Project Name and Directory Stairwell sign	Two	15’ wide x 26’ tall overall	390 sq. ft. overall	South Building Elevation
		13’ wide by 26’ tall overall	338 sq. ft. overall	West Building Elevation
Project Name Canopy Sign	One	17’-2” wide x 1’ tall	17.17 sq. ft.	South Canopy Elevations

All signs would incorporate illumination, including halo lighting for a sleek, modern appearance. The wall-mounted stairwell sign, shown in Figures 4 below, on the south and west building elevations, would be visible from both the shopping center and the 57 Freeway. Designed to complement the contemporary aesthetic of the residential building, this signage would prominently display the Project name along with major shopping center tenants.

FIGURES 4 – APARTMENT BUILDING SIGN RENDERINGS



South Elevation View

West Elevation View (57 Freeway)

The Project Plans, Parking Study, Sign Program Plans, Project Narrative, Project Application, and Density Bonus Application are Attachments E, F, G, H, I, and J respectively.

ANALYSIS

General Plan Amendment No. 2024-01

The Project requires a General Plan Amendment to change the General Plan Land Use designation of the Project site from General Commercial to Mixed Use II. The Project is consistent with various goals and policies of the General Plan, including the City's 6th Cycle Housing Element, as it would facilitate housing growth and assist in achieving the City's RHNA allocation.

General Plan Goals and Policies

To plan for the present and future needs of the City, the General Plan provides goals and policies to guide development. The Project would adhere to the following goals and policies found in the General Plan.

- *Goal CD-1 Provide a balance of land uses to meet the present and future needs of all residents.*

  The Project would adhere to Goal CD-1 by providing additional housing opportunities by providing rental residential dwelling units ranging from studio to two-bedroom dwelling units, including six allocated for extremely low-income households.

- *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; and*

  Policy CD-1.9 Encourage new development that is organized around compact walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile

  The Project would adhere to Policies CD-1.5 and CD-1.9 by creating a mixed-use, in-fill development, without affecting open space throughout the City. Brea Plaza is characterized by a horizontal mix of restaurant, retail, and office uses, and the Project would add residential opportunities that presently don't exist in the vicinity. The Project would provide residents living at the site and in the surrounding areas the convenience of walking to shops, restaurants, grocery stores, and potentially to work, and would provide a pedestrian connection to neighboring property, thereby reducing vehicle reliance.

- *Policy CD-26.3 Explore opportunities for mixed-use development projects on sites historically supporting commercial centers.*

  The Project would adhere to Policy CD-26.3 by allowing a mixed-use development on a site that has been developed and maintained as a commercial shopping center since 1976.

Zone Change No. 2024-01

The Project proposes to change the zoning of the site from C-G with a P-D Overlay to MU-II, which is the implementing zone of the proposed Mixed Use II General Plan land use designation proposed for the Project site. MU-II zone is intended for areas *for intense, mixed-use urban environments that offer for the coordinated development of urban villages that offer a diverse range of complementary land uses in close proximity to one another. Either vertical or horizontal integration of uses is allowed, with an emphasis on tying together the uses with appropriate pedestrian linkages. Residential densities at the higher end of the scale will be allowed for developments that clearly integrate uses.* The approximately 15.58-acre existing shopping center offers shopping opportunities through various types of retail, office, and restaurant uses, that create and support an employment base. The Project site has access to major roadways via Imperial Highway, and it is adjacent to the 57 Freeway. The Project would be compatible with the surrounding land uses, including the uses within Brea Plaza, which includes a mixture of residential and commercial land uses within a larger mixed-use development area. The apartment building would further enhance the intent of the MU-II Zone at the site by introducing 120 residential dwelling units. Therefore, the Project site is suited for the MU-II Zone.

In addition, as shown in Table 8 below, the Project complies with the MU-II zone development standards for residential density and nonresidential floor area ratio (FAR).

Table 8: MU-II Zone Development Standards

	Zoning Code Standards (min./max.)	**Proposed**
Residential Density	Minimum: 95 units (6.1 units / acre)	120 units (7.7 units / acre)
	Maximum: 632 units (40 units / acre)	
Nonresidential FAR	Maximum: 2.0	0.23 (158,691 sq. ft. / 678,229.2 sq. ft.)

Density Bonus No. 2024-01

Pursuant to the State Density Bonus Law, the City is required to grant the Incentives and Waivers requested by qualifying housing developments unless the City finds, with substantial evidence, that the waivers or reduction of development standards would have a specific adverse impact upon health, or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, would have an adverse impact on any real property that is listed in the California Register of Historical Resources, or would be contrary to State or Federal law. In addition, the City cannot require minimum parking standards that exceed the Density Bonus parking standards, if a qualifying housing development requests to utilize the parking standards provided in the Density Bonus Law. Based on the six extremely low-income units (five percent of total units) being provided by the Project, the Project is eligible for one Density Bonus Incentive, and an unlimited number of Waivers.

In addition, pursuant to BCC Section 20.40.060, an applicant who complies with providing affordable housing may request, and the City must grant, the number of incentives identified in Table 20.40.060.A. Based on the number of affordable units being provided, the Project is eligible for four incentives listed in Table 20.40.060.A.

As previously described in Density Bonus Law Requests Section above, the Project is requesting to utilize: 1) Density Bonus parking standards; 2) one Density Bonus Incentive to waive APP requirements; 3) five Density Bonus Waivers to modify development standards (height, rear setback, private and common open space requirements, and building parameter landscaping requirement); and 4) one additional incentive allowed per BCC Chapter 20.40 to defer development impact fees to prior to issuance of a certificate of occupancy. As further detailed in the Environmental Assessment Section below, the Project was found to not have a significant impact on health or safety and as such, the City must grant the requested Density Bonus Incentives and Waivers, and BCC incentive.

However, it is important to note that while the Project is utilizing the Density Bonus Waivers to reduce the building setback adjacent to the 57 freeway and this reduced setbacks was reviewed by Fire through a separate preliminary plan review and a recommended condition of approval is included to ensure emergency access. Additionally, while requesting to reduce the minimum private and common open space requirements and landscaping requirements for building parameters, the Applicant will be required pay Park Development Impact Fee ($5,611 per unit). Such additional funds could be used to improve existing City parks.

Precise Development 2024-01 and CUP No. 2024-03: Multi-family Residential Use and Construction

In MU-II Zoning district, a multi-family residential use requires the approval of a conditional use permit by the Planning Commission. In addition, a PD review is required for the residential construction of five or more units. The intent of PD review is to ensure that the Project complies with the applicable development standards and also allows for architectural review of the for-sale residential condominium buildings and outdoor gathering space.

As proposed, and conditioned, the Project represents quality design and meets the intent and requirements of the MU-II Zone, which requires a vertical or horizontal integration of residential and non-residential uses. In addition, the Project site is adequate in size and shape to accommodate the proposed development. The Project complies with the development standards of MU-II Zone applicable to the Project, as shown in Table 9 below, except for the standards that are being modified through the State Density Bonus Law and the City's Affordable Housing Ordinance:

TABLE 9 – Compliance with Development Standards

Development Standard	Zoning Code Standards (min./max.)	Proposed
Minimum Project Size	2,500 sq. ft.	162,071 sq. ft.
Density	6.1 to 40 units / acre	7.7 units / acre
Floor Area Ratio (FAR)	2.00	0.23
Height	60'	*64'-4" (Top of roof)

Building Setbacks Front (S. Associated Road) Street Side (Imperial Highway) Interior Side Rear (State Route SR-57)	15’ 15’ 10’ 20’	865’-6” 437’-8” 10’ *3’-6” to 10’
Landscape Setbacks Interior Side Rear (State Route SR-57) Building Perimeter	Interior Side: 5’ Rear: 5’ Building Perimeter: 5’	Interior Side: 10’ Rear: 10’ Building Perimeter: 0’ to 5’
Common Open Space	100 sq. ft. per unit	49.75 sq. ft. per unit*
Private Open Space	75 sq. ft. per unit	53 sq. ft. per unit*
Parking	1,019 for the Project site***	789 for the Project site*
*Considered as compliant due to Density Bonus Provisions **Considered as compliant due to shared parking analysis *** Density Bonus parking standard applied		

The Project was reviewed by various departments, including the Fire Department, Police Department, Public Works Department, and the Building & Safety Division. The Project is required to meet all Building and Fire codes and standards, thereby assuring public health, safety, and welfare. To further ensure the Project would be compatible with surrounding uses and not adversely affect the public, health, or general welfare, staff has prepared draft Conditions of Approval (Attachment B). Notably, the recommended condition includes requiring the applicant to submit a parking management plan to implement parking strategies for moderating demand and requiring any future land uses to demonstrate compliance with the parking requirements.

CUP No. 2024-04: Shared Parking Analysis

BCC Section 20.08.040.G.1 provides an option to modify off-street parking requirements for multi-family developments and nonresidential developments through the CUP process. A parking demand study for a multi-family development may utilize the ULI’s Shared Parking methodology or any other reasonably similar methodology shown to be applicable if the project is part of a mixed-use development conducive to shared parking. The Project proposes to add a residential building to an existing shopping center to create a mixed-use environment and includes features such as pedestrian connectivity and long-term bicycle parking to promote active transportation.

The LSA Parking Study, as explained in the previous section of this report, concludes that, when considering the Project's actual parking demand and the effects of shared parking, the Project would provide sufficient parking to meet peak parking demand of the Project site, including December weekends. The parking demand strategies identified for the Project site include providing unreserved parking for Brea Plaza and residents and providing overnight parking permits to residents. A recommended condition of approval requires a parking management plan to be submitted for the Project to implement such strategies, in addition to other strategies mentioned in the Parking Study such as Parking management/enforcement and valet parking, if determined necessary. Therefore, the Applicant's request for a CUP to allow parking modification as it relates to shared parking is consistent with the Zoning Code.

CUP No. 2025-05: Amendment to the Brea Plaza Shopping Center Comprehensive Sign Program

Pursuant to BCC Section 20.28.045, approval of a CUP is required for comprehensive sign program amendments that deviate from BCC Chapter 20.28. The Project includes a CUP request for a comprehensive sign program amendment to Brea Plaza as part of the new signage proposed on the apartment building. The building-mounted sign that wraps around the southwest corner of the apartment building stairwell would be visible from the 57 Freeway and to the south. It would feature the apartment building's name and major tenant's in the shopping center. Generally, signs are only permitted for businesses that occupy a subject building. The proposed signage is complimentary to the modern design of exterior improvements within Brea Plaza and will also advertise major tenants in a shopping center at the corner of two major highways.

ENVIRONMENTAL ASSESSMENT

Pursuant to the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Administrative Code, Title 14, Section 15000 et seq.), an addendum to the previously certified EIR for the Project (EIR SCH No. 2020079022 Addendum No. 1) was prepared for the proposed Project, in accordance with Section 15164(a) of the CEQA Guidelines, based on findings that the Project requires changes and/or additions to the previously certified EIR but none of which would create a new or more significant impact.

EIR SCH No. 2020079022 Addendum No. 1 (Addendum) concluded that the Project is a reduced-scale version of the Brea Plaza Expansion Project assessed in the previously certified FEIR and does not introduce new significant environmental impacts or substantially increase the severity of previously identified impacts. Since the modified project reduces the overall building size, unit count, and parking demand, the Addendum found that the Project results in lesser environmental impacts than those analyzed in the previously certified FEIR. Therefore, the existing FEIR remains valid, and the Addendum sufficiently addresses the environmental review for the revised project.

In addition, the Project-specific MMRP documents how and when the relevant mitigation measures adopted by the Lead Agency as part of the MMRP for the previously certified FEIR, as well as certain project-specific enforceable conditions of approval and/or refinements to related aspects of implementation for the same, will be implemented for the Project and ensures that potential environmental impacts associated with the proposed project are consistent with the impact conclusions set forth in the previously certified FEIR as identified and explained more fully in the Addendum Memorandum. The mitigation measures pertaining to the Project are required to be implemented as specified in the Mitigation Monitoring and Reporting Program (MMRP), and have been included as part of the Conditions of Approval for the Project.

The Addendum can be accessed via following link:
https://www.cityofbrea.gov/DocumentCenter/View/17716/Brea-Plaza-Residential-Project-Addendum-Memorandum---COMBINED

PUBLIC NOTICE AND COMMENTS

This Project was noticed in accordance with the City's public noticing requirements, which involved mailed notices sent to property owners within 500-feet of the Project site, and publication in the Orange County Register. The public hearing notice for the Project is provided as Attachment K. As of the writing of this report, staff has not received public comments.

CONCLUSION

For the reasons discussed above and the information attached to this report, the Project would conform with all the requirements of the General Plan, including the City's 6th Cycle Housing Element, and the provisions of the BCC. As analyzed in the Addendum, the proposed recommendation would not have an adverse effect on public, health, safety, or general welfare. Therefore, staff recommends that the Planning Commission adopt the resolution (Attachment A) recommending that the City Council approve the Project and the Addendum prepared for the Project.

RESPECTFULLY SUBMITTED

Joanne Hwang, AICP, City Planner

Prepared by: Jessica Newton, Senior Planner

Attachments

Attachment A- PC Resolution.pdf
Attachment B- Draft Conditions of Approval.pdf
Attachment C- Technical Background.pdf
Attachment D- Vicinity Map.pdf
Attachment E- Project Plans reduced.pdf
Attachment F- Parking Study.pdf
Attachment G- Brea Plaza Apartment Sign Program.pdf
Attachment H- Project Narrative.pdf
Attachment I- Project Application.pdf
Attachment J- Density Bonus Application.pdf
Attachment K- Public Hearing Notice.pdf

ATTACHMENT A

RESOLUTION NO. PC 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA REGARDING THE BREA PLAZA SHOPPING CENTER APARTMENT PROJECT (BREA PLAZA LIVING), RECOMMENDING TO THE CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT NO. 2024-01, ZONE CHANGE NO. 2024-01, DENSITY BONUS NO. 2024-01, PRECISE DEVELOPMENT PLAN NO. 2024-01 AND CONDITIONAL USE PERMIT NOS. 2024-03, 2024-04, AND 2025-05

A. RECITALS:

(i) The Planning Commission of the City of Brea (the "Planning Commission") did receive a verified petition for the approval of General Plan Amendment (GPA) No. 2024-01, Zone Change (ZC) No. 2024-01, Density Bonus (DB) No. 2024-01, Precise Development (P-D) No. 2024-01, and Conditional Use Permit (CUP) Nos. 2024-03, 2024-04, and 2025-05 for the Brea Plaza Shopping Center Apartment Project (Brea Plaza Living).

(ii) The proposed project involves construction of a new residential development consisting of a four-story, 120-unit apartment building with a private terrace atop a two-level parking structure with 95 parking spaces, a surface parking area with 53 parking spaces, a modification of the off-street parking requirements based on a shared parking analysis and a comprehensive sign program amendment (referred to herein as the "Project"), for that certain real property located at 1639 East Imperial Highway, in the City of Brea, and further legally described as Assessor Parcel Numbers 319-391-01, 319-391-02, 319-391, 319-391-03, and 319-391-04, as shown in the latest records of the County of Orange Assessor's Office (the "Project site").

(iii) The Project applicant is Jahn Nguyen, Architects of Orange, 144 North Orange Street, Orange, CA 92866.

(iv) The Project site is 15.58-acre property known as Brea Plaza Shopping Center, with the proposed development occurring on an approximately 1.7-acre area located at the northwest corner of the shopping center. The Project site currently has a General Plan Land Use designation of General Commercial and a zoning designation of (C-G) General Commercial with Precise Development (P-D) Overlay. The Project is requesting a change to a Mixed-Use II General Plan Land Use designation and a Mixed-Use II (MU-II) zoning designation.

(v) On April 19, 2022, a Final Environmental Impact Report (EIR) (State Clearinghouse No. 2020079022) was certified and a Mitigation Monitoring and Reporting Program (MMRP) was adopted by the City of Brea (Resolution No. 2022-03) for Brea Plaza Expansion Project at the Project site, which consists of: the Draft EIR; public comments on the Draft EIR; the City's responses to those comments; and revisions to the Draft EIR merely clarified, amplified, or insignificant modifications to the document and did not change it in any way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect or a feasible way to mitigate or avoid such an effect, a MMRP and CEQA Findings of Fact (FOF) regarding the Final EIR (CEQA Findings) for the Project.

(vi) Pursuant to CEQA Guidelines Section 15162 and 15164 (a), the City has prepared an Addendum to the previously certified EIR for the Project (EIR SCH No. 2020079022 Addendum No. 1), which analyzed impacts evaluated in the previously certified EIR relative to the Project and concluded that the Project would not result in any environmental impacts beyond those identified in the previously certified EIR and as such,

constitutes as substantial evidence supporting the conclusions that preparation of a supplemental or subsequent EIR is not required.

(vii) On March 11, 2025, the Planning Commission held a duly noticed public hearing on the Project and the Addendum, during which it received and considered all evidence and testimony presented prior to adoption of this Resolution.

(viii) The documents and other material that constitute the record of the proceedings concerning the Project upon which this Resolution is based are kept by the City of Brea Community Development Department, located at 1 Civic Center Circle, Brea, California 92821.

(ix) All legal prerequisites to the adoption of this Resolution have occurred.

A. RESOLUTION:

NOW, THEREFORE, the Planning Commission of the City of Brea does hereby find, determine, and resolve as follows:

SECTION 1. All facts set forth above in Part A, Recitals, are true and correct.

SECTION 2. This Resolution is based on facts set forth above, the entirety of the evidence presented at the above-referenced public hearings, including but not limited to all written evidence and testimony presented during those hearings, and the independent judgment of the Planning Commission.

SECTION 3. The Planning Commission finds as follows:

a. The Addendum (EIR SCH No. 2020079022 Addendum No. 1) has been completed in compliance with CEQA.

b. Approval of GPA No. 2024-01 would be in the public interest; consistent with other goals, policies, and provisions of the General Plan; and not detrimental to the public interest, health, safety, convenience, or welfare of the City.

c. The Project site is suitable for development as proposed by the Project, and approval of ZC No. 2024-01 would be in conformity with the General Plan, as amended by GPA No. 2024-01, and in the interest of public necessity, convenience, general welfare, and good zoning practice.

d. Approval of DB No. 2024-01, PD No. 2024-01 and CUP Nos. 2024-03, 2024-04, and 2025-05 would be in the public interest; consistent with the goals, policies, and provisions of the General Plan, as amended by GPA No. 2024-01; and not detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 4. Based on the findings set forth above, the Planning Commission hereby recommends that the City Council determine that the EIR SCH No. 2020079022 Addendum No. 1 is the appropriate environmental document for the Project and approve the Addendum, and approve GPA No. 2024-01, ZC No. 2024-01, DB No. 2024-01, PD No. 2024-01, and CUP Nos. 2024-03, 2024-04, and 2025-05, subject to the Conditions of Approval.

SECTION 5. The Secretary of this Commission shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 11th day of March 2025.

_____
Chair, Planning Commission

I, Joanne Hwang, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 11th day of March 2025 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 11th day of March 2025, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: _____
Secretary, Planning Commission

ATTACHMENT B

BREA LIVING PROJECT
CONDITIONS OF APPROVAL

NOTE: Draft conditions of approval may be further updated prior to the City Council consideration of the Project. Such updates may include, but not limited to, revisions in the required timing and/or requirements, and addition of new conditions.

Planning Division – Community Development Department

1. Development shall occur in substantial compliance with the plans and documents reviewed and approved by the City Council on _____, 2025, which include the site plan, floor plans, and elevations on file in the Planning Division, the conditions contained herein, and all applicable Federal, State, County, and local regulations. The City Planner may approve minor modifications to the approved project plans.

2. The Applicant shall prepare and submit a physical copy (suitable for archival storage) of the final plans and technical studies to the Brea Planning Division prior to the issuance of any building permits for the development.

3. Final architectural elevation plans and details shall be provided at the time of plan check for the review and approval of the City Planner prior to the issuance of building permits. Architecture and design features shall be consistent with the specifications and details provided in the approved Project plans and shall include high-quality materials and finishes. Requests to modify the approved building elevations, materials and details, colors, and other architectural elevation features may be reviewed and approved by the City Planner.

4. Within 30 days of the issuance of the final invoice and prior to the issuance of any building permits, the Applicant is responsible for paying all charges related to the processing of the Project. Failure to pay all charges shall result in delays in the issuance of required permits or may result in the revocation of the approval of this application.

5. Prior to the issuance of any permit, the applicant shall obtain Plan Review approval for Building K from the Planning Division. The Plan Review shall ensure that the proposed modifications to Building K, including but not limited to architectural design, site layout, and parking adjustments, are in substantial conformance with the approved entitlement plans and comply with all applicable Codes.

6. Prior to issuance of any permits, the Applicant shall submit a detailed final landscape plan for review and approval of the City Planner:

    a. The final landscaping plan shall be in substantial conformance with the conceptual landscape plan on file and comply with the City's Water Efficient Landscaping Requirements.

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b. Said plans shall demonstrate compliance with all applicable landscaping requirements for the MU-II zone.
c. Final landscape plans shall show all ground utility equipment and shall be properly screened by landscaping, paint, and/or screening materials or a combination thereof to be reviewed and approved by the City Planner.
d. All landscaping and irrigation must be installed prior to the Certificate of Occupancy issuance.

7. All new landscaping shall be installed in conformance with the approved plans and applicable Brea City Code (BCC) and maintained in perpetuity. Landscaping shall be replaced in a timely manner in the event that it is removed, damaged and/or dead.

8. Prior to the issuance of a building permit, the Applicant shall submit photometric plans for review and approval by the Building Official and City Planner. Said plans shall show the location of all exterior lights, a measurement of light throughout the site, and include cut/specifications sheets for proposed lighting equipment.

9. Prior to the issuance of a building permit, final details regarding all window glazing and potentially reflective building surfaces shall be provided for the review and approval of the City Planner. Said glazing and surfacing shall be treated or designed in a manner to reduce glare impacts to adjacent uses, motorists, pedestrians, and wildlife (e.g. to reduce bird window strikes).

10. All roof-mounted and ground-mounted equipment shall be screened from public views at ground elevation. All screen designs shall be architecturally integrated with the building and shall be subject to the review and approval of the City Planner and Building and Safety Division.

11. Balcony run-off shall be integrated into the building structure and storm drain system. Balcony drain water shall not drain down the side of balconies and/or building exterior.

12. Prior to the issuance of any permit, the Applicant shall submit a parking management plan (PMP) to the Planning Division. The PMP shall implement parking demand strategies identified in the February 19, 2025 Parking Study prepared by LSA Associates. Strategies shall include, but are not limited to, the following:

    a. Internally sharing parking resources;
    b. Enforcement of parking management;
    c. Establishing valet parking for Building K, depending on the future occupant;
    d. Short-term and long-term bicycle parking; and
    e. Residential overnight parking permits (on-site, within Project site).

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The plan shall be modified and implemented as necessary to ensure adequate on-site parking. Any modifications to the parking management plans shall be reviewed and approved by the City Planner.

13. Prior to the establishment of valet parking operations for Building K, if applicable, approval of a Minor Conditional Use Permit (BCC Section 20.408.030) shall be required. All requests for valet parking must be accompanied by a Valet Parking Management Plan that demonstrates that the service will not result in insufficient or inadequate parking.

14. Prior to the issuance of any building permit for Project related signage, the Applicant shall update the Brea Plaza Shopping Center comprehensive sign program to include the apartment building freeway sign and revised Building K elevations for review and approval of the City Planner. The sign program shall be in substantial conformance with approved entitlement plans and all applicable City of Brea regulations, including all State and regulations.

15. Prior to building final, the Applicant shall prepare and submit a written report demonstrating completion of the mitigation monitoring and reporting program for review and approval of the City Planner.

16. Residents shall be notified in writing before taking up residence that they will be living in an urban type of environment and that the noise levels may be higher than a typical residential area (specific to mixed-use development projects).

17. The Applicant shall negotiate in good faith with the developer of the adjacent private property (Assessor's Parcel Number 319-102-34) to identify and grant a permanent easement for pedestrian access to and across the site, as determined necessary.

18. Improvements that add square footage to Building G, approved as part of PD No. 2022-00078 (Planning Commission Resolution No. 2023-08), shall not be constructed.

19. All new electrical, telephone, community antenna, television and similar service wires or cables which provide direct service to the property being developed, shall be installed underground within the exterior boundary lines of such property, unless deemed infeasible.

20. Any future tenant improvement and/or construction plans for a future land use shall demonstrate compliance with the minimum parking requirements, pursuant to BCC Section 20.08.040 (Off-Street Parking and Loading), to the satisfaction of the City Planner. The City reserves the right to require an updated shared parking analysis if deemed necessary.

21. All uses shall comply with the provision of BCC Chapter 20.20 including, but not limited to vibration, glare, emission of dust, smoke, and odors.

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22. The Applicant shall comply with the Project-specific mitigation measures described in mitigation monitoring and reporting program listed in the certified Environmental Impact Report adopted by City Council on April 19, 2022 (Brea Plaza Expansion Project Final Environmental Impact Report, State Clearinghouse [SCH] No. 2020079022), and as updated by EIR SCH No. 2020079022 Addendum No. 1.

23. Any permit is subject to expiration and revocation as provided in BCC Chapter 20.412.020, and said provisions are specifically made a part hereof without negating the applicability of any other provision of this title or any other ordinance.

24. Approval of General Plan Amendment No. 2024-01, Precise Development No. 2024-01, Density Bonus No. 2024-01 and Conditional Use Permit Nos. 2024-03, 2024-04, and 2025-05 are contingent upon City Council adoption of an ordinance, processed concurrently, to approve Zone Change No. 2024-01.

25. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this permit; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

<u>Housing Division – Community Development Department</u>

26. Six units shall be provided as rental affordable units for extremely low-income households for a minimum period of 55 years.

27. An Affordable Housing Agreement between the developer and the City, prepared by the City and executed by the City Manager shall indicate the number, type, location, approximate size, and construction scheduling of all dwelling units. Provisions shall be provided for resale restrictions, monitoring affordability of the units, and the eligibility of the households. Prior to any permit issuance, this agreement shall be recorded in the office of the Orange County Recorder– our

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ordinance allows for the CM to sign and there's no mention of Council approval required.

Building and Safety Division – Community Development Department

28. All designs shall comply with the Codes adopted at the time of the permit submittal. Currently the 2022 CA Building, Mechanical, Electrical, Plumbing, Cal Green, Energy, Fire Codes, BCC & Ordinances. *Any submittals received after December 31, 2025 shall be compliant with the 2025 California Building Standards Code.*

29. Building permits are required for all the proposed work, California Building Code (CBC) 2022 Sec [A]105.1. Upon formal submittal:

    a. At the time of building permit submittal, some required construction documents are: Architectural, Structural, Mechanical, Electrical, Energy, Plumbing, Civil (Grading, Erosion Control), Landscaping, Structural Calculations, Energy Calculations, MEP related Calculations & Equipment Cut Sheets, Specs & Geotechnical Report.

    The following, if applicable, requires separate submittals and permit issuance:

    i. On-site & Off-site Demo work (Demolition Permit)

    ii. Building construction documents (Building Permit)

    iii. Civil construction documents (Grading Plans)

    iv. Landscape construction documents (Landscape Permit)

    v. Accessory structures construction documents (Miscellaneous Permit)

    vi. Fire Sprinklers (Fire Permit)

    vii. Fire Alarm (Fire Permit)

    viii. PV Systems (Building Permit)

    ix. Energy Storage System (Building Permit)

    x. Temporary Power (Temporary Permit)

    xi. Construction/Office Trailers (Temporary Permit)

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b. The planning entitlement conditions of approval and the geotechnical investigation report recommendations shall be pasted on plans.

c. Provide a digital file for all structural calculations generated on excel spreadsheets.

d. Bookmark and hyperlink the construction documents shall be bookmarked and hyperlinked.

e. Construction plans shall indicate on the plans whether or not the site is within any of the following zones:

   i. Methane zone

   ii. Fire zone

   iii. Flood zone

   iv. Liquefaction zone

f. Any code deviations would require the submittal of Alternative Materials, design, and Methods (CBC Sec. [A]104.11) or Modification request (CBC Sec. [A]104.10). Code sections and alternatives are required with complete justification for the request.

30. Temporary structures (i.e. construction trailers and power poles) require a building permit, and such permit would be valid for 180 days.

31. Upon formal submittal of building permits to the Building & Safety Division, the applicant shall submit a photometric plan showing exterior illumination to be not less than 1 foot-candle at the walking floor surface along the accessible route and path of travel components.

32. Entry doors from interior corridors must provide a minimum STC of 26.

33. Penetrations or openings in sound rated assemblies must be treated to maintain required ratings.

34. Floor-ceiling assembly design must provide a minimum STC of 50, based on lab tests. Field tested assemblies must provide a minimum FIIC of 45.

35. Structural details and calculations shall be provided for storefronts, curtain walls, glass railing, louvers, canopies, green walls, mechanical screens, stone veneers, fire sprinklers' supports and lateral bracing.

36. All exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks must be kept to a minimum.

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37. A separate water meter for the landscaping shall be provided, clearly identify meter on the utility plans and the landscape plans.

38. All MEP equipment heavier than 300 lbs. must provide anchorage calculations, details and the details shall be reference on plans.

39. Upon formal submittal to the Building & Safety Division, clearly show on plan all ADA standard & van accessible stalls required, and those shall be located the closest to the main entrance.

40. Upon formal submittal to the Building & Safety Division, clearly identify on plans all units shall be adaptable (ADA) or visitable units.

41. In the event project receives Federal, State or Local funding, the Project shall fully comply with accessibility (ADA) requirements as prescribed on CBC 2022 Chapter 11B.

42. Upon formal submittal to the Building & Safety Division for grading or construction permits, a site-specific geotechnical investigation report is required. The geotechnical feasibility study submitted for review during the planning entitlement review will not be accepted as part of a formal submittal to the Building & Safety Division.

    a. The geotechnical engineer of record shall review the grading plans, foundation plans and foundation details for conformance with the Geotechnical Investigation Report, stamp and sign the plans and details.

43. The Applicant shall provide written evidence to the Brea Building & Safety Division that a geotechnical engineer has been retained to monitor the grading operation and assure implementation of the site grading recommendations. All recommendations shall be implemented to the performance standards specified in the Geotechnical Investigation report and to the satisfaction of the geotechnical engineer, City Engineer and Building Official. Evidence of implementation shall be provided to the Building & Safety Division prior to issuance of a building permit.

44. Upon formal submittal to the Building & Safety Division for grading or construction permits, a ground motion hazard analysis shall be performed and submitted in accordance with ASCE 7-16 Sec. 11.4.8 (Section 21.2) for this development.

45. Upon formal grading permit submittal to the Building & Safety Division, a color exhibit plan on the civil drawings showing the cut and fill areas shall be provided.

46. Prior to the start of demolition of the existing Building K, an asbestos and lead analysis report shall be submitted for review to the Building and Safety Division.

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If asbestos and/or lead is found on the building structure, it shall be removed and properly disposed of prior to commencing any demolition work.

47. Deferred submittal items shall have the prior approval of the building official, the applicant shall discuss with the building official whether or not the proposed deferred submittals will be allowed to be deferred.

48. Prior to the final building inspection, a building height certificate shall be prepared by a licensed civil engineer or surveyor registered in the state of California and it shall be submitted to the Building Official for review.

49. Prior to the building final inspection, an independent CASp report for new buildings and adjacent areas shall be submitted to the Building Official for review. Said report shall identify any project deficiencies with recommendations for the owner to resolve all deficiencies prior to the Certificate of Occupancy issuance.

50. Prior to the Certificate of Occupancy issuance, all outstanding fees for the Project shall be paid.

51. Full project review shall be conducted when complete construction documents are submitted to the Building & Safety division.

52. Additional requirements may be imposed when the Project is submitted for Building & Safety Department plan check review and approval.

<u>Public Works Department</u>

53. The Applicant shall provide Site and Building Demolition Plans for the demolition of the existing site and building infrastructure. The Site and Building Demolition Plans shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the Building & Safety Division and City Engineer. Said plans shall include an Erosion and Sediment Control Plan identifying the State issued WDID number and the contact information for the person that is to be reached in case of emergency. Applicant shall obtain approval of the Site and Building Demolition Plans, prior to the issuance of any building permit for any proposed development phase.

54. Prior to the issuance of any building permits for the proposed developed site conditions, the Applicant shall submit and obtain approval for the Precise Grading Plans and all applicable technical studies. The Precise Grading Plans and technical studies shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the Building & Safety Division and City Engineer. The Precise Grading Plan submittal shall include the following items:

    a. Construction Document Plans for the review and approval of the Building & Safety Division and City Engineer. The Construction Document Plans shall identify all improvements required to facilitate the proposed

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development and associated infrastructure improvements, to the satisfaction of the City Engineer. Said Construction Document Plans shall include an Erosion and Sediment Control Plan identifying the State issued WDID number and the contact information for the person that is to be reached in case of emergency;

b. Soils Report for the review and approval of the Building & Safety Division and the City Engineer;

c. Final Sanitary Sewer Capacity Analysis for the review and approval of the City Engineer;

d. Final Hydrology & Hydraulic Study for the review and approval of the City Engineer. Said study shall meet all City and Orange County requirements;

e. Final Water Quality Management Plan (WQMP) for the review and approval of the City Engineer;

f. Final Water Demand Analysis for the review and approval of the City Engineer;

g. Solid Waste/Trash Collection Circulation Plan for the review and approval of the City Traffic Engineer;

h. On-site Circulation Plan as requested for the review and approval of the City Traffic Engineer.

55. Prior to construction permit submittal, the Applicant shall submit an Address Request Application and submit via email to pwenchroachmentper@cityofbrea.gov. To obtain the application, please visit the following link: https://www.ci.brea.ca.us/DocumentCenter/View/14699/Address-Request-Application-080323.

56. The Applicant shall maintain the Storm Water Pollution Prevention Plan during construction in accordance with NPDES guidelines, which shall incorporate all best management practices to mitigate pollutant runoff during construction.

57. The Applicant shall be responsible for the maintenance of all temporary and permanent Best Management Practices (BMP's) and associated infrastructure located on public or private property.

58. The Applicant and any future successors, shall adhere to the approved Final WQMP during the life of the Project.

59. The Applicant shall maintain all public and private drainage facilities in good working order at all times.

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60. The Applicant shall be responsible to obtain all necessary permission to perform any work on adjacent private properties or within easement areas.

61. Prior to the issuance of any building permits for the proposed development, the Applicant shall provide verification to the satisfaction of the City Engineer, that all parties that have easements over the property, including entities such as dry utility purveyors, have granted authorization to construct the proposed improvements within existing easement areas or that all existing easements have been modified, removed, and/or quitclaimed or abandoned to accommodate the proposed development.

62. All improvements associated with the proposed development that are located within, and/or impacting facilities located within, easement areas within the property, including easements granted to entities such as dry utility purveyors, shall be constructed to the satisfaction of the easement holders and meet all associated local jurisdictional requirements.

63. All new improvements associated with the proposed development and property that are located on adjacent private property, shall be constructed to the satisfaction of the adjacent private property owners and meet all associated local jurisdictional requirements. Prior to the issuance of any building permits for the proposed developed site conditions or for new improvements proposed to be located on adjacent private property, the Applicant shall provide verification to the satisfaction of the City Engineer, that all adjacent private property owners have granted permission and authorization to perform the proposed work on the adjacent private property, and that agreements and/or easements are in place to allow for private improvements to be located on the adjacent property.

64. The Applicant shall prepare easement documents for all proposed easements, easement modifications, and easement quitclaims or abandonments as identified on the plans approved by the City Council, and for all proposed easements necessary to facilitate the proposed development, meeting all current City standards and all other jurisdictional requirements. Said proposed easements include, but are not limited to, public service easements, private driveway and access easements, and utility easements. Requirements to this condition are as follows:

    a. Prior to the issuance of any building permits for the proposed developed site conditions, and prior to submittal to the Orange County Surveyor's Office, the Applicant shall submit all easement documents for all proposed easements to the City Engineer for conformance review and approval.

    b. Prior to the issuance of any building permits for the proposed developed site conditions, the Applicant shall provide verification, to the satisfaction of the City Engineer, that all parties with rights to the existing private driveway and access easement(s) have granted authorization of the easement relocation.

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c. Prior to the issuance of any building permits for the proposed developed site conditions, the Applicant shall submit all easement documents to the Orange County Surveyor's Office for review and approval, including all legal descriptions, maps, and any required supplemental information. The Applicant shall provide to the City Engineer documentation of submittal of all easement documents to the Orange County Surveyor's Office prior to the issuance of any building permits for the proposed developed site conditions.

d. Prior to the Certificate of Occupancy issuance, the Applicant shall demonstrate that all proposed easement documents have been recorded at the County of Orange.

65. No proposed trees, structures for private utility infrastructure, lighting structures, utility vaults or cabinets; structures or walls with footing or foundation elements; building foundations, structural slabs, or building structural members; shall be located within existing or proposed public easement areas, or within the public right-of-way.

66. Domestic, irrigation, and fire services shall be replaced with new service connections consistent with the Conceptual Utility Plan.

67. All proposed domestic, irrigation, and fire services shall be per the latest City of Brea Public Works Standards, meeting all City Building & Plumbing Code requirements. All proposed water and fire service connections shall be made to the existing private water main located within the private property to the satisfaction of the City Engineer and the Brea Fire Department.

68. The Applicant shall install all water meters, vaults, fire hydrants, FDC's, and above ground backflow prevention devices for all domestic, irrigation, and fire services and systems, at locations to the satisfaction of the City Engineer, the Building & Safety Division, and the Brea Fire Department.

69. All existing and proposed fire hydrant and fire service infrastructure locations shall be subject to the review and approval of the City Engineer, the Building & Safety Division, and the Brea Fire Department. Installation of fire hydrants and fire service infrastructure shall be in accordance with City of Brea Public Works Standards and all applicable building codes.

70. All proposed sanitary sewer laterals and connections shall be per City of Brea Public Works Standards, shall meet all City Building and Plumbing Code requirements, shall be connected to the on-site private sanitary sewer main located within the existing private property, and shall be to the satisfaction of the City Engineer and the Building & Safety Division.

71. The proposed development shall only be served by underground distribution utilities.

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72. Prior to the Certificate of Occupancy issuance, the Applicant shall pay all applicable impact fees and connection fees as set forth in the City ordinances and in effect at the time of permit approval.

73. Prior to the issuance of any building permit, a completed Waste Management Plan (WMP) shall be submitted through Green Halo Systems by the Applicant and approved by the Public Works Department to ensure compliance with CALGreen and SB 1383 requirements. Each individual building permit shall include its own separate WMP submittal through Green Halo Systems for the proposed scope of work associated with each building permit.

74. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall prepare Public Improvement Plans for the review and approval of the City Engineer, for all public improvements located within the public right-of-way of S. Associated Road or within adjacent easement areas. The Public Improvement Plans shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the City Engineer. Prior to any building permit issuance for the proposed developed site conditions, the Public Improvement Plans shall be approved by the City Engineer. All improvements shall be constructed to the satisfaction of the City Engineer, including any field punch list items, prior to the Certificate of Occupancy issuance. The public improvements shall include, but are not limited to, the following items:

    a. Construction of a traffic signal, including, but not limited to, new electrical service connection, adaptive control, safety lighting, northbound left-turn arrows, and pedestrian, vehicle, and bike detection, at the intersection of S. Associated Road and the southerly driveway of the Brea Plaza development. The proposed traffic signal construction shall include all traffic signal infrastructure and associated improvements to facilitate full operations of the traffic signal to the satisfaction of the City Traffic Engineer and City Engineer;

    b. Installation of all signage and striping improvements as necessary to implement the new traffic signal improvements at the intersection of S. Associated Road and the southerly driveway of the Brea Plaza development to the satisfaction of the City Traffic Engineer;

    c. Installation of 2-inch conduit, pullboxes, fiber optic cable, and associated communications infrastructure required to connect the new traffic signal and video/surveillance systems at the intersection of S. Associated Road and the southerly driveway of the Brea Plaza development to the City of Brea's communication system at the intersection of S. Associated Road & Greenbriar Lane to the satisfaction of the Brea Police Department, the City Traffic Engineer, and the City Engineer;

    d. Construction and implementation of all Integrated Crime Center (ICC) improvements located within the public right-of-way or public easement

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areas, as identified by the Brea Police Department. ICC improvements may include, but are not limited to, the installation of PTZ surveillance cameras and automated license plate reading (ALPR) cameras, and all electrical and communications connections to facilitate full operations and connectivity to the existing City of Brea communications system. All improvements shall be designed and installed to the satisfaction of the Brea Police Department, the City Traffic Engineer, and the City Engineer;

e. Dedication of all easements and implementation of improvements required to facilitate the construction and full operation of the traffic signal and ICC improvements and to the satisfaction of the Brea Police Department, the City Traffic Engineer, and the City Engineer;

f. Removal, replacement, and/or relocation of all existing infrastructure or structures interfering with the proposed improvements. This includes, but is not limited to, existing water meters, backflow prevention, utility vaults, utility meters, vent pipes, fire hydrants, signage, street lights, power poles, and paving.

75. All improvements and work within the Orange County Flood Control District (OCFCD) property or easement areas shall be constructed to the satisfaction of OCFCD and meet all associated local jurisdictional requirements.

76. The Applicant shall submit a Caltrans Encroachment Permit Application and obtain approval from Caltrans for all improvements, construction, or staging located within or impacting the Caltrans public right-of-way.

77. All public improvements, and improvements within the public right-of-way and public easement areas, shall be designed and constructed per current City standards and all other jurisdictional requirements, and shall be to the satisfaction of the City Engineer.

78. The Applicant shall enter into an Encroachment License Agreement with the City of Brea for all private improvements or non-standard improvements, improvements not in accordance with City of Brea Standard Plans and standards, located within the public right-of-way or within public easement areas.

79. All existing public utilities located within the public right-of-way or within existing easements are to be protected in place, unless indicated otherwise by improvement plans approved by the City Engineer.

80. A City of Brea Public Works Encroachment Permit shall be obtained prior to any construction, improvements, or staging in the public right-of-way or within existing public easement areas.

81. The Applicant shall complete the construction of all public improvements in the public right-of-way and within public easement or right-of-way dedication areas to the satisfaction of the City Engineer, and enter into a Subdivision Improvement

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Agreement and guarantee the installation of these improvements by providing sufficient bonds or sureties for both Faithful Performance and Labor and Materials in a form approved by the City Attorney before the approval of the Lot Line Adjustment. All bonds or sureties shall be provided in an amount to the satisfaction of the City Engineer.

82. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall submit a Lot Line Adjustment for review and approval of the City Engineer. The Lot Line Adjustment shall be submitted to the City Engineer for review and approval prior to submittal to the County of Orange for recordation. The Lot Line Adjustment shall be recorded with the County of Orange prior to the Certificate of Occupancy issuance. The Lot Line Adjustment shall be in accordance with all requirements set forth in the Subdivision Map Act and the BCC.

83. Applicant shall be responsible to prepare all documentation and pay for any publication fee (if applicable) for the proposed lot line adjustment, dedications, and/or vacations of right-of-way or easements.

84. Prior to the release of all Faithful Performance Bonds and Labor and Materials Bonds, all improvements shall be completed, constructed, and accepted by the City, and a warranty bond shall be provided in accordance with the Subdivision Improvement Agreement.

<u>Fire Department</u>

85. Final fire and life safety conditions will be addressed when the Fire Department reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes which are in effect at time of building plan submittal.

86. Prior to any permit issuance, the applicant/developer shall submit a Brea Fire Master Plan which shall include an approved site plan for fire lanes and signage (CFC 501.3).

87. Prior to grading permit issuance, an Alternative Materials & Methods Request permit shall be issued.

88. The Fire Code Official is authorized to enforce the fire safety during construction requirements of CFC Ch. 33.

89. The permanent building address shall be provided and either internally or externally lit during hours of darkness. The address shall be clearly visible from the street fronting the property. The numbers shall be a minimum of 12” in height with a minimum stroke of 1”. The background and numbers shall be highly contrasting.

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90. A fire hydrant shall be located within 50 feet of the FDC for buildings protected with a fire sprinkler system.

91. Prior to any permit issuance, soil testing is required, which may require methane mitigation.

92. Prior to issuance of any permit, provide a fire flow report that has been completed within the last 6 months. The test flow shall be completed from the closest fire hydrant to the property. The minimum fire flow requirement is 2,500 GPM for 2-hours. The actual fire flow requirement will be based on the construction drawings issued for either the grading or construction permit (CFC 507.3).

93. Prior to Building Final, the applicant/developer shall install a fire sprinkler and standpipe system based on the information provided. Fire sprinkler plans shall be submitted to the Fire Department prior to installation (CFC 903).

94. Prior to Building Final, the applicant/developer shall install a monitored fire alarm system in accordance with CFC Section 907. Plans shall be submitted to the Fire Department prior to installation (CFC 907).

95. Prior to Building Final, a "Knox Box Rapid Entry System" shall be provided if deemed necessary. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. Electric powered gates shall be provided with Knox key switches for access by emergency personnel. Where manual operated gates are permitted, they shall be provided with a Knox box or Knox padlock (CFC 506.1 & 503.6).

96. Prior to the Certificate of Occupancy issuance, the building shall be provided with an emergency radio communication enhancement system that complies with the City of Brea, Guideline for Emergency Radio Responder Coverage. Plans for the emergency radio communication enhancement system shall be submitted to the Brea Fire Department for review and approval prior to installation.

97. Additional requirements may be imposed when the Project is submitted for Fire Department plan check review/ approval.

<u>Police Department</u>

98. Prior to issuance of any building permits, the Applicant shall pay all applicable impact fees as set forth in the City ordinances and in effect at the time of permit approval.

99. The City has established an Integrated Crime Center (ICC). The ICC is a system comprised of advanced technology that is revolutionizing how the Brea Police Department prevents, manages, and solves crime. The Project will benefit from the installation of various ICC elements in the vicinity of the development that will allow the Brea Police Department to generate investigative leads, manage critical

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incidents in real-time, monitor special events, conduct traffic management and Emergency Operation Center functions, and conduct other crime prevention and suppression activities. The applicant is; therefore, required to provide the following ICC elements:

a. Prior to the Certificate of Occupancy issuance:

   i. The Applicant is required to design and install an extension of the City's fiber optic communications system from the traffic signal control cabinet at the intersection of S. Associated Road & Greenbriar Lane to the new traffic signal control cabinet installed at S. Associated Road and the southerly driveway of the Brea Plaza development on S. Associated Road. This new communications path will provide both ICC connectivity and traffic signal control and surveillance communications. Modifications to the City's communication system may include, but are not limited to, installation of 2-inch conduit, pullboxes, fiber optic cable, communications cables, and associated communications infrastructure as required to connect in the ICC elements and new traffic signal. The installation of all improvements in the public right-of-way must comply with the specific requirements set by the Department of Public Works and the Police Department and is subject to the approval of the City Engineer and City Traffic Engineer to ensure compliance with all relevant technical and safety standards.

   ii. The Applicant shall provide funding for the procurement and installation of one PTZ video surveillance camera as determined and approved by the Brea Police Department. That camera is to be installed on a new traffic signal pole at the intersection of S. Associated Road & the southerly driveway of the Brea Plaza development on S. Associated Road as determined by the Brea Police Department, the City Traffic Engineer, and the City Engineer.

   iii. The Applicant shall provide funding for the procurement and installation of two ALPR cameras installed on the property as previously outlined. The ALPR cameras and their orientation are to be determined and approved by the Brea Police Department and the Community Development Department.

   iv. The Applicant shall provide access to the Project site's CCTV network for ingestion into the Police Department's Video Management System, for both live viewing and recording. This access can be provided via hardwire connection to the City's communication system at the new traffic signal, or via another method deemed reliable by the Police, Information Technology, and

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Public Works departments.

Community Services Department

100. Prior to the Certificate of Occupancy issuance, the Applicant shall pay Park Development Fees applicable to multiple-family residential units, as set forth in the City ordinances and in effect at the time of permit approval.

Mitigation Compliance

101. The Applicant shall comply with all plans, programs, and policies (PPP) and the required mitigation measures (MM) included in the Mitigation Monitoring and Reporting Program listed in the Project's Final Environmental Impact Report, as modified:

    a. **PPP AE-1:** The proposed project is required to provide a minimum landscaped coverage of 15 percent of the net site area in accordance with municipal code Section 20.258.020, General Development Standards for the Mixed-Use Zoning Districts.

    b. **PPP AE-2:** For parking areas, the proposed project is required to maintain an equivalent of one foot-candle of illumination on the average throughout the parking area. The lighting is required to be on a timeclock or photo-sensor system. The lighting shall be designed to confine direct rays to the premises. No spillover beyond the property line shall be permitted in accordance with municipal code Section 20.08.040(C)(5), Lighting.

    c. **PPP AE-3:** All lighting, interior and exterior, shall be designed and located so as to confine all direct rays to the premises in accordance with municipal code Section 20.220.040(L), Lighting. Lighting for nonresidential uses shall be appropriately designed, located, and shielded to ensure that they do not negatively impact the residential uses in compliance with Section 20.08.040(C)(5).

    d. **PPP AE-4:** Signs shall be located in a manner to ensure that sight distance is not impaired at any locations for vehicular traffic to and from the premises, in accordance with municipal code Section 20.28, Signs. The Brea Plaza comprehensive sign program will be amended, subject to Planning Commission approval. The proposed signage for the Brea Plaza Shopping Center on the residential building requires review by the Planning Commission to ensure that its size, location, content, coloring, or manner of illumination does not constitute a traffic hazard or a detriment to traffic safety by obstructing the vision of drivers, or detracting from the visibility of any official traffic control device, or by diverting or tending to divert the attention of drivers of moving vehicles from the traffic movement on the public streets and highway. Pursuant to Municipal Code Section 20.28.230, Sign Illumination, the approval of any illuminated sign shall not be final until 30 days after installation, during which period the Community

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Development Director or his or her designee may order the dimming of any illumination found to be excessively brilliant.

e. **PPP AE-5:** Loading areas for nonresidential uses shall be located as far as possible from residential units and shall be completely screened from view from the residential portion of the project and streets, in compliance with subsections 20.236.040(E), Walls and Fences, and 20.220.040(F), Fences, Walls, and Hedges, and subparagraph K. Screening and buffering standards for loading areas shall be compatible in architectural design and details with the overall project. The location and design of loading areas shall mitigate nuisances from odors when residential uses might be impacted, in accordance with subsection 20.258.030(I)(3), Loading Areas.

f. **PPP AE-6:** Recycling and refuse storage facilities for nonresidential uses shall be as far as possible from residential units and shall be completely screened from view from the residential portion of the project and streets in compliance with the standards in subsections 20.236.040(E), Walls and Fences, and 20.220.040(F), Fences, Walls, and Hedges, and subparagraph K, Screening and Buffering. Recycling and refuse storage facilities for nonresidential uses should be compatible in architectural design and details with the overall project. The location and design of trash enclosures shall mitigate nuisances from odors when residential uses might be impacted, in accordance with the standards in subsection 20.258.030(J), Recycling and Refuse Storage Facilities.

g. **PPP AE-7:** In accordance with Section 20.258.030(D), Specific Development Standards for all Mixed-Use Projects, of the Brea Municipal Code, the architectural style and use of quality materials shall be consistent throughout the entire project; however, differences in architectural details and/or materials may occur to differentiate between the nonresidential and residential portions of the project.

h. **PPP AE-8:** In accordance with Section 20.258.030(D)(3.F), Specific Development Standards for all Mixed-Use Projects, of the Brea Municipal Code, the design of the residential portion of the project shall be consistent with the design guidelines for multi-family residential development. In accordance with Section 20.258.030(A)(2), Specific Development Standards for all Mixed-Used Projects MU-I Zoning Districts, of the Brea Municipal Code, nonresidential and residential uses shall be vertically integrated whenever possible; however, stand-alone residential projects and stand-alone nonresidential projects are allowed when planned and designed as an integrated element of a larger mixed-use development area.

i. **PPP AIR-1:** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022

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Building and Energy Efficiency Standards became effective January 1, 2023. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal for nonresidential buildings to achieve zero net energy by 2030.

j. **PPP AIR-2:** New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new buildings, or meet local bicycle parking ordinances, whichever is stricter.

k. **PPP AIR-3:** New buildings are applicable to adhere to the California Green Building Standards Code (CALGreen) mandatory measures for indoor air quality and to provide regularly occupied areas of the building with air filtration media for outside and return air that provides at least a Minimum Efficiency Reporting Value (MERV) of MERV 13 filters as deemed necessary and/or in effect at the time of building permit issuance.

l. **PPP AIR-4:** Construction activities will be conducted in compliance with California Code of Regulations Title 13 Section 2449, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

m. **PPP AIR-5:** Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to:
    - Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
    - Rule 402, Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
    - Rule 1113, which limits the volatile organic compound content of architectural coatings.

n. **PPP BIO-1:** In compliance with the California Fish and Game Code, birds and their active nests are protected; therefore, the trees on-site would be removed outside of the nesting season, either prior to February 15 or after August 15.

o. **PPP CUL-1:** Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

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p. **PPP CUL-2:** The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation or any agency thereof (PRC Section 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.

q. **PPP CUL-3:** Adverse impacts to paleontological resources from developments on public lands (state, county, city, and district) require reasonable mitigation. (PRC Section 5097.5)

r. **PPP CUL-4:** If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5).

s. **CUL-1:** If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall cease, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work, such as data recovery excavation and the preparation of an Archaeological Resources Treatment Plan prepared by the qualified archaeologist in consultation with the City, may be warranted and will be reported to the City.

t. **CUL-2:** Monitoring of mass grading and excavation activities in the areas identified as likely to contain paleontological resources by a qualified paleontologist who meets the standards of the Society of Vertebrate Paleontology. A paleontologist shall be on call in the event that paleontological resources are found during ground-disturbing activities. The paleontologist shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossils. The paleontologist shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner, and comply with the standard procedures listed by the Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee.

u. **PPP E-1:** New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards became effective on January 1,

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2023. The Building Energy Efficiency Standards and CALGreen are updated tri-annually with a longer-term goal to achieve zero net energy.

v. **PPP E-2:** New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).

w. **PPP E-3:** California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen §§ 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

x. **PPP E-4:** Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

y. **PPP E-5:** New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

z. **PPP GHG-1:** New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards will become effective on January 1, 2023. The Building Energy Efficiency Standards and CALGreen are updated tri-annually with a longer-term goal to achieve zero net energy.

aa. **PPP GHG-2:** New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new buildings, or meet local bicycle parking ordinances, whichever is stricter. Development of the project would require provision of anchored bicycle racks and long-term secured bicycle parking.

bb. **PPP GHG-3:** California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen §§ 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste

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materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

cc. **PPP GHG-4:** Construction activities are required to adhere to California Code of Regulations, Title 13, Section 2449, which requires that nonessential idling of construction equipment be restricted to five minutes or less.

dd. **PPP GHG-5:** New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

ee. **PPP LU-1:** As part of the project review process, the City of Brea is requiring that the project applicant prepare a parking study.

ff. **PPP NOI-1:** Project-related construction activity will be limited to the hours of 7:00 am to 7:00 pm on weekdays and Saturdays. Construction is prohibited on Sundays.

gg. **PPP NOI-2:** The project will comply with City of Brea's stationary exterior noise standards.

hh. **PPP NOI-3:** The project will comply with the City of Brea's vibration standards of 70 VdB at the property line of the sensitive receptor.

ii. **PPP NOI-4:** The residential development will comply with the California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels. Nonresidential development will comply with the CBC, Title 24, Building Standards Administrative Code, Part 11, CALGreen.

jj. **PPP NOI-5:** Outdoor nonresidential uses in mixed-use projects shall be prohibited from operating between the hours of 10:00 p.m. and 7:00 a.m. in accordance with Section 20.258.030 (H)(1) Hours of Operation of the Brea Municipal Code.

kk. **PPP NOI-6:** The covenants, conditions, and restrictions of a mixed-use project shall indicate the times when the loading and unloading of goods may occur on the street, provided that in no event shall loading or unloading take place after 10:00 p.m. or before 7:00 a.m. on any day of the week in accordance with Section 20.258.030 (H)(3) Loading and Unloading Activities, of the Brea Municipal Code.

ll. **PPP NOI-7:** Residents of a mixed-use development project shall be notified in writing before taking up residence that they will be living in an urban type of environment and that the noise levels may be higher than a typical residential area. The covenants, conditions, and restrictions of a

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mixed-use project shall require that the residents acknowledge their receipt of the written noise notification. Their signatures shall confirm receipt and understanding of this information in accordance with Section 20.258.030 (H)(4) Noise Notification, of the Brea Municipal Code.

mm. **PPP NOI-8:** Residential dwelling units shall be designed to be sound attenuated against present and future project noise. New projects or new nonresidential uses in existing projects shall provide an acoustical analysis report, by an acoustical engineer, describing the acoustical design features of the structure required to satisfy the exterior and interior noise standards in accordance with Section 20.258.030 (H)(6) Sound Mitigation, of the Brea Municipal Code.

nn. **PPP NOI-9:** Noise-generating equipment. Noise-generating equipment (e.g., refrigeration units, air conditioning, exhaust fans, etc.) shall require special consideration in their location and screening in order to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3) Noise Generating Equipment.

oo. **PPP POP-1:** Noise-generating equipment. Noise-generating equipment (e.g., refrigeration units, air conditioning, exhaust fans, etc.) shall require special consideration in their location and screening in order to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3) Noise Generating Equipment.

pp. **PPP PS-1:** Noise-generating equipment. Noise-generating equipment (e.g., refrigeration units, air conditioning, exhaust fans, etc.) shall require special consideration in their location and screening in order to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3) Noise Generating Equipment.

qq. **PPP PS-2:** Noise-generating equipment. Noise-generating equipment (e.g., refrigeration units, air conditioning, exhaust fans, etc.) shall require special consideration in their location and screening in order to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3) Noise Generating Equipment.

rr. **PPP PS-3:** Noise-generating equipment. Noise-generating equipment (e.g., refrigeration units, air conditioning, exhaust fans, etc.) shall require special consideration in their location and screening in order to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3) Noise Generating Equipment.

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ww. **PPP PS-8:** Pursuant to AB 2926, new development is required to pay development impact fees to assist in providing school facilities to serve students generated by new development.

xx. **PPP PS-9:** Pursuant to SB 50, new development is required to offset the costs associated with increasing school capacity, where the funds collected go to acquiring school sites, constructing new school facilities, and modernizing existing school facilities.

yy. **PPP REC-1:** The proposed project is required to comply with Brea Municipal Code Section 18.64.080 that establishes the subdivision regulations for the provision of park and recreational facilities through land dedication, installation of improvements, payment of in-lieu fee thereof, or a combination. New development is required to fund park and recreational development and improvements through the payment of park development fees.

zz. **PPP TRAF-1:** The proposed project is required to pay development impact fees to the City of Brea pursuant to the City's AB 1600 Transportation Improvement Nexus Program (Ordinance 996). Based on a transportation improvement nexus program study conducted in 2011, the City Council adopted Resolution 2011-096, which updated the impact fees, effective February 4, 2012. Fair-share fees offset or mitigate the cumulative traffic impacts caused by new development. The program ensures all future development in the City of Brea contributes on a fair-share basis.

aaa. **PPP TRAF-2:** Modifications to the roadway network, including driveways, curbs, and sidewalks, are subject to approval of the City of Brea.

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Construction work within the right-of-way of a public roadway requires the issuance of a permit by the City of Brea.

bbb. **PPP TRAF-3:** The proposed project is required to implement the following bicycle safety improvements as a condition of approval. The project shall restripe the west leg of the intersection of South Associated Road at Birch Street to provide an exclude east-bound right-turn pocket. To implement this improvement, the existing traffic signal at South Associated Road and Birch Street shall be modified to allow for an eastbound right-turn overlap phase. In addition, the existing R73- 5(CA) sign for the northbound left-turn lanes shall be replaced with a R73-6(CA) sign to restrict U-turns in the northbound direction.

ccc. **PPP TCR-1:** Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered on the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours.

ddd. **TCR-1:** Prior to the commencement of any ground disturbing activity within the Project area, the Applicant shall retain two total Native American Monitors, each approved by the tribes that consulted on this Project pursuant to Assembly Bill 52 and Senate Bill 18 (the "Tribe" or the "Consulting Tribe"), and in concurrence with the City of Brea as the CEQA lead agency. The Applicant shall coordinate with each of the Consulting Tribes to develop an executed contract to pay for tribal monitors to be present during ground-disturbing activities. Prior to the issuance of any permit necessary to commence a ground-disturbing activity, a copy of the executed contract shall be submitted to the City of Brea Community Development Department.

- The Tribal monitors will only be present on-site and on off-site portions of the area included as part of the Project grading or improvement permits during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Tribes as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area.
- The Tribal Monitors shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified.
- The monitoring shall be concluded when all ground-disturbing activities within the Project area are completed, or when the Tribal Representatives and Tribal Monitors have indicated that all upcoming ground-disturbing activities have little to no potential for impacting Tribal Cultural Resources.

eee. **TCR-2:** If tribal cultural resources are inadvertently discovered during ground disturbing activities for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:

- Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed.
- All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Tribal monitors approved by the Consulting Tribes. If the resources are Native American in origin, Consulting Tribes will share finds with one another and will retain it/them in the form and/or manner the Tribes deems appropriate, for educational, cultural and/or historic purposes. If agreement cannot be reached as to the disposition of cultural materials, they shall be curated at Western Science Center by default.
- If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of the discovery, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.
- Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

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fff. **PPP USS-1:** The project will pay the Sanitary Sewer Connection Fees collected by the City of Brea, which contribute to maintenance and installation of sewer improvements in the OCSD in accordance with Section 3.32.040, Sewer Service Fees and Charges, of the Brea Municipal Code.

ggg. **PPP USS-2:** The project will pay the water impact fees and water connection fees collected by the City of Brea, which covers costs to purchase water supplies and to operate and maintain the water distribution system in accordance with Ordinance 967.

hhh. **PPP USS-3:** Landscaping installed on-site shall conform to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase landscape water efficiency.

iii. **PPP USS-4:** Plumbing fixtures installed on-site shall conform to California Green Building Standards Code requirements to increase water efficiency and reduce urban per capita water demand.

jjj. **PPP USS-5:** The project would comply with the City's water conservation program during a drought or emergency situation, in accordance with Chapter 13.20, Water Management Program, of the City's Municipal Code.

kkk. **PPP USS-6:** The project will be constructed and operated in accordance with the Santa Ana Regional Water Quality Control Board Municipal Stormwater (MS4) Permit for Orange County. The MS4 Permit requires the proposed project to prepare and implement a WQMP to:

- Control release of contaminants into storm drain systems.
- Educate the public about stormwater impacts.
- Detect and eliminate illicit discharges.
- Control runoff from construction sites.
- Implement BMPs and site-specific runoff controls and treatments.

lll. **PPP USS-7:** California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale and the amount (by weight or volume).

mmm. **PPP USS-8:** The project will abide by AB 341 and AB 1826. The project will store and collect recyclable materials in compliance with AB 341. Green waste will be handled in accordance with AB 1826.

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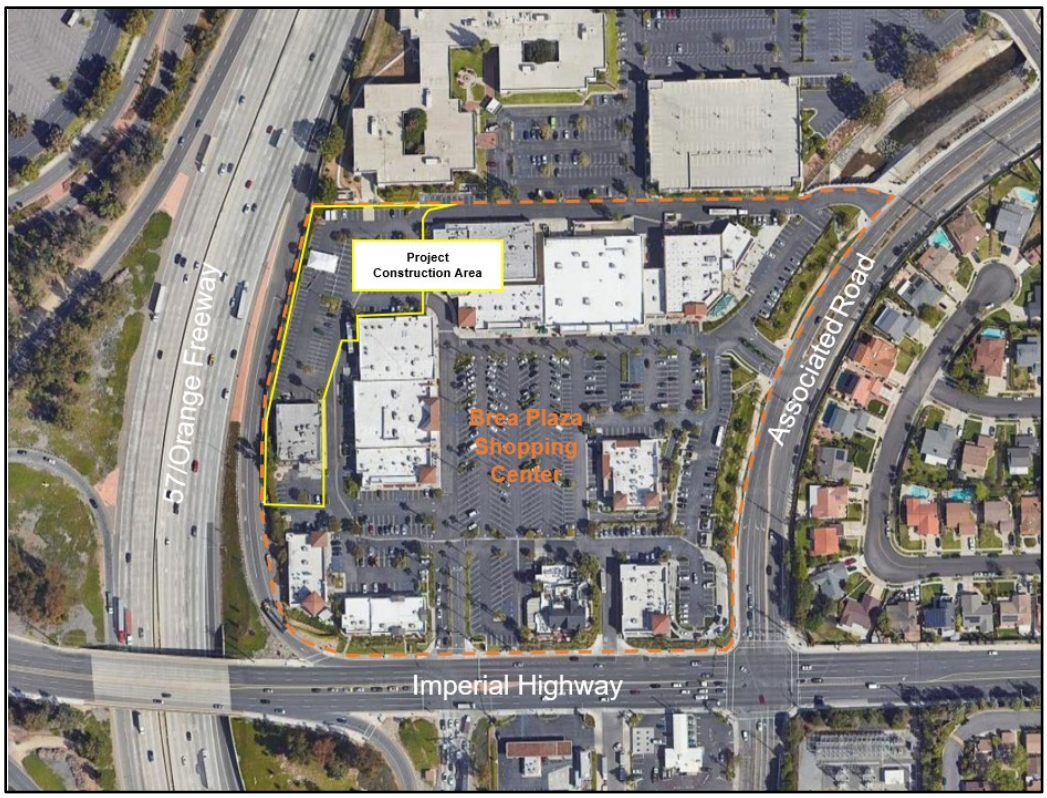
ATTACHMENT C

TECHNICAL BACKGROUND

Case Nos:	General Plan Amendment No. 2024-01 (GPA No. 2024-01), Zone Change No. 2024-01 (ZC No. 2024-01), Density Bonus No. 2024-01 (DB No. 2024-01), Precise Development No. 2024-01 (PD No. 2024-01), and Conditional Use Permit Nos. 2024-03, 2024-04, and 2025-05 (CUP Nos. 2024-03, 2024-04, and 2025-05,)
Property Location:	1639 East Imperial Highway
Project area:	15.58 acres
Building Size:	118,620-square-foot apartment building (120 units) over a 43,451-square-foot parking structure
Applicant:	Jahn Nguyen, Architects of Orange 144 North Orange Street Orange, CA 92866
General Plan Designation:	General Commercial
Zoning Designation:	General Commercial (C-G) with a Precise Development (P-D) Overlay
Adjacent Zoning	
North:	General Commercial (C-G) with a Precise Development (P-D) Overlay; R-2 Multi-Family Residential (R-2) *(Across Greenbriar Lane)*
East:	R-1 Single Family Residential (R-1) *(Across Associated Road)*
South:	City of Fullerton *(Across Imperial Highway)*
West:	Mixed-Use I (MU-I) and Major Shopping Center (C-C) *(Across 57 freeway)*
Site and Neighborhood Characteristics:	The Project site, commonly known as the Brea Plaza Shopping Center, is approximately 15.58-acres and is adjacent to an office building to the north, SR 57 freeway and Brea Mall to the west, residential uses to the east, and City of Fullerton to the south.
Public Hearing Notices and Outreach:	Legal Notice was published in the Brea Star-Progress on February 27, 2025, and approximately 68 notices were sent to all property owners within a 500-foot radius of the subject property.

ATTACHMENT D



SUBJECT PROPERTY AND VICINITY MAP

DATE: MARCH 11, 2025

CASE NOS:
ACCELA RECORD NO. PLN-2024-00017
GENERAL PLAN AMENDMENT (GPA) NO. 2024-01
ZONE CHANGE (ZC) NO. 2024-01
DENSITY BONUS (DB) NO. 2024-01
PRECISE DEVELOPMENT (P-D) NO. 2024-01
CONDITIONAL USE PERMIT (CUP) NOS. 2024-03, 2024-04, AND 2025-05

BREA PLAZA LIVING
BREA, CA

BOSC Realty Advisors

BREA PLAZA LIVING
BREA, CA 92821

ENTITLEMENT PACKAGE V3

AO Architecture. Design. Relationships.

Scale	
Job No.	2024-0324
Date	2025-03-03

EXISTING BUILDING AREA	
TOTAL LOT SIZE	678,229.2 SF
BUILDING AREA @ GROUND	152,181 SF
BUILDING ALL LEVELS	158,691 SF
EXISTING F.A.R.	158,691 /678,229.2=0.23
EXISTING LOT COVERAGE	152,181/678,229.2 = 0.22
NEW BUILDING AREA	
BUILDING AREA @ GROUND	180,063 SF
BUILDING ALL LEVELS	320,762 SF
PROPOSED F.A.R.	320,762 /678,229.2=0.47
PROPOSED LOT COVERAGE	180,063/678,229.2 = 0.26
PROPOSED BUILDING	
TOTAL BUILDING AREA	162,071 SF

Building U	Eyebrow Beauty	715	
	Friar Tux	1,517	
	Bubbles Poke & Boba	756	2,988
Building C	Mothers's Market	13,006	13,006
Building V	Butchery	3,200	3,200
Building D	DXL	10,000	
	DSW	17,450	27,450
Building E	Starbucks	1,195	
	Sushi Club	1,435	
	Existing Tenant	12,000	
	CCM	3,620	
	Grand Salon 2nd Fl	6,510	24,760
Building G	Existing Tenant	9,177	9,177
Building W	Judy's Dog Grooming	1,090	
	Nail Salon	1,305	2,395
Building H	Total Wine	18,013	18,013
Building J	Chipotle	2,564	
	Fibo Kids Art	900	
	Joint	1,071	
	Jax Donuts	1,365	
	Dry Bar	1,608	7,508
Building K	Buca	5,000	5,000
Building L	FedEx	4,000	
	Panini Grill	1,604	
	Pho Ha	2,004	7,608
Building M	Creamistry	1,141	
	European Wax	1,259	
	Jared	6,000	8,400
Building 0	Lucille's	11,829	11,829
Building P	Panera	4,135	
	BBQ Korean Chicken	1,200	
	Cal Fish Grill	2,900	
	Brea Mail Center	663	8,898
Building T	AT&T	4,700	
	CFA	3,759	8,459
EXISTING TOTAL SQUARE FEET			**158,691**

RESIDENTIAL (4 LEVELS)				
	(T)	(T1)	(T2)	TOTAL
L01	-	-	-	-
L02	-	-	-	-
L03	5	12	13	30
L04	5	12	13	30
L05	6	12	13	31
L06	5	11	13	29
TOTAL	21	47	52	120
MIX	18%	39%	43%	

RESIDENTIAL UNIT MIX				
	AREA	MARKET RATE	AFFORABLE	# OF UNITS
T	455 SF	20	1	21
T1	755 SF	45	2	47
T2	836 SF	49	3	52
TOTAL		114	6	120

PROJECT SCOPE

NEW FOUR STORY RESIDENTIAL BUILDING, AMENITIES AND TWO LEVELS OF PARKING WITH NEW LANDSCAPE.

CODE AND PLANNING INFORMATION

EXISTING USE:	OFFICE/ RETAIL (M, B)
PROPOSED USE:	RESIDENTIAL W/ PARKING STRUCTURE
LOT AREA:	13.16 ACRES (APN NOS. 319-391-01 & 319-391-04) 2.42 ACRES (OC FLOOD CONTROL DISTRICT LEASE FLOOD CHANNELS, APN NOS. 319-391-02 & 319-391-03) 15.58 ACRES IN TOTAL FOR 4 PARCELS
RESIDENTIAL DENSITY	120 / 15.58 = 7.7 UNITS / ACRE
CONSTRUCTION AREA	77,101 SF
FAR*:	0.47
LOT COVERAGE**:	0.26
ZONING:	MIXED-USE II
PROPOSED BLDG HEIGHT	68'-4"' TOP OF PARAPET 64'-4" TOP OF ROOF 40' FROM PARKING STRUCTURE
REQUIRED SETBACKS:	FRONT (ASSOCIATED RD.): 15' STREET SIDE (IMPERIAL HIGHWAY): 15' SIDE NORTH PROPERTY LINE: 10' REAR WEST PROPERTY LINE: 20' (10' Alternate Means)
PROPOSED BLDG. AREA:	162, 071 SF (PARKING STRUCTURE + APARTMENT)
CONSTRUCTION TYPE:	TYPE-IA & TYPE IIIA
FIRE SPRINKLER:	YES (FULLY SPRINKLERED)
FIRE ALARM:	YES
OCCUPANCY:	R-2, S-2, B

PROJECT DATA

PROPERTY ADDRESS:	1639 E. IMPERIAL HWY., BREA, CA 92821
LEGAL DESCRIPTION:	APN: LOT AREA: 319-391-01, 319-391-04 OCFCD LEASE AREA: 319-391-02,319-391-03

ALLOWABLE AREA TABULATION

BUILDING (TYPE III-A CONSTRUCTION) PER TABLE 506.2.2

LEVEL-3 THROUGH LEVEL 6 UNDER TYPE-IIIA CONSTRUCTION

OCC. GROUP	S-2	R-2	B	TOTAL	ALLOWABLE	RATIO	TOTAL
LEVEL 6		27,640	1,402	29,042	29,042/86,160	0.34	
LEVEL 5		29,938		29,938	29,938/86,160	0.35	
LEVEL 4		29,820		29,820	29,820/86,160	0.35	
LEVEL 3		29,820		29,820	29,820/86,160	0.35	
3-HOUR HORIZONTAL SEPARATION (LEVEL-1 & LEVEL-2 TYPE-IA)							
LEVEL 2	27,882	N/A	N/A	27,882			
LEVEL 1	11,942	N/A	3,627	15,569			
ACTUAL S2				43,451			
ACTUAL R2				118,620	< 172,320 OK		
TOTAL S2+R2				162,071			
ALLOWABLE	UNLIMIT				172,320	2.00	
SUMMATION	0.34 + 0.35 + 0.35 + 0.35 = 1.39					1.39 < 2 OK	

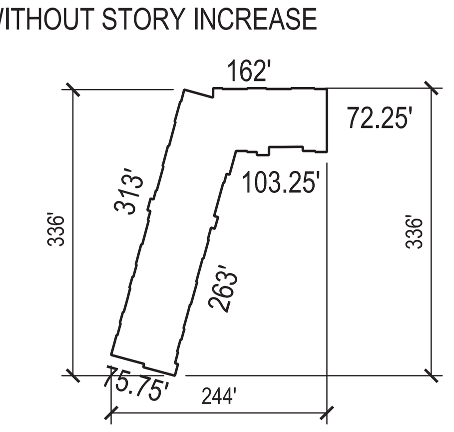
SUM OF THE RATIOS IS MET, THE INDIVIDUAL SUM FOR EACH FLOOR DOES NOT EXCEED 1.0 AND THE SUMMATION OF ALL FLOORS DOES NOT EXCEED 2

PARKING STRUCTURE IS 2-STORIES BUILDING WITH TYPE-IA CONSTRUCTION AND UNLIMITED ALLOWABLE AREA AND DEFINED AS A SEPARATE & DISTINCT BUILDING FROM APARTMENT LEVEL-3 THROUGH LEVEL-6 WITH TYPE -IIIA CONSTRUCTION ABOVE.

TOTAL R2 RATIO IS LESS THAN 1 PER LEVEL AND LESS THAN 2 PER TOTAL BUILDING THEREFORE:"OK"

BASIC ALLOWABLE AREA PER TABLE 506.2 FOR TYPE III-A
NS of R-2 = 24,000 SF NS of S-2 = UNLIMITTED
NS of B = 28,500 SF

WITH AREA INCREASE AND WITHOUT HEIGHT INCREASE AND WITHOUT STORY INCREASE



ALLOWABLE AREA = $(A_t + (NS \times I_f) \times S_a$
S_a = 1 For R-2 OCCUPANCY and I_f = 0.59
ALLOWABLE AREA = $A_t \times 2 = 2A_t$ (MAX PER BUILDING)
F1 = 313', F2 = 179', F3 = 335.3', AND P= 989FT
FRONTAGE F1+F2+F3 = 827.3 FT AND F/P = 827.3 / 989.25 = 0.84
I_f = (0.84 - 0.25) 30/30 = (0.84 - 0.25) * 1 = 0.59
ALLOWABLE AREA = $(A_t + (NS \times I_f) \times S_a$

AREA GROUP R-2 = (72,000 + (24,000 X 0.59)) * 1 = 86,160 SF PER LEVEL AND 172,320 (EACH BLDG)
ALLOWABLE BLDG HEIGHT UNDER R-2(SPRINKLER) = 65 FT WITH AREA INCREASE (CBC 504.3) (OK)
ALLOWABLE BLDG HEIGHT UNDER S-2 (SPRINKLER) = UNLIMITED (OK)

ALLOWABLE STORIES (R-2) SPRINKLER = 4 STORIES WITH AREA INCREASE (CBC 504.4) (OK)
ALLOWABLE STORIES (S-2) SPRINKLER = UNLIMITED (OK)

NOTE:
1. CONSTRUCTION TYPE APPLIES FOR NON–SEPARATED MIXED–USE
2. OCCUPANCY SEPARATION IS REQUIRED 1–HR FIRE BARRIER PER TABLE 508.4 BETWEEN GROUP S–2 AND B FOR SPRINKLER BUILDING
3. FIRE WALL IS NOT REQUIRED FOR R–2 (UNDER ALLOWABLE AREA)

PROJECT NARRATIVES

AO PROPOSED CONTEMPORARY DESIGN AS NEW TRANSFORMATION OF THIS NEW DEVELOPMENT AND UNDER PREVIOUS ENTITLEMENT. PROJECT INCLUDES (4) STORIES APARTMENT WITH TOTAL AREA OF 118,620 SF ON TOP OF (2) STORIES PARKING STRUCTURE WITH TOTAL AREA OF 43,451 SF. THE ENTIRE PROJECT IS 100% PRIVATE FUNDING. THE PARKING STRUCTURE INCLUDES A MAIN LOBBY AND SUPPORTING OFFICE, MAIL ROOM AND BIKE ROOM LOCATED AT THE GROUND LEVEL. THE APARTMENTS INCLUDE THREE DIFFERENT UNIT TYPES SPREADING BETWEEN LEVEL 3 THROUGH LEVEL 6: STUDIO, ONE BEDROOM AND TWO BEDROOMS. THE PROJECT INCLUDES A FITNESS CENTER, COMMUNITY ROOM AND AN OUTDOOR TERRACE LOCATED AT THE 6TH LEVEL. OTHER SUPPORTING MECHANICAL ROOMS AND ELECTRICAL ROOMS SPREAD OUT IN VARIOUS LEVELS.

GENERAL PLAN AMENDMENT AND A ZONE CHANGE TO AMEND THE PROJECT SITE'S GENERAL PLAN AND ZONING DESIGNATION FROM GENERAL COMMERCIAL TO MIXED USE II, AND CONSTRUCT A NEW 6-STORY, 120-UNITS APARTMENT BUILDING AT THE NORTHWEST CORNER OF THE PROPERTY. THE PROJECT ALSO PROPOSES TO UTILIZE STATE DENSITY BONUS LAW PROVISIONS RELATED TO WAIVERS.

THE PROPOSED PROJECT ENTITLEMENT INCLUDES THE FOLLOWING:

- **GENERAL PLAN AMENDMENT (GPA) NO. 2024-01**
  AMENDMENT OF THE GENERAL PLAN LAND USE DESIGNATION FROM GENERAL COMMERCIAL TO MIXED-USE II
- **ZONE CHANGE (ZC) NO. 2024-01**
  AMENDMENT OF THE ZONING DESIGNATION FROM GENERAL COMMERCIAL (PRECISE DEVELOPMENT OVERLAY) TO MIXED-USE II (MU-II)
- **DENSITY BONUS (DB) NO. 2024-01**
  UTILIZATION OF AVAILABLE CONCESSIONS/INCENTIVES AND WAIVERS BY PROVIDING 6 AFFORDABLE UNITS
- **PRECISE DEVELOPMENT (PD) NO. 2024-01**
  120 RESIDENTIAL HOUSING DEVELOPMENT ON TOP OF A TWO-STORY PARKING STRUCTURE;AND DEMOLITION OF AN EXISTING 7,500 SQUARE FOOT COMMERCIAL BUILDING (BUILDING K) AND RECONSTRUCTION OF A 5,000 SQUARE FOOT BUILDING.
- **CONDITIONAL USE PERMIT (CUP) NO. 2024-03 & 2024-04**
  MULTI-FAMILY DWELLING LAND USE
  AN EXCEPTION OR MODIFICATION TO OFF-STREET PARKING REQUIREMENTS FOR THE COMMERCIAL COMPONENT OF THE SHOPPING CENTER VIA SHARED PARKING
- **SIGN PROGRAM SUBMITTAL (CUP) NO.2025-05**

BLDG ELEMENTS PER TABLE 601

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS)

BUILDING ELEMENTS	TYPE III-A	TYPE I-A	
PRIMARY STRUCTURAL FRAME	1	3	
BEARING WALL EXTERIOR	2	3	
BEARING WALL INTERIOR	1	3	
NONBEARING WALLS AND PARTITIONS EXTERIOR	PER TALBE 705.5	PER TALBE 705.5	
NONBEARING WALLS AND PARTITIONS INTERIOR	0	0	
FLOOR CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS	1	2	
ROOF CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS	1	1 1/2	

BLDG ELEMENTS PER TABLE 705.5

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE PER TABLE 705.5

FIRE SEPARATION DISTANCE	TYPE OF CONSTRUCTION	OCC. GROUPS S-2, B	OCC. GROUP R-2 REQUIRED	OCC. GROUP R-2 PROVIDED
FIRE SEPARATION DISTANCE LEVEL 1 TO LEVEL 5				EXTERIOR BEARING
10' ≤ NORTH WALL < 30'	III-A over I-A	1	1	2
EAST WALL > 30'	III-A over I-A	0	0	2
SOUTH WALL > 30'	III-A over I-A	0	0	2
WEST WALL > 30'	III-A over I-A	0	0	2

PARKING DATA & CALGREEN

PARKING TABULATION PER 120 APARTMENT UNITS = REQUIRED 146 PARKING

PROPOSED PARKING TABULATION	COMPACT	STANDARD	SUBTOTAL	STANDARD ACCESSIBLE	VAN ACCESS.
PARKING STRUCTURE	3	92	95		
SURFACE PARKING	21	30	51		
REQUIRED ACCESSIBLE 2% PARKING				2	1
REQUIRED ACCESSIBLE EV				3	
PROVIDED ACCESSIBLE PARKING				3	
PROVIDED ACCESSIBLE EV				3	
PROVIDED ACCESSIBLE (PARK+EV)				6	
PROVIDED ACCESSIBLE (PARK+EV)	24	122	146		

EV CHARGES PER CALGREEN 2022	REQUIRED		PROVIDED		TOTAL STALLS = 146
EV CAPABLE NOT REQUIRED (NEW)	0		0		EV RACEWAY - EV CAPABLE (EVCAP) = NOT REQUIRED
STANDARD EV READY 40%	59		60		EV CHARGING RECEPTACLES 40% (EVR) = 59 (EVR) = 60 (PROVIDED)
STANDARD EV CHARGERS 10%	13	15	13	16	EV READY PARK SPACES W/ EV CHARGERS 10% (EVC) = 15 (EVC) = 16 (PROVIDED)
AMBULATORY EV CHARGERS	0		1		
STANDARD ACC. EV CHARGERS	1		1		**DENSITY BONUS PARKING REQUIREMENT** STUDIO / 1B =68X1= 68 PARKING REQUIRED B =52X1.5 = 78 PARKING REQUIRED TOTAL: 146 PARKING REQUIRED
VAN ACC, EV CHARGERS	1		1		
TOTAL EV CHARGES	74		76		

SHEET INDEX

1	COVER SHEET
2	PROJECT INFORMATION
3	SITE PHOTOS
4	SITE PHOTOS
5	EXISTING SITE PLAN
6	PROPOSED SITE PLAN
7	FIRE MASTER PLAN
8	PHOTOMETRIC PLAN
9	PROPOSED ENLARGED SITE PLAN (PLAN LEVEL 1)
10	PROPOSED FLOOR PLAN LEVEL 2
11	PROPOSED FLOOR PLAN LEVEL 3-4
12	PROPOSED FLOOR PLAN LEVEL 5
13	PROPOSED FLOOR PLAN LEVEL 6
14	PROPOSED BUILDING ROOF PLAN
15	PROPOSED UNIT TYPES
16	PROPOSED BUILDING ELEVATIONS
17	PROPOSED BUILDING ELEVATIONS
18	PROPOSED BUILDING SECTIONS
19	PROPOSED MATERIALS AND COLOR SELECTIONS
20	NORTH ELEVATION OPENING CALCULATION
21	3D VIEW-1
22	3D VIEW-2
C1	CONCEPTUAL GRADING PLAN
C2	CONCEPTUAL GRADING PLAN
C3	CONCEPTUAL UTILITY PLAN
C4	EASEMENT EXHIBIT
C5	DEMO & EROSION PLAN
C6	ALTA
C7	ALTA
C8	ALTA
L1	LANDSCAPE SITE PLAN LEVEL 1
L2	LANDSCAPE SITE PLAN LEVEL 1
L3	LANDSCAPE SITE PLAN LEVEL 6
L4	HARDSCAPE IMAGERY
L5	LANDSCAPE TREE PLAN LEVEL 1
L6	LANDSCAPE TREE PLAN LEVEL 1
L7	LANDSCAPE TREE PLAN LEVEL 6
L8	LANDSCAPE SHRUB PLAN LEVEL 1
L9	LANDSCAPE SHRUB PLAN LEVEL 1
L10	LANDSCAPE SHRUB PLAN LEVEL 6
L11	LANDSCAPE SHADE CALCULATIONS
L12	LANDSCAPE AREA CALC. / OPEN SPACE CALC.
L13	CERTIFICATE OF LANDSCAPE DESIGN/ WATER EFFICIENT/ LANDSCAPE WORKSHEET
L14	PLANTING IMAGERY

NOTE: PLEASE NOTE THAT THE SIGNAGE SUBMITTAL FOR THE PROJECT WILL BE DEFERRED TO A LATER DATE, PENDING FURTHER COORDINATION AND APPROVAL.

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BUILDINGS E & G

BUILDINGS E & G

BUILDING E

BUILDING E

BUILDING E

BUILDING G

PROPOSED CONSTRUCTION AREA

PROPOSED CONSTRUCTION AREA

KEY PLAN

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BREA PLAZA LIVING

BREA, CA 92821

SITE PHOTOS

AO Architecture. Design. Relationships.

3

Scale

Job No. 2024-0324

Date 2025-03-03

01

BUILDING D

02

BUILDINGS C&V

03

BUILDING P

04

BUILDING K

05

BUILDING K

06

BUILDINGS L&M

07

BUILDING O

08

BUILDING T

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BREA, CA 92821

SITE PHOTOS

AO Architecture. Design. Relationships.

4

Scale
Job No. 2024-0324
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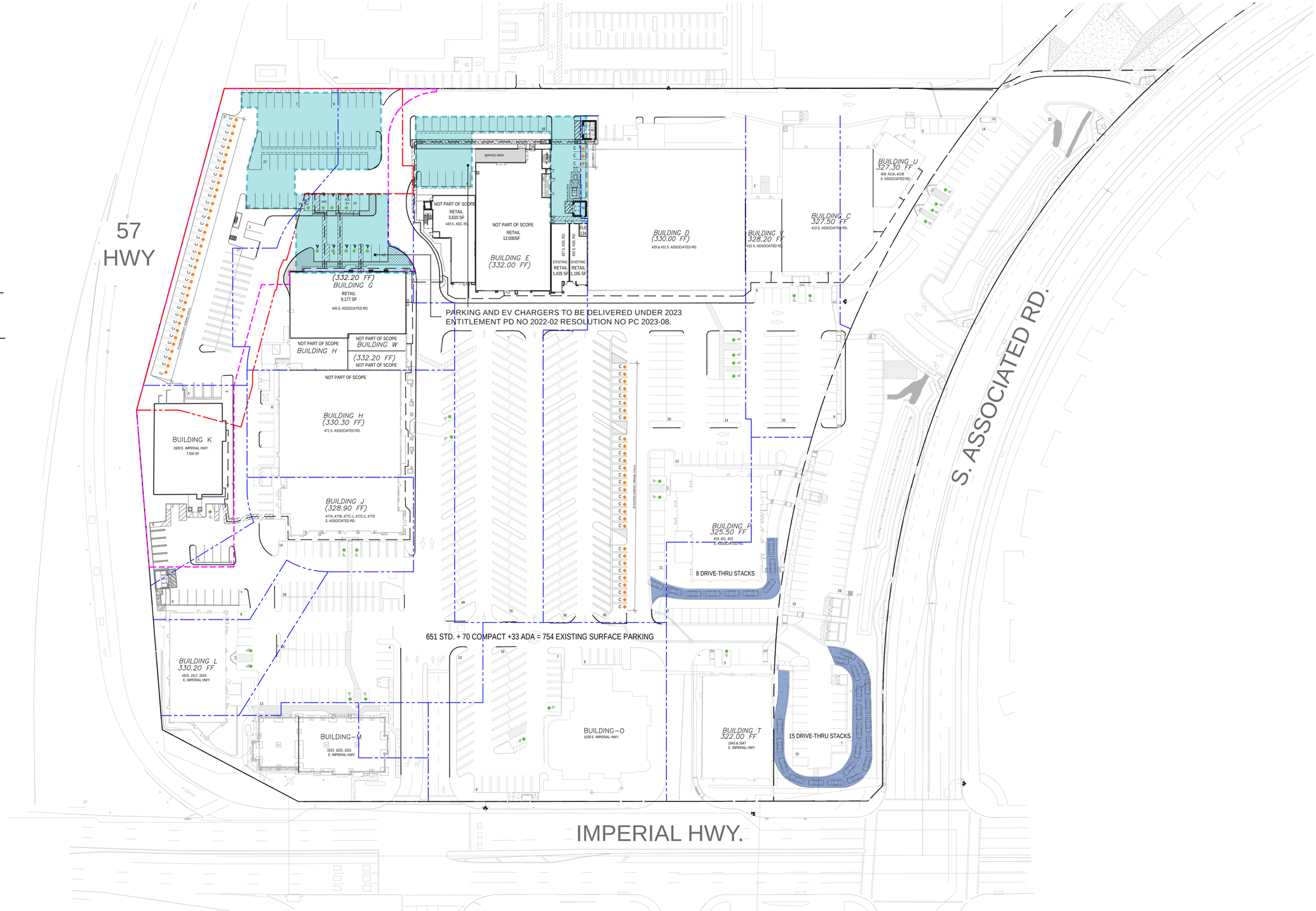
EXISTING PARKING COUNTS

STANDARD	651
COMPACT	70
ADA	33
SURFACE PARKING	**754**
QUEUING	23
TOTAL	**777**

*All parking spaces would be comply with BCC 20.08.040.C.2.
Compact Stalls shall be 8'x16' min.



EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

COMPACT STALLS

ADA STALLS

DRIVE THROUGH STACKING

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BREA PLAZA LIVING

BREA, CA 92821

EXISTING SITE PLAN

SCALE: 1"= 50'-0"

0 50' 100'

Architecture. Design. Relationships.

5

Scale
Job No. 2024-0324
Date 2025-03-03

PARKING TABLE		
Structured Parking		
1st Floor	53	
2nd Floor	42	95
Surface Parking	671	671
Drive Thru Stacking		
CFA	15	
Panera	8	23
TOTAL PARKING		789

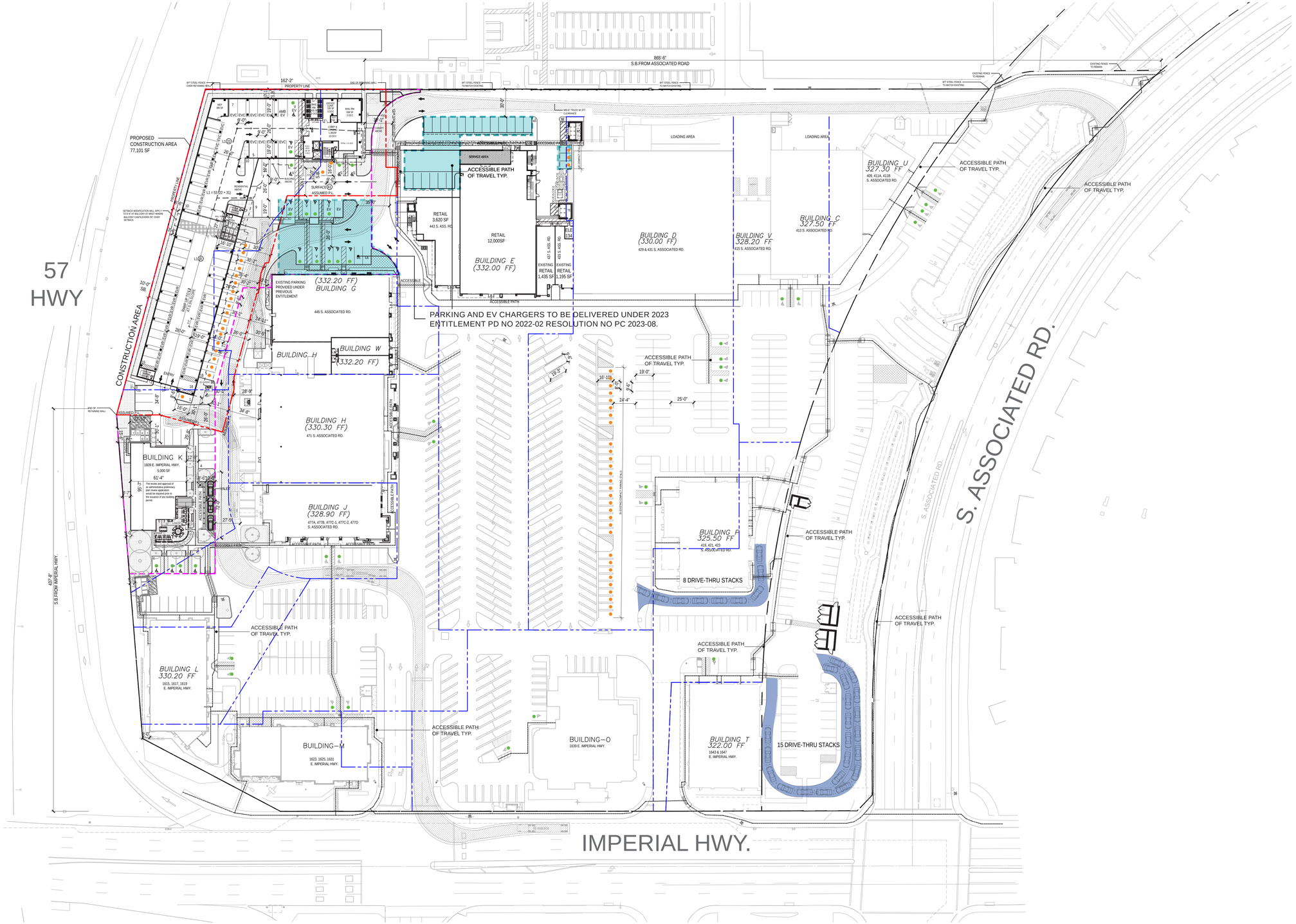
PROPOSED PARKING COUNTS

STANDARD	668
COMPACT	57
ADA	41
TOTAL	**766**
QUEUING	23
TOTAL	**789**

*Prior to the issuance of a Certificate of Occupancy the building shall be provided with an emergency radio communication enhancement system that complies with the City of Brea, Guideline for Emergency Radio Responder Coverage. Plans for the emergency radio communication enhancement system shall be submitted to the Brea Fire Department for review and approval prior to installation.

**All parking spaces would be comply with BCC 20.08.040.C.2.
Compact Stalls shall be 8'x16' min.

- EXISTING LOT LINES
- PROPOSED CONSTRUCTION AREA
- PROPOSED PROPERTY LOT LINES
- COMPACT STALLS
- ADA STALLS
- DRIVE THROUGH STACKING



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BREA PLAZA LIVING

BREA, CA 92821

PROPOSED SITE PLAN

SCALE: 1"= 50'-0"

0 50' 100'

Architecture. Design. Relationships.

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Scale
Job No. 2024-0324
Date 2025-03-03

FH = FIRE HYDRANT

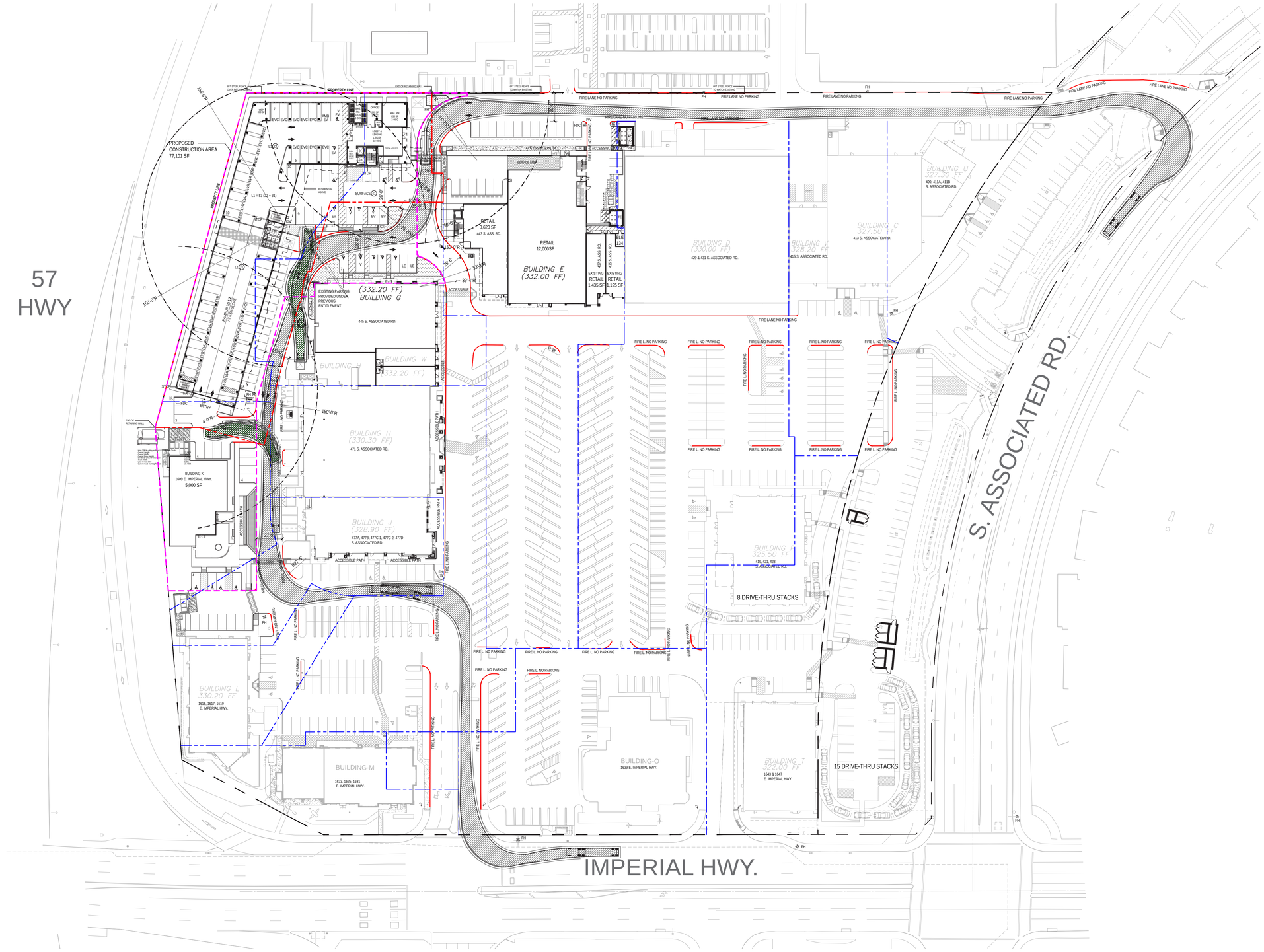
FDC = FIRE DEPARTMENT CONNECTON

DDC = DOUBLE DETECTOR CHECK VALVE

PIV = POST INDICATOR VALVE

KN = KNOX BOX

= FIRE LANE NO PARKING



EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

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BREA PLAZA LIVING

BREA, CA 92821

FIRE MASTER PLAN

SCALE: 1"= 50'-0"

0 50' 100'

Architecture. Design. Relationships.

7

Scale

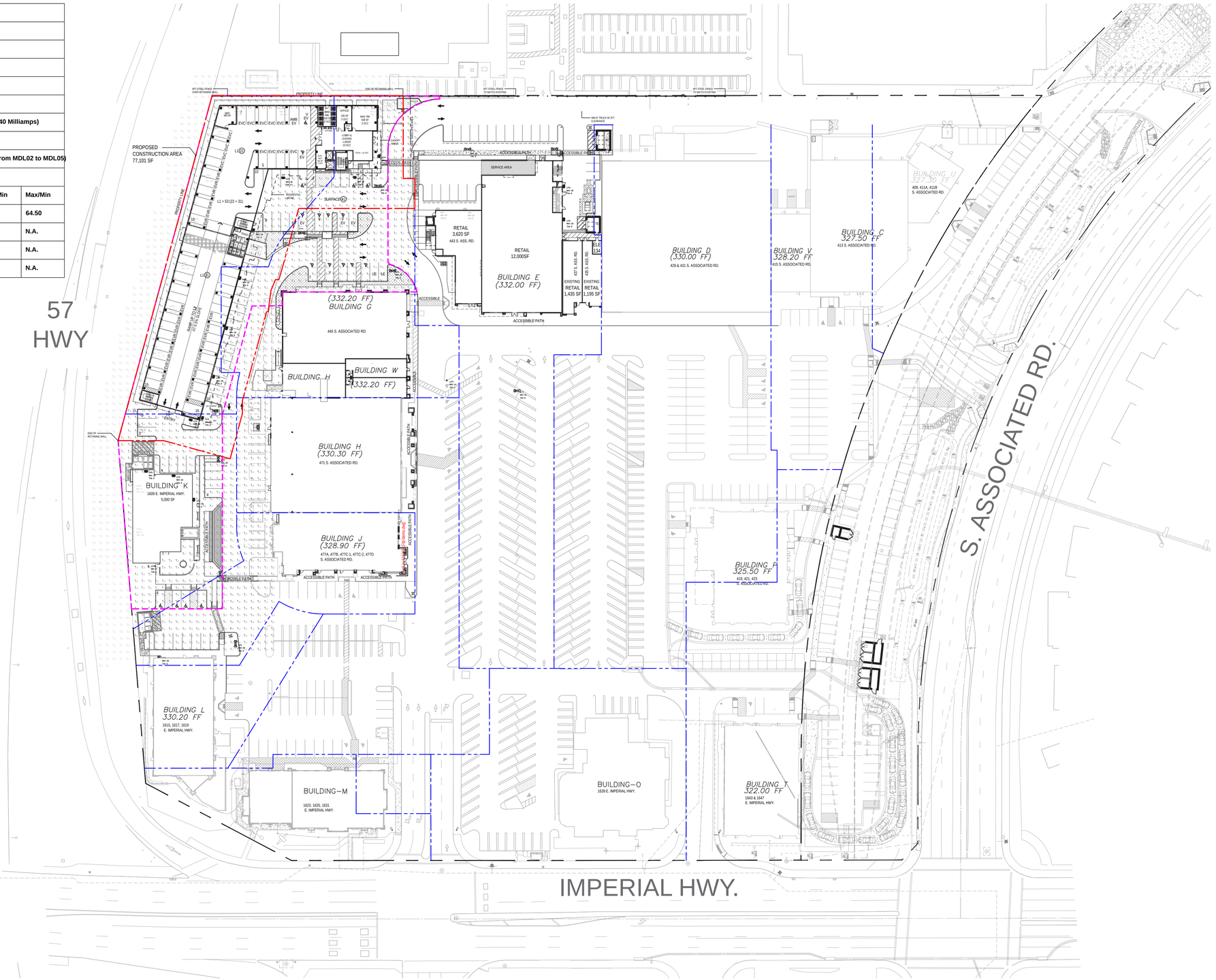
Job No. 2024-0324

Date 2025-03-03

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description
	3	LF1	SINGLE	18910	0.850	BEACON // RAR2-480L-240-4K7-3-BC
	9	LF2	BACK-BACK	32174	0.850	BEACON // RAR2-480L-240-4K7-3-U
	14	LF3	SINGLE	2468	0.850	BEACON // TRP1-24L-20-4K7-4W
	15	LF4	SINGLE	3647	0.850	BEACON // TRP2-24L-30-4K7-4
	13	LF5A	SINGLE	3472	0.615	NLS // NV-1-T3-16L-40-40K8-UNV (LLF Derated from 53 to 40 Milliamps)
	1	LF5B	SINGLE	3444	0.850	NLS // NV-1-T4-16L-53-40K7-UNV
	1	LFX	Single	4291	1.561	Sternberg // VCOB-1843-4L40TS-MDL05-CSA__Prorated from MDL02 to MDL05)

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Back Path	Illuminance	Fc	3.32	12.9	0.2	16.60	64.50
beyond property line	Illuminance	Fc	0.11	0.8	0.0	N.A.	N.A.
beyond property line EX	Illuminance	Fc	0.16	1.0	0.0	N.A.	N.A.
Scope	Illuminance	Fc	4.93	11.7	0.0	N.A.	N.A.

All wall mounted fixtures to match adjacent surface color.



EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

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BREA PLAZA LIVING

BREA, CA 92821

PHOTOMETRIC PLAN

SCALE: 1"= 50'-0"

0 50' 100'

Architecture. Design. Relationships.

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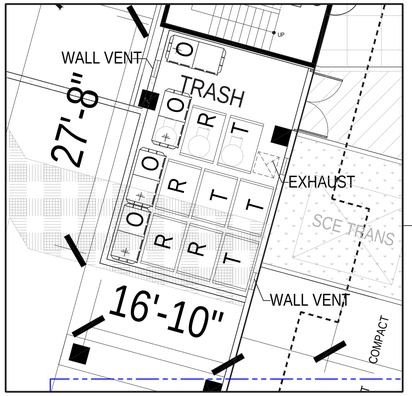
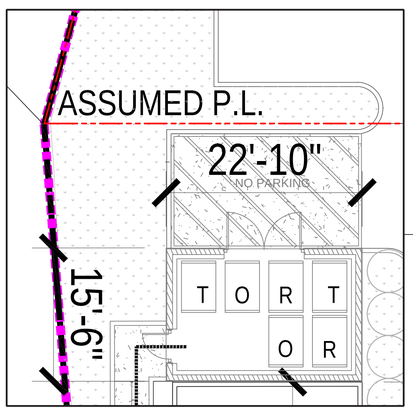
Scale
Job No. 2024-0324
Date 2025-03-03



ENLARGED TRASH ENCLOSURE

T = (4) 3 YARDS TRASH
R = (4) 3 YARDS RECYCLE
O = (4) 2 YARDS ORGANIC



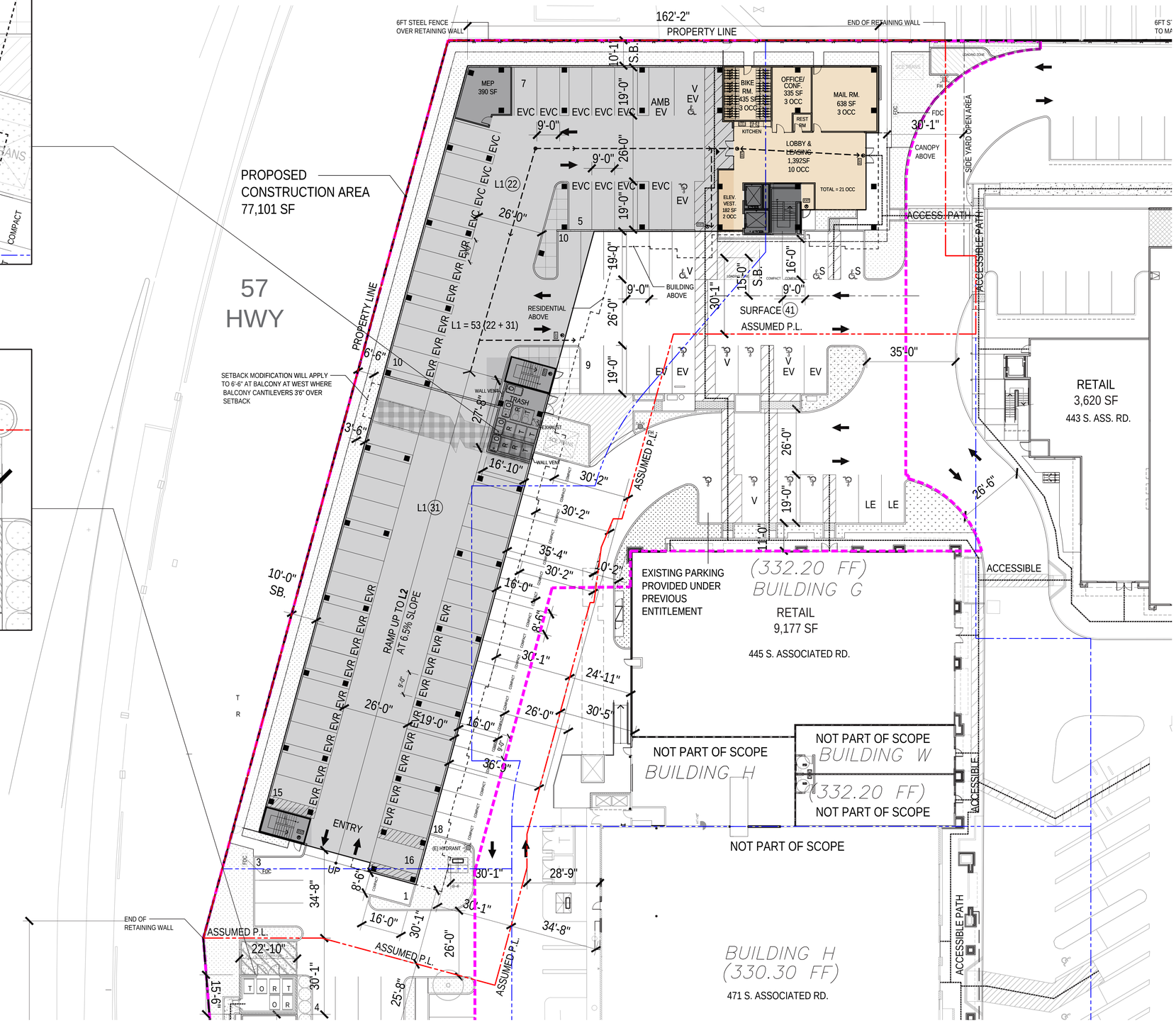
ENLARGED TRASH ENCLOSURE

T = (2) 3 YARDS TRASH
R = (2) 3 YARDS RECYCLE
O = (2) 2 YARDS ORGANIC

EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES



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BREA PLAZA LIVING

BREA, CA 92821

ENLARGED PROPOSED SITE PLAN (PLAN LEVEL 1)

SCALE: 1"= 20'-0"

0 20' 40'

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Scale
Job No. 2024-0324
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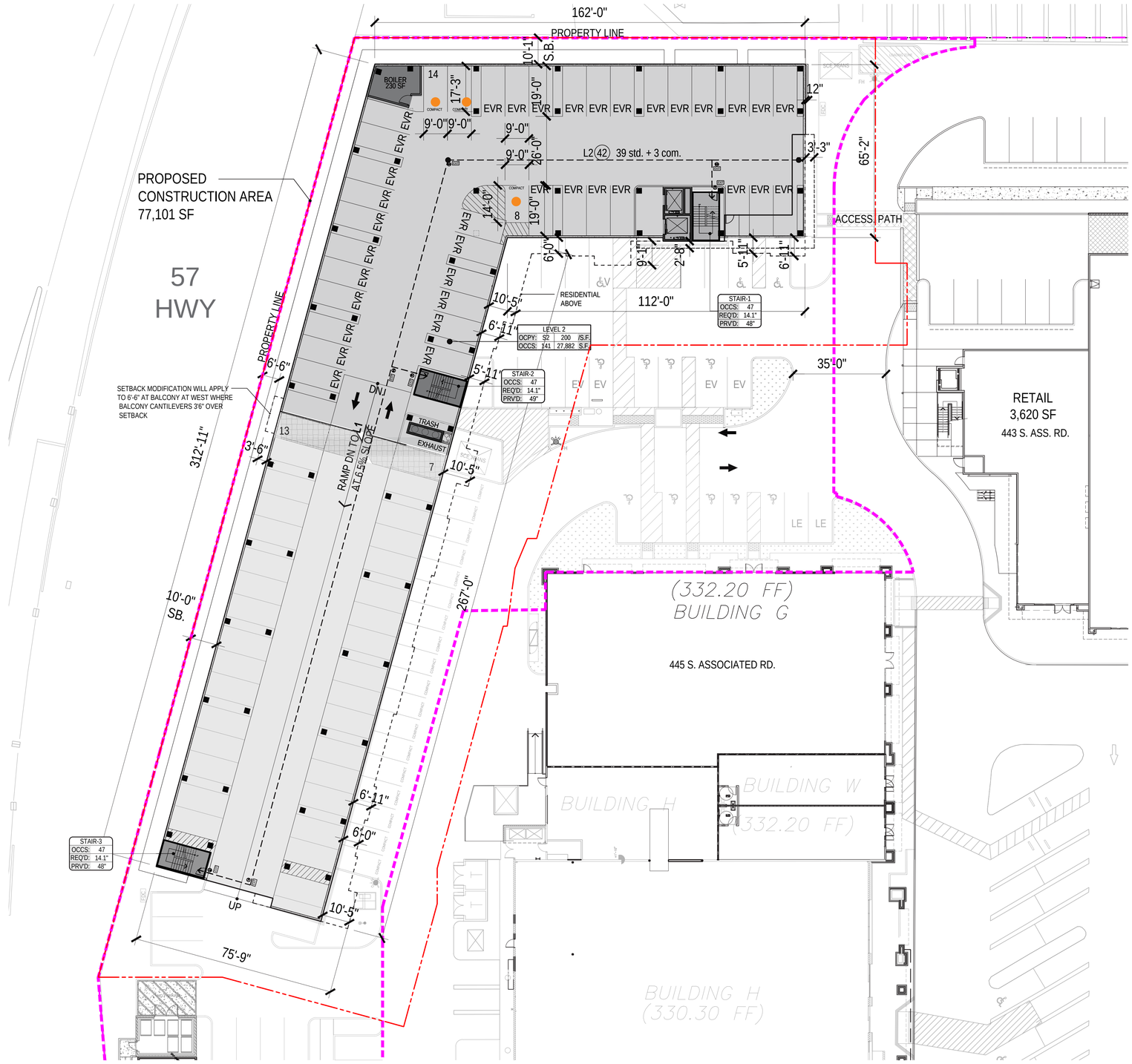

EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

COMPACT STALLS

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BREA PLAZA LIVING

BREA, CA 92821

LEVEL 2 FLOOR PLAN

SCALE: 1"= 20'-0"

0 20' 40'

Architecture. Design. Relationships.

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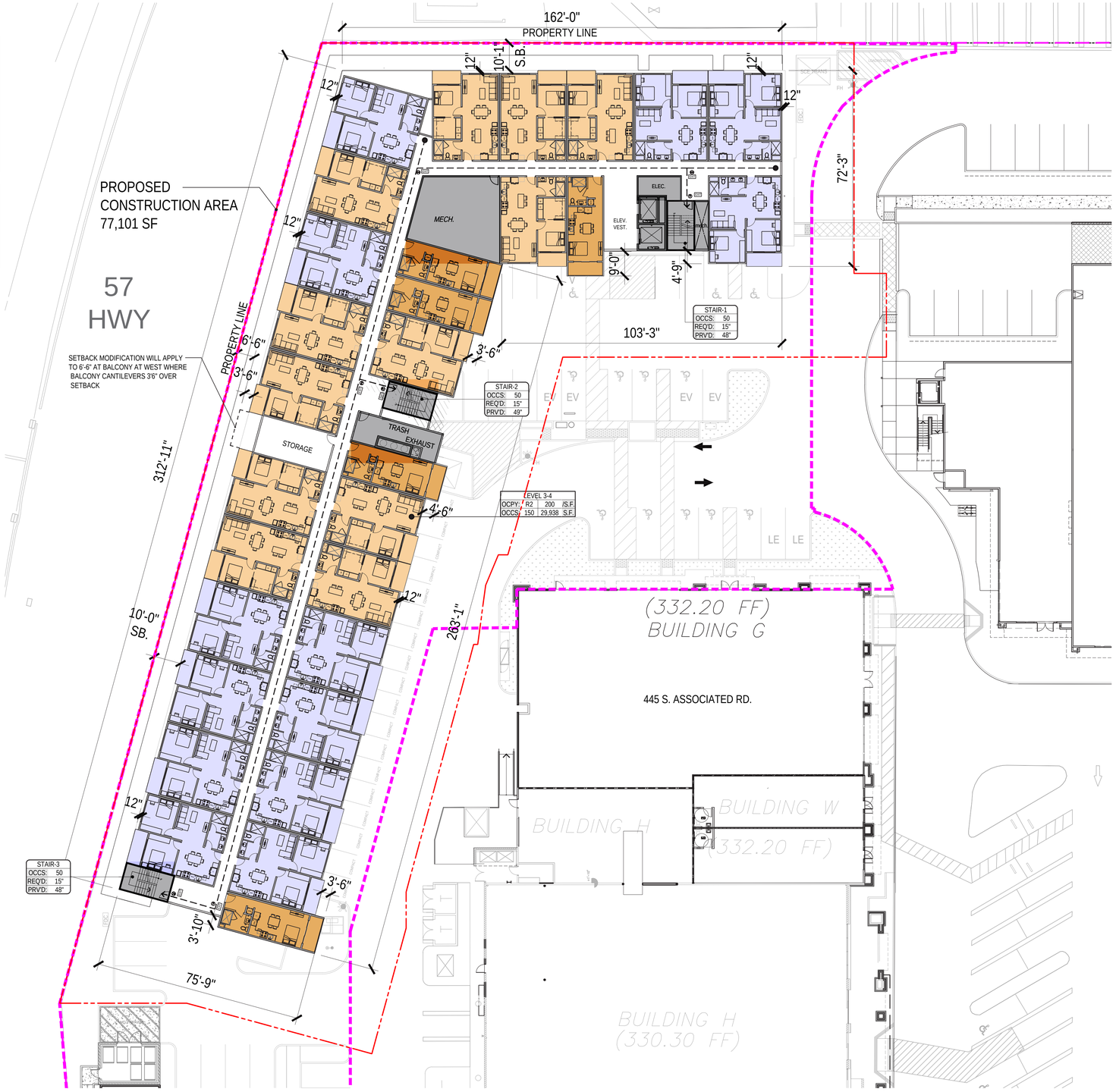
Scale
Job No. 2024-0324
Date 2025-03-03

RESIDENTIAL (4 LEVELS)				
	(T)	(T1)	(T2)	TOTAL
L01	-	-	-	-
L02	-	-	-	-
L03	5	12	13	30
L04	5	12	13	30
L05	6	12	13	31
L06	5	11	13	29
TOTAL	21	47	52	120
MIX	18%	39%	43%	

RESIDENTIAL UNIT MIX				
	AREA	MARKET RATE	AFFORABLE	# OF UNITS
T	455 SF	20	1	21
T1	755 SF	45	2	47
T2	836 SF	49	3	52
TOTAL		114	6	120



EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

T UNIT

T1 UNIT

T2 UNIT

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BREA PLAZA LIVING

BREA, CA 92821

LEVEL 3-4 FLOOR PLAN

SCALE: 1"= 20'-0"

0 20' 40'

Architecture. Design. Relationships.

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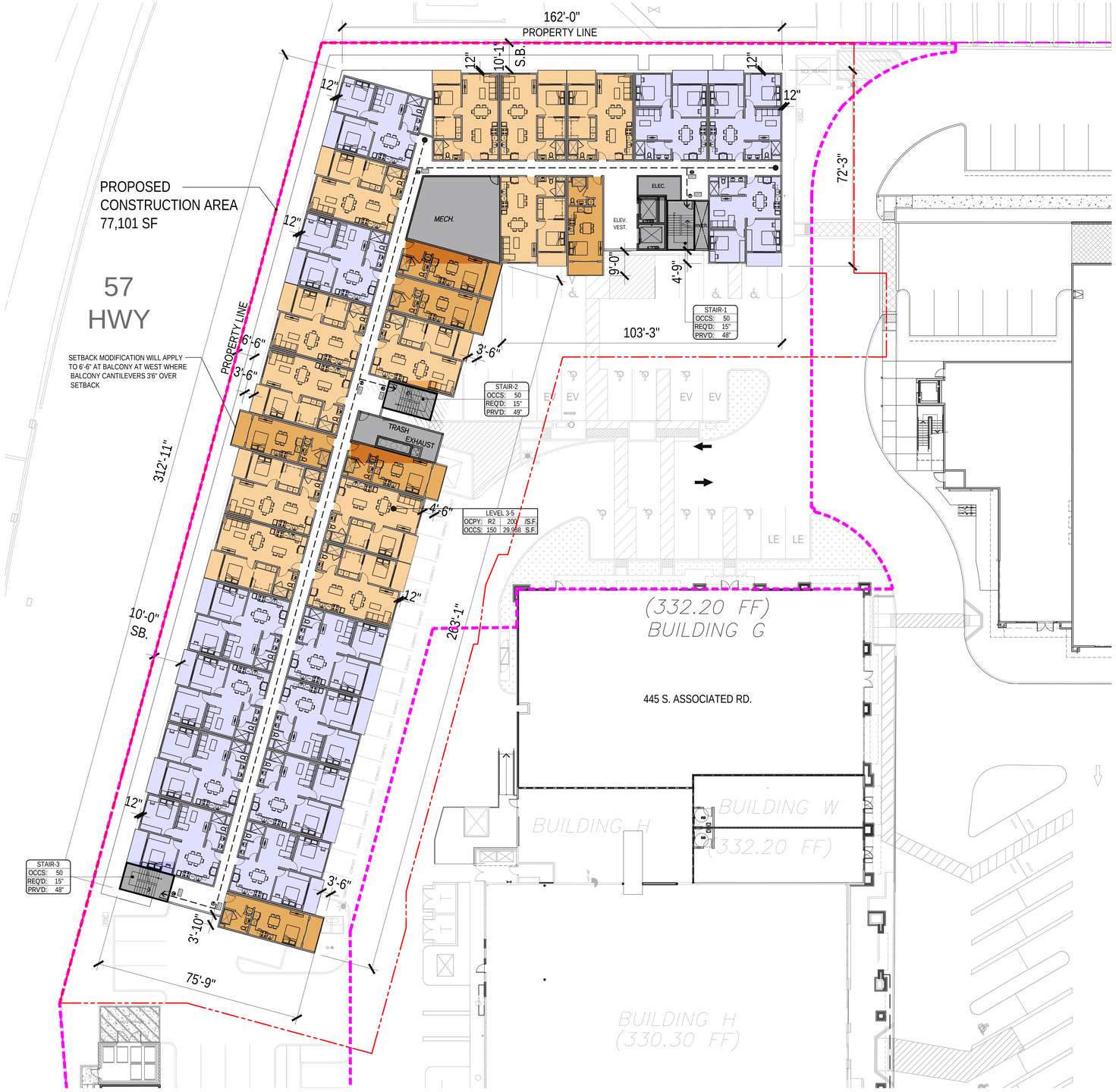
Scale
Job No. 2024-0324
Date 2025-03-03

RESIDENTIAL (4 LEVELS)				
	(T)	(T1)	(T2)	TOTAL
L01	-	-	-	-
L02	-	-	-	-
L03	5	12	13	30
L04	5	12	13	30
L05	6	12	13	31
L06	5	11	13	29
TOTAL	21	47	52	120
MIX	18%	39%	43%	

RESIDENTIAL UNIT MIX				
	AREA	MARKET RATE	AFFORABLE	# OF UNITS
T	455 SF	20	1	21
T1	755 SF	45	2	47
T2	836 SF	49	3	52
TOTAL		114	6	120



EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

T UNIT

T1 UNIT

T2 UNIT

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BREA PLAZA LIVING

BREA, CA 92821

LEVEL 5 FLOOR PLAN

SCALE: 1"= 20'-0"

0 20' 40'

Architecture. Design. Relationships.

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Scale
Job No. 2024-0324
Date 2025-03-03

RESIDENTIAL (4 LEVELS)				
	(T)	(T1)	(T2)	TOTAL
L01	-	-	-	-
L02	-	-	-	-
L03	5	12	13	30
L04	5	12	13	30
L05	6	12	13	31
L06	5	11	13	29
TOTAL	21	47	52	120
MIX	18%	39%	43%	

RESIDENTIAL UNIT MIX				
	AREA	MARKET RATE	AFFORABLE	# OF UNITS
T	455 SF	20	1	21
T1	755 SF	45	2	47
T2	836 SF	49	3	52
TOTAL		114	6	120

EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

T UNIT

T1 UNIT

T2 UNIT

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BREA PLAZA LIVING

BREA, CA 92821

LEVEL 6 FLOOR PLAN

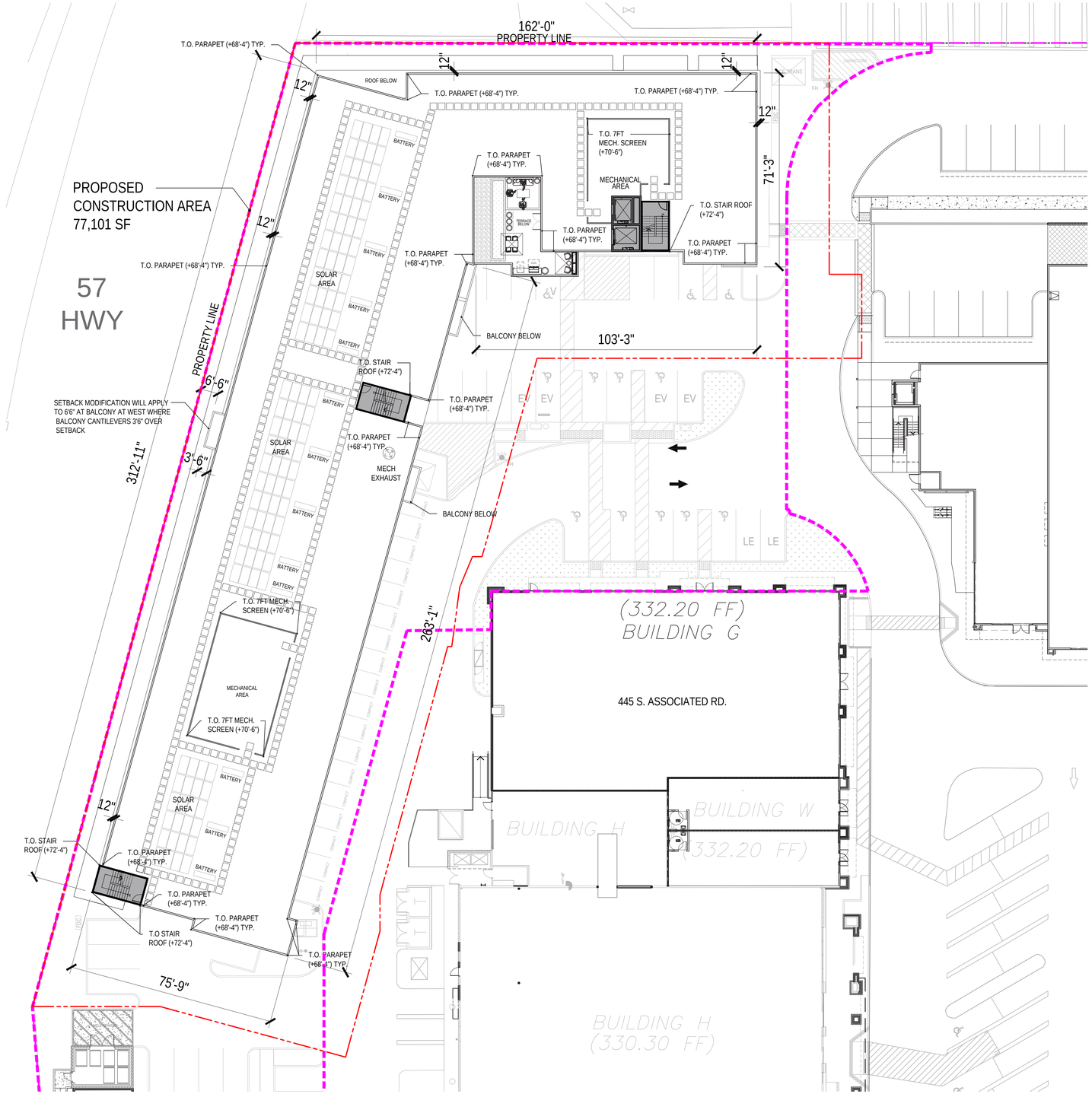
SCALE: 1"= 20'-0"

0 20' 40'

Architecture. Design. Relationships.

13

Scale
Job No. 2024-0324
Date 2025-03-03



EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

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BREA PLAZA LIVING

BREA, CA 92821

ROOF PLAN

SCALE: 1"= 20'-0"

0 20' 40'

AO Architecture. Design. Relationships.

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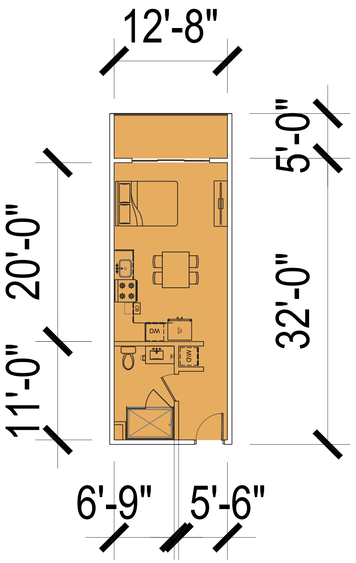
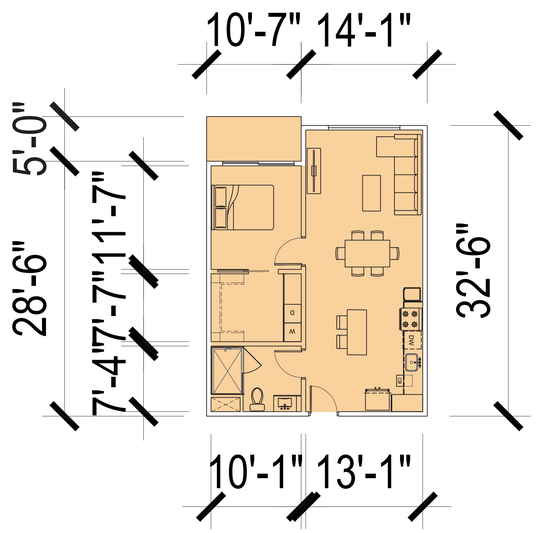
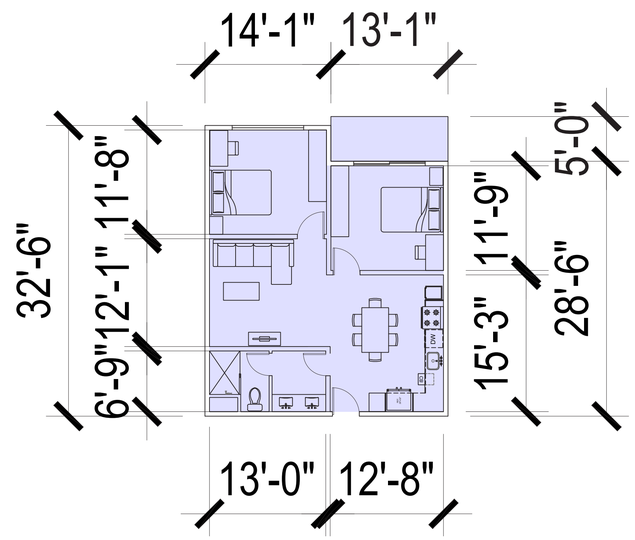
Scale
Job No. 2024-0324
Date 2025-03-03







T MODULE

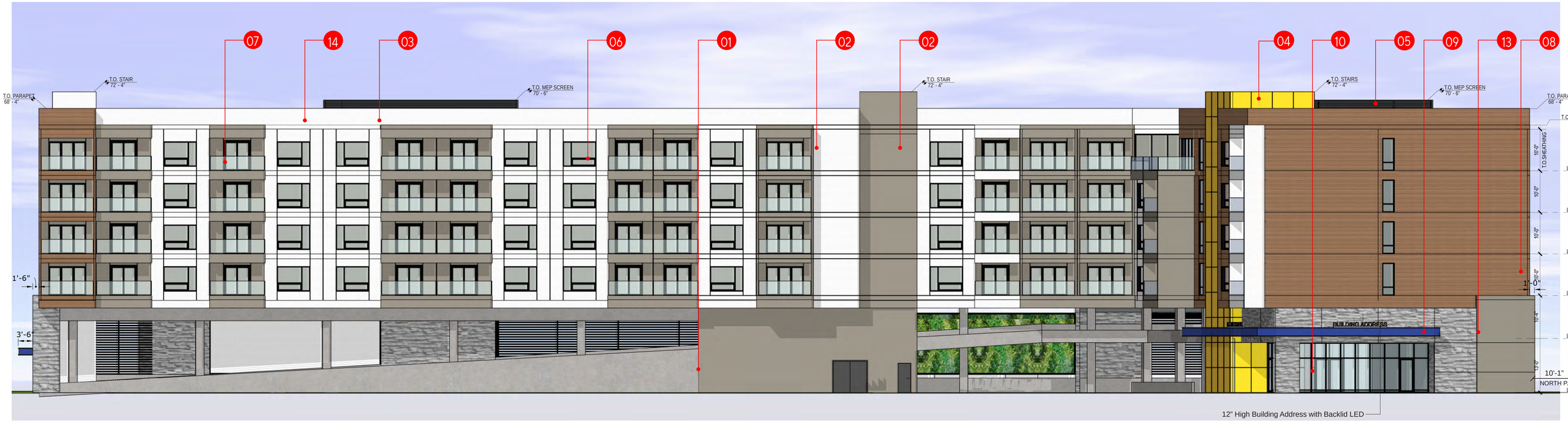
UNIT SIZE:	455 SF
BALCONY SIZE:	63.3 SF
TOTAL PRIVATE OPEN SPACE :	63.3X21 = 1,329 SF

T1 MODULE

UNIT SIZE:	755 SF
BALCONY SIZE:	53 SF
TOTAL PRIVATE OPEN SPACE :	53X47 = 2,491 SF

T2 MODULE

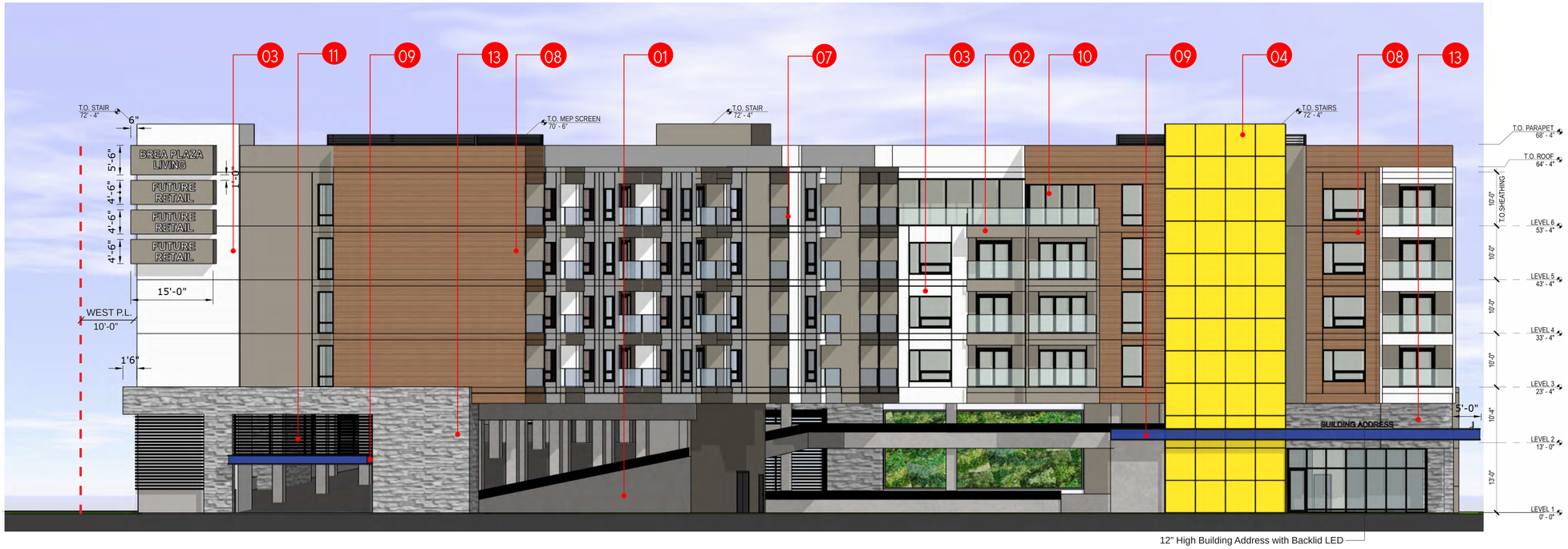
UNIT SIZE:	836 SF
BALCONY SIZE:	65.4 SF
TOTAL PRIVATE OPEN SPACE :	65.4X52 = 3,400 SF



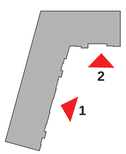
1 | EAST ELEVATION

MATERIAL LEGEND

- 01 PAINTED SMOOTH CONCRETE
- 02 PAINTED STUCCO FINISH - METAL FRINGE
- 03 PAINTED STUCCO FINISH - PRECIOUS PEARL
- 04 COLORED GLASS
- 05 MECHANICAL SCREEN - DARK GRAY
- 06 OPERABLE WINDOW (VISIBILITY = 0.65 MIN)
- 07 GLASS RAILING
- 08 NEW TECH WOOD - PERUVIAN TEAK
- 09 STEEL CANOPY W/ COLOR BAND
- 10 STOREFRONT SYSTEM: BLACK W/ CLEAR GLASS (VISIBILITY = 0.65 MIN)
- 11 DARK BRONZE ANODIZED ALUM. LOUVERS
- 12 LIVING GREEN WALL
- 13 SIERRA LEDGE WASATCH GREY CORONADO STONE



2 | SOUTH ELEVATION



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BREA PLAZA LIVING

BREA, CA 92821

EAST AND SOUTH ELEVATIONS

SCALE: 3/32" = 1'-0"

0 128" 256"

Architecture. Design. Relationships.

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Scale
Job No. 2024-0324
Date 2025-03-03

1 | WEST ELEVATION

01 PAINTED SMOOTH CONCRETE

02 PAINTED STUCCO FINISH - METAL FRINGE

03 PAINTED STUCCO FINISH - PRECIOUS PEARL

04 COLORED GLASS

05 MECHANICAL SCREEN - DARK GRAY

06 OPERABLE WINDOW (VISIBILITY = 0.65 MIN)

07 GLASS RAILING

08 NEW TECH WOOD - PERUVIAN TEAK

09 STEEL CANOPY W/ COLOR BAND

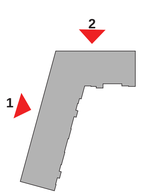
10 STOREFRONT SYSTEM: BLACK W/ CLEAR GLASS (VISIBILITY = 0.65 MIN)

11 DARK BRONZE ANODIZED ALUM. LOUVERS

12 LIVING GREEN WALL

13 SIERRA LEDGE WASATCH GREY CORONADO STONE

2 | NORTH ELEVATION



BOSC Realty Advisors

BREA PLAZA LIVING

BREA, CA 92821

WEST AND NORTH ELEVATIONS

SCALE: 3/32" = 1'-0"

0 128" 256"

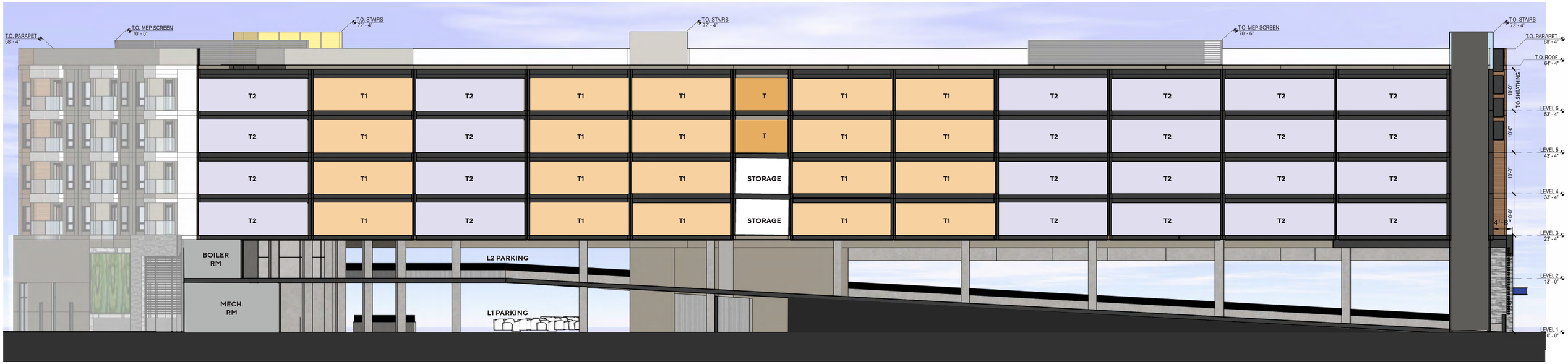
Architecture. Design. Relationships.

17

Scale

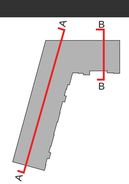
Job No. 2024-0324

Date 2025-03-03



A | WEST SECTION

B |EAST SECTION



BOSC Realty Advisors

BREA PLAZA LIVING

BREA, CA 92821

BUILDING SECTIONS

SCALE: 3/32" = 1'-0"

0 128" 256"

Architecture. Design. Relationships.

Scale
Job No. 2024-0324
Date 2025-03-03

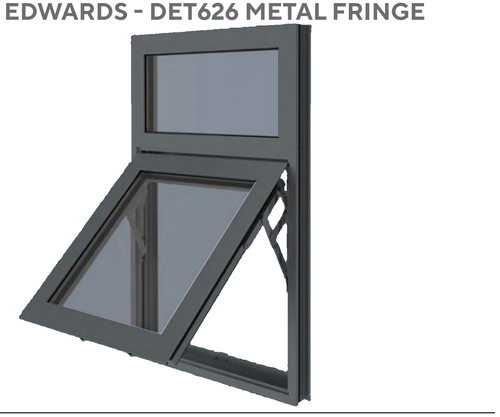
01 - PAINTED SMOOTH CONCRETE

02 - PAINTED STUCCO FINISH
DUNN EDWARDS - DET626 METAL FRINGE

03 - PAINTED STUCCO FINISH
DUNN EDWARDS - DEW386 PRECIOUS PEARLS

04 - COLORED GLASS

05 - MECHANICAL SCREEN
COLOR: DARK GRAY

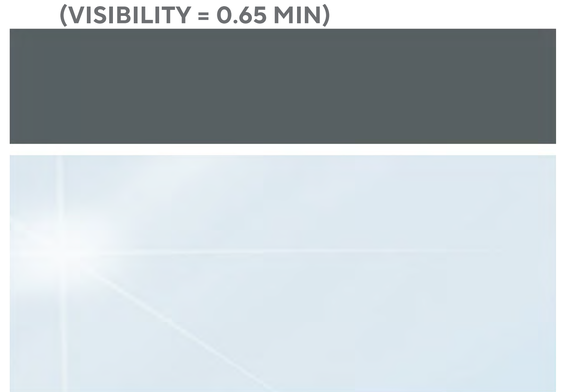


06 - OPERABLE WINDOW - BLACK
(VISIBILITY = 0.65 MIN)

07 -BALCONY GLASS RAILING

08 - NEW TECH WOOD - PERUVIAN TEAK WITH
SMOOTH FINISH

09 -STEEL CANOPY GRAY W/ COLOR BAND

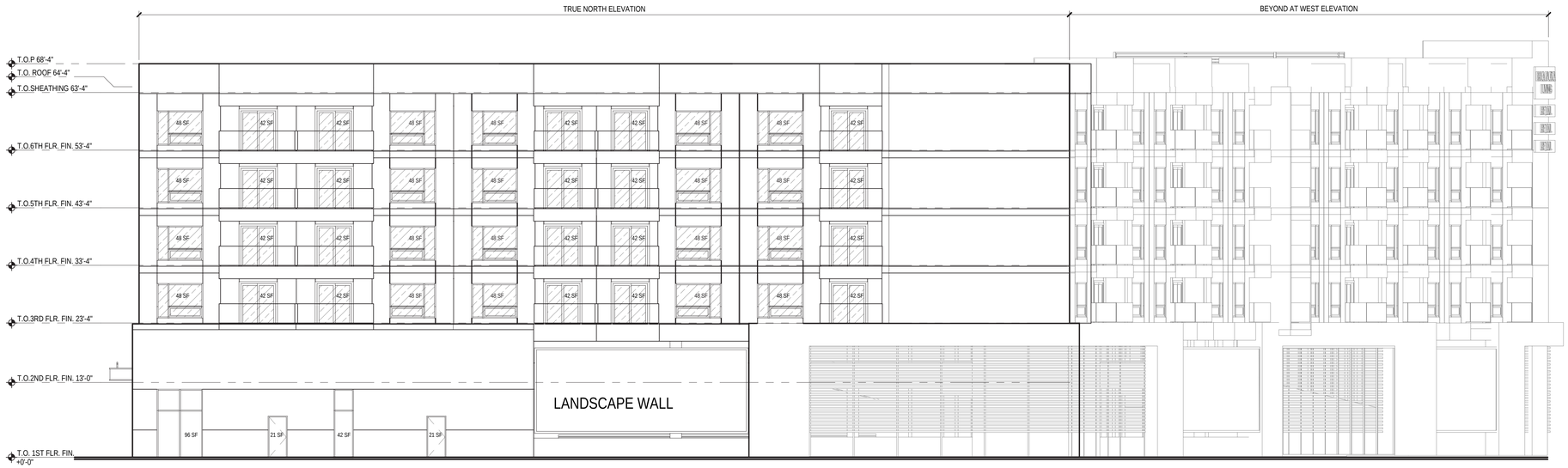


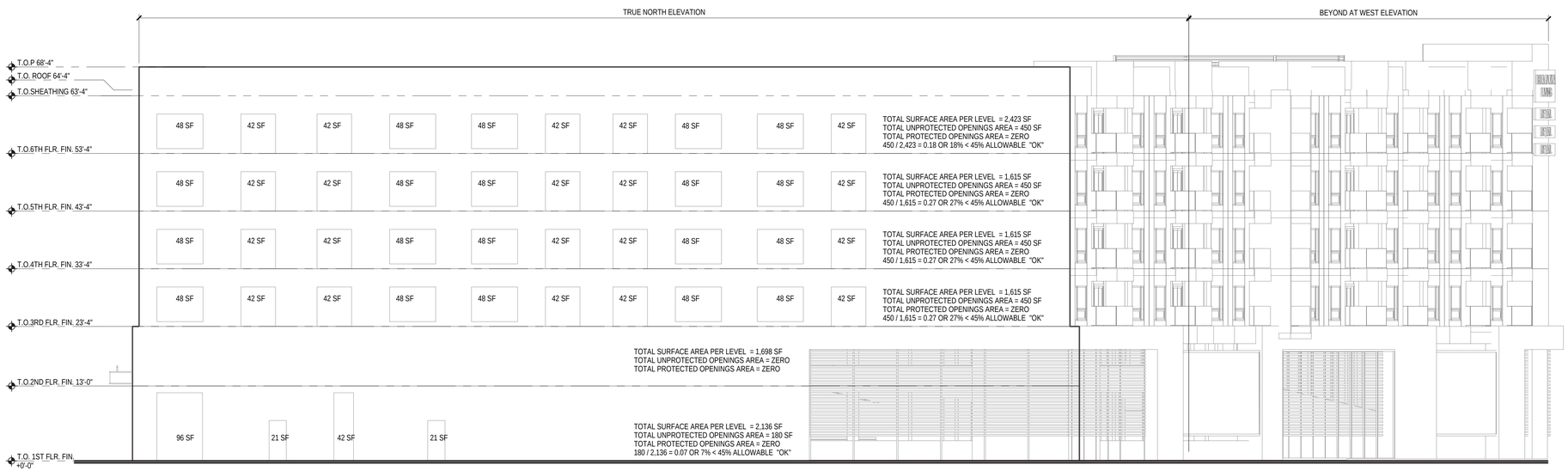
10 - CLEAR GLASS WITH BLACK ANODIZED
ALUMINUM STOREFRONT SYSTEM
(VISIBILITY = 0.65 MIN)

11 -DARK BRONZE ANODIZED ALUM. LOUVERS

12 - LIVING GREEN WALL

13 -SIERRA LEDGE WASATCH GREY
CORONADO STONE





OPENING CALCULATIONS PER CBC TABLE 705.8

OVERALL OPENING CALS PER CBC 705.8

TOTAL SURFACE AREA = 11,097 SF.
UNPROTECTED OPENINGS = (5X4X48) + (5X4X42) + 180 =1,980 SF.
PROTECTED OPENINGS = ZERO
ALLOWABLE UNPROTECTED OPENINGS = 45%
1,980 / 11, 097 = 0.17 OR 17%
17% < 45% OK

OPENINGS CALS PER LEVEL PER CBC 705.8

LEVEL 6 = 18% < 45% OK
LEVEL 5 = 27% < 45% OK
LEVEL 4 = 27% < 45% OK
LEVEL 3 = 27% < 45% OK
LEVEL 2 = ZERO < 45% OK
LEVEL 1 = 7% < 45% OK

BOSC Realty Advisors

BREA PLAZA LIVING

BREA, CA 92821

NORTH ELEVATION OPENING CALCULATION

SCALE: 3/32" = 1'-0"

0 128" 256"

Architecture. Design. Relationships.

Scale
Job No. 2024-0324
Date 2025-03-03

BOSC Realty Advisors

BREA PLAZA LIVING

BREA, CA 92821

3D VIEW - 1

AO Architecture. Design. Relationships.

21

Scale
Job No. 2024-0324
Date 2025-03-03

BOSC Realty Advisors

BREA PLAZA LIVING

BREA, CA 92821

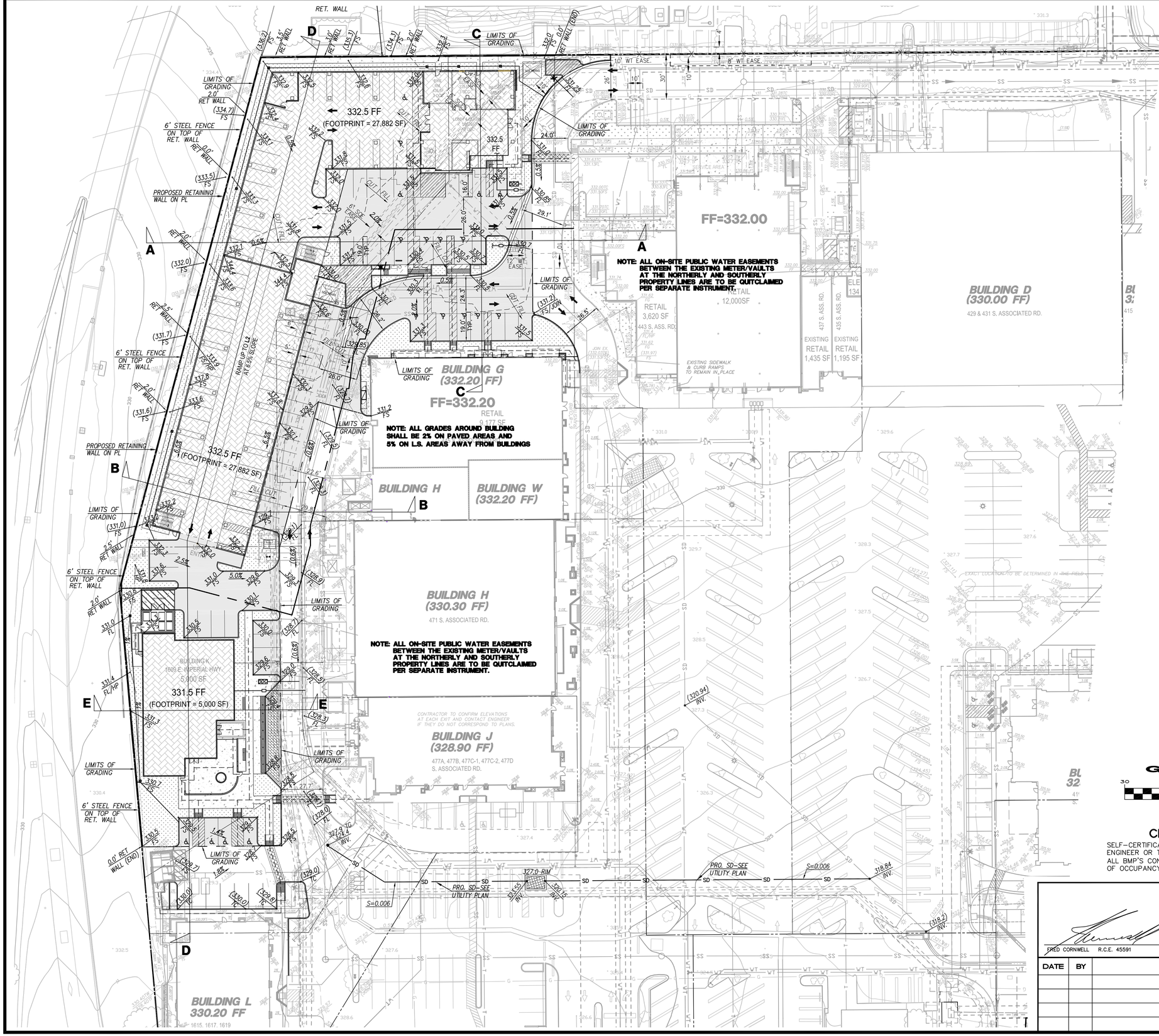
3D VIEW - 2

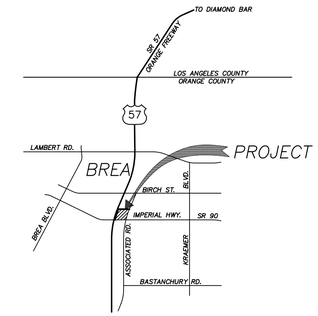
AO Architecture. Design. Relationships.

Scale
Job No. 2024-0324
Date 2025-03-03

BREA PLAZA CONCEPTUAL GRADING PLAN #4

1639 E. IMPERIAL HIGHWAY
BREA, CA





VICINITY MAP

N.T.S.

LEGEND AND ABBREVIATIONS

- EXIST. CURB AND GUTTER
- EXIST. STORM DRAIN
- EXIST. CATCH BASIN
- EXIST. SEWER
- EXIST. WATER LINE
- EXIST. STREET LIGHT
- EXIST. FIRE HYDRANT
- EXIST. POWER POLE
- EXIST. SIGN
- PROP. CURB ONLY
- PROP. CURB & GUTTER
- PROP. BUILDING WALL
- PROP. RED CURB
- EXIST. FENCE
- LIMITS OF GRADING
- BOUNDARY
- PRO. LOT LINE
- EX. LOT LINE
- CENTERLINE
- ADA PATH
- (650) EX. CONTOUR
- GAS — GAS GAS LINE
- WT — WT PRO. WATER LINE
- SS PRO. SEWER LINE
- SD PRO. STORM DRAIN
- PRO. RETAINING WALL

- (624.50) TC — EXISTING ELEVATION
- 2% — RATE/FLOW
- D/W — DRIVEWAY
- TC — TOP OF CURB
- TYP. — TYPICAL
- EVC — END VERTICAL CURVE
- EXIST. — EXISTING
- EX. — EXISTING
- FL — FLOW LINE
- FS — FINISH SURFACE
- FG — FINISH GRADE
- GB — GRADE BREAK
- HP — HIGH POINT
- LP — LOW POINT
- PR./PRO. — PROPOSED
- R/W — RIGHT OF WAY
- PP — PROTECT IN PLACE
- SW — SEWER
- ROOF DRAINS
- X.X% — SURFACE GRADES
- S=X.XXX — DRAINAGE SLOPE/GRADES
- WV WATER VALVE (WV)
- WM WATER METER (WM)
- SIGN
- SEWER MANHOLE (SS MH)
- FIRE HYDRANT (FH)
- PROPOSED LIGHT POLE (LP)

NORTH

CA

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

EARTHWORK ESTIMATE	QUANTITIES CUT	FILL
ROUGH GRADING	1,186	646 CY
OVER-EXCAVATION WORK	11,306 CY	11,306 CY
SUBSIDENCE (0.1')	(283) CY	___CY
SHRINKAGE (9.5%)	(1,186) CY	___CY
SPOILS	___CY	___CY
SUBTOTAL PROJECT EARTHWORK QUANTITIES	11,023 CY	11,952 CY
		929 SHORT

BALANCE ON-SITE WITH SPOILS & CRUSHED A.C. & A.B.

NOTE: EARTHWORK PROVIDED FOR PERMIT COST PURPOSES ONLY. CONTRACTOR IS REQUIRED TO DETERMINE HIS OWN PAY QUANTITIES.

NOTE: SEE CONCEPTUAL UTILITY PLAN FOR SUMMARY OF STORM DRAIN, SEWER, WATER, & OTHER IMPROVEMENTS.

CERTIFICATION NOTE:

SELF-CERTIFICATIONS FROM A STATE LICENSED PROFESSIONAL ENGINEER OR THIRD-PARTY CERTIFICATIONS ARE REQUIRED OF ALL BMP'S CONSTRUCTED ON THIS PLAN OR FINAL CERTIFICATE OF OCCUPANCY WILL NOT BE GRANTED FROM THE CITY.

C1

FRED CORNWELL R.C.E. 45591

2/20/25
DATE

REGISTERED PROFESSIONAL ENGINEER FRED CORNWELL No. 45591 Exp. 12/31/26 CIVIL STATE OF CALIFORNIA

DATE	BY	REVISION

PREPARED BY:

CA ENGINEERING, INC.

Planning • Engineering • Surveying

4101 BIRCH STREET, STE 140
NEWPORT BEACH, CA 92660
949-724-9480 949-724-9484 FAX

PREPARED FOR:

BPI Brea LLC

417 S. Associated Rd, Suite 313
Brea, CA 92821
(248) 792-5071
CONTACT: WAAD J. NADHIR

LAST REV. Feb 20 2025

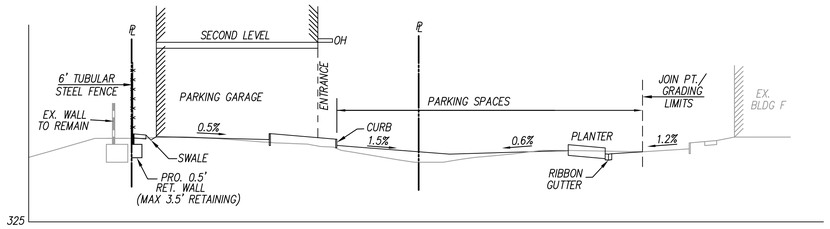
JOB NO. 487-5

Sht. 1 of 2

\\CA-SVR1\Share\487-5 BREA PLAZA APARTMENTS\CON GRADE\487-5 CON GRADE 1.dwg Last Modified: 20 Feb 2025 - 1:46pm
Plotted on: 20 Feb 2025 - 3:46pm by cwerd

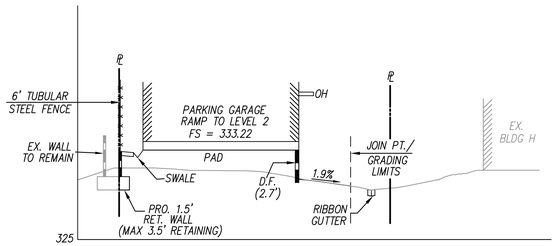
BREA PLAZA CONCEPTUAL GRADING PLAN #4 - SECTIONS

1639 E. IMPERIAL HIGHWAY
BREA, CA



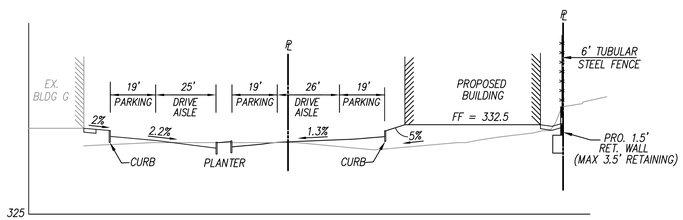
SECTION A-A

SCALE: HOR. 1"=30'; VERT. 1"=6'



SECTION B-B

SCALE: HOR. 1"=30'; VERT. 1"=6'



SECTION C-C

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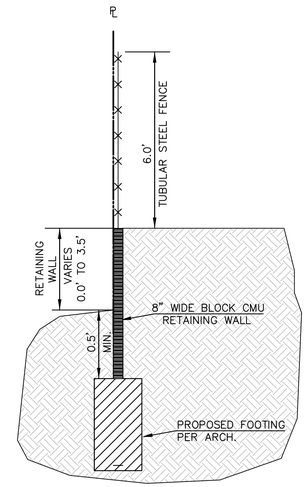
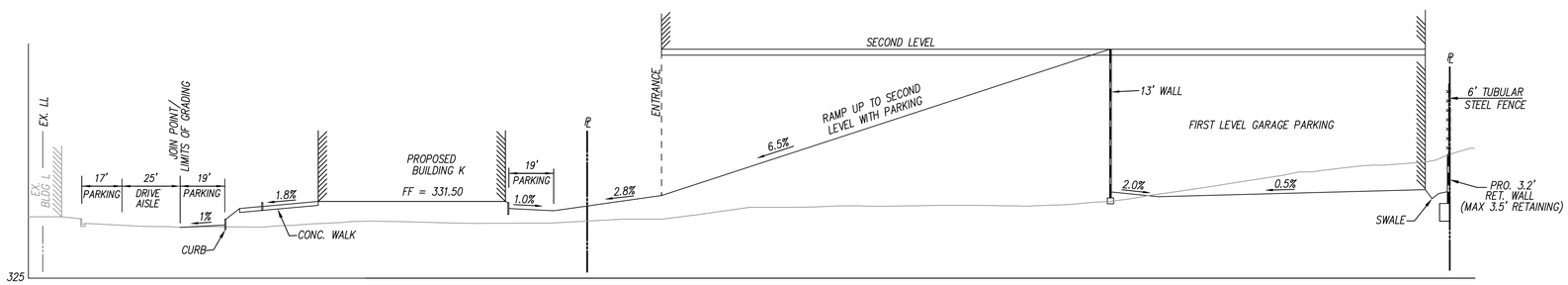


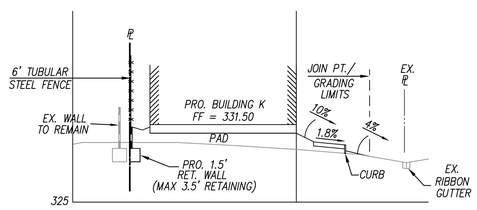
TYPICAL WALL/FENCE DETAIL

NTS



SECTION D-D

SCALE: HOR. 1"=30'; VERT. 1"=6'



SECTION E-E

SCALE: HOR. 1"=30'; VERT. 1"=6'

C2

FRED CORNWELL R.C.E. 45591

2/20/25
DATE

REGISTERED PROFESSIONAL ENGINEER
FRED CORNWELL
No. 45591
Exp. 12/31/26
CIVIL
STATE OF CALIFORNIA

DATE	BY	REVISION

PREPARED BY:

CA ENGINEERING, INC.

Planning • Engineering • Surveying

4101 BIRCH STREET, STE 140
NEWPORT BEACH, CA 92660
949-724-9480 949-724-9484 FAX

PREPARED FOR:

BPI Brea LLC

417 S. Associated Rd, Suite 313
Brea, CA 92821
(248) 792-5071
CONTACT: WAAD J. NADHIR

LAST REV. Feb 20 2025

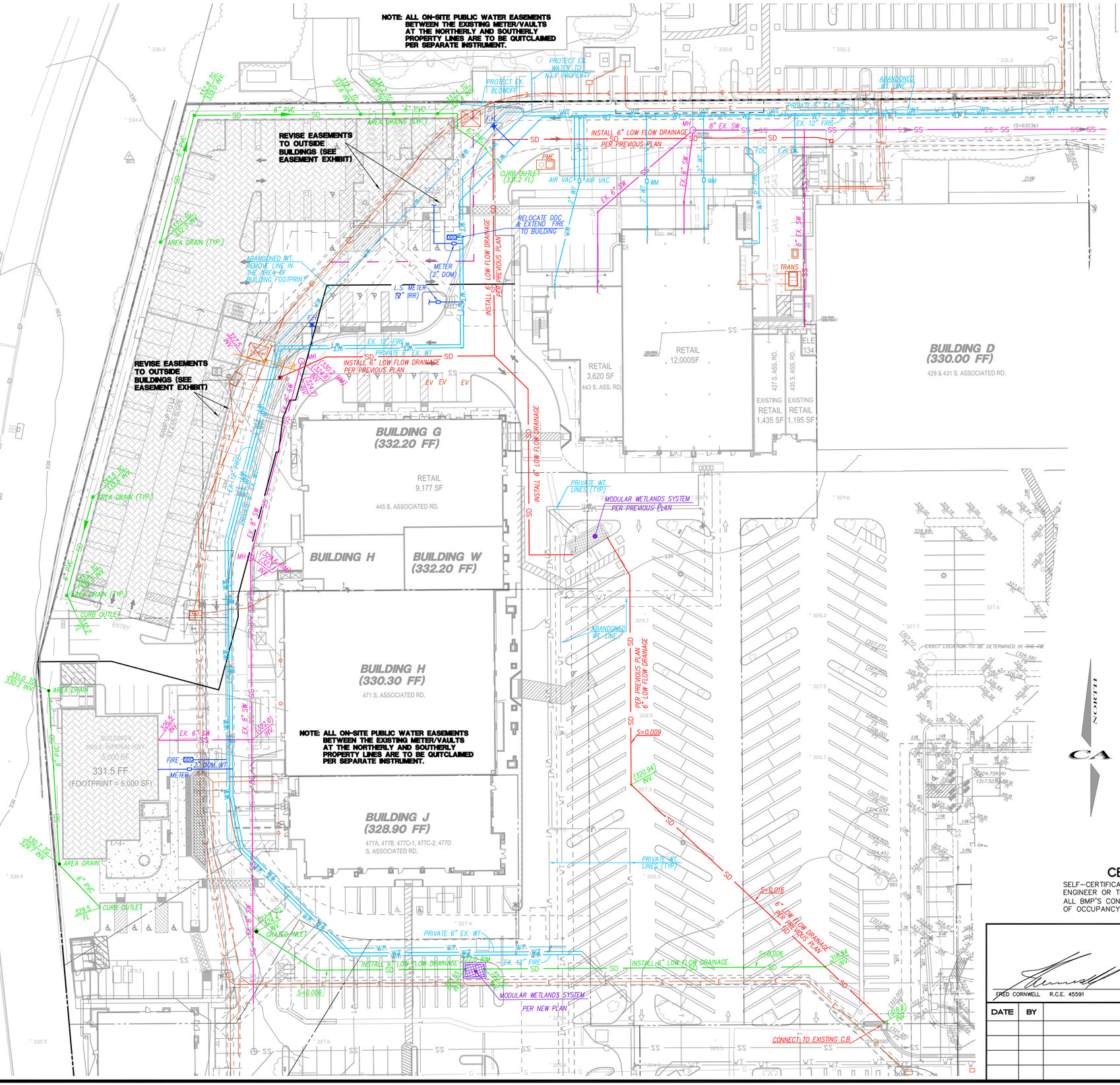
JOB NO. 487-5

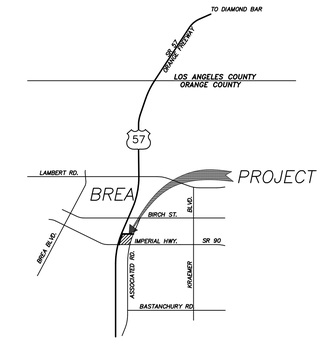
Sht. 2 of 2

\\CA-SVR1\Shared\487-5 BREA PLAZA APARTMENTS\CON GRADE\487-5 CON GRADE 1.dwg Last Modified: 20 Feb 2025 - 1:46pm
Plotted on: 20 Feb 2025 - 3:48pm by cwend

BREA PLAZA CONCEPTUAL UTILITY PLAN #2

1639 E. IMPERIAL HIGHWAY
BREA, CA





VICINITY MAP

N.T.S.

LEGEND AND ABBREVIATIONS

- EXIST. CURB AND GUTTER
- EXIST. CATCH BASIN
- EXIST. SEWER
- EXIST. WATER LINE
- EXIST. STREET LIGHT
- EXIST. FIRE HYDRANT
- EXIST. POWER POLE
- EXIST. SIGN
- PROP. CURB ONLY
- PROP. CURB & GUTTER
- PROPOSED BUILDING WALL
- PROPOSED SIDEWALK
- EXIST. FENCE
- PRO. FIRE HYDRANT
- PRO. RETAINING WALL

(624.50) TC — EXISTING ELEVATION
2% — RATE/FLOW
D/W — DRIVEWAY
TC — TOP OF CURB
FH — FIRE HYDRANT
TYP. — TYPICAL
EVC — END VERTICAL CURVE
EXIST. — EXISTING
EX. — EXISTING
FL — FLOW LINE
FS — FINISH SURFACE
FG — FINISH GRADE
GB — GRADE BREAK
HP — HIGH POINT
LP — LOW POINT
PR./PRO. — PROPOSED
R/W — RIGHT OF WAY
PP — PROTECT IN PLACE
SW — SEWER

- CENTERLINE
- (650) EX. CONTOUR
- BOUNDARY LINE
- PROP. LOT LINE

- SD — PROPOSED STORM DRAIN
- SD — EXISTING STORM DRAIN
- SS — PROPOSED SEWER
- SS — EXISTING SEWER
- WT — PROPOSED WATER
- WT — EXISTING WATER
- EXISTING ELECTRIC
- PROPOSED ELECTRIC
- EXISTING TELEPHONE
- PROPOSED MODULAR WETLANDS

NOTE: UTILITIES ARE PROVIDED FOR REFERENCE ONLY AND SEPARATE PERMITS MAY BE REQUIRED.

NOTE: SEE CONCEPTUAL GRADING PLAN FOR DRAINAGE IMPROVEMENTS.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

CERTIFICATION NOTE:

SELF-CERTIFICATIONS FROM A STATE LICENSED PROFESSIONAL ENGINEER OR THIRD-PARTY CERTIFICATIONS ARE REQUIRED OF ALL BMP'S CONSTRUCTED ON THIS PLAN OR FINAL CERTIFICATE OF OCCUPANCY WILL NOT BE GRANTED FROM THE CITY.

C3

FRED CORNWELL R.C.E. 45591

2/20/25
DATE

REGISTERED PROFESSIONAL ENGINEER
FRED CORNWELL
No. 45591
Exp. 12/31/26
CIVIL
STATE OF CALIFORNIA

DATE	BY	REVISION

PREPARED BY:

CA ENGINEERING, INC.
Planning • Engineering • Surveying
13821 NEWPORT AVE., STE 110
TUSTIN, CA 92780
949-724-9480 949-724-9484 FAX

PREPARED FOR:

BPI Brea LLC
417 S. Associated Rd, Suite 313
Brea, CA 92821
(248) 792-5071
CONTACT: WAAD J. NADHIR

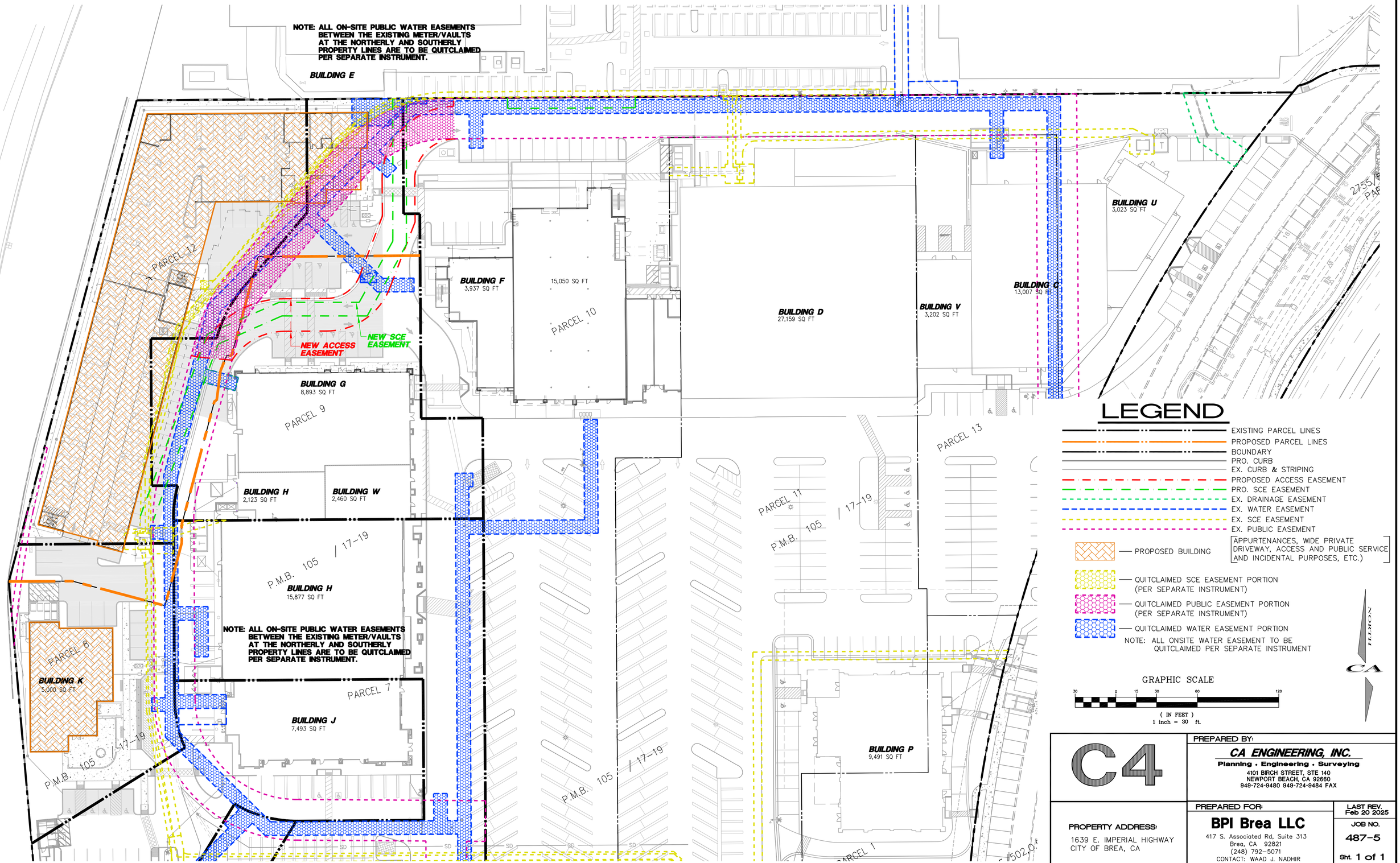
LAST REV. Feb 20 2025

JOB NO. 487-5

Sht. 1 of 1

\\CA-SVR1\Drawing\487-5 BREA PLAZA APARTMENTS\CON GRADE\487-5 CON UTILITY 1.dwg Last Modified: 20 Feb 2025 - 12:12pm
Plotted on: 20 Feb 2025 - 12:40pm by cwend

EASEMENT EXHIBIT



C4

PREPARED BY:

CA ENGINEERING, INC.

Planning · Engineering · Surveying

4101 BIRCH STREET, STE 140
NEWPORT BEACH, CA 92660
949-724-9480 949-724-9484 FAX

PROPERTY ADDRESS:

1639 E. IMPERIAL HIGHWAY
CITY OF BREA, CA

PREPARED FOR:

BPI Brea LLC

417 S. Associated Rd, Suite 313
Brea, CA 92821
(248) 792-5071
CONTACT: WAAD J. NADHIR

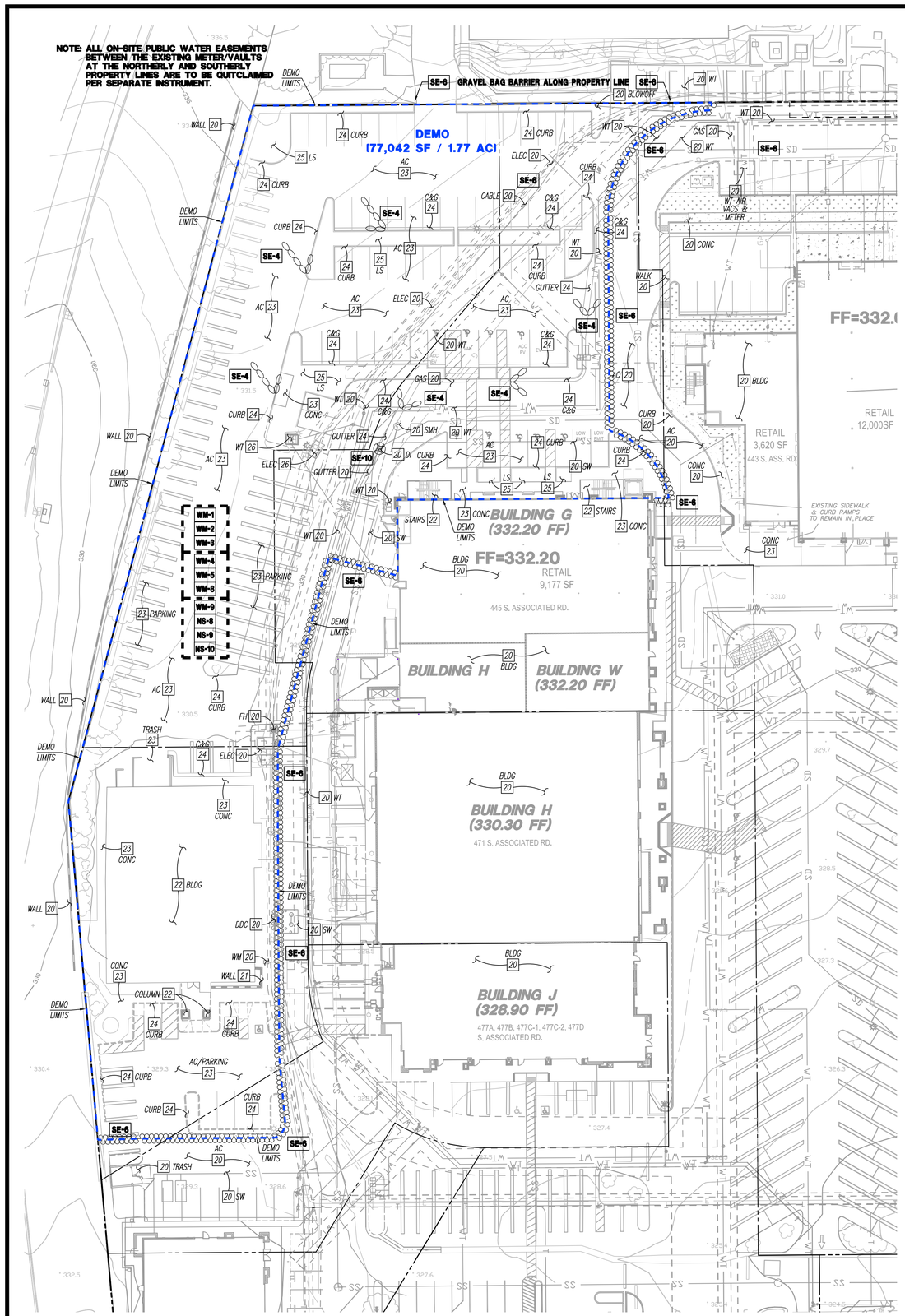
LAST REV. Feb 20 2025

JOB NO. 487-5

Sht. 1 of 1

BREA PLAZA APARTMENTS COMPLEX DEMO PLAN

1639 E. IMPERIAL HIGHWAY
BREA, CA



DEMOLITION NOTES

20	PROTECT IN PLACE
21	REMOVE EXISTING WALL/FENCE
22	REMOVE EXISTING BUILDING/OVERHANG/DOCK
23	REMOVE EXISTING HARDSCAPE/PAD
24	REMOVE EXISTING CURB/GUTTER/PARKWAY
25	REMOVE EXISTING TREE/LANDSCAPING/PLANTER
26	REMOVE EXISTING UTILITY/BOLLARD/SIGN

LEGEND

DP	DISCHARGE POINTS
SL-1	SAMPLE LOCATION
	SITE BOUNDARY
	DEMO LIMITS
SE-4	CHECK DAM
SE-5	FIBER ROLLS
SE-6	GRAVEL BAG BARRIER

BMP LEGEND

SE-1	SILT FENCE		
SE-3	SEDIMENT TRAP	EC-5	SOIL BINDERS *[BLANKET]*
SE-4	CHECK DAM	WM-1	MATERIAL DELIVERY & STORAGE
SE-5	FIBER ROLLS	WM-2	MATERIAL USE
SE-6	GRAVEL BAG BARRIER	WM-3	STOCKPILE MANAGEMENT
SE-7	STREET SWEEPING AND VACUUMING	WM-4	SPILL PREVENTION & CONTROL
SE-10	STORM DRAIN INLET PROTECTION		
WM-5	SOLID WASTE MANAGEMENT	NS-1	WATER CONSERVATION PRACTICES *[BLANKET]*
WM-8	CONCRETE WASTE MANAGEMENT	NS-3	PAVING AND GRINDING OPERATIONS *[BLANKET]*
WM-9	SANITARY/SEPTIC WASTE MANAGEMENT	NS-8	VEHICLE AND EQUIPMENT CLEANING
TC-1	STABILIZED CONSTRUCTION ENTRANCE/EXIT	NS-9	VEHICLE AND EQUIPMENT FUELING
WE-1	WIND EROSION CONTROL*[BLANKET]*	NS-10	VEHICLE AND EQUIPMENT MAINTENANCE

NOTES:

1. *DEMOLITION LIMITS ARE DEFINED AS REQUIRED TO CONSTRUCT THE PROPOSED PRECISE GRADING PLAN. DEMOLITION OF PHYSICAL STRUCTURES ARE THE CONTRACTORS RESPONSIBILITY AT THE OWNERS AND CITY'S DISCRETION.*
2. *CONTRACTOR TO FIELD VERIFY ALL DEMOLITION ITEMS AND SHALL CONTACT THE ENGINEER OF RECORD IF ANY DESCREPANCIES ARE IDENTIFIED.*
3. *EXISTING UTILITES TO BE PROTECTED UNLESS OTHERWISE NOTED, REFER TO PRECISE GRADING PLAN FOR UTILITY CONSTRUCTION.*

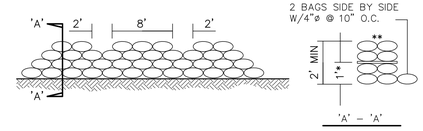
NORTH

CA

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

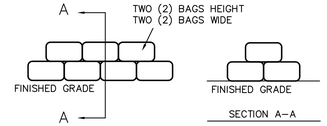


* HEIGHT OF CHECK DAM SHOULD NOT EXCEED 3 FEET

** PROVIDE AN EXTRA ROW OF GRAVEL BAGS FOR EVERY ROW OF GRAVEL BAGS 3 GRAVEL BAGS HIGH.

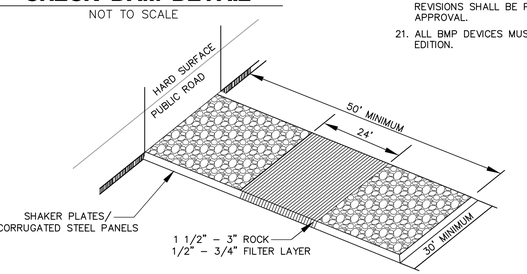
SE-4 CHECK DAM DETAIL

NOT TO SCALE



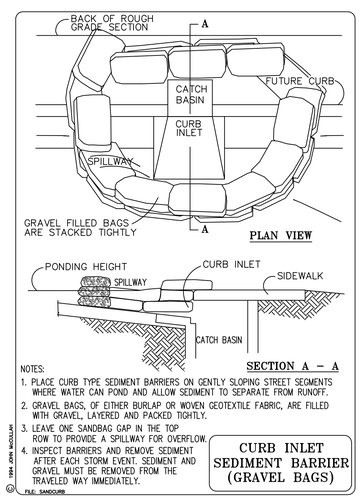
GRAVEL BAG DETAIL SE-6

NOT TO SCALE



TC-1 VEHICLE TRACKING CONTROL

NOT TO SCALE



NOTES:

1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. GRAVEL BAGS, OF EITHER BURLAP OR WOVEN GEOTEXTILE FABRIC, ARE FILLED WITH GRAVEL, LAYERED AND PACKED TIGHTLY.
3. LEAVE ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY FOR OVERFLOW.
4. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

SE-10 STORM DRAIN INLET PROTECTION

NOT TO SCALE

GENERAL NOTES FOR TEMPORARY EROSION CONTROL:

1. EROSION CONTROL SHALL BE REQUIRED FOR GRADING OPERATIONS PRIOR TO THE ONSET OF ANY STORM EVENT AND PRIOR TO THE RAINY SEASON, OCTOBER 1ST THROUGH APRIL 15TH.
2. THE DESIGN CIVIL ENGINEER SHALL SUPERVISE AND ENSURE EROSION CONTROL WORK IS IN ACCORDANCE WITH APPROVED PLANS. THE QSP SHALL OVERSEE THE IMPLEMENTATION OF ALL BMP'S.
3. IN CASE OF EMERGENCY, CALL:
   WAAD J. NADHIR (RESPONSIBLE PERSON)
   BPI BREA LLC (FIRM NAME)
   248-792-5071 (24 HOUR TELEPHONE)
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR, AND SHALL PREVENT THE TRESPASS OF IMPOUND WATER ON PUBLIC AREAS OR THE CREATION OF HAZARDOUS CONDITIONS.
5. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO THAT RUNOFF IS CONTAINED WITHIN THE PROJECT AREA OR CHANNELED INTO THE STORM DRAIN SYSTEM WHICH SERVES THE RUNOFF AREA. STORM RUNOFF FROM ONE AREA SHALL NOT BE DIVERTED TO ANOTHER RUNOFF AREA.
6. NO CHANGES TO EXISTING OR NATURAL DRAINAGE COURSES SHALL BE PERMITTED DURING THE RAINY SEASON UNLESS THE APPROVED DRAINAGE FACILITIES HAVE BEEN COMPLETED.
7. CLEARING AND GRUBBING SHALL BE LIMITED TO AREAS THAT WILL RECEIVE IMMEDIATE GRADING. EROSION CONTROL MEASURES SHALL BE REQUIRED AND MAY INCLUDE; GRADED DITCHES, BRUSH BARRIERS AND SILT FENCING. CARE SHALL BE EXERCISED TO PRESERVE VEGETATION BEYOND THE LIMITS OF GRADING.
8. DESILTING BASINS SHALL BE CONSTRUCTED AS INDIVIDUAL ROUGH GRADING AREAS ARE COMPLETED.
9. GRADED AREAS AROUND THE TRACT PERIMETER SHALL DRAIN AWAY FROM THE TOE OF SLOPES AT THE CONCLUSION OF EACH WORKING DAY.
10. TEMPORARY EROSION PROTECTION SHALL BE REQUIRED FOR MANUFACTURED SLOPES PRIOR TO PERMANENT PLANTING.
11. FILL AREAS, DURING PERIODS OF COMPLETION PRIOR TO FINAL GRADE, SHALL BE PROTECTED TO LIMIT EROSION AND THE SILTATION OF DOWNSTREAM PROPERTY. PROTECTION MEASURES MAY INCLUDE TEMPORARY DOWNDRAINS USING PIPES OR PAVED DITCHES WITH PROTECTED OUTFALL AREAS, DESILTING PONDS, CHECK DAMS, SAND BAG PROTECTION AROUND INLETS NOT YET BROUGHT TO GRADE AND APPROPRIATE CHANNEL GRADING TO DIRECT RUNOFF AWAY FROM AREAS WHERE EARTHWORK IS NOT UNDERWAY.
12. PROJECT AREAS, AS WELL AS NEIGHBORING PROPERTY AREAS, SHALL HAVE MAINTAINED FIRE ACCESS AT ALL TIMES.
13. EQUIPMENT AND PERSONNEL FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON. NECESSARY MATERIALS SHALL BE STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID DEPLOYMENT.
14. REMOVABLE PROTECTIVE DEVICES SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE 5-DAY RAIN PROBABILITY FORECAST EXCEEDS 40 PERCENT.
15. DEVICES SHALL NOT BE MOVED OR MODIFIED WITHOUT APPROVAL FROM THE CITY ENGINEER OR PUBLIC WORKS INSPECTOR.
16. AFTER A RAINSTORM, SILT AND DEBRIS SHALL BE IMMEDIATELY REMOVED FROM CHECK BERMS, SILT FENCES AND OTHER IMPACTED AREAS.
17. AN UPDATED COPY OF THE EROSION CONTROL PLAN AND SWPPP SHALL BE KEPT AVAILABLE TO THE CITY AT THE PROJECT SITE. THE CONTRACTOR SHALL MAINTAIN ALL NECESSARY RECORDS (I.E. LOGS, INSPECTION REPORTS, ETC.).
18. INFORMATION ON THIS PLAN IS FOR EROSION CONTROL PURPOSES ONLY. THE CITY ENGINEER MAY MODIFY THIS PLAN AS NECESSARY.
19. APPROVAL OF THIS PLAN SHALL NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITIES TO HIS SITE OR ADJACENT PROPERTIES. TEMPORARY EROSION CONTROL SHALL INCLUDE CONSTRUCTION MEASURES NECESSARY TO PREVENT, CONTROL AND ABATE WATER, MUD AND EROSION DAMAGE TO PUBLIC OR PRIVATE PROPERTY IMPACTED BY HIS CONSTRUCTION ACTIVITIES.
20. APPROVAL OF THESE PLANS BY THE CITY OR ITS AGENTS SHALL NOT RELIEVE THE CONTRACTOR OR THE APPLICANT OF THE RESPONSIBILITY FOR THE CORRECTION OF ERRORS OR OMISSIONS DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE APPROPRIATE PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL.
21. ALL BMP DEVICES MUST BE INSTALLED ACCORDING TO THE CASQA MANUAL, LATEST EDITION.

BLD XXXX-XXXXX CITY STAMP

C5

FRED CORNWELL R.C.E. 45591

2/20/25
DATE

REGISTERED PROFESSIONAL ENGINEER FRED CORNWELL No. 45591 Exp. 12/31/26 CIVIL STATE OF CALIFORNIA

DATE	BY	REVISION

PREPARED BY:

CA ENGINEERING, INC.
Planning • Engineering • Surveying
4101 BIRCH STREET, STE 140
NEWPORT BEACH, CA 92660
949-724-9480 949-724-9484 FAX

PREPARED FOR:

BPI Brea LLC
417 S. Associated Rd, Suite 313
Brea, CA 92821
(248) 792-5071
CONTACT: WAAD J. NADHIR

LAST REV. Feb 20 2025

JOB NO. 487-5

Sht. 1 of 1

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Plotted on: 20 Feb 2025 - 11:06am by cwest

A.L.T.A. / N.S.P.S. LAND TITLE SURVEY

CITY OF BREA, COUNTY OF ORANGE, STATE OF CALIFORNIA

PROPERTY DESCRIPTION

REAL PROPERTY IN THE CITY OF BREA, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A:

PARCELS 1 TO 13 INCLUSIVE, AS PER MAP RECORDED IN BOOK 105, PAGES 17, 18 AND 19 OF PARCEL MAPS, RECORDS OF ORANGE COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBONS, BELOW A DEPTH OF 500 FEET, WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED IN INSTRUMENTS OF RECORD.

ALSO EXCEPTING THEREFROM ALL WATER AND SUBSURFACE WATER RIGHTS, BELOW A DEPTH OF 500 FEET, WITHOUT THE RIGHT OF SURFACE ENTRY, AS DEDICATED OR RESERVED IN INSTRUMENTS OF RECORD.

PARCEL A1:

NON-EXCLUSIVE EASEMENTS FOR THE MOVEMENT, PASSAGE, INGRESS AND EGRESS OF MOTOR VEHICLES AND PEDESTRIANS OVER A PORTION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 10 WEST, IN THE RANCHO SAN JUAN CAJON DE SANTA ANA, AS PER MAP RECORDED IN BOOK 51, PAGE 7 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF SAID NORTHEAST QUARTER OF SECTION 13, DISTANT THEREON NORTH 2° 05' 49" EAST 80.08 FEET FROM THE CENTER OF SAID SECTION. THE POINT OF BEGINNING IS FURTHER IDENTIFIED AS BEING A POINT ON THE NORTH LINE OF IMPERIAL HIGHWAY, 120.00 FEET WIDE; THENCE ALONG SAID WEST LINE OF SAID NORTHEAST QUARTER, NORTH 2° 05' 49" EAST 140.14 FEET; THENCE NORTH 89° 28' 11" EAST 9.93 FEET; THENCE SOUTH 0° 23' 11" EAST 113.04 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 35.00 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 50° 15' 49", AN ARC DISTANCE OF 30.70 FEET TO THE AFORESAID NORTH LINE OF IMPERIAL HIGHWAY; THENCE ALONG SAID NORTH LINE SOUTH 89° 28' 11" WEST 28.63 FEET TO THE POINT OF BEGINNING.

PARCEL A2:

NON-EXCLUSIVE EASEMENTS FOR INGRESS AND EGRESS AND FOR THE PASSAGE OF MOTOR VEHICLES AND PEDESTRIANS AND FOR THE PARKING OF MOTOR VEHICLES, AS MORE PARTICULARLY DESCRIBED IN THAT CERTAIN DECLARATION OF RESTRICTIONS AND GRANT OF EASEMENTS RECORDED JUNE 17, 1976 IN BOOK 11776, PAGE 1757 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA AND AS AMENDED BY THAT CERTAIN AMENDMENT NO. 1 TO DECLARATION OF RESTRICTIONS AND GRANT OF EASEMENTS RECORDED SEPTEMBER 7, 1977 IN BOOK 12368, PAGE 1865 (FIRST AMENDMENT), WHICH FIRST AMENDMENT WAS SUPERSEDED IN ITS ENTIRETY BY THAT CERTAIN AMENDMENT NO. 2 TO DECLARATION TO RESTRICTIONS AND GRANT OF EASEMENTS BY BREA DEVELOPMENT RECORDED OCTOBER 20, 1977 IN BOOK 12424, PAGE 1355. AND AS FURTHER AMENDED BY THAT CERTAIN AMENDMENT NO. 2 TO DECLARATION OF RESTRICTIONS AND GRANT OF EASEMENTS BY AND BETWEEN MERCURY CASUALTY COMPANY AND CALIFORNIA BREA PARTNERS, L.P., RECORDED JUNE 22, 2006 AS INSTRUMENT NO. 20060000418325 OF OFFICIAL RECORDS.

PARCEL A3:

EASEMENTS FOR CONSTRUCTING, RECONSTRUCTING, ALTERING, RELOCATING AND REMOVING A BOX CULVERT BRIDGE AND FOR INGRESS AND EGRESS, PASSAGE AND FLOW OF MOTOR VEHICLES AND PEDESTRIANS ON, OVER AND ACROSS SAID BRIDGE, OVER A PORTION OF THE LOFTUS DIVERSION CHANNEL, AS SHOWN ON A MAP RECORDED IN BOOK 80, PAGE 43 OF PARCEL MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY SOUTHEAST CORNER OF PARCEL 1 AS SHOWN ON SAID MAP, BEING A POINT ON THE NORTHWESTERLY BOUNDARY OF SAID CHANNEL, SAID BOUNDARY LINE IS A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1055.00 FEET, A RADIAL LINE THROUGH SAID POINT OF BEGINNING BEARS NORTH 88° 33' 09" WEST, ALL AS SHOWN ON SAID MAP; THENCE NORTHEASTERLY ALONG SAID CURVE, BEING ALONG THE COMMON BOUNDARY LINE OF SAID PARCEL 1 AND SAID LOFTUS DIVERSION CHANNEL, THROUGH A CENTRAL ANGLE OF 19° 28' 13", AN ARC DISTANCE OF 358.51 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 3° 49' 46", AN ARC DISTANCE OF 70.51 FEET TO A POINT AT WHICH A RADIAL LINE BEARS NORTH 65° 15' 10" WEST; THENCE SOUTH 67° 17' 23" EAST, 115.00 FEET TO A POINT ON A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 22° 51' 54" WEST; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 41° 20' 00", AN ARC DISTANCE OF 14.43 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 935.1 FEET, A RADIAL LINE THROUGH SAID POINT OF REVERSE CURVATURE BEARS NORTH 64° 11' 55" WEST; THENCE SOUTHWESTERLY ALONG SAID LAST MENTIONED CURVE, BEING ALONG THE SOUTHEASTERLY LINE OF SAID LOFTUS DIVERSION CHANNEL, THROUGH A CENTRAL ANGLE OF 5° 16' 22", AN ARC DISTANCE OF 86.05 FEET TO A POINT ON A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET, A LINE RADIAL TO SAID CURVE OF RADIUS 935.00 FEET BEARS NORTH 69° 28' 17" WEST, A LINE RADIAL TO CURVE OF RADIUS 25.00 FEET BEARS NORTH 73° 12' 00" EAST; THENCE LEAVING SAID SOUTHEASTERLY LINE OF LOFTUS DIVERSION CHANNEL AND PASSING NORTHWESTERLY ALONG SAID CURVE OF RADIUS 25.00 FEET, THROUGH A CENTRAL ANGLE OF 8° 13' 17", AN ARC DISTANCE OF 3.59 FEET TO A LINE WHICH BEARS SOUTH 67° 17' 23" EAST FROM THE TRUE POINT OF BEGINNING; THENCE NORTH 67° 17' 23" WEST 117.69 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL B:

A STRIP OF LAND LOCATED IN THE CITY OF BREA, COUNTY OF ORANGE, STATE OF CALIFORNIA, 120 FEET IN WIDTH IN THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 10 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS DESCRIBED IN OCFCD'S ACQUISITION DOCUMENT RECORDED MAY 22, 1986 AS INSTRUMENT NO. 86-00210681, BEING 55 FEET WESTERLY AND 65 FEET EASTERLY OF THE DESCRIBED LINE AS SHOWN ON RECORD OF SURVEY NO. 2007-1219, R.S.B. 237, PAGES 21 THROUGH 23, BOTH OF OFFICIAL RECORDS, OFFICE OF THE ORANGE COUNTY RECORDER, DESCRIBED MORE PARTICULARLY AS FOLLOWS:

COMMENCING AT CENTER OF SECTION OF SAID SECTION 13; THENCE N89° 28' 20" E, 162.60 FEET; THENCE N00° 18' 37" W, 80.00 FEET TO THE NORTHERLY RIGHT OF WAY OF IMPERIAL HIGHWAY AND THE TRUE POINT OF BEGINNING; THENCE N00° 18' 37" W, 107.29 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 1000.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44° 12' 21", AN ARC LENGTH OF 771.54 FEET TO THE POINT OF TERMINUS OF THIS STRIP OF LAND.

EXCEPTING THEREFROM ANY PORTION OF SAID STRIP LYING NORTHEASTERLY OF FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SAID POINT OF TERMINUS; THENCE N89° 06' 25" E, 94.96 FEET TO THE TRUE POINT OF BEGINNING; THENCE S89° 06' 25" W, 133.89 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 67.99 FEET, A RADIAL LINE TO SAID POINT BEARS N01° 12' 15" E; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32° 49' 27", AN ARC LENGTH OF 38.95 FEET TO THE BEGINNING OF A CURVE CONCAVENORTHWESTERLY, HAVING A RADIUS OF 44.10 FEET, A RADIAL LINE TO SAID POINT BEARS S29° 50' 36"E; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16° 22' 46", AN ARC LENGTH OF 12.61 FEET TO THE NORTHWESTERLY LINE OF SAID 120.00 FOOT STRIP.

ALSO EXCEPTING THEREFROM ANY PORTION OF SAID STRIP OF LAND LYING WITHIN THE LAND DESCRIBED IN THE DEED RECORDED IN BOOK 12381 PAGE 1876 O.R. AS SHOWN ON SAID RECORD OF SURVEY.

ALSO EXCEPTING THEREFROM ANY PORTION OF SAID STRIP OF LAND LYING WITHIN THE RIGHT OF WAY OF IMPERIAL HIGHWAY OR ASSOCIATED ROAD AS SHOWN ON SAID RECORD OF SURVEY.

FOR CONVEYANCING PURPOSES ONLY: APN 319-391-01 (AFFECTS PARCEL A); 319-391-02 (AFFECTS PORTION OF PARCEL B) AND 319- 391-03 (AFFECTS PORTION OF PARCEL B)

TITLE REPORT EXCEPTIONS

EASEMENTS ARE PLOTTED HEREON WITH REFERENCE TO SCHEDULE B EXCEPTION NUMBER.

EXAMPLE: (7) = SCHEDULE B EXCEPTION NUMBER PLOTTED HEREON.

EXCEPTION 7 CANNOT BE PLOTTED

1. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2024-2025, A LIEN NOT YET DUE OR PAYABLE.

2. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2023-2024.
FIRST INSTALLMENT: $442,889.70, PAID
PENALTY: $0.00
SECOND INSTALLMENT: $442,889.70, OPEN
PENALTY: $0.00
TAX RATE AREA: 02-003
A. P. NO.: 319-391-01
(AFFECTS PARCEL A)

3. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2023-2024 ARE EXEMPT. IF THE EXEMPT STATUS IS TERMINATED AN ADDITIONAL TAX MAY BE LEVIED. A.P. NO.: 319-391-02 AND 319-391-03.
(AFFECTS PARCEL B)

4. THE LIEN OF SPECIAL TAX FOR THE FOLLOWING COMMUNITY FACILITIES DISTRICT, WHICH TAX IS COLLECTED WITH THE COUNTY TAXES.
DISTRICT: BREA CITY INCORP 1917
(AFFECTS PARCEL A)

5. THE LIEN OF SPECIAL TAX ASSESSED PURSUANT TO CHAPTER 2.5 COMMENCING WITH SECTION 53311 OF THE CALIFORNIA GOVERNMENT CODE FOR COMMUNITY FACILITIES DISTRICT NO. 2008-2 (BREA PLAZA AREA PUBLIC IMPROVEMENTS), AS DISCLOSED BY NOTICE OF SPECIAL TAX LIEN RECORDED DECEMBER 16, 2008 AS INSTRUMENT NO. 2008-576470 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED MARCH 06, 2018 AS INSTRUMENT NO. 2018-79006 OF OFFICIAL RECORDS.

6. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

7. AN EASEMENT FOR THE PRIVILEGE AND RIGHT TO EXTEND AND MAINTAIN DRAINAGE STRUCTURES, EXCAVATION SLOPES AND EMBANKMENT SLOPES ON SAID LAND ADJACENT TO IMPERIAL HIGHWAY AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED MARCH 30, 1934 AS BOOK 666, PAGE 311 OF OFFICIAL RECORDS.
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
(AFFECTS PARCEL A)

8. A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY, ROADWAY OR TRANSIT FACILITY AS CONTAINED IN THE DOCUMENT RECORDED JUNE 16, 1969 AS BOOK 8990, PAGE 433 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

9. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED AS BOOK 10654, PAGE 248 OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12955 OF THE CALIFORNIA GOVERNMENT CODE. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
(AFFECTS PARCEL A)

10. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED JUNE 17, 1976 AS BOOK 11776, PAGE 1757 OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12955 OF THE CALIFORNIA GOVERNMENT CODE. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
(AFFECTS PARCEL A)
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 20, 1977 AS BOOK 12424, PAGE 1335 AND RECORDED ON JUNE 22, 2006 AS INSTRUMENT NO. 06-418325, BOTH OF OFFICIAL RECORDS.
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 22, 2009 AS INSTRUMENT NO. 2009- 684872 OF OFFICIAL RECORDS.

11. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL EASEMENT AGREEMENT" RECORDED DECEMBER 30, 1976 AS BOOK 12016, PAGE 214 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

(12) AN EASEMENT FOR PUBLIC STREETS, HIGHWAY, UTILITIES, STORM DRAINS, SEWERS, CABLE TELEVISION, RIGHTS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 19, 1977 AS BOOK 12381, PAGE 1876 OF OFFICIAL RECORDS.
IN FAVOR OF: THE CITY OF BREA, A MUNICIPAL CORPORATION
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL A)

(13) AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP RECORDED OCTOBER 07, 1977 AND ON FILE IN BOOK 105, PAGE(S) 17, OF PARCEL MAPS.
FOR: WATER LINE, APPURTENANCES AND INCIDENTAL PURPOSES.
(AFFECTS PARCELS 2, 4 THROUGH 13 OF PARCEL A)

(14) AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP RECORDED OCTOBER 07, 1977 ON FILE IN BOOK 105, PAGE 17, OF PARCEL MAPS.
FOR: PRIVATE DRIVEWAY, ACCESS AND PUBLIC SERVICE AND INCIDENTAL PURPOSES.
(AFFECTS PARCELS 2 THROUGH 13 OF PARCEL A)

(15) ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM ORANGE FREEWAY, HAVE BEEN DEDICATED OR RELINQUISHED ON THE MAP OF PARCEL MAP ON FILE IN BOOK 105, PAGE 17, OF PARCEL MAPS.
(AFFECTS PARCELS 4, 5, 7, 8 AND 12 OF PARCEL A)

16. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED JANUARY 13, 1978 AS BOOK 12531, PAGE 12 OF OFFICIAL RECORDS.
IN FAVOR OF: THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
(AFFECTS PARCEL A)

17. THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED JANUARY 30, 1987 IN BOOK 114, PAGE 50 OF RECORD OF SURVEYS.
(AFFECTS PARCEL A)

(18) AN EASEMENT FOR SEWER AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 20, 1992 AS INSTRUMENT NO. 92-801268 OF OFFICIAL RECORDS.
IN FAVOR OF:CITY OF BREA, A MUNICIPAL CORPORATION
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL A)

(19) AN EASEMENT FOR PUBLIC WATER MAIN, APPURTENANCES AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED AUGUST 1, 1994 AS INSTRUMENT NO. 1994-481672 OF OFFICIAL RECORDS.
IN FAVOR OF: THE CITY OF BREA, A MUNICIPAL CORPORATION
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCELS 7 AND 8 OF PARCEL A)

(20) AN EASEMENT FOR PUBLIC WATER MAIN, APPURTENANCES AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED AUGUST 1, 1994 AS INSTRUMENT NO. 1994-481673 OF OFFICIAL RECORDS.
IN FAVOR OF: THE CITY OF BREA, A MUNICIPAL CORPORATION
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL 9 OF PARCEL A)

TITLE REPORT EXCEPTIONS (CONT.)

21. TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED NOVEMBER 09, 1998, BY AND BETWEEN CALIFORNIA BREA PARTNERS, L.P., A DELAWARE LIMITED PARTNERSHIP AS LESSOR AND BUCA RESTAURANTS 2, INC., A MINNESOTA CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED FEBRUARY 26, 2003 AS INSTRUMENT NO. 2003000209479 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS ARE NOT SHOWN HEREIN.
(AFFECTS PARCEL A)

22. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL EASEMENTS AGREEMENT AND COVENANTS, CONDITIONS AND RESTRICTIONS" RECORDED DECEMBER 22, 2009 AS INSTRUMENT NO. 2009-684873 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

23. THE EFFECT OF A DOCUMENT ENTITLED "AGREEMENT OF WATER QUALITY MANAGEMENT PLAN", RECORDED FEBRUARY 02, 2010 AS INSTRUMENT NO. 2010-52349 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

24. THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED FEBRUARY 04, 2010 IN BOOK 237, PAGES 21-23 OF RECORD OF SURVEYS.
(AFFECTS PARCELS A AND B)

25. THE EFFECT OF A DOCUMENT ENTITLED "DECLARATION OF RESTRICTIVE COVENANTS", RECORDED AUGUST 17, 2010 AS INSTRUMENT NO. 2010-396246 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

(26) AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 20, 2010 AS INSTRUMENT NO. 2010-550518 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCELS 10, 11 AND 13 OF PARCEL A)

(27) AN EASEMENT FOR STORM DRAIN AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED JANUARY 14, 2011 AS INSTRUMENT NO. 2011-27053 OF OFFICIAL RECORDS.
IN FAVOR OF: MERCURY CASUALTY COMPANY
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL 10 OF PARCEL A)

(28) AN EASEMENT FOR PERMANENT FOOTING AND TEMPORARY CONSTRUCTION FOR FREEWAY AND INCIDENTAL PURPOSES, RECORDED JANUARY 28, 2011 AS INSTRUMENT NO. 2011-53654 OF OFFICIAL RECORDS.
IN FAVOR OF: THE STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCELS 8 AND 12 OF PARCEL A)

29. AN EASEMENT FOR INGRESS AND EGRESS AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED JUNE 13, 2011 AS INSTRUMENT NO. 2011-287928 OF OFFICIAL RECORDS.
IN FAVOR OF: ORANGE COUNTY FLOOD CONTROL DISTRICT
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
(AFFECTS PARCEL A)

(30) AN EASEMENT FOR WATER SYSTEM PURPOSES AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 16, 2011 AS INSTRUMENT NO. 2011-458970 OF OFFICIAL RECORDS.
IN FAVOR OF: THE CITY OF BREA
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL A)

(31) THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "WATER SYSTEMS PUBLIC SERVICE EASEMENT AGREEMENT" RECORDED SEPTEMBER 16, 2011 AS INSTRUMENT NO. 2011-459181 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

(32) AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 21, 2011 AS INSTRUMENT NO. 2011-467401 OF OFFICIAL RECORDS.
IN FAVOR OF: THE SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL A)

(33) AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATIONS SYSTEMS AND RIGHTS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 22, 2011 AS INSTRUMENT NO. 2011-671260 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL A)

(34) THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "WATER SYSTEMS PUBLIC SERVICE EASEMENT AGREEMENT" RECORDED FEBRUARY 07, 2012 AS INSTRUMENT NO. 2012-71055 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

35. A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF $47,000,000.00 RECORDED JANUARY 26, 2022 AS INSTRUMENT NO. 2022000035207 OF OFFICIAL RECORDS.
DATED: DECEMBER 16, 2021
TRUSTOR: CALIFORNIA BP LLC, A DELAWARE LIMITED LIABILITY COMPANY
TRUSTEE: FIRST AMERICAN TITLE INSURANCE COMPANY
BENEFICIARY: AMERICAN NATIONAL INSURANCE COMPANY, A TEXAS INSURANCE COMPANY
(AFFECTS ALL PARCELS)
A DOCUMENT ENTITLED "ABSOLUTE ASSIGNMENT OF LEASES AND RENTS" RECORDED JANUARY 26, 2022 AS INSTRUMENT NO. 2022000035208 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST.

36. A NOTICE OF NONRESPONSIBILITY, EXECUTED BY ROSA KENDRICK, REAL ESTATE MANAGER FOR CORELAND COMPANIES COMMERCIAL REAL ESTATE SERVICES, A CALIFORNIA CORPORATION, THE MANAGEMENT COMPANY FOR CALIFORNIA BP, LLC, A DELAWARE LIMITED LIABILITY COMPANY, RECORDED SEPTEMBER 21, 2022 AS INSTRUMENT NO. 2022000313084 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

37. A NOTICE OF NONRESPONSIBILITY, EXECUTED BY ROSA KENDRICK, REAL ESTATE MANAGER FOR CORELAND COMPANIES COMMERCIAL REAL ESTATE SERVICES, A CALIFORNIA CORPORATION, THE MANAGEMENT COMPANY FOR CALIFORNIA BP, LLC, A DELAWARE LIMITED LIABILITY COMPANY, RECORDED SEPTEMBER 21, 2022 AS INSTRUMENT NO. 2022000313085 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

38. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE TO CREDITORS OF BULK SALE" RECORDED DECEMBER 13, 2023 AS INSTRUMENT NO. 2023000307476 OF OFFICIAL RECORDS.
(AFFECTS PARCEL A)

39. ANY STATUTORY LIEN FOR LABOR OR MATERIALS ARISING BY REASON OF A WORK OF IMPROVEMENT NOW IN PROGRESS OR RECENTLY COMPLETED. (AFFECTS PARCEL A)

40. RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN ANY ROAD, STREET AND/OR HIGHWAY.
(AFFECTS PARCEL B)

41. ANY FAILURE TO COMPLY WITH THE TERMS, PROVISIONS AND CONDITIONS OF THE LEASE REFERRED TO HEREIN. (AFFECTS PARCEL B)

42. THE COMPANY MUST BE PROVIDED AN ACCEPTABLE, EXECUTED AND ACKNOWLEDGED ESTOPPEL CERTIFICATE FROM THE LESSOR IN THE LEASE SET FORTH IN SCHEDULE A CERTIFYING THAT SAID LEASE IS IN FULL FORCE AND EFFECT, THE TENANT IS NOT IN DEFAULT OF ANY MATERIAL TERMS OR PROVISIONS THEREOF AND THE TRANSACTION CONTEMPLATED HEREIN IS NOT A VIOLATION OF ANY OF THE PROVISIONS CONTAINED THEREIN. ADDITIONAL REQUIREMENTS MAY BE NECESSARY UPON A REVIEW OF THE FULL UNRECORDED LEASE AND ALL AMENDMENTS THERETO.
(AFFECTS PARCEL B)

43. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

44. AN ALTA/NSPS SURVEY OF RECENT DATE WHICH COMPLIES WITH THE CURRENT MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS.

45. ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH WOULD BE DISCLOSED BY A CORRECT ALTA/NSPS SURVEY.

46. RIGHTS OF PARTIES IN POSSESSION.

GENERAL NOTES

1. THE LAND AREA OF THE SUBJECT PROPERTY IS 15.16 ACRES AS DESCRIBED IN THE LEGAL DESCRIPTION.
2. TITLE SEARCH – THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY CORNWELL AND ASSOC.., INC.. OR KENT COOPER TO DETERMINE OWNERSHIP OF THIS PROPERTY OR TO VERIFY THE DESCRIPTIONS PROVIDED. THE COMPATIBILITY OF THESE DESCRIPTIONS WITH THAT OF ADJACENT PROPERTIES; NOR EASEMENTS, RIGHTS-OF-WAY OR TITLE OF RECORD. CORNWELL, AND ASSOC., INC. RELIED UPON PRELIMINARY TITLE REPORT ORDER NO. NCS-1213870-CC PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED MARCH 22, 2024.
3. OCCUPATION LINES, ENCROACHMENTS AND RECOVERED SURVEY MONUMENTS ARE SHOWN AS FOUND DURING A FIELD SURVEY PERFORMED UNDER MY DIRECT SUPERVISION DURING DECEMBER 2024.
4. PARCEL AREA SHOWN IS DETERMINED BASED UPON FIELD MEASUREMENTS MADE DURING A FIELD SURVEY PERFORMED IN DECEMBER 2024.
5. THE TOTAL OF ALL BUILDING AREAS (BASED UPON EXTERIOR FOOTPRINT OF BUILDING ON GROUND SURFACE, NOT INTERIOR FLOOR SPACE) IS 146,799 SQUARE FEET.
6. THERE IS NO VISIBLE EVIDENCE OR PRIOR KNOWLEDGE OF CEMETERIES WITHIN 100 FEET OF THE PROPERTY.
7. THERE IS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL OR WETLANDS.
8. THIS IS NOT AN ILLEGAL SUBDIVISION OF LAND.
9. THERE EXIST 694 REGULAR PARKING SPACES AND 35 HANDICAPPED PARKING SPACES ON THE SUBJECT PROPERTY.
10. THE PROPERTY IS CONTIGUOUS AND FORMS A MATHEMATICALLY ENCLOSED FIGURE.
11. THERE ARE PARTY WALLS ON THE PROPERTY AS SHOWN HEREON.
12. THERE WAS A PORTION OF THE SITE UNDER CONSTRUCTION IN THE PROCESS OF CONDUCTING THE FIELDWORK.
13. THE PROPERTY HAS VEHICULAR AND PEDESTRIAN ACCESS TO IMPERIAL HIGHWAY & ASSOCIATED ROAD, BOTH PUBLIC RIGHT OF WAYS.

POLICY OF PREPARER

AS A MATTER OF POLICY, ONLY OFFICIAL RELEASED COPIES OF THIS SURVEY HAVE A "WET" SIGNATURE ALONG WITH THE RELEASE/REVISION DATE(S) SHOWN. ANY MODIFICATIONS, UPDATES, OR REVISIONS WITH THEIR EFFECTIVE RELEASE DATES WILL BE SHOWN THEREON. ANY PARTIES REQUIRING INFORMATION WHICH MAY BE DERIVED FROM THIS SURVEY AFTER THE INITIAL RELEASE DATE ARE ADVISED TO CONTACT THE OFFICE OF THE PREPARER TO INQUIRE ON THE PRESENT STATUS OF THE SURVEY AND IF LATER VERSIONS HAVE BEEN RELEASED. COPIES OF THIS SURVEY LACKING THE HEREIN ABOVE MENTIONED SIGNATURE ARE TO BE CONSIDERED NOT OFFICIALLY RELEASED VERSIONS OF THIS SURVEY.

FLOOD ZONE

THE PROPERTY LIES WITHIN ZONE "X" OF THE FLOOD INSURANCE RATE MAP 06059C0042J BEARING AN EFFECTIVE DATE OF DECEMBER 03, 2009.

UTILITY NOTE

UTILITIES ON SITE ARE SHOWN PER A FIELD SURVEY PERFORMED UNDER MY DIRECT SUPERVISION DURING SEPTEMBER 2024. THIS SURVEY DOES NOT CONSTITUTE A COMPLETE "AS-CONSTRUCTED" SURVEY OF ALL UTILITIES. ALL ABOVE GROUND VISIBLE OR REASON- AB/O DISCOVERABLE IMPROVEMENTS, WITHIN 5 FEET OF THE PROPERTY LINES, ARE SHOWN HEREON.

ZONING/ SETBACK

GENERAL COMMERCIAL / PRECISE DEVELOPMENT
ZONE: CG/PD
SETBACKS:
SIDE: 0' INTERIOR, 10' STREET
FRONT: 10'
REAR: 0'

SURVEYOR'S NOTES

THE BEARINGS SHOWN HEREON ARE BASED ON THE THE CENTERLINE OF IMPERIAL HIGHWAY BEING N89°28'20"E. AS SHOWN ON RECORD OF SURVEY ON FILE IN BOOK 237 PAGES 21-23 IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

SURVEYORS CERTIFICATE

(A) BPI BREA LLC, A DELAWARE LIMITED LIABILITY COMPANY; (B) FIRST AMERICAN TITLE INSURANCE COMPANY; AND EACH OF THEIR SUCCESSORS AND/OR ASSIGNS.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1 (EXISTING MONUMENTS ONLY), 2, 3, 4, 5, 6, 7(A), 7(B), 7(C), 8, 9, 10, 11, 14, 16, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 26TH, 2024.

DATE OF MAP: 1/7/2025

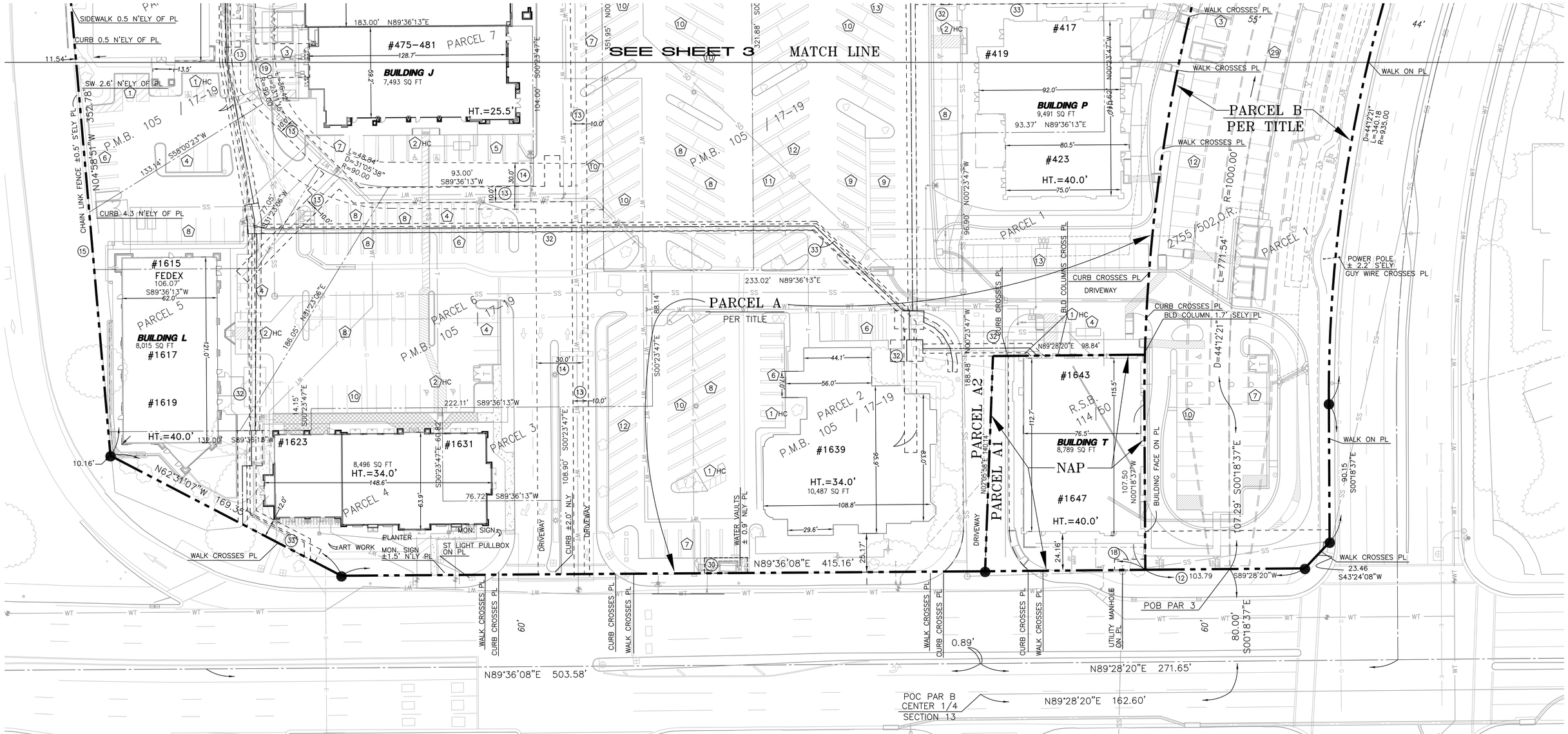
KENT COOPER
PROFESSIONAL LAND SURVEYOR NO. 9322

LICENSED LAND SURVEYOR ★ KENT COOPER NO. 9322 ★ STATE OF CALIFORNIA

PREPARED BY:	DATE	BY	REVISION	APP'D	PREPARED FOR:	PROPERTY ADDRESS:	JOB NO.	
CA ENGINEERING, INC. Planning · Engineering · Surveying 4101 BIRCH ST., STE. 140 NEWPORT BEACH, CA 92660 949-724-9480 949-724-9484 FAX					BPI Brea LLC 417 S. Associated Rd, Suite 313 Brea, CA 92821 CONTACT: WAAD J. NADHIR (248) 792-5071	1639 E. IMPERIAL HIGHWAY CITY OF BREA, CA	487-5	C6
						PTR NUMBER FIRST AMERICAN TITLE INSURANCE COMPANY NO. NCS-1213870-CC	Sht. 1 of 3	

A.L.T.A. / N.S.P.S. LAND TITLE SURVEY

CITY OF BREA, COUNTY OF ORANGE, STATE OF CALIFORNIA



PARCEL 2 : INDICATES PARCEL NUMBER PER PM BOOK 105 PAGES 17-19 OR OTHER STATED LEGAL DESCRIPTION

PARCEL A1 : INDICATES PARCEL PER TITLE REPORT

LEGEND

- BOUNDARY
- CENTER LINE
- INTERIOR PROPERTY LINE
- EASEMENT
- EX. FENCE
- EX. OVERHEAD POWERLINE

TC — TOP OF CURB
CONC — CONCRETE
C&G — CURB & GUTTER
WT — WATER
PP — POWER POLE
LP — LIGHT POLE
PB — PULLBOX
GA — GUY ANCHOR
FH — FIRE HYDRANT
DCDA — DOUBLE DETECTOR CHECK
BF — BACKFLOW
WM — WATER METER

CLF — CHAIN LINK FENCE
OHW — OVERHEAD WIRE
IF — IRON FENCE
MH — MANHOLE
GP — GUARD POST
DI — DRAIN INLET
CB — CATCH BASIN
UTIL — UTILITY
SCO — SEWER CLEANOUT
SS — SEWER
DWY — DRIVEWAY
SD — STORM DRAIN

N — NORTH
S — SOUTH
E — EAST
W — WEST
NLY — NORTHERLY
SLY — SOUTHERLY
ELY — EASTERLY
ELY — WESTERLY
PL — PROPERTY LINE

- FIRE DEPT. CONNECTION
- POWER POLE
- STORM DRAIN GRATE
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEAN OUT
- WATER VALVE
- FIRE HYDRANT
- TREE
- STREET LIGHT
- PULL BOX
- SIGN

PREPARED BY:	DATE	BY	REVISION	APP'D
CA ENGINEERING, INC. Planning · Engineering · Surveying 4101 BIRCH ST. STE. 140 NEWPORT BEACH, CA 92660 949-724-9480 949-724-9484 FAX				

PREPARED FOR:
BPI Brea LLC
417 S. Associated Rd, Suite 313
Brea, CA 92821
CONTACT: WAAD J. NADHIR
(248) 792-5071

PROPERTY ADDRESS:
1639 E. IMPERIAL HIGHWAY
CITY OF BREA, CA

PTR NUMBER
FIRST AMERICAN TITLE INSURANCE COMPANY
NO. NCS-1213870-CC

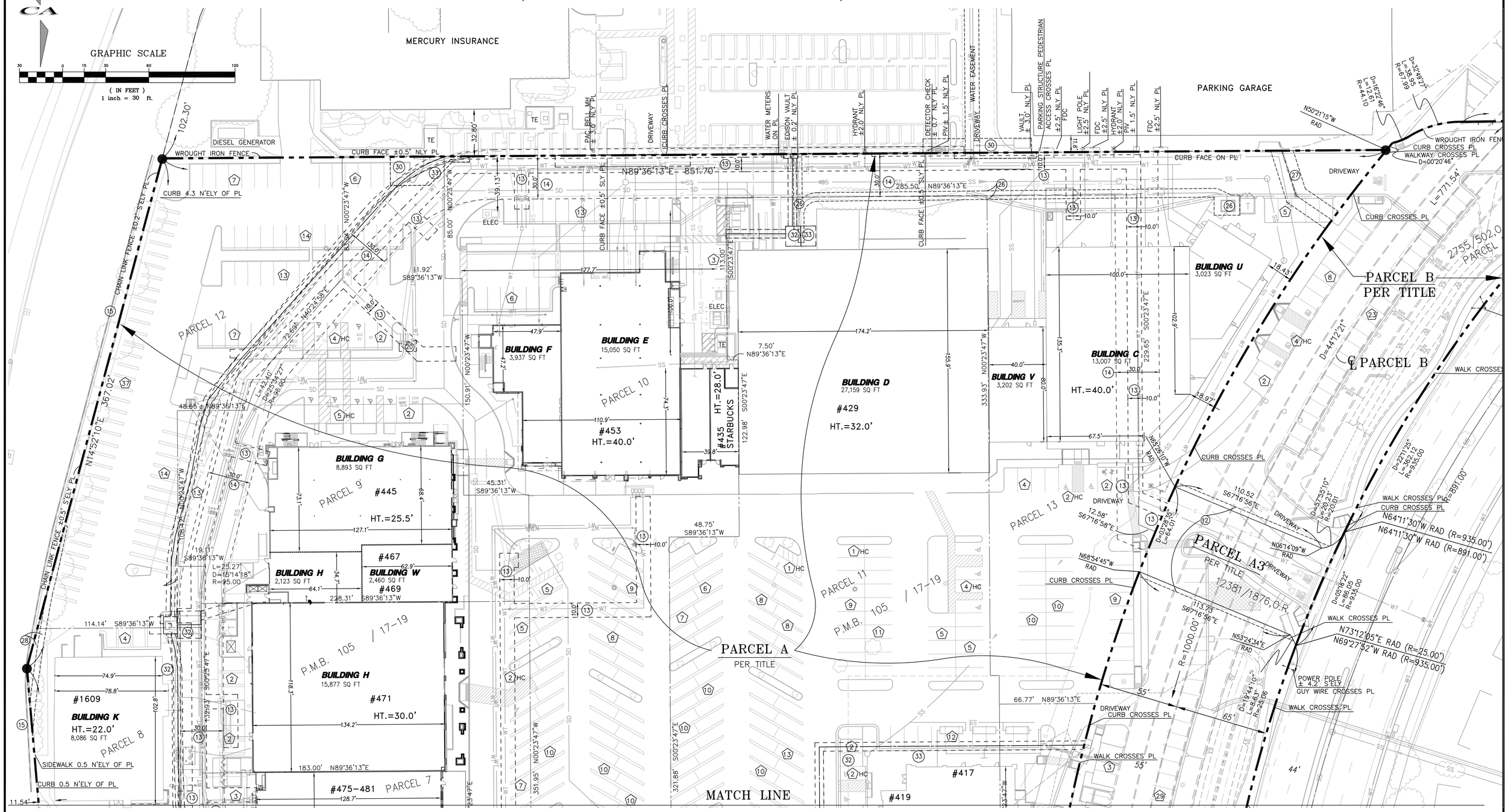
JOB NO.
487-5

Sht.
2 of 3

C7

A.L.T.A. / N.S.P.S. LAND TITLE SURVEY

CITY OF BREA, COUNTY OF ORANGE, STATE OF CALIFORNIA



PREPARED BY:	DATE	BY	REVISION	APP'D
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JOB NO. 487-5

Sht. 3 of 3

C8

PARCEL A1: INDICATES PARCEL PER TITLE REPORT

PARCEL 2 : INDICATES PARCEL NUMBER PER PM BOOK 105 PAGES 17-19 OR OTHER STATED LEGAL DESCRIPTION

LEGEND

- BOUNDARY
- CENTER LINE
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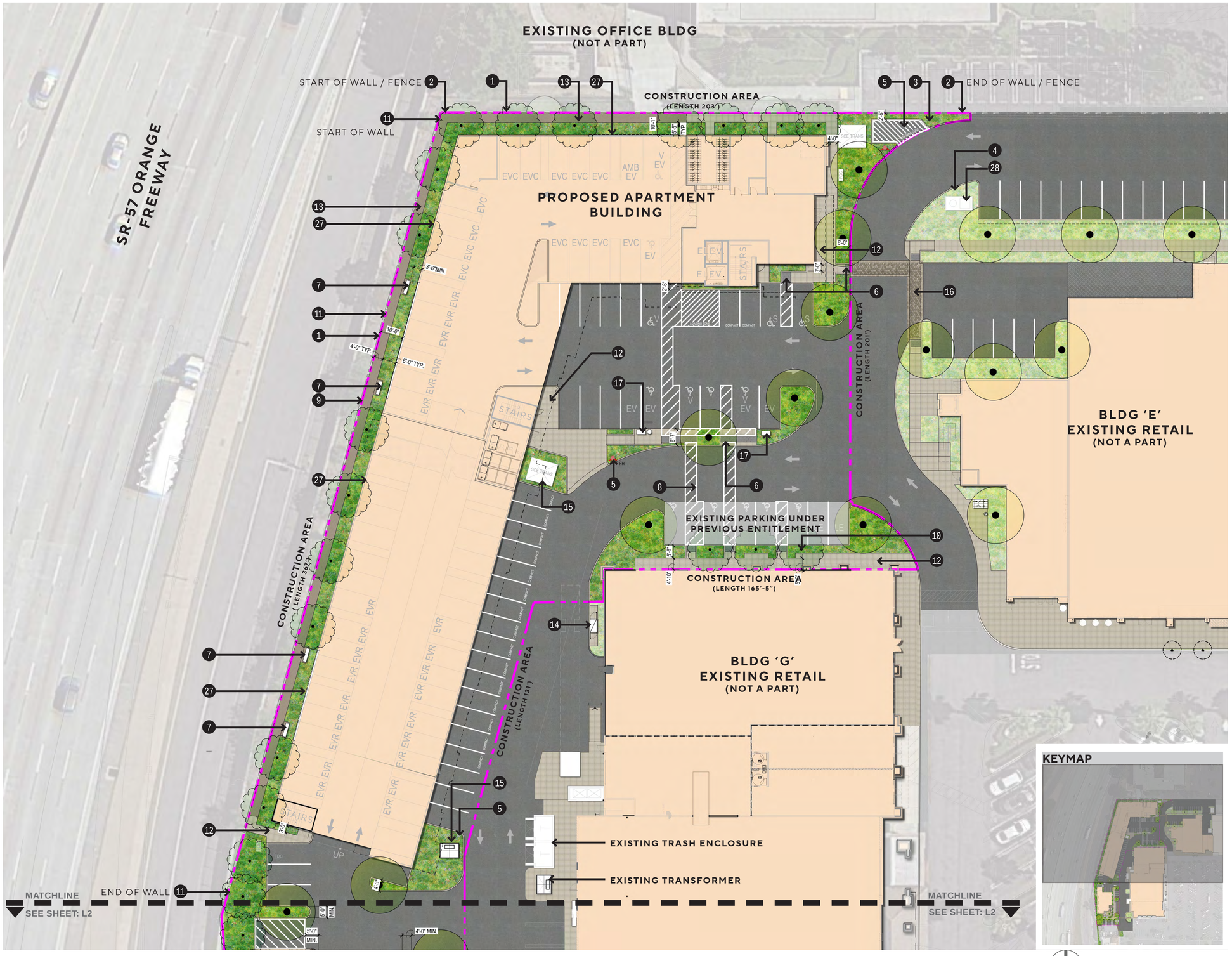


KEYNOTE LEGEND - LEVEL 1	
1	PROPERTY LINE
2	PROPOSED 6' HIGH TUBE STEEL FENCE ON TOP OF RETAINING WALL - MATCH EXISTING. FENCE TO RUN ALONG ENTIRE LENGTH OF NORTH SIDE AND WEST SIDE OF THE PROPERTY LINES.
3	PLANTING AREA - TYP.
4	EXISTING PLANTING AREA - PROTECT IN PLACE. TYP.
5	PROPOSED FIRE HYDRANT
6	CURB RAMP WITH DETECTABLE WARNING PAVERS - TYP. PER CIVIL ENGINEER
7	BENCH WITH CONCRETE PAD
8	STRIPED CROSSWALK - TYP. PER CIVIL ENGINEER
9	CALTRANS FENCE TO REMAIN
10	CANOPY TREES - TYP. REFER TO PLANTING PLAN
11	RETAINING WALL BELOW FENCE PER CIVIL
12	ENHANCED CONCRETE WALKWAY - MATCH EXISTING BLDG 'E' PAVING
13	4' WIDE DECOMPOSED GRANITE PATH
14	RELOCATION OF LONG-TERM BIKE LOCKER FOR BLDG 'E'
15	TRANSFORMER
16	DECORATIVE PAVERS AT CROSSWALKS - TYP.
17	EV CAR CHARGER
18	TRASH ENCLOSURE
19	DECORATIVE VALET DROP-OFF
20	VALET PODIUM AT RESTAURANT
21	ENHANCED PAVING AT RESTAURANT ENTRY
22	TENANT PATIO WITH SEATING
23	SHADE STRUCTURE AT TENANT PATIO
24	RAISED PLANTER WITH SPECIMEN TREE AND PENDANT LIGHTING
25	PATIO ENCLOSURE
26	BOLLARDS AT VALET
27	VERTICAL GREEN WALL PER ARCHITECT. SEE SHEET 16 AND 17
28	SCE PME BOX BY OTHER

PROJECT SUMMARY

TOTAL LOT AREA (APN 319-391-01/04 & APN 319-391-02/03 OCFCD LEASE AREA)	**15.58 ACRES**
TOTAL CONSTRUCTION AREA	**77,101 SF**
TOTAL BUILDING FOOTPRINT	**186,533 SF** 27,882 SF (APARTMENTS) 5,000 SF (BLDG K) *153,651 SF (EXISTING BLDGS IN APN)*
TOTAL PROPOSED LANDSCAPE IMPROVEMENTS (HARDSCAPE AND LANDSCAPE COMBINED)	**20,862 SF** LVL 1 (PLANTING): 11,325 SF LVL 1 (HARDSCAPE): 8,630 SF LVL 6 (PLANTING): 352 SF LVL 6 (HARDSCAPE): 555 SF
EXISTING LANDSCAPE AREA (INCLUDING PLANTING WITHIN APN-01/04 & OCFCD)	**80,872 SF**
LANDSCAPE COVERAGE (MINIMUM REQUIREMENT 15% PER SECTION 20.236.040)	**27% WITHIN CONSTRUCTION AREA** *(15% WITHIN TOTAL LOT AREA)*

IRRIGATION DESIGN NOTES

THE IRRIGATION SYSTEM WILL BE A FULLY AUTOMATIC UNDERGROUND SYSTEM. BACKFLOW PREVENTION DEVICES WILL BE INSTALLED TO MEET APPLICABLE CODES. THE IRRIGATION SYSTEM WILL BE DESIGNED AND CONSTRUCTED TO BE AS EFFICIENT IN TERMS OF WATER USAGE AS POSSIBLE. WATER CONSERVATION PRODUCTS (HIGH EFFICIENCY / LOW PRECIPITATION) AND AN EVAPOTRANSPIRATION (ET) WEATHER BASED CONTROL SYSTEM WILL BE INCORPORATED INTO THE SYSTEM DESIGN.

GENERAL DESIGN NOTES

1. FINAL LANDSCAPE PLANS SHALL ACCURATELY SHOW PLACEMENT OF TREES, SHRUBS, AND GROUNDCOVERS.
2. LANDSCAPE ARCHITECT SHALL BE AWARE OF UTILITY, SEWER, STORM DRAIN EASEMENT AND PLACE PLANTING LOCATIONS ACCORDINGLY TO MEET CITY OF BRE A REQUIREMENTS.
3. ALL REQUIRED LANDSCAPE AREAS (INCLUDING PUBLIC RIGHT-OF-WAY) SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED PER CITY OF BREA REQUIREMENTS.
4. ALL IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY, INCLUDING STREET TREES, SHALL BE INSTALLED PER THE PUBLIC IMPROVEMENT PLANS.

BOSC Realty Advisors

BREA PLAZA LIVING

BREA, CA 92821

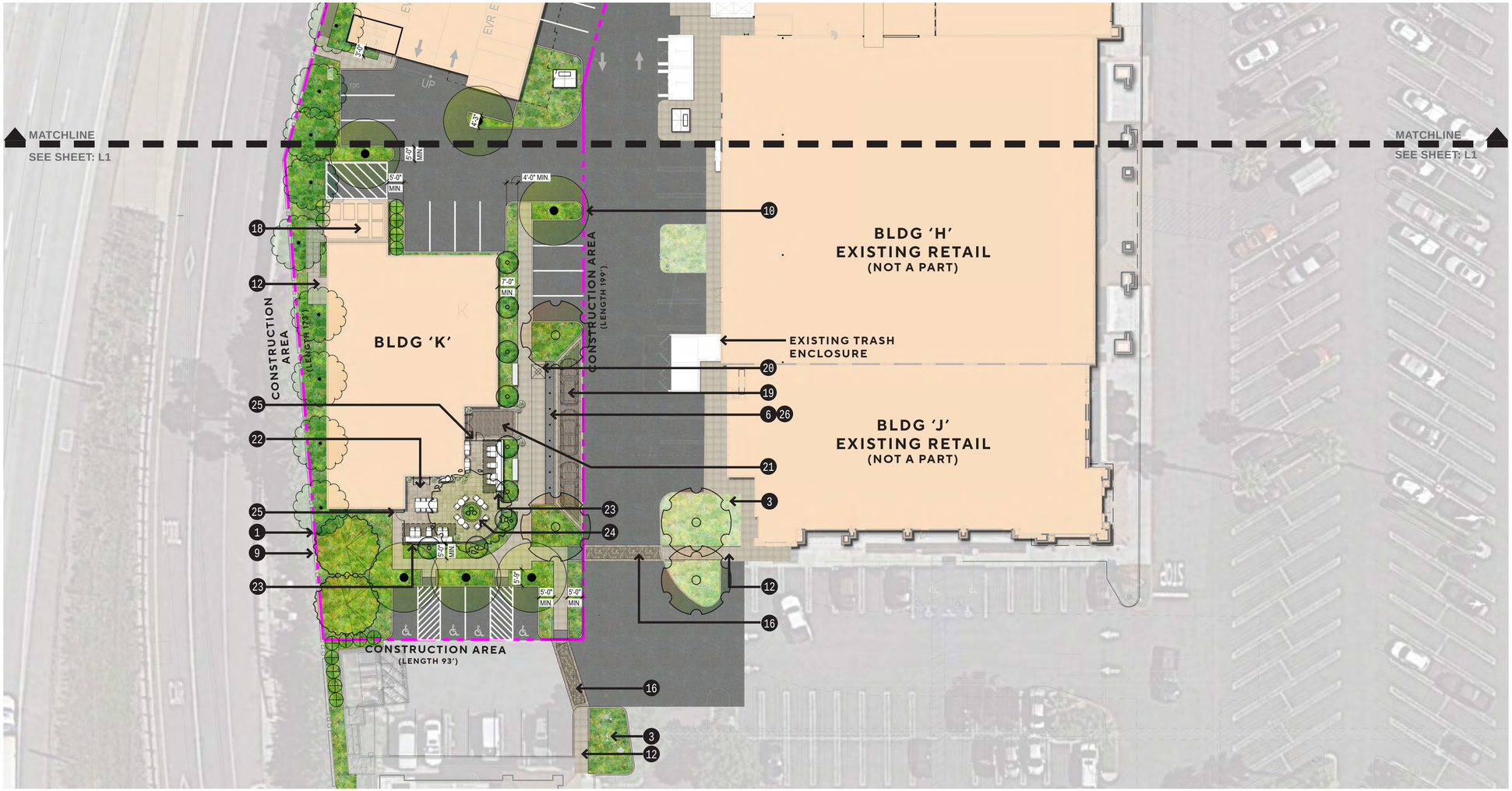
SCALE 1" = 20'

LANDSCAPE SITE PLAN - LEVEL 1

Architecture. Design. Relationships.

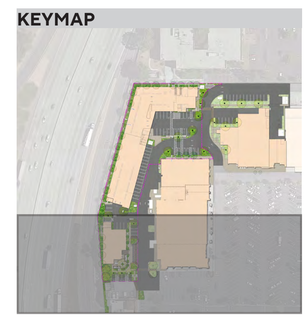
L1

Scale	1" = 20'
Job No.	2020-0324
Date	02/20/2025



SCALE 1" = 20'

KEYMAP



KEYNOTE LEGEND - LEVEL 1

1	PROPERTY LINE
2	PROPOSED 6' HIGH TUBE STEEL FENCE ON TOP OF RETAINING WALL - MATCH EXISTING. FENCE TO RUN ALONG ENTIRE LENGTH OF NORTH SIDE AND WEST SIDE OF THE PROPERTY LINES.
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6	CURB RAMP WITH DETECTABLE WARNING PAVERS - TYP. PER CIVIL ENGINEER
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28	SCE PME BOX BY OTHER

PROJECT SUMMARY

TOTAL LOT AREA (APN 319-391-01/04 & APN 319-391-02/03 OCFCD LEASE AREA)	**15.58 ACRES**
TOTAL CONSTRUCTION AREA	**77,101 SF**
TOTAL BUILDING FOOTPRINT	**186,533 SF** 27,882 SF (APARTMENTS) 5,000 SF (BLDG K) *153,651 SF (EXISTING BLDGS IN APN)*
TOTAL PROPOSED LANDSCAPE IMPROVEMENTS (HARDSCAPE AND LANDSCAPE COMBINED)	**20,862 SF** LVL 1 (PLANTING): 11,325 SF LVL 1 (HARDSCAPE): 8,630 SF LVL 6 (PLANTING): 352 SF LVL 6 (HARDSCAPE): 555 SF
EXISTING LANDSCAPE AREA (INCLUDING PLANTING WITHIN APN-01/04 & OCFCD)	**80,872 SF**
LANDSCAPE COVERAGE (MINIMUM REQUIREMENT 15% PER SECTION 20.236.040)	**27% WITHIN CONSTRUCTION AREA** *(15% WITHIN TOTAL LOT AREA)*

IRRIGATION DESIGN NOTES

THE IRRIGATION SYSTEM WILL BE A FULLY AUTOMATIC UNDERGROUND SYSTEM. BACKFLOW PREVENTION DEVICES WILL BE INSTALLED TO MEET APPLICABLE CODES. THE IRRIGATION SYSTEM WILL BE DESIGNED AND CONSTRUCTED TO BE AS EFFICIENT IN TERMS OF WATER USAGE AS POSSIBLE. WATER CONSERVATION PRODUCTS (HIGH EFFICIENCY / LOW PRECIPITATION) AND AN EVAPOTRANSPIRATION (ET) WEATHER BASED CONTROL SYSTEM WILL BE INCORPORATED INTO THE SYSTEM DESIGN.

GENERAL DESIGN NOTES

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3. ALL REQUIRED LANDSCAPE AREAS (INCLUDING PUBLIC RIGHT-OF-WAY) SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED PER CITY OF BREA REQUIREMENTS.
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BOSC Realty Advisors

BREA PLAZA LIVING

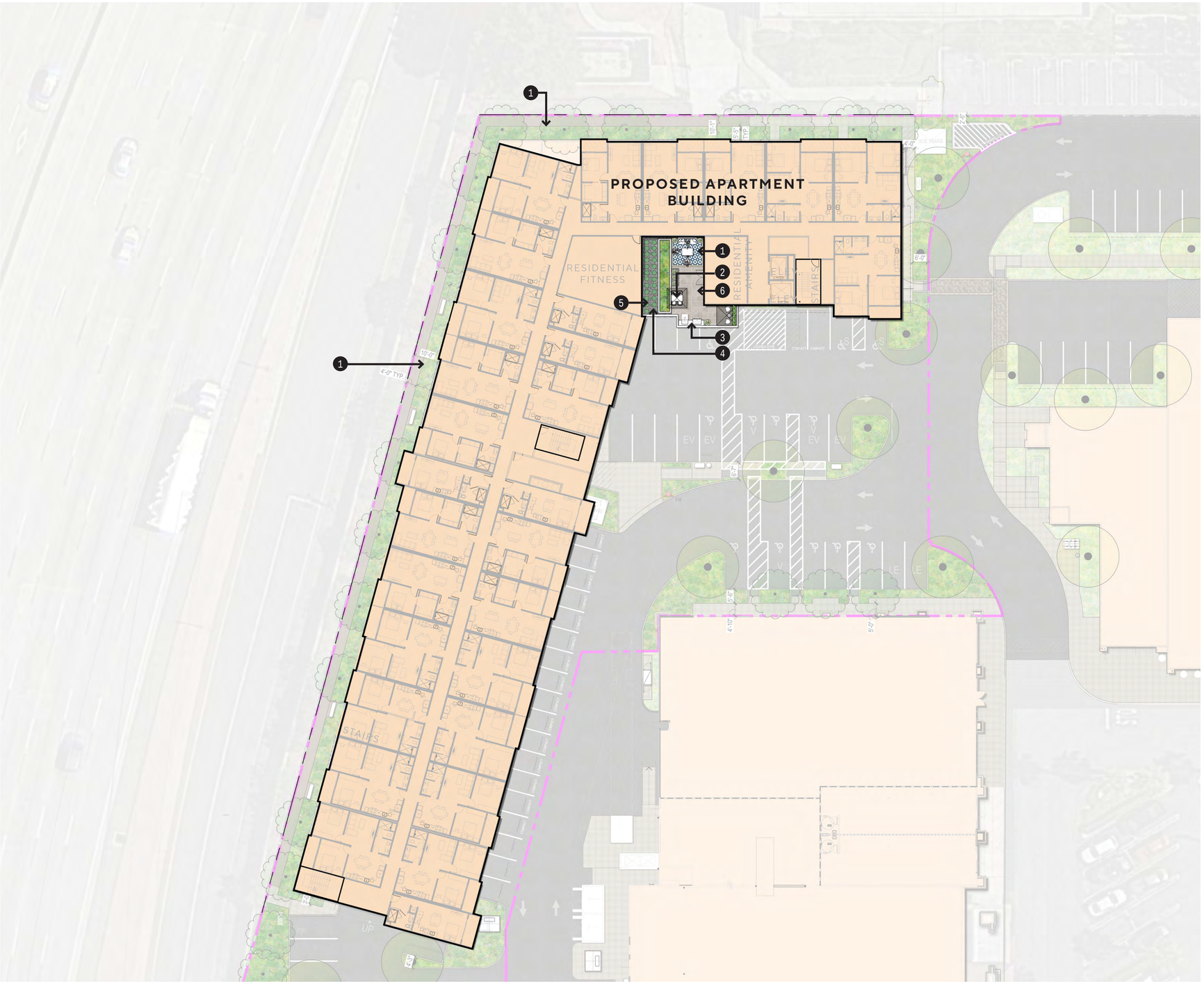
BREA, CA 92821

LANDSCAPE SITE PLAN - LEVEL 1

AO Architecture. Design. Relationships.

L2

Scale	1" = 20'
Job No.	2020-0324
Date	02/20/2025



KEYNOTE LEGEND

1	LOUNGE SEATING AREA WITH SOFAS AND COFFEE TABLE
2	DINING AREA WITH COMMUNAL TABLE AND FREE STANDING UMBRELLA
3	NATURAL GAS BARBECUE AND COUNTERTOP WITH ADA PREP AREA
4	30" HIGH RAISED PLANTING AREA
5	LOW PLANTING AREA WITH SUCCULENTS AND DECORATIVE COBBLE
6	DECORATIVE PEDESTAL PAVING AT COMMUNITY SPACE PATIO

PROJECT SUMMARY

TOTAL LOT AREA (APN 319-391-01/04 & APN 319-391-02/03 OCFCD LEASE AREA)	**15.58 ACRES (678,665 SF)**
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SCALE 1" = 20'

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BREA PLAZA LIVING

BREA, CA 92821

LANDSCAPE SITE PLAN - LEVEL 6

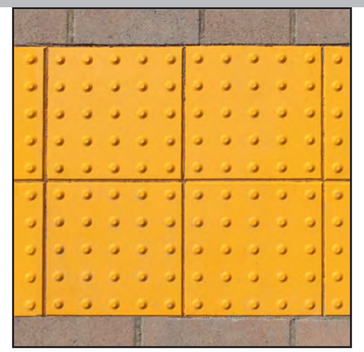
Architecture. Design. Relationships.

L3

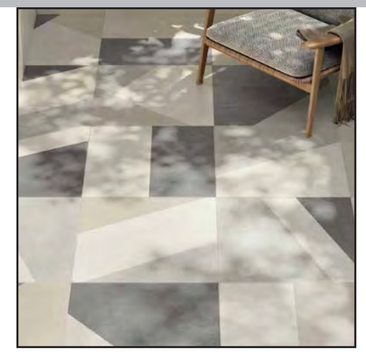
Scale 1" = 20'
Job No. 2020-0324
Date 02/20/2025

HARDSCAPE MATERIAL

CAST IN PLACE INTEGRAL COLOR CONCRETE PAVING AT LEVEL 1
(DAVIS COLOR 'PEBBLE' WITH LIGHT ACID ETCH RETARDANT)



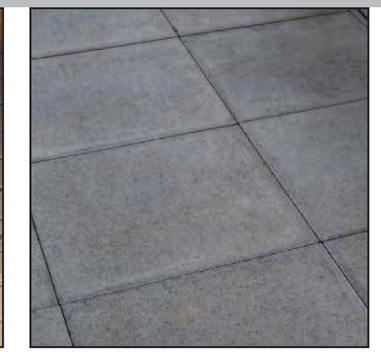
12"X12" PRECAST CONCRETE TRUNCATED DOME PAVERS AT LEVEL 1
(ORCO BLOCK YELLOW TRUNCATED DOME'



24"X24" PORCELAIN DECORATIVE PAVER ON PEDESTAL AT LEVEL 6

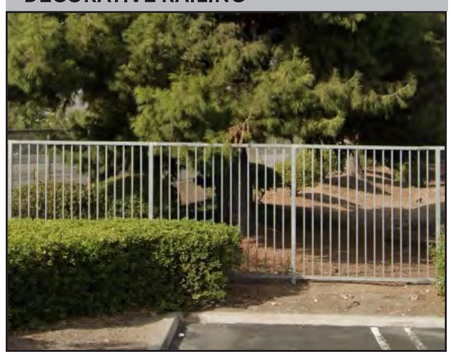
DECORATIVE ROUND PEBBLE AT LEVEL 6

DECORATIVE PAVERS



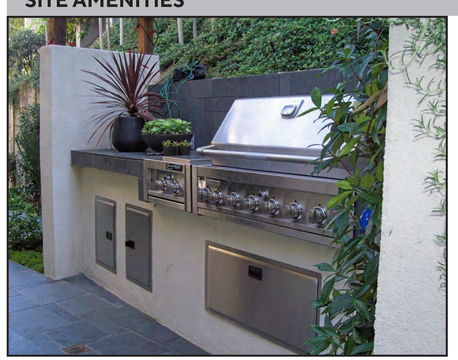
24X24 PRECAST CONCRETE PAVERS AT RESTAURANT

DECORATIVE RAILING

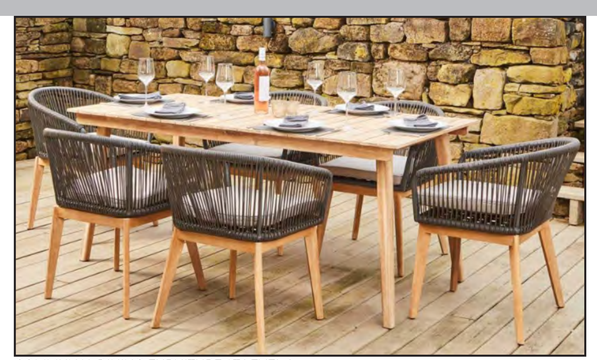


EXISTING WHITE TUBE STEEL FENCE

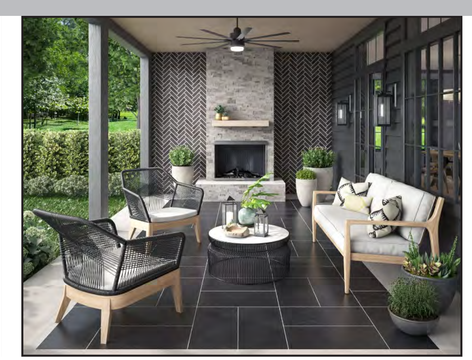
SITE AMENITIES



NATURAL GAS BARBECUE AND COUNTER AT LEVEL 6



COMMUNAL DINING FURNITURE AT LEVEL 6



LOUNGE FURNITURE AT LEVEL 6

TREE LEGEND

SYMBOL	BOTANICAL NAME (COMMON NAME)	SIZE	QTY.	WUCOLS	DESCRIPTION
	ARBUTUS 'MARINA' (STRAWBERRY TREE)	24" BOX	4	M	MULTI-TRUNK
	CUPRESSUS SEMPERVIRENS 'TINY TOWER' (TINY TOWER ITALIAN CYPRESS)	24" BOX	9	L	STANDARD, MATCHING
	LOPHOSTEMON CONFERTUS (BRUSH BOX)	24" BOX	26	M	UP-RIGHT, MATCHING
	OLEA EUROPAEA (OLIVE TREE)	48" BOX	1	L	MULTI-TRUNK, FIELD GROWN
	PRUNUS CAROLINIANA (CAROLINA CHERRY LAUREL)	24" BOX	14	M	HEDGE, STANDARD, MATCHING
	RHUS LANCEA (AFRICAN SUMAC)	24" BOX	20	L	STANDARD MATCHING PARKING LOT TREE
	VITEX AGNUS-CASTUS (CHASTE TREE)	24" BOX	2	L	STANDARD, MATCHING

PLANTING DESIGN NOTES

THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS, AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. GROUND COVERS OR BARK MULCH SHALL FILL IN BETWEEN THE SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPORATION AND RUN-OFF. ALL THE FLOWER AND SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER THE SOIL TEMPERATURE AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE CITY OF BREA GUIDELINES.

CLIMATE ZONES FACTOR

WATER USE ABBREVIATIONS ARE AS FOLLOWS:

H = HIGH WATER NEEDS
M = MEDIUM WATER NEEDS
L = LOW WATER NEEDS
VL = VERY LOW WATER NEEDS

SUNSET ZONE: 23
USDA HARDINESS ZONE: 10a
WUCOLS REGION: SOUTH COASTAL, REGION 3

TREE RATIO

BCC SECTION 20.236.040

AREA	LENGTH	TREES REQUIRED	TREES PROVIDED
WEST CONSTRUCTION AREA	540'	18	18
EAST CONSTRUCTION AREA	531'	18	18
NORTH CONSTRUCTION AREA	203'	7	7
SOUTH CONSTRUCTION AREA	259'	9	9

NOTE:
*TREES ARE SPACED ACCORDING TO THE LOCATIONS OF BALCONIES, GREEN SCREENS, ARCHITECTURAL COLUMNS AND OTHER FEATURES.
* PER MEETING WITH CITY ON 2/18/2025, TREES CAN BE CLUSTED AND TREES FOR PARKING SHADING AND OTHER PURPOSES (SCREENING, ETC.) CAN BE COUNTED TOWARDS THIS REQUIREMENT.

NOTE:
13.5'CLEAR. ALL TREES WITHIN FIRE ACCESS ROAD TO BE SKIRTED TO 13.5' MIN. CLEARANCE A.F.F.

SCALE 1" = 20'

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BREA PLAZA LIVING

BREA, CA 92821

LANDSCAPE TREE PLAN - LEVEL 1

Architecture. Design. Relationships.

L5

Scale 1" = 20'
Job No. 2020-0324
Date 02/20/2025

TREE LEGEND

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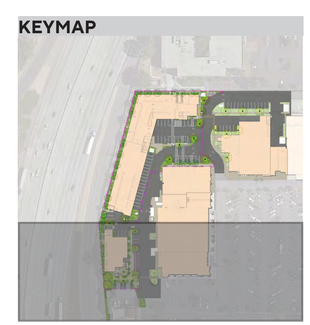
KEYMAP



SCALE 1" = 20'

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LANDSCAPE TREE PLAN - LEVEL 1

Architecture. Design. Relationships.

L6

Scale 1" = 20'
Job No. 2020-0324
Date 02/20/2025

NOTE: NO TREES AT THIS LEVEL DUE TO WEIGHT RESTRICTIONS ON WOOD CONSTRUCTED DECK

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SCALE 1" = 20'

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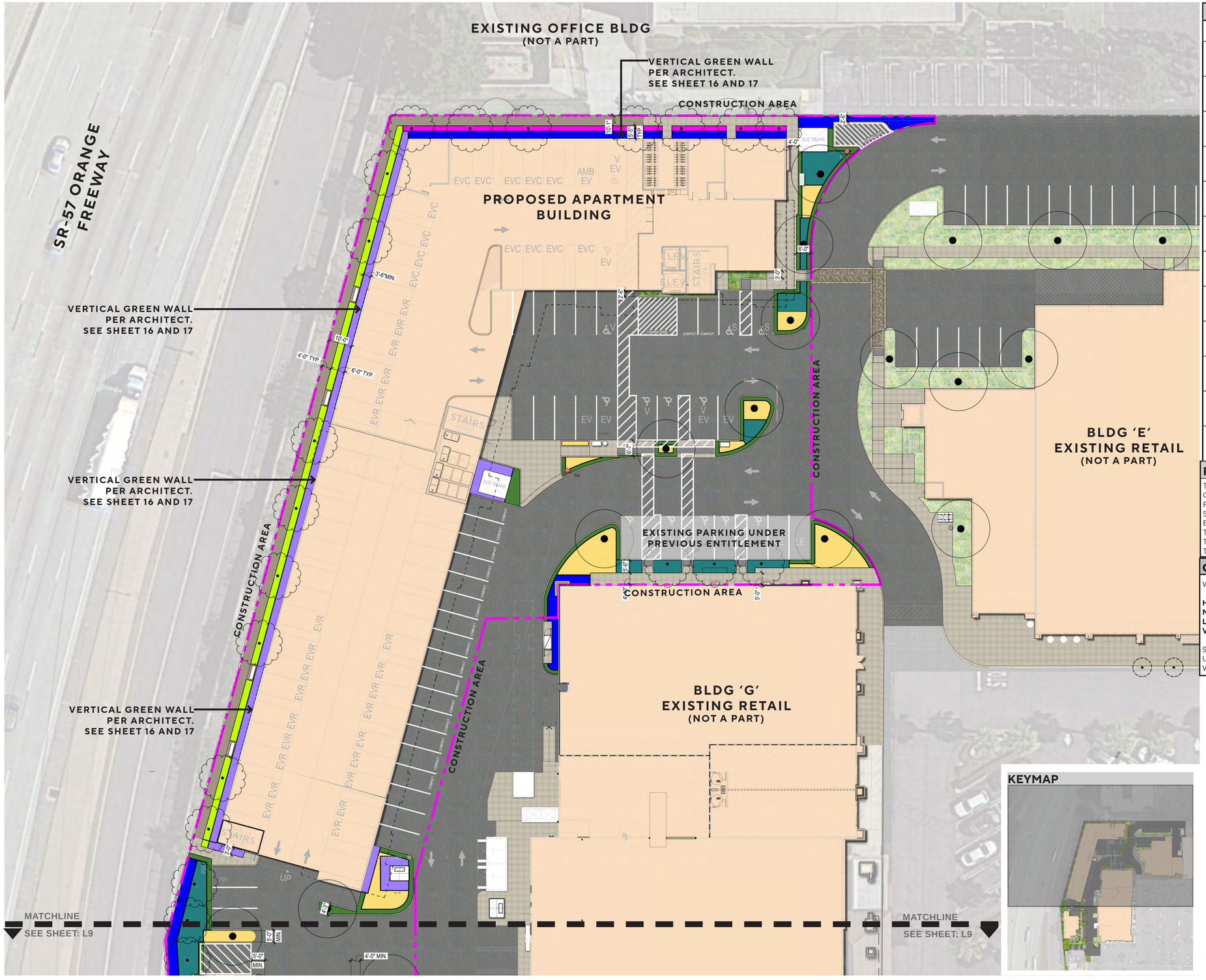
LANDSCAPE TREE PLAN - LEVEL 6

Architecture. Design. Relationships.

L7

Scale	1" = 20'
Job No.	2020-0324
Date	02/20/2025



SHRUB LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
	AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	15 GAL	L
	BOUGAINVILLEA 'MONKA'	OO-LA-LA BOUGAINVILLEA	1 GAL @ 30" O.C.	L
	CARISSA MACROCARPA 'GREEN CARPET'	GREEN CARPET NATAL PLUM	1 GAL @ 30" O.C.	L
	DIANELLA REVOLTA 'BABY BLISS'	BABY BLISS FLAX LILY	5 GAL @ 24" O.C.	L
	DIETES BICOLOR 'LEMONDROP'	LEMONDROP AFRICAN IRIS	5 GAL @ 24" O.C.	L
	FURCRAEA FOETIDA MEDIOPICTA	GIANT FALSE AGAVE	15 GAL	L
	MYRTUS COMMUNIS 'COMPACTA'	DWARF MYRTLE	5 GAL @ 30" O.C.	L
	OLEA EUROPAEA 'MONTRA'	LITTLE OLLIE DWARF OLIVE	5 GAL @ 36" O.C.	L
	PEROVSKIA ANTRIPLICIFOLIA 'BLUE JEAN BABY'	BLUE JEAN BABY RUSSIAN SAGE	5 GAL @ 36" O.C.	L
	PHILODENDRON 'XANADU'	XANADU PHILODENDRON	5 GAL @ 36" O.C.	M
	PRUNUS CAROLINIANA 'COMPACTA'	DWARF CAROLINA LAUREL CHERRY	15 GAL @ 48" O.C.	M
	SUTERA CORDATA 'SCOPIA'	SCOPIA BACOPA	5 GAL @ 12" O.C.	M

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KEYMAP

SCALE 1" = 20'

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LANDSCAPE SHRUB PLAN - LEVEL 1

AO Architecture. Design. Relationships.

L8

Scale 1" = 20'
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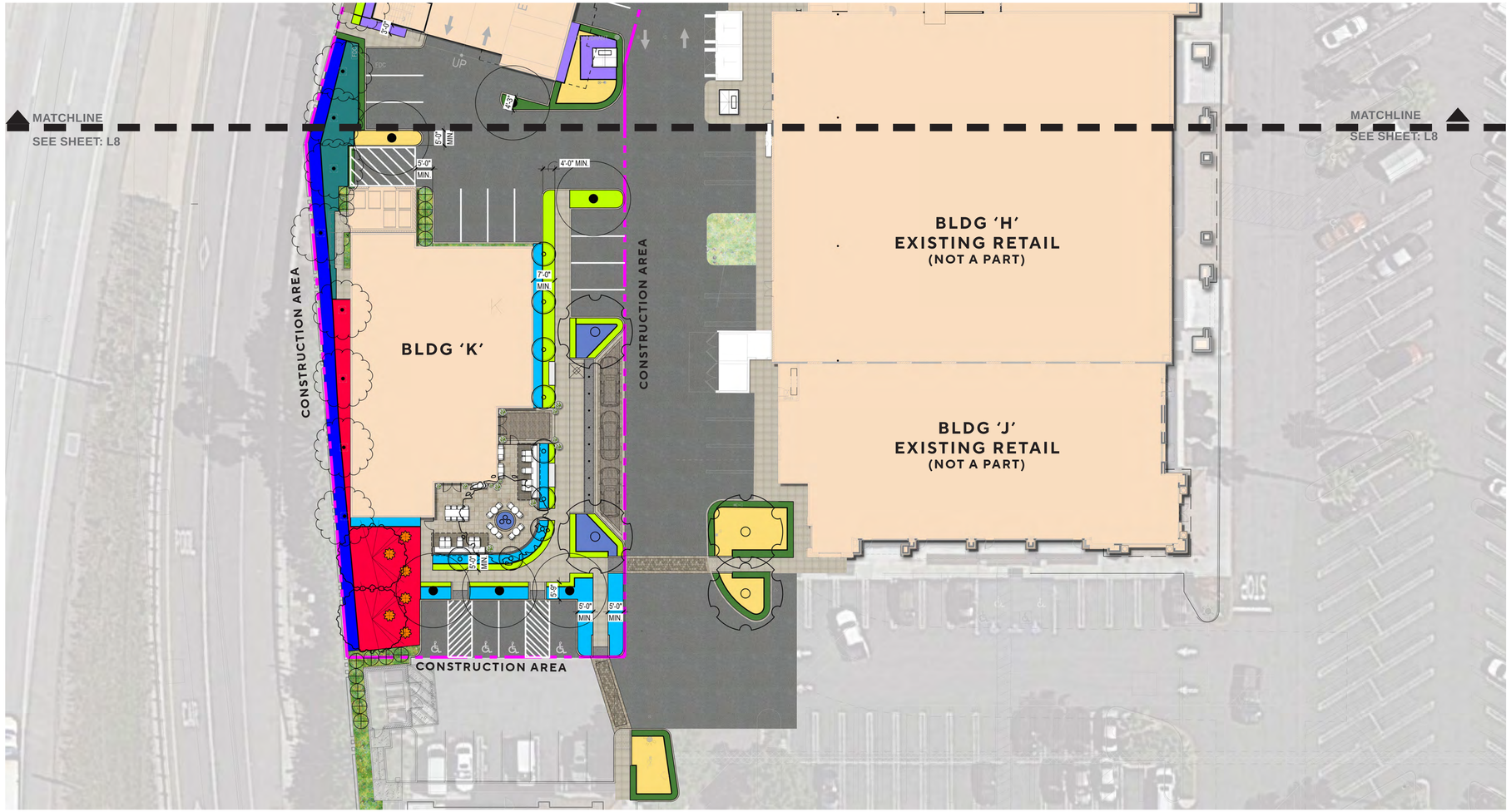
Date 02/20/2025



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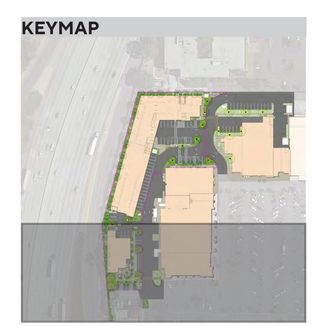

SCALE 1" = 20'

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BREA PLAZA LIVING
BREA, CA 92821

LANDSCAPE SHRUB PLAN - LEVEL 1

Architecture. Design. Relationships.

L9

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Job No. 2020-0324
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SCALE 1" = 20'

BOSC Realty Advisors

BREA PLAZA LIVING

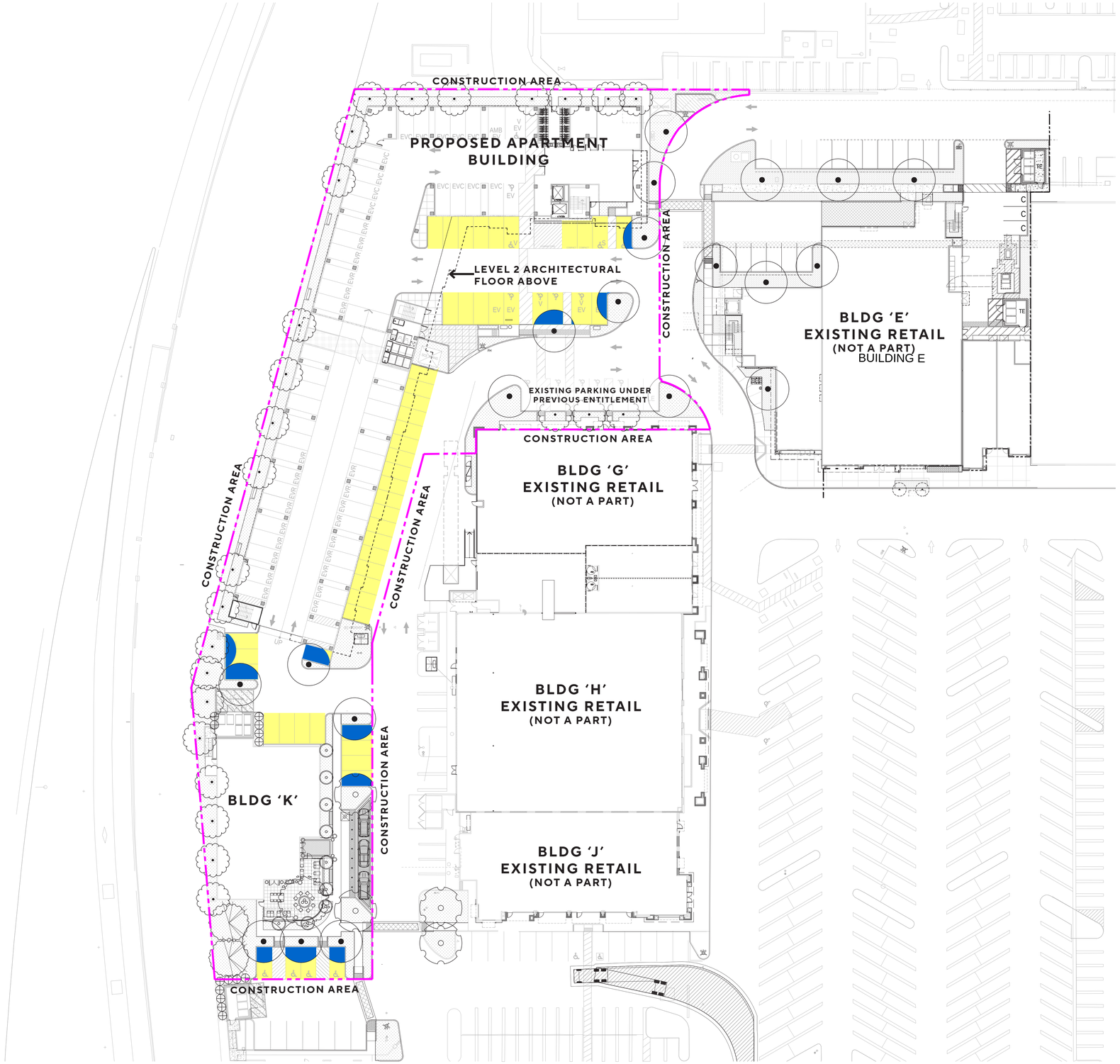
BREA, CA 92821

LANDSCAPE SHRUB PLAN - LEVEL 6

Architecture. Design. Relationships.

L10

Scale 1" = 20'
Job No. 2020-0324
Date 02/20/2025



TREE SHADING LEGEND	
	TOTAL PAVED AREA (8,384 S.F.)
	TOTAL TREE SHADE PROVIDED OVER PARKING STALLS (2,125 S.F.)

SHADE CALCULATIONS	
TOTAL PAVED AREA	8,384 S.F.
TOTAL SHADE PROVIDED OVER PARKING STALLS	2,125 S.F.
SHADE COVERAGE	**25%**

PARKING AREA CALCULATIONS	
TOTAL SURFACE PARKING STALLS	53
TOTAL NUMBER OF TREES REQUIRED	11
TOTAL NUMBER OF TREES PROVIDED	11

DIA.	QTY.	S.F.	TOTAL S.F.
20' TREES			
100%		314	
75%		236	
50%	1	157	157
25%		79	
25' TREES			
100%		491	
75%		368	
50%	6	246	1,476
25%	4	123	492
SHADE PROVIDED FROM TREES		2,125 S.F.	

SCALE 1" = 30'

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BREA, CA 92821

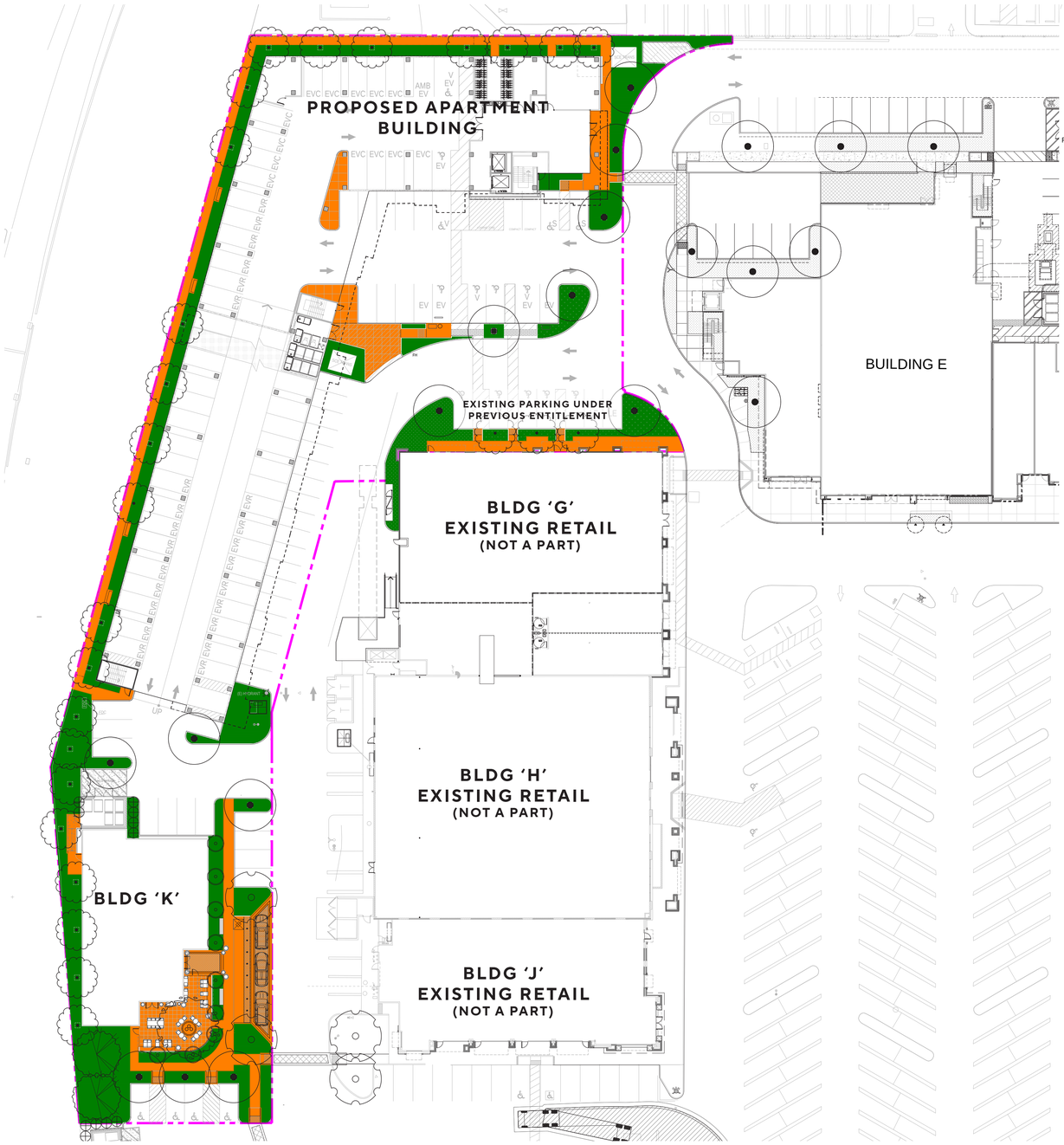
LANDSCAPE SHADE CALCULATIONS

Architecture. Design. Relationships.

L11

Scale 1" = 30'
Job No. 2020-0324
Date 02/20/2025

LEVEL 1



LEVEL 6

LEGEND

SYMBOL	DESCRIPTION
	PROPOSED DEVELOPMENT AREA
	LANDSCAPE AREA
	HARDSCAPE AREA

PROJECT SUMMARY

TOTAL LOT AREA (APN 319-391-01/04 & APN 319-391-02/03 OCFCD LEASE AREA)	**15.58 ACRES**
TOTAL CONSTRUCTION AREA	**77,101 SF**
TOTAL BUILDING FOOTPRINT	**186,533 SF** 27,882 SF (APARTMENTS) 5,000 SF (BLDG K) *153,651 SF (EXISTING BLDGS IN APN)*
TOTAL PROPOSED LANDSCAPE IMPROVEMENTS (HARDSCAPE AND LANDSCAPE COMBINED)	**20,862 SF** LVL 1 (PLANTING): 11,325 SF LVL 1 (HARDSCAPE): 8,630 SF LVL 6 (PLANTING): 352 SF LVL 6 (HARDSCAPE): 555 SF
EXISTING LANDSCAPE AREA (INCLUDING PLANTING WITHIN APN-01/04 & OCFCD)	**80,872 SF**
LANDSCAPE COVERAGE (MINIMUM REQUIREMENT 15% PER SECTION 20.236.040)	**27% WITHIN CONSTRUCTION AREA** *(15% WITHIN TOTAL LOT AREA)*
TREE CANOPY AREA ON ALL HARDSCAPE (50% MATURITY)	**4,577 SF**

OPEN SPACE CALCULATIONS

BCC SECTION 20.258.020 TABLE 2-7

TOTAL PRIVATE OPEN SPACE (BALCONIES)	**7,220 SF***
MINIMUM PRIVATE OPEN SPACE REQUIREMENT (75 SF PER DWELLING UNIT)	9,000 SF
TOTAL COMMON OPEN SPACE	**5,970 SF*** LVL 1 LINEAR PARK: 5,063 SF LVL 6 TERRACE: 907 SF
MINIMUM COMMON OPEN SPACE REQUIREMENT (100 SF PER DWELLING UNIT)	12,000 SF

*NOTE: DUE TO THE CHARACTERISTICS OF THIS DEVELOPMENT BOTH PRIVATE AND COMMON OPEN SPACE REQUIREMENTS WERE NOT MET. DEVELOPER TO APPLY FOR WAIVER

SCALE 1" = 30'

BOSC Realty Advisors

BREA PLAZA LIVING

BREA, CA 92821

LANDSCAPE AREA CALCULATIONS / OPEN SPACE CALCULATIONS

Architecture. Design. Relationships.

L12

Scale 1" = 30'
Job No. 2020-0324
Date 02/20/2025

Appendix B: Certification of Landscape Design

CERTIFICATION OF LANDSCAPE DESIGN

I hereby certify that:

(1) I am a professional appropriately licensed in the State of California to provide professional landscape design services.

(2) The landscape design and water use calculations for the property located at _____ BREA, CA 92821 _____ (provide street address or parcel number(s)) were prepared by me or under my supervision.

(3) The landscape design and water use calculations for the identified property comply with the requirements of the City of __BREA__ Water Efficient Landscape Ordinance (Municipal Code Sections __14.00 OF THE BCC__) and the City of ____ BREA ____ Guidelines for Implementation of the City of ____BREA____ Water Efficient Landscape Ordinance.

(4) The information I have provided in this Certificate of Landscape Design is true and correct and is hereby submitted in compliance with the City of ____BREA____ Guidelines for Implementation of the City of ____BREA____ Water Efficient Landscape Ordinance.

DIEGO ALESSI
Print Name

Date

Signature

License Number

144 N. ORANGE ST., ORANGE, CA 92866
Address

(714) 639-9860
Telephone

DIEGOA@AOARCHITECTS.COM
E-mail Address

Landscape Design Professional's Stamp
(If applicable)

WATER EFFICIENT WORKSHEET

Site Information

Site Name → BREA PLAZA APARTMENTS
Site Type → Commercial **Allowed ETAF:** 0.45
Annual Eto (inches/yr) → 51.8

Hydrozone or Planting Description	Plant Factor (PF)		Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Hydrozone Area (sqft.)	ETAF x Area	Estimated Total Water Use (gal./day)
Regular Landscape Areas								
LEVEL 1								
HYD #1	0.2	LOW	Drip	0.81	0.2	8,758	2,162	69,450
HYD #2	0.5	MED	Drip	0.81	0.6	2,919	1,802	57,868
					SUBTOTAL →	**11,677**	**3,964**	**127,318**
Special Landscape Areas								
							0	0
							0	0
					SUBTOTAL →	**0**	**0**	**0**
							Estimated Total Water Use (ETWU) →	**127,318**
							Maximum Allowed Water Allowance (MAWA) →	**168,758**

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	3,964
Total Area	11,677
Average ETAF	0.34

All Landscape Areas

Total ETAF x Area	3,964
Total Area	11,677
Sitewide ETAF	0.34

Notes:

ETWU meets MAWA requirement.

Average ETAF meets requirement for this site type.

TREE IMAGES

ARBUTUS 'MARINA'
STRAWBERRY TREE
MATURE SIZE: 20' - 30' H X 15' - 20' W

CUPRESSUS SEMPERVIRENS 'TINY TOWER'
TINY TOWER ITALIAN CYPRESS
MATURE SIZE: 40' - 70' H X 10' - 20' W

LOPHOSTEMON CONFERTUS
BRUSH BOX
MATURE SIZE: 30'-40' H X 15'-25' W

OLEA EUROPAEA
OLIVE TREE
MATURE SIZE: 25' - 30' H X 25' - 30' W

PRUNUS CAROLINIANA
CAROLINA CHERRY LAUREL
MATURE SIZE: 15' - 25' H X 15' - 25' W

RHUS LANCEA
AFRICAN SUMAC
MATURE SIZE: 30'H X 35'W

VITEX AGNUS-CASTUS
CHASTE TREE
MATURE SIZE: 20'H X 20'W

SHRUB IMAGES

AGAVE 'BLUE FLAME'
BLUE GLOW AGAVE
SIZE: 2' H X 2 -3' W

BOUGAINVILLEA 'MONKA'
OO-LA-LA BOUGAINVILLEA
SIZE: 18" H X 6'-8' W

CARISSA MACROCARPA 'GREEN CARPET'
GREEN CARPET NATAL PLUM
SIZE: 2" - 15" H X 4' - 5' W (TRAILING)

DIANELLA REVOLUTA 'BABY BLISS'
BABY BLISS FLAX LILY
SIZE: 18" - 24" H X 18" - 24" W

DIETES BICOLOR 'LEMONDROP'
LEMONDROP AFRICAN IRIS
SIZE: 2' - 3' H X 2' - 3' W

FURCRAEA FOETIDA MEDIOPICTA
GIANT FALSE AGAVE
SIZE: 4' - 5' H X 6' - 8' W

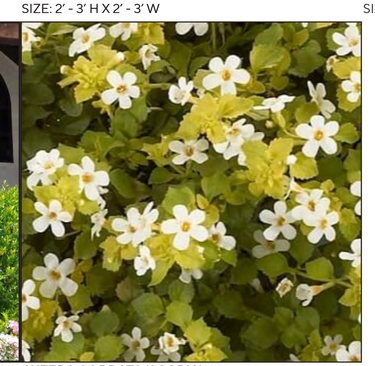
MYRTUS COMMUNIS 'COMPACTA'
DWARF MYRTLE
SIZE: 3' H X 3' W

OLEA EUROPAEA 'MONTRA'
LITTLE OLLIE DWARF OLIVE
SIZE: 4' - 6' H X 4' - 6' W

PEROVSKIA ATRIPLICIFOLIA 'BLUE JEAN BABY'
BLUE JEAN BABY RUSSIAN SAGE
SIZE: 3'-4' H X 3'-4' W

PHILODENDRON 'XANADU'
XANADU PHILODENDRON
SIZE: 2'-3' H X 3'-4' W

PRUNUS CAROLINIANA 'COMPACTA'
DWARF CAROLINA CHERRY LAUREL
MATURE SIZE: 4' H X 4' W



SUTERA CORDATA 'SCOPIA'
SCOPIA BACOPA
SIZE: 4" - 6" H X 12" - 18" W

ATTACHMENT F

LSA

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

February 19, 2025

Waad Nadhir
BOSC Realty Advisors
888 West Big Beaver Road, Suite 200
Troy, MI 48084

Subject: Parking Study for Brea Plaza Shopping Center, Brea, California

Dear Mr. Nadhir:

LSA has prepared this analysis in consideration of the effect on parking demand for the addition of apartments to the Brea Plaza Shopping Center (project) in Brea, California. The project site is along Imperial Highway between State Route (SR) 57 and Associated Road. This analysis is based on the project site plan dated February 19, 2025 (Figure 1 in Attachment A). The proposed project would demolish a portion of the surface parking spaces in the northwest corner of the project site and construct residential dwelling units above two levels of a new parking structure. Simultaneously, the shopping center is reducing the size of an existing restaurant pad building from 7,500 square feet (sf) to 5,000 sf. After completion of the ongoing renovation project and the proposed project, the shopping center would have a total area of 158,691 sf of commercial space. The proposed project would construct 120 residential units (21 studio, 47 one-bedroom, and 52 two-bedroom units). Of the 120 proposed residential units, 6 would be designated affordable housing.

Many of the site's proposed uses experience their peak parking demand at different times of day. This means that the completed development may require fewer parking spaces when considered as a whole than would otherwise be required by straight application of the City of Brea (City) Municipal Code. This report analyzes the potential parking demand for the proposed uses during a typical weekday, during a typical weekend, and during December, when parking demand is highest.

MUNICIPAL CODE PARKING RATES AND REQUIREMENTS

Brea Municipal Code (BMC) Section 20.08.040 establishes off-street parking requirements for residential and nonresidential development. Table A presents the parking requirements for each type of use on the site. The shopping center currently has four suites with patios, three of which are greater than 300 sf (Pho Ha at 1619 Imperial Highway, 1,088 sf; California Fish Grill at 419 Associated Road, 570 sf; and Panera Bread at 423 Associated Road, 850 sf). A 1,010 sf patio is proposed adjacent to the renovated restaurant space.

BMC Section 20.08.040 specifically states that where uses are combined, the parking requirement is the sum of the requirements of the various uses, except for shopping centers. Therefore, Table B calculates the existing parking requirement based on the total size of the shopping center upon completion of the ongoing renovation project and the proposed project. It should be noted, however, that Table A shows that some of the shopping center's uses, specifically restaurants, have a much higher parking demand if considered individually.

Table A: Municipal Code Parking Rates

Land Use	Parking Space Rates per Brea Municipal Code Section 20.08.040
General Retail	1 space per 200 sf
Barbershops and Beauty Parlors	1 space per 250 sf
Cafes/Sit-Down Restaurants	Minimum of 10 spaces; 1 space for each 75 sf of gross floor area up to 6,000 sf, plus 1 space for each 55 sf over 6,000 sf, or 1 space per 3 seats, whichever is greater
Accessory Outdoor Dining Area	No additional parking spaces required if smaller than 300 sf or has less than 20 seats; 1 space per 75 sf over 300 sf or 1 space per 3 seats over 20 seats, whichever is greater
Medical/Dental Offices	5.5 spaces per 1,000 sf
Shopping Centers	5.5 spaces per 1,000 sf
Offices	1 space per 250 sf
Two or More Dwelling Units on One Building Site	1.5 spaces per studio unit, 1.75 spaces per 1-bedroom unit, 2.0 spaces per 2-bedroom unit, 2.5 spaces per 3-bedroom unit, or 3.0 spaces per 4-bedroom unit, plus 0.2 guest space per unit

Source: City of Brea Municipal Code Section 20.08.040 (2024).
sf = square feet

Table B: Municipal Code Parking Requirement for Retail Center

Land Use	Parking Space Rates per Brea Municipal Code Section 20.08.040	Project Parking Requirements		
		Size	Unit	Required Parking Spaces
Shopping Centers	5.5 spaces per 1,000 sf	158.691	TSF	873
			TOTAL	**873**

Source: City of Brea Municipal Code Section 20.08.040 (2024).
sf = square feet
TSF = thousand square feet

LSA calculated how the proposed project would affect the BMC parking requirement. Table C displays the calculation of the BMC parking requirement for the residential portion of the proposed project. If the BMC residential parking requirements applied to the project, 242 residential parking spaces would be required, and 120 of those parking spaces would be required to be located within a garage or carport. However, providing affordable housing and qualifying for application of the State's density bonus law results in different parking ratios under Government Code Section 65915(p)(1). These parking ratios are shown in Table D.

In total, the required parking for the Brea Plaza Shopping Center after completion of the ongoing renovation project and the proposed project is 1,019 parking spaces (873 commercial and 146 residential). However, through a shared parking arrangement, the total number of parking spaces needed could be much less.

Table C: Residential Municipal Code Parking Requirement

Land Use	Parking Space Rate per Brea Municipal Code Section 20.08.040	Project Parking Requirements	
		Units	Required Parking Spaces
Studio	1.5 spaces per studio unit, of which 1 space is covered	21	31.5 (21 covered)
1-Bedroom Unit	1.75 spaces per 1-bedroom unit, of which 1 space is covered	47	82.3 (47 covered)
2-Bedroom Unit	2.0 spaces per 2-bedroom unit, of which 1 space is covered	52	104 (52 covered)
3-Bedroom Unit	2.5 spaces per 3-bedroom unit, of which 2 spaces are covered	0	0
Guest Parking	0.2 space per unit	120	24.4
		TOTAL	**242 (242.2), of which 120 are covered**

Source: Brea Municipal Code Section 20.08.040 (2024).

Table D: State Density Bonus Parking Requirement

Land Use	Parking Rate per California Government Code Section 65915(p)(1)	Project Parking Requirements	
		Units	Required Parking Spaces
Studio	1 space per studio unit	21	21
1-Bedroom Unit	1 space per 1-bedroom unit	47	47
2- or 3-Bedroom Unit	1.5 spaces per 2- or 3-bedroom unit	52	78
4-Bedroom Unit or more	2.5 spaces per 4+ bedroom unit	0	0
Guest Parking	Rates above include guest parking	0	0
		TOTAL	**146**

Source: Government Code Section 65915(p)(1) (2024).
Note: Twenty-four of the new parking spaces being constructed within the proposed development would be compact spaces.

PARKING SUPPLY

Existing Parking Supply

When originally constructed in the late 1970s, the Brea Plaza Shopping Center and the neighboring office building (1700 Greenbriar Lane) were constructed as one project, with access and parking rights shared between the shopping center and office building. The Brea Plaza Shopping Center and the Mercury Insurance office building are now under separate ownership. Prior to the start of the ongoing renovation project, the Brea Plaza Shopping Center had 732 surface parking spaces. Of these, 32 were compact spaces. The existing parking lot is spread throughout six zones. A figure illustrating the parking zones is provided as part of Attachment B.

Zone	Location
Zone 1	Northwest corner of the property (project site)
Zone 2	Southwest corner of the property
Zone 3	Central-west four parking aisles
Zone 4	Adjacent to Imperial Highway pad buildings
Zone 5	Central-east
Zone 6	Northeast corner and north of shopping center

An access and parking agreement is in place permitting shared access across the Brea Plaza Shopping Center site, specifying Brea Plaza Shopping Center has use of portions of the 443 surface parking spaces at all times and full access outside office business hours. This access and parking agreement is in effect until 2026. This parking analysis demonstrates that the project will not rely on the Mercury Insurance parking lot to satisfy typical daily or weekend parking demand.

Future Parking Supply

The proposed project would be constructed in the northwest parking lot, which would replace 138 surface parking spaces and construct 53 new surface parking spaces, as well as a 95-space, two-story parking structure. Of the 53 new surface parking spaces, 21 will be compact spaces. Three compact spaces will be within the parking structure. An additional 4 parking spaces located behind the shopping center between Buildings D and E will need to be removed to provide space for upgraded electrical transformers needed for new electric vehicle charging stations.

The proposed project is also adjusting Building K. The proposed project is eliminating 12 of the parking spaces between Building K and the southwest retail building. The project is adding four accessible parking spaces in this area, for a net loss of eight commercial parking spaces. Due to the straightening of the accessible path from Building K, one additional parking space will be available on the west side of Building G.

The ongoing renovation project will result in additional striped parking spaces on the north side of the property. Upon completion of the renovation and the proposed project, the parking zones will have the following number of striped surface parking stalls, as shown in Table E.

Table E: Future Brea Plaza Shopping Center Parking Supply by Zone

Zone	Parking
Zone 1	53 (21 compact) within the proposed development and 9 on the west side of Building G
Zone 2	90, including 4 accessible spaces within the proposed development
Zone 3	220 (30 compact)
Zone 4	77
Zone 5	152
Zone 6	70 (3 compact)

Source: Architects Orange (2025).

BMC Section 20.08.040 permits credit for drive-through stacking spaces not to exceed 30 percent of the parking required and not to exceed 1 space for each 23 feet of striped drive-through lane, with a maximum credit of 20 spaces per drive-through. Brea Plaza Shopping Center has two drive-throughs that warrant this credit. The site plan displays 21 vehicles able to fit in the drive-through queue for Chick-Fil-A (Building T) and 9 vehicles able to fit in the drive-through queue for Panera Bread (Building P). Although this is the number of vehicles that could queue, the credit for each must be calculated according to BMC Section 20.08.040. Table F displays the calculation of the drive-through credit applicable for each.

Table F: Drive-Through Stacking Credit

	Chick-Fil-A	Panera Bread
Building Size	3,759 sf	4,135 sf
Patio Size	0 sf	850 sf
BMC Parking Requirement[1]	50.1	62.5
30 Percent of Parking Requirement[2]	15.0	18.7
Striped Stacking Lane	480 ft	190 ft
Potential Parking Credit[3]	21	8
Maximum Credit per BMC	15	8

Source: Compiled by LSA (2025).

[1] One space for each 75 sf of gross floor area up to 6,000 sf, plus one space per 75 sf of patio in excess of 300 sf

[2] Credit cannot exceed 30 percent of parking requirement per BMC Section 20.08.040

[3] One car for every 23 lineal feet per BMC Section 20.08.040

BMC = Brea Municipal Code

ft = feet

sf = square feet

Table G shows the future parking supply at the Brea Plaza Shopping Center upon completion of the ongoing renovation project and the proposed project, including the proposed parking structure, the surface parking spaces described in Table E, and credit for stacking spaces within the drive-throughs calculated in Table F. As Table G shows, the Brea Plaza Shopping Center would have a total of 789 parking spaces at the completion of the proposed project. Compact spaces would account for 7 percent of total parking.

Table G: Future Brea Plaza Shopping Center Parking Supply

Area	Parking Spaces
New Parking Structure (3 compact)	95
First Floor	53
Second Floor	42
Remaining Surface Parking	671
Standard	618
Compact	53
Drive-Through Stacking	23
Chick-Fil-A	15
Panera Bread	8
Total Parking	**789**
Total Compact	**57**
Percent Compact	**7%**

Source: Architects Orange (2025).

PARKING DEMAND

Parking demand at shopping centers had been affected by changing retail trends even prior to the Covid-19 pandemic, which further altered consumer patterns. Tenants at the Brea Plaza Shopping Center have been affected by these changing trends. For example, restaurants have identified an

increase in take-out customers and a decrease in dine-in customers. The changing trends have generally resulted in reduced parking demand.

Empirical parking demand data were collected in order to identify the existing parking demand for the Brea Plaza Shopping Center. Typical weekday condition parking demand was surveyed on Thursday, August 18, 2022, and Tuesday, April 30, 2024. Typical weekend condition parking demand was surveyed on Saturday, August 20, 2022, and Sunday, April 28, 2024. Additional data were collected during a period of peak parking demand on Thursday, December 14, 2023, and Saturday, December 16, 2023. Peak observed parking demand was 482 parked vehicles on a typical weekday, 575 on a typical weekend, 569 on a December weekday, and 646 on a December weekend. Parking surveys are attached to this report (Attachment B). It should be noted that the parking demand observed in 2024 was lower than the parking demand observed in 2022.

At the time parking survey data were collected, two suites that will be occupied in the future were unoccupied (i.e., were vacant). Additionally, one of the restaurant buildings was 7,500 sf at the time parking survey data were collected but will be 5,000 sf in the future. In order to calculate future parking demand for commercial uses at the Brea Plaza Shopping Center, parking demand for the two vacant suites needs to be added and extra parking demand for 2,500 sf of restaurant needs to be removed.

This analysis determines the future commercial parking demand and the parking demand for the proposed 120 residential dwelling units and their variation by time of day. The analysis then compares the total parking demand by time of day to the parking supply to determine if sufficient parking supply is available to satisfy the parking demand throughout the day.

Published Survey Data

The Institute of Transportation Engineers (ITE) *Parking Generation*, 6th Edition,[1] provides information based on 3 decades of research. This resource identifies average parking rates and a confidence interval that assists with analysis of properties with the potential for higher- or lower-than-average parking demand. Table H displays the average parking rates and high end of the confidence interval.

Table H: Institute of Transportation Engineers Parking Rates

Land Use (Land Use Code)	Average Rate	Upper Confidence Interval
Shopping Center (820)	1.67 spaces per TSF	2.25 spaces per TSF
Supermarket (850)	2.47 spaces per TSF	2.77 spaces per TSF
High-Turnover (Sit Down) Restaurant (932)	8.97 spaces per TSF	10.23 spaces per TSF
Medical/Dental Offices (720)	2.63 spaces per TSF	2.98 spaces per TSF
General Office Building (710)	1.95 spaces per TSF	2.11 spaces per TSF
Multifamily Housing (Mid-Rise) (221)	1.23 spaces per dwelling unit or 0.78 space per bedroom	1.31 spaces per dwelling unit or 0.85 space per bedroom

Source: *Parking Generation*, 6th Edition (Institute of Transportation Engineers 2023).
TSF = thousand square feet

[1] Institute of Transportation Engineers. 2023. *Parking Generation*, 6th Edition.

To calculate future potential parking demand for the two new tenants (i.e., currently vacant), the upper confidence interval was used. To calculate the future reduction in parking demand from reducing restaurant space, the average rate was used. ITE Parking Generation does not provide parking rates for restaurant patios, so the BMC parking rate was applied to this portion of the project. This presents a conservative analysis. Table I provides the calculation of the anticipated future parking demand for the changing commercial uses. As Table I shows, the net result of the two new commercial tenants, reduction in restaurant interior space, and addition of a restaurant patio would be an anticipated 29 additional parked vehicles.

Table I: Parking Demand for Commercial Land Use Changes

Land Use (Land Use Code)	Parking Rate	Size (TSF)	Parking Demand
Building E (820)	2.25 spaces per TSF	12.000	27.0
Grand Salon (820)	2.25 spaces per TSF	6.510	14.6
High-Turnover (Sit Down) Restaurant (932)	8.97 spaces per TSF	(2.500)	(22.4)
New Restaurant Patio	1 space for every 75 sf over 300 sf[1]	1.010	9.5
Total	-	16.010 interior 1.010 patio	28.7 rounded to **29 parking spaces**

Source: *Parking Generation*, 6th Edition (Institute of Transportation Engineers 2023).
[1] Brea Municipal Code parking rate
TSF = thousand square feet sf = square feet

Residential Parking Demand

For midrise multifamily housing in a suburban area, the ITE surveyed average peak parking demand ratio is 1.23 spaces per dwelling unit or 0.78 space per bedroom. For this land use, the upper end of the 95 percent confidence interval is 1.31 spaces per dwelling unit or 0.85 space per bedroom.

Surveys of Similar Sites

As mentioned above, the proposed residential building would provide parking in the parking structure with open parking stalls and no individual garages. Multifamily housing developments with individual garages sometimes find that garages transition to storage use over time, which increases the burden on the remaining open parking spaces. Structured parking cannot be used for storage and will always be used for parking.

LSA had collected parking demand data at three large apartment developments with structured parking in 2019. The parking data are recent but also represent typical conditions prior to Covid-19. The three sites surveyed were the Core Apartments at 1815 Westside Drive in Anaheim, the Baker Block development at 125 Baker Street in Costa Mesa, and Rize at 1100 Synergy in Irvine. All three of these apartment developments are midrise and provide all of their parking in an adjoining parking structure. None of the three identified properties have private garages.

LSA contracted with an independent data collection company to collect parking accumulation data from 5:00 p.m. to midnight for weekdays and weekends at each of the identified properties. Survey data are provided in Attachment C. This period was selected to reflect the time of day when Urban Land Institute (ULI) *Shared Parking* time-of-day data identify peak resident and residential guest

parking demand.[2] Table J displays the results of those surveys, including the resulting ratios of parking spaces per dwelling unit and parking spaces per bedroom. For the Core Apartments, parking ratios were based on the units occupied at the time the surveys were conducted. Property management for Baker Block and Rize reported full occupancy at the time of the parking surveys.

Table J: Apartment Parking Survey Results

	Core Apartments[1]			Baker Block			Rize	
	222 Dwelling Units, 328 Bedrooms, and 726 Parking Spaces			240 Dwelling Units, 349 Bedrooms, and 466 Parking Spaces			363 Dwelling Units, 511 Bedrooms, and 564 Parking Spaces	
	Thursday 4/25/19	Friday 4/26/19	Saturday 4/27/19	Thursday 5/2/19	Friday 5/3/19	Saturday 5/4/19	Tuesday 8/6/19	Saturday 7/27/19
Peak Parked Cars	306	288	295	310	311	297	429	442
Parking Rate per Unit	1.38	1.30	1.33	1.29	1.30	1.24	1.18	1.22
Parking Rate per Bedroom	0.93	0.88	0.90	0.89	0.89	0.85	0.84	0.86

Source: Compiled by LSA (2025).

[1] At the time of the surveys, 222 of the 400 units were occupied.

Table K summarizes the parking rates for the three surveyed midrise apartment developments with structured parking. As Table K shows, the average observed parking rate for midrise apartments in Orange County with structured parking is 1.30 spaces per dwelling unit or 0.89 space per bedroom.

Table K: Average Apartment Parking Rates

	Peak Parking Rate per Dwelling Unit	Peak Parking Rate per Bedroom
Core Apartments	1.38	0.93
Baker Block	1.30	0.89
Rize	1.22	0.86
Average	**1.30**	**0.89**

Source: Compiled by LSA (2025).

It should be noted that the presence of on-street parking near each surveyed property likely resulted in resident guests choosing these spaces out of convenience. LSA queried parking survey data in ULI's *Shared Parking*, 3rd Edition,[3] which identifies a guest parking ratio of 0.10 parking space per dwelling unit. Based on the empirical data for similar developments in the same county, LSA believes that parking demand for the market-rate units of the proposed project could be accommodated by providing 1.40 parking spaces per studio and one-bedroom dwelling unit (1.30 for residents and 0.10 for guests), 1.90 parking spaces per two-bedroom dwelling unit (0.89 resident

[2] Urban Land Institute. 2020. *Shared Parking*. 3rd Edition.

[3] Ibid.

space per bedroom x 2 bedrooms + 0.10 guest space), and 2.8 parking spaces per three-bedroom dwelling unit (0.89 resident space per bedroom x 3 bedrooms + 0.10 guest space).

Affordable Housing Parking Rates

While the section above identifies an appropriate parking ratio for market-rate residential units, LSA also considered the appropriate parking ratio for affordable residential units. As discussed previously, a city cannot compel the provision of more than one space per dwelling unit for studio or one-bedroom units or more than 1.5 spaces per dwelling unit for two- or three-bedroom units for projects providing affordable housing consistent with State Density Bonus Law (California Government Code Section 65915p[1]).

LSA estimated the parking demand for the affordable housing units. The ITE's *Parking Generation*, 6th Edition,[4] provides information for affordable housing with income limits. All levels of income limits were included in this dataset, and the data are applicable to any level of affordability. For affordable housing in a suburban area, the average peak parking demand ratio is 1.00 space per dwelling unit or 0.55 space per bedroom. For this land use, the upper end of the confidence interval is 1.10 spaces per dwelling unit or 0.81 space per bedroom. These surveyed rates predict slightly higher parking demand for studio and one-bedroom affordable units (1.1 compared to 1) and for two-bedroom affordable units (1.62 compared to 1.5) than the State maximum.

LSA believes that parking demand for the affordable units of the proposed project could be accommodated by providing 1.1 parking spaces per studio and one-bedroom dwelling unit and (rounding up from 1.62) 2 parking spaces per two- or three-bedroom dwelling unit.

Total Resident Parking Demand

While the State density bonus parking requirement shown in Table D (i.e., 146 parking spaces) is the required quantity for the proposed project, this section calculates the anticipated parking demand to confirm that a sufficient quantity of parking spaces is provided for the operation of the proposed project and the shopping center.

Table L calculates the anticipated residential parking demand for the 120 proposed residential units based on the available empirical data and the function of the units (i.e., Table L accounts for market-rate and affordable units). As Table L shows, a total residential parking demand for 193 parking spaces is anticipated. Of this total, 12 parking spaces would be used by guests and 181 would be used by apartment residents. Residents would not have assigned parking spaces but would have overnight parking permits, allowing on-site security to distinguish resident vehicles. The anticipated residential parking demand for 181 parking spaces is lower than the BMC rate of 242 parking spaces but accounts for the parking characteristics of affordable housing and the greater efficiency of parking lots without private garages.

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4 Institute of Transportation Engineers. 2023. *Parking Generation*, 6th Edition.

Table L: Residential Parking Demand

Land Use	Parking Demand Rates per Empirical Data	Project Parking Requirements	
		Units	Required Parking Spaces
Market-Rate Studio Unit	1.40 spaces per dwelling unit	20	28.0
Affordable Studio Unit	1.1 spaces per dwelling unit	1	1.1
Market-Rate 1-Bedroom Unit	1.40 spaces per dwelling unit	45	63.0
Affordable 1-Bedroom Unit	1.1 spaces per dwelling unit	2	2.2
Market-Rate 2-Bedroom Unit	1.9 spaces per dwelling unit	49	93.1
Affordable 2-Bedroom Unit	2.0 spaces per dwelling unit	3	6.0
Market-Rate 3-Bedroom Unit	2.8 spaces per dwelling unit	0	0
Affordable 3-Bedroom Unit	2.0 spaces per dwelling unit	0	0
	Total	**120**	**193 (193.4)**
		Guest (0.1 space per dwelling unit)	12
		Resident	181

Source: Compiled by LSA (2025).

Shared Parking

The 193 residential parking spaces identified in Table L would be located in a shared parking arrangement throughout the shopping center parking lots. It is anticipated, however, that the majority of the 95-space parking structure and project development area would be occupied by resident vehicles, as shopping center patrons have historically parked in the northwest corner only when all other spaces are occupied.

The sections above describe the peak parking demand for the new commercial tenants and proposed residential development. Because of different hours of operation and different offsetting parking activities, not all uses at the site require their full allotment of parking spaces at the same time. Logically, the project's apartment residents could patronize the on-site retail and restaurant uses, and the site would not have to simultaneously provide a parking space for the resident as a resident and the resident as a customer. LSA used methodologies found in ULI's *Shared Parking*, 3rd Edition,[5] to identify the daily variations in parking demand for each of the site's land uses. Applying these methodologies avoids double counting parking demand. The time-of-day factors found in *Shared Parking* are based on empirical studies and results from multiple parking accumulation counts.

Table I displayed the parking requirement for the commercial suites that will be occupied in the future. At the time parking surveys were collected, no other suites were vacant. Given that the peak parking demand observed during parking surveys (i.e., 575 spaces) was 73 percent of the parking needs anticipated by the BMC (i.e., 785 spaces), it is anticipated that the commercial suites to be occupied, the reduction in restaurant space in Building K, and the new restaurant patio would also generate parking demand at 73 percent of the parking requirement.

[5] Urban Land Institute. 2020. *Shared Parking*, 3rd Edition.

Table M combines existing typical weekday empirical data, anticipated parking demand for two new commercial tenants, anticipated parking reduction for reduced restaurant space, additional parking demand for the new restaurant patio, and anticipated residential parking demand. At the time of peak weekday parking demand, the Brea Plaza Shopping Center is estimated to require 578 parking spaces. This would leave a surplus of 211 parking spaces. In addition to typical weekday time-of-day factors, *Shared Parking* includes tables with time-of-day factors on typical weekends. Table N displays the weekend shared parking calculations. As Table N shows, the peak parking demand is anticipated to occur in the early afternoon with 720 parked cars. This would leave a surplus of 69 parking spaces.

The empirical data showed that peak parking demand on a December weekday is 18 percent higher than on a typical weekday (569 compared to 482) and that peak parking demand on a December weekend is 12 percent higher than on a typical weekend (646 compared to 575). These calculations apply the 18 percent higher commercial parking demand to the two new tenants and reduced restaurant space to show the effect of these commercial uses during peak December parking conditions. For the December parking calculations, additional parking demand for the new restaurant patio is not added as these outdoor spaces are not fully utilized during December. Then, *Shared Parking* time-of-day factors are applied for weekdays and weekends. Table O displays the December weekday shared parking calculations. As Table O shows, the peak parking demand is anticipated to occur in the early afternoon with 663 parked cars. This would leave a surplus of 126 parking spaces. Table O displays the December weekend shared parking calculations. As Table P shows, the peak parking demand is anticipated to occur in the early afternoon with 788 parked cars. This would leave a surplus of 1 parking space.

COMPARING PARKING SUPPLY AND DEMAND

For typical weekdays, a peak parking demand for all existing and future uses within the Brea Plaza Shopping Center is anticipated to be 578 parking spaces. On typical weekends, the peak parking demand would be higher, at 720 parking spaces. For most of the year, peak parking demand with the proposed project would be much less than the parking supply of 789 parking spaces upon completion of the proposed project.

During peak parking demand conditions in December, weekday parking demand is anticipated to be 663 parking spaces. Peak December weekend parking demand is anticipated to be 788 parking spaces. These peak parking demand conditions are still less than the total 789-parking-space supply. It should be noted that peak December weekend parking demand only comes close to the parking supply for 2 hours of the day (1:00 p.m. and 2:00 p.m.). Other than these 2 hours of peak parking demand on weekends during peak December conditions, the gap between parking demand and parking supply is anticipated to be much greater.

Table M: Future Weekday Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Demand																			
Time-of-Day Factors[1]		**6:00 AM**	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**	**6:00 PM**	**7:00 PM**	**8:00 PM**	**9:00 PM**	**10:00 PM**	**11:00 PM**
Residential	Guest		10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%
Shopping Center	Customer	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%
	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%
Fine/Casual Dining	Customer					15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
	Employee		20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	**Peak Parking Required**																		
Existing Retail/ Commercial	-	-	-	-	-	288	367	469	482	424	373	360	355	406	387	326	189	84	-
Apartment Resident	181	172	145	121	100	91	81	72	72	72	72	81	91	109	127	145	154	172	176
Apartment Guest	12	0	1	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
New Retail/ Commercial	30	1	2	5	11	19	24	30	30	29	26	26	26	28	25	21	14	6	2
New Casual Restaurant	(16)	0	0	(1)	(2)	(4)	(8)	(12)	(12)	(11)	(7)	(9)	(13)	(15)	(16)	(16)	(16)	(15)	(12)
New Patio	7	0	0	1	1	2	3	5	5	5	3	4	6	7	7	7	7	7	5
Total Demand		**-**	**-**	**-**	**-**	**397**	**468**	**565**	**578**	**519**	**469**	**463**	**469**	**541**	**542**	**495**	**359**	**265**	**-**
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		**-**	**-**	**-**	**-**	**392**	**321**	**224**	**211**	**270**	**320**	**326**	**320**	**248**	**247**	**294**	**430**	**524**	**-**

Source: Compiled by LSA (2025).

[1] The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking,* 3rd Edition (2020).

Table N: Future Weekend Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Requirements																			
Time-of-Day Factors[1]		**6:00 AM**	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**	**6:00 PM**	**7:00 PM**	**8:00 PM**	**9:00 PM**	**10:00 PM**	**11:00 PM**
Residential	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%
Shopping Center	Customer	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%
Fine/Casual Dining	Customer					0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%
	Employee		20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	**Peak Parking Required**																		
Existing Retail/ Commercial	-	-	-	-	-	333	443	500	575	506	477	461	460	477	434	372	272	138	-
Apartment Resident	181	181	172	159	145	136	127	123	118	118	123	129	134	139	145	150	156	161	167
Apartment Guest	12	0	2	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
Retail/ Commercial	30	1	2	10	17	22	27	29	30	30	29	28	25	23	22	20	16	10	3
Casual Restaurant	(16)	0	0	(1)	(1)	(2)	(4)	(9)	(9)	(8)	(8)	(8)	(11)	(15)	(15)	(16)	(15)	(15)	(14)
New Patio	7	0	0	0	1	1	2	4	4	3	3	3	5	6	7	7	6	6	6
Total Demand		**-**	**-**	**-**	**-**	**492**	**597**	**649**	**720**	**651**	**626**	**615**	**618**	**637**	**605**	**545**	**447**	**312**	**-**
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		**-**	**-**	**-**	**-**	**297**	**192**	**140**	**69**	**138**	**163**	**174**	**171**	**152**	**184**	**244**	**342**	**477**	**-**

Source: Compiled by LSA (2025).

[1] The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking,* 3rd Edition (2020).

Table O: Future December Weekday Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Demand																			
Time-of-Day Factors[1]		**6:00 AM**	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**	**6:00 PM**	**7:00 PM**	**8:00 PM**	**9:00 PM**	**10:00 PM**	**11:00 PM**
Residential	Guest		10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%
Shopping Center	Customer	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%
	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%
Fine/Casual Dining	Customer					15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
	Employee		20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	**Peak Parking Required**																		
Existing Retail/ Commercial	-	-	-	-	-	261	363	504	569	518	461	406	420	482	470	399	233	139	-
Apartment Resident	181	172	145	121	100	91	81	72	72	72	72	81	91	109	127	145	154	172	176
Apartment Guest	12	0	1	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
New Retail/ Commercial	35	1	2	6	13	22	28	35	35	34	31	31	31	33	30	25	17	7	3
New Casual Restaurant	(19)	0	(1)	(1)	(2)	(5)	(9)	(15)	(15)	(13)	(9)	(10)	(15)	(18)	(19)	(19)	(19)	(18)	(14)
Total Demand		**-**	**-**	**-**	**-**	**371**	**465**	**598**	**663**	**613**	**557**	**510**	**532**	**613**	**620**	**562**	**397**	**312**	**-**
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		**-**	**-**	**-**	**-**	**418**	**324**	**191**	**126**	**176**	**232**	**279**	**257**	**176**	**169**	**227**	**392**	**477**	**-**

Source: Compiled by LSA (2025).

[1] The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking,* 3rd Edition (2020).

Table P: Future December Weekend Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Requirements																			
Time-of-Day Factors[1]		**6:00 AM**	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**	**6:00 PM**	**7:00 PM**	**8:00 PM**	**9:00 PM**	**10:00 PM**	**11:00 PM**
Residential	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%
Shopping Center	Customer	1%	5%	10%	35%	60%	85%	100%	100%	100%	100%	90%	80%	65%	60%	55%	50%	35%	15%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%
Fine/Casual Dining	Customer					0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%
	Employee		20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	**Peak Parking Required**																		
Existing Retail/ Commercial	-	-	-	-	-	401	461	557	624	646	577	533	552	543	530	454	272	162	-
Apartment Resident	181	181	172	159	145	136	127	123	118	118	123	129	134	139	145	150	156	161	167
Apartment Guest	12	0	2	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
Retail/ Commercial	34	1	2	10	17	22	27	29	30	30	27	28	25	23	22	20	16	10	3
Casual Restaurant	(18)	0	0	(1)	(1)	(2)	(4)	(9)	(9)	(8)	(8)	(8)	(11)	(15)	(15)	(16)	(15)	(15)	(14)
Total Demand		**-**	**-**	**-**	**-**	**559**	**613**	**702**	**765**	**788**	**721**	**684**	**705**	**697**	**694**	**620**	**441**	**330**	**-**
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		**-**	**-**	**-**	**-**	**230**	**176**	**87**	**24**	**1**	**68**	**105**	**84**	**92**	**95**	**169**	**348**	**459**	**-**

Source: Compiled by LSA (2025).

[1] The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking*, 3rd Edition (2020).

PARKING DEMAND MANAGEMENT STRATEGIES

The sections above demonstrate that the proposed project's parking supply can satisfy the anticipated parking demand of existing and future land uses even though the parking supply is less than the BMC parking ratio. Limiting parking supply in this manner is consistent with regional planning efforts. For example, Connect SoCal, the 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments (SCAG), lists "identify ways to 'right size' parking requirements and promote alternative parking strategies" as a strategy for sustainable development.[6]

On-street parking is not permitted adjacent to the project site. Single-family residential streets with on-street parking are not convenient to the project site, which allows for the benefits of reduced parking supply without shifting the burden to residential streets.

Limiting parking has benefits to reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Mitigation Measure MM-GHG-1 (e) of the RTP/SCS identifies limiting parking supply as a method to encourage alternative transportation modes. In the California Air Pollution Control Officers Association (CAPCOA) publication *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA manual), strategy PDT-1 identifies a potential VMT and GHG reduction of between 5 and 12.5 percent when reducing parking supply.[7]

The SCAG RTP/SCS mitigation goes further and names unbundling parking costs as a parking management strategy that is particularly effective at reducing travel demand. For an apartment development, unbundling parking would mean charging a base rent for an apartment and an additional à la carte cost per vehicle parking permit. The CAPCOA manual strategy PDT-2 identifies a potential additional VMT reduction of between 2.6 and 13 percent for unbundling parking costs. Allowing unbundled parking costs works to reduce VMT because it reduces parking demand. For example, "Allow for Parking Pricing/Unbundling/Cash-out Requirements" is Step 5 in Richard Wilson's book, *Parking Reform Made Easy*.[8] Unbundling parking not only reduces VMT and GHG but also is fairer to apartment residents.

While the project is not proposing full unbundling of parking costs, the project's strategies to manage parking demand have a similar effect. *Parking Reform Made Easy* discusses the effects of reserved versus unreserved parking on parking circulation and the ability to internally share parking spaces.[9] This source points out that a reserved space effectively represents parking demand even when vacant. With fewer assigned parking spaces, the opportunity is greater to internally share parking resources. *Parking Reform Made Easy* estimates that not reserving residential parking

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6 Southern California Association of Governments (SCAG). 2020. *Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments.* Page 49. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 (accessed March 8, 2021).

7 California Air Pollution Control Officers Association (CAPCOA). 2010. *Quantifying Greenhouse Gas Mitigation Measures.*

8 Wilson, Richard. 2013. *Parking Reform Made Easy*. Washington, D.C.: Island Press.

9 Ibid., page 105.

spaces can reduce the number of spaces needed by 10 to 20 percent.[10] This strategy is supportive of the parking demand calculations presented above. No additional reduction in parking demand has been applied in this analysis because of this strategy.

The proposed project's strategy of reducing parking supply through maximizing the shared parking pool aligns with regional goals to support sustainable development and reduce VMT and GHG. Maximizing the shared parking pool includes not providing a sequestered parking area for the residential development. Keeping these spaces unreserved provides flexibility to the development and the residents to consider transportation alternatives. Among these alternatives are pedestrian connectivity within the shopping center. The shopping center is also connected by sidewalks and bicycle lanes to the bus network. In the recent past, the Orange County Transportation Authority (OCTA) operated a bus route along Associated Road. This route may be operated again in the future. Currently, the closest routes to the project site operate along Birch Street (Route 129), State College Boulevard (Route 57), and Kraemer Boulevard (Route 129).

PARKING MANGEMENT PLAN

As stated previously, based on parking survey data of similar residential developments, it is anticipated that 193 residential vehicles will be parked during the peak overnight period. These residential vehicles would be located in a shared parking arrangement throughout the shopping center parking lots. Figure 1 in Attachment A illustrates the locations of the various types of off-street parking spaces that will be shared among commercial and residential vehicles. Surveyed parking demand for the shopping center and ULI shared parking methodology indicate that sufficient parking supply will be provided to satisfy combined commercial and residential parking demand throughout the day.

Parking Control

No access control to the parking structure is currently being proposed. Given the shopping center's experience with few shopping center patrons desiring to park in the northwest portion of the lot, it is anticipated that the majority of the 95-space parking structure and adjacent surface parking spaces would still be occupied by resident vehicles. Additional resident vehicles would occupy available parking spaces throughout the shopping center.

Only residential vehicles would be permitted to park within the shopping center overnight. The leasing office will issue parking permits to registered resident vehicles that will be required to be displayed. Vehicles not displaying an overnight parking permit will be subject to removal to ensure that the shopping center parking spaces are not used for illegal vehicle storage.

Valet Parking

The proposed project includes a valet stand adjacent to Building K with space for three vehicles to stack outside of the drive aisle. The valet service would serve as a convenience for the patrons of the new restaurant within Building K and any shopping center patrons wanting to take advantage of the convenience. At this time, it is anticipated that valet attendants would park patron vehicles within available striped parking spaces throughout the shopping center. It is not anticipated that valet

[10] Wilson, Richard. 2013. *Parking Reform Made Easy*. Washington, D.C.: Island Press.

vehicles would be stacked in a configuration blocking other parking spaces. Should a designated valet parking area with stacking be used during periods of higher-than-average parking demand, this would be located between Building L and Building M to ensure that stacked vehicles are not located within a fire lane.

Violation Management

The Brea Plaza Shopping Center uses a private on-site security service that would remain in place after completion of the proposed project. On-site security monitors the parking lot after the end of the operating day to prevent overnight parking by vehicles not associated with the shopping center. These duties would be similar upon completion of the proposed project; however, security staff would check parked vehicles for a residential overnight parking permit. Vehicles not displaying a residential parking permit would receive a warning placed on a vehicle or adhered to one of the vehicle's windows. Security staff will notate license plate numbers, and a list of violations will regularly be shared with residential management to check against vehicles registered to tenants. Vehicles repeatedly receiving warnings for violation of residential parking rules would be subject to towing at the vehicle owner's expense. Vehicles not displaying license plates and vehicles parked outside of striped parking spaces would be subject to immediate towing at the vehicle owner's expense.

Additional Documentation

It is anticipated that the City will require a stand-alone parking management plan as a condition of project approval. That parking management plan could be amended based on the operational experience of the project to ensure parking supply continues to meet total parking demand throughout the day. Any changes to access control or valet parking plans would be documented in this parking management plan.

CONCLUSION

This analysis considered the potential effects to parking demand and supply for the proposed project at the Brea Plaza Shopping Center. The proposed project would demolish a portion of the surface parking spaces in the northwest corner of the project site and construct residential dwelling units above two levels of a new parking structure. Simultaneously the shopping center is reducing the size of an existing restaurant pad building from 7,500 sf to 5,000 sf and adding a 1,010 sf outside patio. Of the 120 proposed residential units, 6 would be affordable housing and 114 would be traditional market-rate apartments.

With the proposed project, the BMC parking requirement would increase to 1,115 (873 commercial and 242 residential). With the State Density Bonus residential parking maximum, the parking requirement is 1,019 parking spaces. A total parking supply of 789 spaces would be provided upon completion of the proposed project. However, when considering the effects of shared parking, peak parking demand is anticipated to be 578 on a typical weekday, 720 on a typical weekend, 663 on a December weekday, and 788 on a December weekend. This peak parking demand could be accommodated within the on-site parking supply and only comes close to the parking supply for a brief period on weekends during peak December conditions. The State density bonus residential parking requirement was not used to determine this operational parking demand.

Parking demand management strategies of the proposed project include providing residential parking in unreserved parking spaces. This parking demand management strategy is included in the SCAG RTP/SCS and has the potential to reduce VMT and GHG emissions in addition to moderating parking demand. LSA appreciates the opportunity to provide its services. If you have any questions, please call me at (949) 553-0666.

Sincerely,

LSA Associates, Inc.

Arthur Black
Principal Transportation Planner

Attachments: A: Figure 1, Site Plan
B: Brea Plaza Parking Demand Survey Data
C: Residential Parking Demand Survey Data

ATTACHMENT A

FIGURE 1: SITE PLAN

PARKING TABLE		
Structured Parking		
1st Floor	53	
2nd Floor	42	95
Surface Parking	671	671
Drive Thru Stacking		
CFA	15	
Panera	8	23
TOTAL PARKING		789

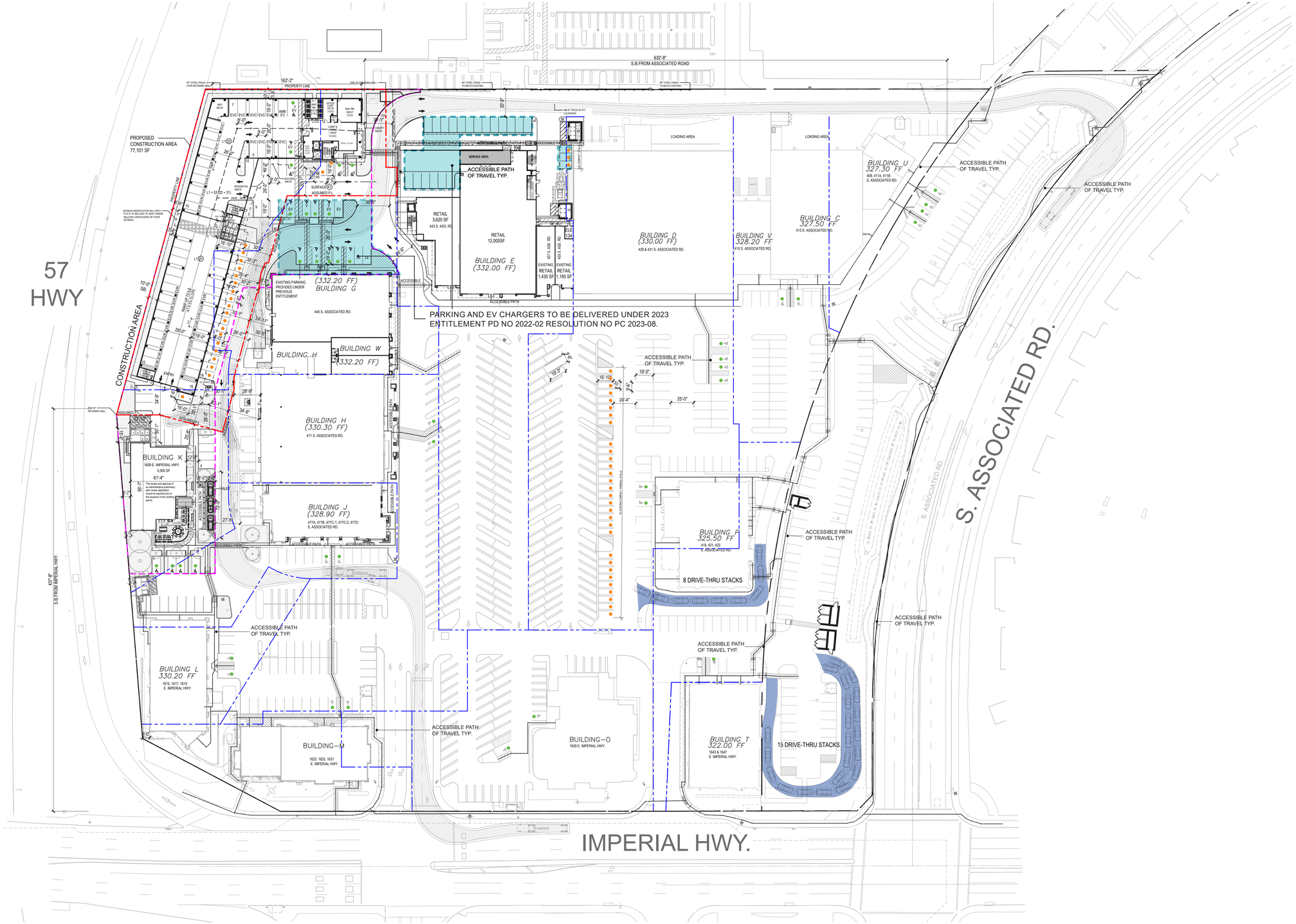
PROPOSED PARKING COUNTS

STANDARD	668
COMPACT	57
ADA	41
TOTAL	**766**
QUEUING	23
TOTAL	**789**

*Prior to the issuance of a Certificate of Occupancy the building shall be provided with an emergency radio communication enhancement system that complies with the City of Brea, Guideline for Emergency Radio Responder Coverage. Plans for the emergency radio communication enhancement system shall be submitted to the Brea Fire Department for review and approval prior to installation.

**All parking spaces would be comply with BCC 20.08.040.C.2.
Compact Stalls shall be 8'x16' min.

- EXISTING LOT LINES
- PROPOSED CONSTRUCTION AREA
- PROPOSED PROPERTY LOT LINES
- COMPACT STALLS
- ADA STALLS
- DRIVE THROUGH STACKING



BOSC Realty Advisors

BREA PLAZA - MIXED USE APARTMENTS

BREA, CA 92821

PROPOSED SITE PLAN

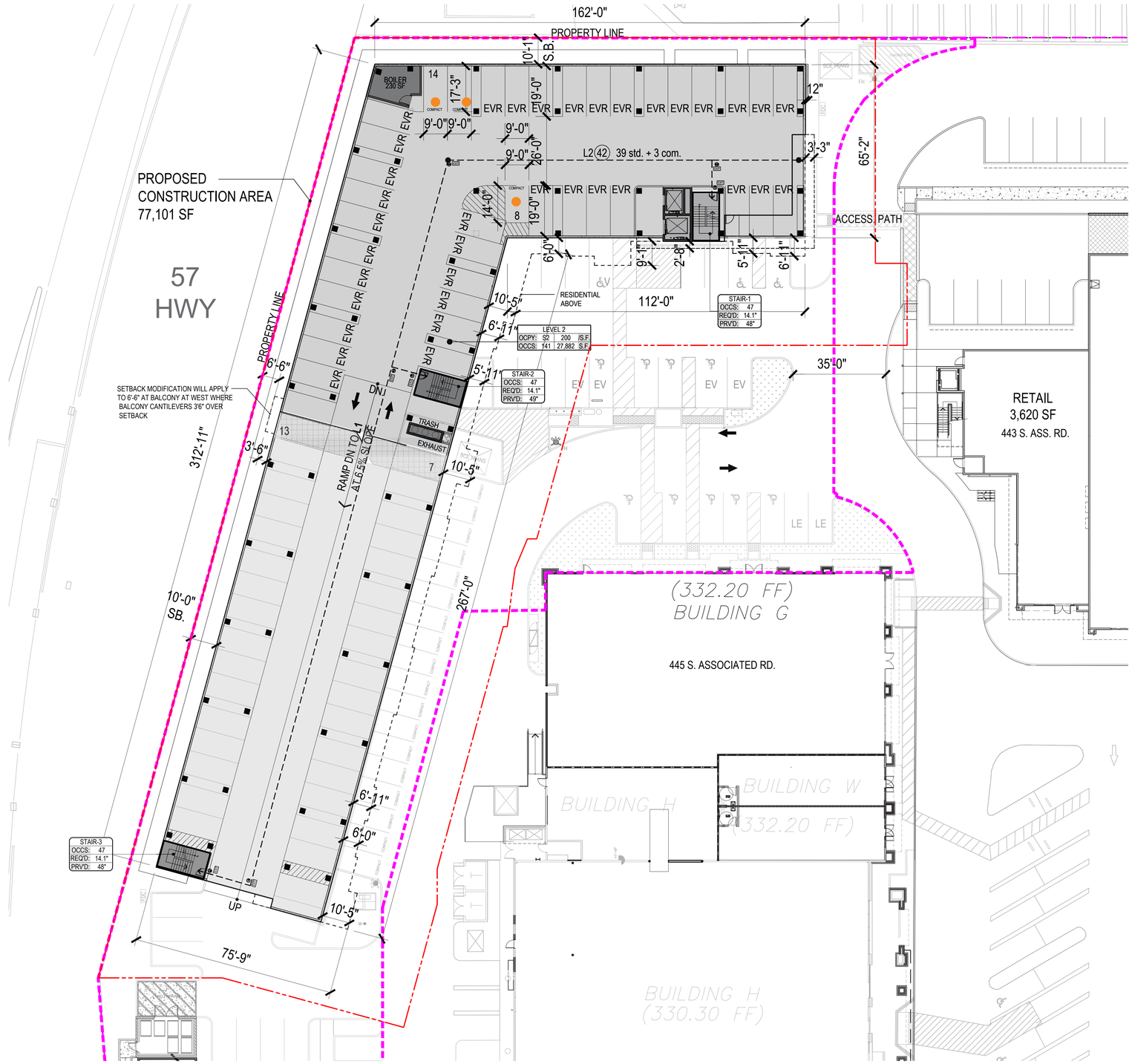
SCALE: 1"= 50'-0"

0 50' 100'

Architecture. Design. Relationships.

6

Scale
Job No. 2024-0324
Date 2025-02-19



EXISTING LOT LINES

PROPOSED CONSTRUCTION AREA

PROPOSED PROPERTY LOT LINES

COMPACT STALLS

BOSC Realty Advisors

BREA PLAZA - MIXED USE APARTMENTS

BREA, CA 92821

LEVEL 2 FLOOR PLAN

SCALE: 1"= 20'-0"

0 20' 40'

Architecture. Design. Relationships.

10

Scale
Job No. 2024-0324
Date 2025-02-19

ATTACHMENT B

BREA PLAZA PARKING DEMAND SURVEY DATA

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Google

Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Thursday, August 18th, 2022

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	92	62	72	71	68	64	62	49	51	41	35	32	24	12
	Compact	23	0	8	9	11	11	9	8	8	9	10	11	9	4
	Handicap	6	0	1	2	2	1	2	2	1	2	2	0	0	0
	Loading	2	0	1	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	**123**	**62**	**82**	**82**	**81**	**76**	**73**	**59**	**60**	**52**	**47**	**43**	**33**	**16**
	Total Occupancy	123	62	82	82	81	76	73	59	60	52	47	43	33	16
	Total Percent		**50%**	**67%**	**67%**	**66%**	**62%**	**59%**	**48%**	**49%**	**42%**	**38%**	**35%**	**27%**	**13%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	23	45	72	70	65	55	47	56	67	68	57	34	9
	Handicap	7	0	0	0	0	2	2	3	1	2	0	2	0	0
	20 Min.	11	7	8	10	7	5	7	5	6	8	9	5	2	0
	Fed Ex. Only	2	0	2	1	2	1	1	1	0	0	2	1	1	0
	Jared Only	2	0	1	0	1	0	0	0	1	1	1	1	0	0
	Take Out	6	0	2	1	0	0	0	1	1	1	2	4	1	1
	Subtotal	**99**	**30**	**58**	**84**	**80**	**73**	**65**	**57**	**65**	**79**	**82**	**70**	**38**	**10**
	Total Occupancy	99	30	58	84	80	73	65	57	65	79	82	70	38	10
	Total Percent		**30%**	**59%**	**85%**	**81%**	**74%**	**66%**	**58%**	**66%**	**80%**	**83%**	**71%**	**38%**	**10%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	73	81	113	109	93	90	100	89	105	96	69	42	17
	Compact	30	12	16	21	19	18	12	13	14	12	16	13	7	0
	Handicap	2	2	1	0	2	2	0	1	1	0	0	0	1	0
	20 Min.	8	7	6	8	8	8	8	8	5	8	7	8	6	2
	Pick Up	4	2	1	2	1	3	4	2	2	2	3	1	0	0
	Subtotal	**216**	**96**	**105**	**144**	**139**	**124**	**114**	**124**	**111**	**127**	**122**	**91**	**56**	**19**
	Total Occupancy	216	96	105	144	139	124	114	124	111	127	122	91	56	19
	Total Percent		**44%**	**49%**	**67%**	**64%**	**57%**	**53%**	**57%**	**51%**	**59%**	**56%**	**42%**	**26%**	**9%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	64	18	23	32	41	30	23	21	26	38	47	44	16	7
	Handicap	3	1	2	2	3	1	0	1	2	2	2	1	1	0
	Take Out	4	0	0	0	0	0	0	0	1	0	0	2	0	0
	Chick-Fil-A Delivery	2	2	2	2	2	1	2	1	2	2	2	2	2	2
	Subtotal	**73**	**21**	**27**	**36**	**46**	**32**	**25**	**23**	**31**	**42**	**51**	**49**	**19**	**9**
	Total Occupancy	73	21	27	36	46	32	25	23	31	42	51	49	19	9
	Total Percent		**29%**	**37%**	**49%**	**63%**	**44%**	**34%**	**32%**	**42%**	**58%**	**70%**	**67%**	**26%**	**12%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	135	63	69	98	103	87	73	76	68	83	65	63	40	29
	Handicap	9	2	1	3	2	5	1	0	1	2	0	1	0	0
	20 Min.	4	0	1	2	2	3	1	1	1	1	1	2	1	0
	Pick Up	5	1	2	1	1	1	0	1	0	1	2	1	0	0
	Subtotal	**153**	**66**	**73**	**104**	**108**	**96**	**75**	**78**	**70**	**87**	**68**	**67**	**41**	**29**
	Total Occupancy	153	66	73	104	108	96	75	78	70	87	68	67	41	29
	Total Percent		**43%**	**48%**	**68%**	**71%**	**63%**	**49%**	**51%**	**46%**	**57%**	**44%**	**44%**	**27%**	**19%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	8	14	11	17	13	13	13	13	16	14	4	1	0
	Handicap	4	0	0	0	1	0	0	0	0	0	0	0	0	0
	20 Min.	2	0	2	1	2	1	0	1	1	1	1	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	5	6	7	8	9	8	5	4	2	2	2	1	1
	Subtotal	**55**	**13**	**22**	**19**	**28**	**23**	**21**	**19**	**18**	**19**	**17**	**6**	**2**	**1**
	Total Occupancy	55	13	22	19	28	23	21	19	18	19	17	6	2	1
	Total Percent		**24%**	**40%**	**35%**	**51%**	**42%**	**38%**	**35%**	**33%**	**35%**	**31%**	**11%**	**4%**	**2%**

Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Saturday, August 20th, 2022

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	92	70	70	79	80	79	66	51	58	54	43	44	30	19
	Compact	23	8	9	10	11	13	13	13	17	18	17	13	11	6
	Handicap	6	2	6	5	1	1	2	2	1	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	**123**	**80**	**85**	**94**	**92**	**93**	**81**	**66**	**76**	**72**	**60**	**57**	**41**	**25**
	Total Occupancy	123	80	85	94	92	93	81	66	76	72	60	57	41	25
	Total Percent		**65%**	**69%**	**76%**	**75%**	**76%**	**66%**	**54%**	**62%**	**59%**	**49%**	**46%**	**33%**	**20%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	36	47	58	67	60	48	57	54	64	58	62	45	15
	Handicap	7	1	2	1	4	3	2	2	3	1	2	3	1	0
	20 Min.	11	5	7	7	10	4	7	7	8	9	7	9	6	1
	Fed Ex. Only	2	1	1	1	0	0	2	1	0	0	0	1	1	0
	Jared Only	2	0	1	1	1	0	1	1	1	0	0	1	0	0
	Take Out	6	0	1	1	1	2	0	4	1	2	2	3	2	1
	Subtotal	**99**	**43**	**59**	**69**	**83**	**69**	**60**	**72**	**67**	**76**	**69**	**79**	**55**	**17**
	Total Occupancy	99	43	59	69	83	69	60	72	67	76	69	79	55	17
	Total Percent		**43%**	**60%**	**70%**	**84%**	**70%**	**61%**	**73%**	**68%**	**77%**	**70%**	**80%**	**56%**	**17%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	87	120	128	148	131	122	139	124	141	123	101	72	39
	Compact	30	12	14	19	22	22	22	18	19	16	19	9	6	3
	Handicap	2	0	1	1	2	2	2	0	0	1	1	0	0	0
	20 Min.	8	5	6	8	8	8	8	8	7	8	8	7	7	0
	Pick Up	4	2	3	4	3	2	4	4	2	1	4	3	0	1
	Subtotal	**216**	**106**	**144**	**160**	**183**	**165**	**158**	**169**	**152**	**167**	**155**	**120**	**85**	**43**
	Total Occupancy	216	106	144	160	183	165	158	169	152	167	155	120	85	43
	Total Percent		**49%**	**67%**	**74%**	**85%**	**76%**	**73%**	**78%**	**70%**	**77%**	**72%**	**56%**	**39%**	**20%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	64	14	23	40	58	48	48	51	53	52	47	49	37	21
	Handicap	3	0	0	1	2	2	1	1	3	2	2	1	2	1
	Take Out	4	0	0	0	0	0	1	1	1	4	1	1	1	0
	Chick-Fil-A Delivery	2	2	2	1	2	2	1	2	2	2	2	2	2	2
	Subtotal	**73**	**16**	**25**	**42**	**62**	**52**	**51**	**55**	**59**	**60**	**52**	**53**	**42**	**24**
	Total Occupancy	73	16	25	42	62	52	51	55	59	60	52	53	42	24
	Total Percent		**22%**	**34%**	**58%**	**85%**	**71%**	**70%**	**75%**	**81%**	**82%**	**71%**	**73%**	**58%**	**33%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	135	63	93	93	116	95	95	83	85	86	87	55	41	27
	Handicap	9	1	0	4	6	2	3	0	2	4	0	1	0	0
	20 Min.	4	1	0	0	4	1	2	0	1	0	2	0	0	0
	Pick Up	5	0	0	1	1	4	2	0	1	2	0	0	2	1
	Subtotal	**153**	**65**	**93**	**98**	**127**	**102**	**102**	**83**	**89**	**92**	**89**	**56**	**43**	**28**
	Total Occupancy	153	65	93	98	127	102	102	83	89	92	89	56	43	28
	Total Percent		**42%**	**61%**	**64%**	**83%**	**67%**	**67%**	**54%**	**58%**	**60%**	**58%**	**37%**	**28%**	**18%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	15	29	29	20	18	18	14	15	9	9	7	6	1
	Handicap	4	0	0	1	1	0	1	0	1	0	0	0	0	0
	20 Min.	2	2	2	1	1	1	1	1	1	1	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	6	6	6	6	6	5	1	0	0	0	0	0	0
	Subtotal	**55**	**23**	**37**	**37**	**28**	**25**	**25**	**16**	**17**	**10**	**9**	**7**	**6**	**1**
	Total Occupancy	55	23	37	37	28	25	25	16	17	10	9	7	6	1
	Total Percent		**42%**	**67%**	**67%**	**51%**	**45%**	**45%**	**29%**	**31%**	**18%**	**16%**	**13%**	**11%**	**2%**

Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Thursday, December 14, 2023

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	104	29	40	60	81	62	57	51	47	46	63	64	30	13
	Compact	37	10	12	19	26	21	17	16	15	15	20	19	10	6
	Handicap	6	1	1	3	1	2	2	1	1	1	0	0	0	0
	Loading	2	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	**149**	**41**	**53**	**82**	**108**	**85**	**76**	**68**	**63**	**62**	**83**	**83**	**40**	**19**
	Total Occupancy	149	41	53	82	108	85	76	68	63	62	83	83	40	19
	Total Percent		**28%**	**36%**	**55%**	**72%**	**57%**	**51%**	**46%**	**42%**	**42%**	**56%**	**56%**	**27%**	**13%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	33	42	70	69	67	52	53	52	75	68	67	37	18
	Handicap	7	0	0	1	1	4	3	0	2	2	3	2	1	2
	20 Min.	11	4	7	7	9	7	6	4	7	9	8	10	4	1
	Fed Ex. Only	2	2	2	2	2	1	1	2	2	1	2	2	0	0
	Jared Only	2	0	0	2	0	0	1	0	0	0	2	2	1	0
	Take Out	6	0	1	2	2	2	1	3	4	5	3	4	4	3
	Subtotal	**99**	**39**	**52**	**84**	**83**	**81**	**64**	**62**	**67**	**92**	**86**	**87**	**47**	**24**
	Total Occupancy	99	39	52	84	83	81	64	62	67	92	86	87	47	24
	Total Percent		**39%**	**53%**	**85%**	**84%**	**82%**	**65%**	**63%**	**68%**	**93%**	**87%**	**88%**	**47%**	**24%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	72	109	137	149	155	142	130	136	141	127	97	66	40
	Compact	30	4	10	17	20	19	17	15	16	18	20	14	12	4
	Handicap	2	0	1	1	2	2	1	2	1	0	1	1	0	0
	20 Min.	8	7	7	7	8	7	6	5	5	7	6	6	7	5
	Pick Up	4	1	3	2	4	3	2	2	3	2	3	3	0	0
	Subtotal	**216**	**84**	**130**	**164**	**183**	**186**	**168**	**154**	**161**	**168**	**157**	**121**	**85**	**49**
	Total Occupancy	216	84	130	164	183	186	168	154	161	168	157	121	85	49
	Total Percent		**39%**	**60%**	**76%**	**85%**	**86%**	**78%**	**71%**	**75%**	**78%**	**73%**	**56%**	**39%**	**23%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	49	6	13	45	48	34	28	19	27	46	48	37	16	11
	Handicap	3	0	1	2	3	2	2	1	1	2	0	0	0	0
	Take Out	4	0	0	1	3	0	0	0	2	1	2	4	1	0
	Chick-Fil-A Delivery	17	10	10	11	10	11	12	6	9	13	9	5	6	4
	Subtotal	**73**	**16**	**24**	**59**	**64**	**47**	**42**	**26**	**39**	**62**	**59**	**46**	**23**	**15**
	Total Occupancy	73	16	24	59	64	47	42	26	39	62	59	46	23	15
	Total Percent		**22%**	**33%**	**81%**	**88%**	**64%**	**58%**	**36%**	**53%**	**85%**	**81%**	**63%**	**32%**	**21%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	136	66	77	85	102	92	84	71	72	79	70	59	37	32
	Handicap	9	0	0	2	1	0	2	1	1	1	2	0	0	0
	20 Min.	4	1	2	1	2	2	1	1	1	1	2	0	1	0
	Pick Up	4	0	1	2	2	0	1	2	0	0	3	2	0	0
	Subtotal	**153**	**67**	**80**	**90**	**107**	**94**	**88**	**75**	**74**	**81**	**77**	**61**	**38**	**32**
	Total Occupancy	153	67	80	90	107	94	88	75	74	81	77	61	38	32
	Total Percent		**44%**	**52%**	**59%**	**70%**	**61%**	**58%**	**49%**	**48%**	**53%**	**50%**	**40%**	**25%**	**21%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	9	17	19	18	17	14	14	11	12	7	1	0	0
	Handicap	4	0	0	0	0	0	1	0	0	0	0	0	0	0
	20 Min.	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	5	7	6	6	8	8	7	5	5	1	0	0	0
	Subtotal	**55**	**14**	**24**	**25**	**24**	**25**	**23**	**21**	**16**	**17**	**8**	**1**	**0**	**0**
	Total Occupancy	55	14	24	25	24	25	23	21	16	17	8	1	0	0
	Total Percent		**25%**	**44%**	**45%**	**44%**	**45%**	**42%**	**38%**	**29%**	**31%**	**15%**	**2%**	**0%**	**0%**

Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Saturday, December 16, 2023

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	104	57	62	70	79	92	88	69	69	68	62	49	26	20
	Compact	37	16	14	24	26	30	23	24	23	21	20	16	8	7
	Handicap	6	2	1	3	1	2	0	0	0	0	0	0	0	0
	Loading	2	0	0	1	0	0	0	0	0	0	0	0	0	0
	Subtotal	**149**	**75**	**77**	**98**	**106**	**124**	**111**	**93**	**92**	**89**	**82**	**65**	**34**	**27**
	Total Occupancy	149	75	77	98	106	124	111	93	92	89	82	65	34	27
	Total Percent		**50%**	**52%**	**66%**	**71%**	**83%**	**74%**	**62%**	**62%**	**60%**	**55%**	**44%**	**23%**	**18%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	47	55	68	71	70	66	65	68	69	71	67	41	11
	Handicap	7	0	1	3	4	2	4	3	4	7	7	3	4	1
	20 Min.	11	4	5	7	10	11	9	9	8	11	9	10	3	3
	Fed Ex. Only	2	0	2	2	2	2	0	2	1	1	2	1	0	0
	Jared Only	2	0	1	0	2	2	1	2	1	2	2	0	0	0
	Take Out	6	0	0	0	2	2	1	5	5	5	4	5	3	0
	Subtotal	**99**	**51**	**64**	**80**	**91**	**89**	**81**	**86**	**87**	**95**	**95**	**86**	**51**	**15**
	Total Occupancy	99	51	64	80	91	89	81	86	87	95	95	86	51	15
	Total Percent		**52%**	**65%**	**81%**	**92%**	**90%**	**82%**	**87%**	**88%**	**96%**	**96%**	**87%**	**52%**	**15%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	121	137	158	169	167	164	148	154	157	162	132	92	62
	Compact	30	9	15	20	28	29	24	12	23	16	20	20	8	3
	Handicap	2	2	2	0	2	2	0	2	2	2	1	1	1	0
	20 Min.	8	5	6	8	8	8	8	8	8	8	8	8	2	0
	Pick Up	4	2	2	3	4	4	3	3	3	3	4	4	0	1
	Subtotal	**216**	**139**	**162**	**189**	**211**	**210**	**199**	**173**	**190**	**186**	**195**	**165**	**103**	**66**
	Total Occupancy	216	139	162	189	211	210	199	173	190	186	195	165	103	66
	Total Percent		**64%**	**75%**	**88%**	**98%**	**97%**	**92%**	**80%**	**88%**	**86%**	**90%**	**76%**	**48%**	**31%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	49	18	20	38	48	50	37	44	47	48	49	44	34	23
	Handicap	3	0	0	2	2	3	1	2	2	2	3	2	2	1
	Take Out	4	0	0	0	1	2	2	3	4	4	3	3	1	0
	Chick-Fil-A Delivery	17	13	13	13	10	14	9	11	9	9	9	9	4	4
	Subtotal	**73**	**31**	**33**	**53**	**61**	**69**	**49**	**60**	**62**	**63**	**64**	**58**	**41**	**28**
	Total Occupancy	73	31	33	53	61	69	49	60	62	63	64	58	41	28
	Total Percent		**42%**	**45%**	**73%**	**84%**	**95%**	**67%**	**82%**	**85%**	**86%**	**88%**	**79%**	**56%**	**38%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	136	82	90	103	117	118	110	100	97	93	79	69	38	25
	Handicap	9	1	9	4	4	4	3	2	6	2	4	2	2	0
	20 Min.	4	2	0	1	4	4	4	3	3	2	2	1	0	0
	Pick Up	4	0	1	1	1	1	1	1	2	2	2	2	1	0
	Subtotal	**153**	**85**	**100**	**109**	**126**	**127**	**118**	**106**	**108**	**99**	**87**	**74**	**41**	**25**
	Total Occupancy	153	85	100	109	126	127	118	106	108	99	87	74	41	25
	Total Percent		**56%**	**65%**	**71%**	**82%**	**83%**	**77%**	**69%**	**71%**	**65%**	**57%**	**48%**	**27%**	**16%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	17	18	23	27	21	16	13	12	10	6	5	2	1
	Handicap	4	0	1	0	0	0	0	1	0	0	0	0	0	0
	20 Min.	2	0	2	1	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	3	4	4	2	6	3	1	1	1	1	1	0	0
	Subtotal	**55**	**20**	**25**	**28**	**29**	**27**	**19**	**15**	**13**	**11**	**7**	**6**	**2**	**1**
	Total Occupancy	55	20	25	28	29	27	19	15	13	11	7	6	2	1
	Total Percent		**36%**	**45%**	**51%**	**53%**	**49%**	**35%**	**27%**	**24%**	**20%**	**13%**	**11%**	**4%**	**2%**

Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Sunday, April 28, 2024

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	101	27	36	38	41	46	58	49	59	36	38	41	18	15
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	**105**	**27**	**36**	**38**	**41**	**46**	**58**	**49**	**59**	**36**	**38**	**41**	**18**	**15**
	Total Occupancy	105	27	36	38	41	46	58	49	59	36	38	41	18	15
	Total Percent		**26%**	**34%**	**36%**	**39%**	**44%**	**55%**	**47%**	**56%**	**34%**	**36%**	**39%**	**17%**	**14%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	70	26	47	69	70	70	62	65	62	68	59	59	34	12
	Handicap	5	0	1	0	5	3	0	2	3	2	3	2	1	0
	20 Min.	8	4	4	4	7	5	6	7	5	5	2	3	4	1
	Fed Ex. Only	2	0	1	2	2	2	1	2	1	1	1	0	0	0
	Jared Only	2	0	2	2	2	0	1	0	1	0	1	1	0	0
	Take Out	5	0	0	0	5	2	1	5	5	4	4	2	2	1
	Subtotal	**92**	**30**	**55**	**77**	**91**	**82**	**71**	**81**	**77**	**80**	**70**	**67**	**41**	**14**
	Total Occupancy	92	30	55	77	91	82	71	81	77	80	70	67	41	14
	Total Percent		**33%**	**60%**	**84%**	**99%**	**89%**	**77%**	**88%**	**84%**	**87%**	**76%**	**73%**	**45%**	**15%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	60	74	90	125	135	110	102	100	112	95	60	37	28
	Compact	30	7	6	13	19	24	21	20	12	15	16	12	4	3
	Handicap	2	0	2	1	1	0	2	1	0	1	0	0	0	0
	20 Min.	8	5	8	6	8	4	7	5	6	5	7	6	0	3
	Pick Up	4	2	4	3	4	2	4	2	2	1	1	0	0	0
	Subtotal	**216**	**74**	**94**	**113**	**157**	**165**	**144**	**130**	**120**	**134**	**119**	**78**	**41**	**34**
	Total Occupancy	216	74	94	113	157	165	144	130	120	134	119	78	41	34
	Total Percent		**34%**	**44%**	**52%**	**73%**	**76%**	**67%**	**60%**	**56%**	**62%**	**55%**	**36%**	**19%**	**16%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	49	1	7	36	40	32	32	39	48	49	40	28	15	8
	Handicap	3	0	1	0	1	2	0	2	2	2	2	1	0	0
	Take Out	4	0	0	1	3	4	1	2	2	1	1	0	0	0
	Chick-Fil-A Delivery	17	3	3	3	3	3	3	3	3	3	2	2	4	2
	Subtotal	**73**	**4**	**11**	**40**	**47**	**41**	**36**	**46**	**55**	**55**	**45**	**31**	**19**	**10**
	Total Occupancy	73	4	11	40	47	41	36	46	55	55	45	31	19	10
	Total Percent		**5%**	**15%**	**55%**	**64%**	**56%**	**49%**	**63%**	**75%**	**75%**	**62%**	**42%**	**26%**	**14%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	136	30	32	51	82	92	79	73	69	68	43	32	26	10
	Handicap	9	1	0	0	2	2	3	2	2	3	3	1	0	0
	20 Min.	4	0	0	0	0	0	1	0	0	0	0	0	0	0
	Pick Up	4	1	1	0	0	1	1	0	1	1	0	0	1	1
	Subtotal	**153**	**32**	**33**	**51**	**84**	**95**	**84**	**75**	**72**	**72**	**46**	**33**	**27**	**11**
	Total Occupancy	153	32	33	51	84	95	84	75	72	72	46	33	27	11
	Total Percent		**21%**	**22%**	**33%**	**55%**	**62%**	**55%**	**49%**	**47%**	**47%**	**30%**	**22%**	**18%**	**7%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	36	5	18	26	22	26	24	27	18	6	6	4	0	0
	Handicap	4	0	1	1	0	0	2	0	0	0	0	0	0	0
	20 Min.	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	**53**	**5**	**19**	**27**	**22**	**26**	**26**	**27**	**18**	**6**	**6**	**4**	**0**	**0**
	Total Occupancy	53	5	19	27	22	26	26	27	18	6	6	4	0	0
	Total Percent		**9%**	**36%**	**51%**	**42%**	**49%**	**49%**	**51%**	**34%**	**11%**	**11%**	**8%**	**0%**	**0%**

Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Tuesday, April 30, 2024

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	101	30	39	40	49	41	42	35	46	48	40	37	28	14
	Handicap	2	0	0	1	2	2	1	0	1	0	0	0	0	0
	Loading	2	0	1	2	0	0	0	0	0	0	1	0	0	0
	Subtotal	**105**	**30**	**40**	**43**	**51**	**43**	**43**	**35**	**47**	**48**	**41**	**37**	**28**	**14**
	Total Occupancy	105	30	40	43	51	43	43	35	47	48	41	37	28	14
	Total Percent		**29%**	**38%**	**41%**	**49%**	**41%**	**41%**	**33%**	**45%**	**46%**	**39%**	**35%**	**27%**	**13%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	70	23	34	48	58	43	47	50	47	58	64	54	36	9
	Handicap	5	1	1	2	1	3	2	0	2	2	2	2	1	0
	20 Min.	8	4	7	4	4	7	4	9	5	6	7	6	4	1
	Fed Ex. Only	2	0	2	2	0	1	1	2	2	1	2	1	0	0
	Jared Only	2	0	2	0	0	0	1	0	0	2	2	0	0	0
	Take Out	5	0	0	1	2	0	1	2	3	3	2	3	1	1
	Subtotal	**92**	**28**	**46**	**57**	**65**	**54**	**56**	**63**	**59**	**72**	**79**	**66**	**42**	**11**
	Total Occupancy	92	28	46	57	65	54	56	63	59	72	79	66	42	11
	Total Percent		**30%**	**50%**	**62%**	**71%**	**59%**	**61%**	**68%**	**64%**	**78%**	**86%**	**72%**	**46%**	**12%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	61	74	80	100	83	76	79	65	66	67	52	44	23
	Compact	30	9	10	15	25	14	11	11	6	13	9	10	7	4
	Handicap	2	0	0	1	0	0	0	1	0	0	0	0	0	0
	20 Min.	8	4	6	6	8	5	7	5	5	5	6	5	4	1
	Pick Up	4	0	0	0	3	1	0	0	1	1	1	1	1	0
	Subtotal	**216**	**74**	**90**	**102**	**136**	**103**	**94**	**96**	**77**	**85**	**83**	**68**	**56**	**28**
	Total Occupancy	216	74	90	102	136	103	94	96	77	85	83	68	56	28
	Total Percent		**34%**	**42%**	**47%**	**63%**	**48%**	**44%**	**44%**	**36%**	**39%**	**38%**	**31%**	**26%**	**13%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	49	8	9	19	16	10	14	22	27	32	35	32	15	6
	Handicap	3	0	1	0	1	1	1	2	2	2	2	2	2	1
	Take Out	4	0	0	1	0	0	0	0	0	0	3	0	1	0
	Chick-Fil-A Delivery	17	17	9	11	13	15	10	12	15	7	9	7	5	4
	Subtotal	**73**	**25**	**19**	**31**	**30**	**26**	**25**	**36**	**44**	**41**	**49**	**41**	**23**	**11**
	Total Occupancy	73	25	19	31	30	26	25	36	44	41	49	41	23	11
	Total Percent		**34%**	**26%**	**42%**	**41%**	**36%**	**34%**	**49%**	**60%**	**56%**	**67%**	**56%**	**32%**	**15%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	136	54	70	81	100	89	72	76	73	78	65	66	30	23
	Handicap	9	1	4	4	4	4	4	1	1	2	1	0	0	0
	20 Min.	4	1	1	1	2	0	0	0	1	1	2	2	0	0
	Pick Up	4	0	0	0	1	1	4	3	2	1	1	1	1	0
	Subtotal	**153**	**56**	**75**	**86**	**107**	**94**	**80**	**80**	**77**	**82**	**69**	**69**	**31**	**23**
	Total Occupancy	153	56	75	86	107	94	80	80	77	82	69	69	31	23
	Total Percent		**37%**	**49%**	**56%**	**70%**	**61%**	**52%**	**52%**	**50%**	**54%**	**45%**	**45%**	**20%**	**15%**

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	36	7	7	6	12	11	13	25	13	13	10	5	2	0
	Handicap	4	0	0	0	0	2	1	0	1	0	0	0	0	0
	20 Min.	2	0	1	2	0	0	2	0	1	1	1	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	4	6	9	9	7	7	6	3	3	3	2	0	0
	Subtotal	**53**	**11**	**14**	**17**	**21**	**20**	**23**	**31**	**18**	**17**	**14**	**7**	**2**	**0**
	Total Occupancy	53	11	14	17	21	20	23	31	18	17	14	7	2	0
	Total Percent		**21%**	**26%**	**32%**	**40%**	**38%**	**43%**	**58%**	**34%**	**32%**	**26%**	**13%**	**4%**	**0%**

ATTACHMENT C

RESIDENTIAL PARKING DEMAND SURVEY DATA

Prepared by National Data & Surveying Services

Parking Study

Location: Sw Corner Of E Katella Ave & S Westside De Intersection
City: Anaheim,CA

Date: 04/25/2019
Day: Thursday

Area	Space Type	Spaces	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1st Floor	Regular	**95**	49	54	61	66	71	76	78	86
	Regular HC	**2**	0	0	0	0	1	1	1	1
	EV	**2**	0	0	1	1	2	2	2	2
	Guest HC	**2**	0	0	0	0	0	0	0	0
2nd Floor	Regular	**115**	32	43	52	58	66	67	71	72
	Regular HC	**3**	0	0	0	0	0	0	0	0
	EV	**2**	0	0	0	0	0	0	0	0
	Guest HC	**1**	0	0	0	0	0	0	0	0
3rd Floor	Regular	**115**	21	23	34	39	40	45	50	50
	Guest HC	**1**	1	1	1	1	1	1	1	1
	EV	**2**	1	1	1	1	1	1	1	1
	Regular HC	**3**	0	0	0	0	0	1	1	1
4th Floor	Regular	**116**	29	34	39	44	51	54	56	56
	Guest HC	**1**	0	0	0	0	0	0	0	0
	EV	**2**	0	1	1	1	1	1	2	2
	Regular HC	**3**	0	0	0	0	0	0	0	0
5th Floor	Regular	**115**	13	15	20	25	29	31	32	32
	HC	**4**	0	0	0	0	0	0	0	0
	EV	**2**	0	0	0	0	0	0	0	0
6th Floor	Regular	**45**	0	0	0	0	0	0	0	0
	Guest	**93**	2	2	2	2	2	2	2	2
	EV	**2**	0	0	0	0	0	0	0	0

Notes **1st floor - 3 Spaces blocked, not included in inventory.**

Prepared by National Data & Surveying Services

Parking Study

Location: Sw Corner Of E Katella Ave & S Westside De Intersection
City: Anaheim,CA

Date: 04/26/2019
Day: Friday

Area	Space Type	Spaces	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1st Floor	Regular	**95**	33	51	62	60	64	66	72	74
	Regular HC	**2**	0	1	1	1	2	2	2	2
	EV	**2**	1	1	1	2	2	2	2	2
	Guest HC	**2**	0	0	1	1	1	1	1	1
2nd Floor	Regular	**115**	35	49	55	56	59	64	70	69
	Regular HC	**3**	0	0	0	0	0	1	1	1
	EV	**2**	0	1	1	1	1	2	2	2
	Guest HC	**1**	0	0	0	0	0	0	0	0
3rd Floor	Regular	**115**	25	26	29	39	42	48	50	50
	Guest HC	**1**	0	1	1	1	0	0	1	1
	EV	**2**	0	0	0	0	0	1	1	1
	Regular HC	**3**	0	0	0	0	0	0	0	0
4th Floor	Regular	**116**	31	35	38	43	45	47	49	50
	Guest HC	**1**	0	0	0	0	0	0	0	0
	EV	**2**	1	1	1	1	2	2	2	2
	Regular HC	**3**	0	0	0	0	0	0	0	0
5th Floor	Regular	**115**	16	20	23	25	29	31	33	33
	HC	**4**	0	0	0	0	0	0	0	0
	EV	**2**	0	0	0	0	0	0	0	0
6th Floor	Regular	**45**	0	0	0	0	0	0	0	0
	Guest	**93**	0	0	0	0	0	0	0	0
	EV	**2**	0	0	0	0	0	0	0	0

Notes **1st floor - 3 Spaces blocked, not included in inventory.**

Prepared by National Data & Surveying Services

Parking Study

Location: Sw Corner Of E Katella Ave & S Westside De Intersection
City: Anaheim,CA

Date: 04/27/2019
Day: Saturday

Area	Space Type	Spaces	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1st Floor	Regular	**95**	62	64	65	66	71	69	70	71
	Regular HC	**2**	0	1	1	1	1	1	1	1
	EV	**2**	1	1	1	1	1	1	1	1
	Guest HC	**2**	0	0	0	0	1	1	1	1
2nd Floor	Regular	**115**	56	59	61	64	71	75	73	76
	Regular HC	**3**	0	0	0	0	0	0	0	0
	EV	**2**	1	1	0	0	1	1	1	1
	Guest HC	**1**	0	0	0	0	0	0	0	0
3rd Floor	Regular	**115**	31	40	46	43	50	52	57	58
	Guest HC	**1**	1	1	1	1	1	1	1	1
	EV	**2**	2	2	1	0	0	0	0	0
	Regular HC	**3**	0	0	0	0	0	0	0	0
4th Floor	Regular	**116**	35	39	47	50	56	55	59	57
	Guest HC	**1**	0	0	0	0	0	0	0	0
	EV	**2**	1	1	1	1	1	1	1	1
	Regular HC	**3**	0	0	0	0	0	0	0	0
5th Floor	Regular	**115**	15	19	21	21	21	22	24	26
	HC	**4**	0	0	0	0	0	0	0	0
	EV	**2**	1	2	2	2	2	1	1	1
6th Floor	Regular	**45**	0	0	0	0	0	0	0	0
	Guest	**93**	0	0	0	0	0	0	0	0
	EV	**2**	0	0	0	0	0	0	0	0

Notes **1st floor - 3 Spaces blocked, not included in inventory.**

Project Title Baker Block - 125 Baker, Costa Mesa - Parking Lot Survey

Parking Occupancy Survey

Date: Thursday, May 2, 2019

Thursday, May 2, 2019		Inv	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Parking Structure	Unmarked Stall	360	134	157	182	191	204	225	238	237
	Handicapped	12	3	4	3	7	4	5	5	4
	Electric	8	2	3	2	4	7	6	8	7
	Motorcycle with car		6	4	5	7	5	7	6	7
	Motorcycle alone		5	2	5	6	4	1	2	2
	Reserved	80	20	27	37	38	43	43	46	47
Office Lot	Guest	5	1	2	2	5	5	5	4	4
	Handicapped	1	0	1	1	0	0	0	1	0
	Total Occupancy	466	171	200	237	258	272	292	310	308
	Total Percent	-	*37%*	*43%*	*51%*	*55%*	*58%*	*63%*	*67%*	*66%*

Project Title Baker Block - 125 Baker, Costa Mesa - Parking Lot Survey

Parking Occupancy Survey

Date: Friday, May 3, 2019

Friday, May 3, 2019		Inv	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Parking Structure	Unmarked Stall	360	143	166	186	193	206	216	221	236
	Handicapped	12	2	3	6	4	7	6	7	6
	Electric	8	2	2	4	5	7	6	6	7
	Motorcycle with car		2	2	3	3	3	3	3	2
	Motorcycle alone		5	8	5	8	8	9	8	7
	Reserved	80	25	34	38	38	40	43	44	48
Office Lot	Guest	5	5	5	4	4	6	6	6	5
	Handicapped	1	1	0	0	0	1	1	0	0
	Total Occupancy	466	185	220	246	255	278	290	295	311
	Total Percent	-	*40%*	*47%*	*53%*	*55%*	*60%*	*62%*	*63%*	*67%*

Project Title Baker Block - 125 Baker, Costa Mesa - Parking Lot Survey

Parking Occupancy Survey

Date: Saturday, May 4, 2019

Saturday, May 4, 2019		Inv	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Parking Structure	Unmarked Stall	360	178	193	205	203	202	206	222	229
	Handicapped	12	4	2	5	4	4	4	5	6
	Electric	8	5	7	6	7	6	6	7	7
	Motorcycle with car		4	3	2	3	3	5	6	6
	Motorcycle alone		8	5	5	8	6	4	4	2
	Reserved	80	32	31	34	33	37	39	39	41
Office Lot	Guest	5	5	5	5	2	5	5	5	5
	Handicapped	1	0	0	0	0	0	1	0	1
	Total Occupancy	466	236	246	262	260	263	270	288	297
	Total Percent	-	*51%*	*53%*	*56%*	*56%*	*56%*	*58%*	*62%*	*64%*

Prepared by National Data & Surveying Services

Parking Study

Location: Rize Apartments, 1100 Synergy
City: Irvine, CA

Date: 6/27/2019
Day: Thursday

Level	Spaces Type	Space	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1	Regular	62	17	19	26	34	45	47	47	48
	Handicap	5	2	2	2	2	2	2	2	2
	Clean Air	9	2	5	2	2	6	5	5	5
	Future Resident	2	1	1	2	2	2	2	2	2
2	Regular	85	35	36	43	52	60	68	66	68
	Handicap	3	1	1	1	1	1	1	1	1
	Clean Air	9	5	5	6	6	5	6	6	6
3	Regular	86	33	40	46	52	54	62	63	63
	Handicap	2	0	0	0	1	1	1	1	1
	Clean Air	9	5	5	5	6	6	9	8	8
4	Regular	86	45	45	52	49	54	54	56	59
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	2	4	5	4	7	8	8	8
5	Regular	86	33	40	46	45	48	51	51	53
	Handicap	2	0	1	1	0	0	1	0	0
	Clean Air	9	0	3	5	6	6	6	6	6
6	Regular	85	34	37	45	39	41	43	44	44
	Guest	13	4	6	8	8	10	10	11	11

Prepared by National Data & Surveying Services

Parking Study

Location: Rize Apartments, 1100 Synergy
City: Irvine, CA

Date: 6/28/2019
Day: Friday

Level	Spaces Type	Space	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1	Regular	62	30	33	41	40	39	44	48	49
	Handicap	5	3	3	3	2	2	2	2	3
	Clean Air	9	5	5	4	3	6	7	8	8
	Future Resident	2	0	2	2	2	2	2	2	2
2	Regular	85	37	44	45	48	50	54	59	57
	Handicap	3	1	0	0	1	1	1	1	1
	Clean Air	9	2	5	5	6	8	8	7	7
3	Regular	86	48	55	57	57	63	66	65	64
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	2	2	4	5	6	7	8	8
4	Regular	86	45	43	47	45	47	55	59	61
	Handicap	2	1	0	0	0	0	0	0	0
	Clean Air	9	1	3	3	3	4	4	6	6
5	Regular	86	42	44	50	53	50	53	55	60
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	6	7	7	6	6	6	6	6
6	Regular	85	39	33	41	41	42	47	49	49
	Guest	13	12	13	13	11	12	12	11	11

Prepared by National Data & Surveying Services

Parking Study

Location: Rize Apartments, 1100 Synergy
City: Irvine, CA

Date: 6/29/2019
Day: Saturday

Level	Spaces Type	Space	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1	Regular	62	37	36	35	37	41	42	46	47
	Handicap	5	3	2	2	2	3	3	3	3
	Clean Air	9	3	4	6	6	6	6	6	6
	Future Resident	2	2	2	2	2	2	2	2	2
2	Regular	85	45	47	50	52	55	56	54	56
	Handicap	3	1	1	1	1	1	1	1	1
	Clean Air	9	4	5	5	5	6	6	6	6
3	Regular	86	51	53	54	54	54	54	55	55
	Handicap	2	1	1	2	2	2	1	1	1
	Clean Air	9	6	6	7	7	7	7	7	7
4	Regular	86	47	48	50	53	55	58	58	60
	Handicap	2	0	0	0	1	2	2	2	2
	Clean Air	9	5	5	5	5	4	4	4	5
5	Regular	86	45	45	47	49	53	56	58	58
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	5	5	6	6	6	6	6	6
6	Regular	85	40	40	41	41	44	46	46	47
	Guest	13	12	12	12	12	13	13	13	13

Client Name: Pize Apartments

Officers Name: Climate free **Date:** 7/21/24

Type of Service: [Parking Garage Spot #5] **Pages:** of

Chief Protective Services
P.O. Box 1806
Corona, CA 92878-1806
1-888-332-4648
PPO# 120156

Time	Remarks		
(1)	6	153	
	45	151	
	43	65	
	42	67	
	8		
	15		
	7		
	29		
	35		
(2)	113	105	
	141	157	
	129	250	
	80	159	
	81	160	
	88	247	
	85	163	
	86	164	
	91		
	78		
	98		
	69		
(3)	200	347	
	211	344	
	241	343	
	223	341	
	225	262	
	184		
	189		
	190		
	192		
	193		
	256		
(4)	307	281	358
	303	325	439
	300	445	437
	299	446	
	263	351	
	265	352	
	292	353	
	290	355	
	280	357	
(5)	389	468	
	367	406	
	384	548	
	383	449	
	387	546	
	380	452	
	378	453	
	425	543	
	420	456	
	430	540	
	416		
	432		
(6)	500	476	510
	490	474	530
	491	473	550
	492	472	559
	480	470	512
	462	520	511
	485	525	510
	494	524	507
	493	522	
	492	524	
	491	533	

BREA PLAZA LIVING

5555 East Imperial Hwy Brea, Ca 92821

MASTER SIGN PROGRAM

REVISED 01.11.25

250181-01

PREPARED BY

SIGNS & SERVICES CO.
(714)761-8200
info@signsandservicesco.com
www.signsandservicesco.com

PROJECT DIRECTORY

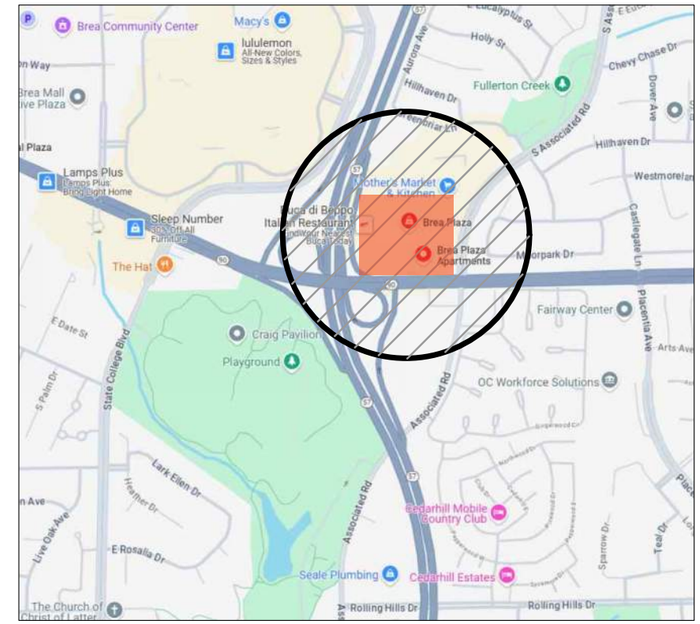
SIGN CRITERIA FOR:
BREA PLAZA LIVING
Located at:
5555 EAST IMPERIAL HWY.
BREA, CA 92821

LANDLORD
BOSC REALTY ADVISORS, LLC
888 W. Big Beaver Road, Suite 200
Troy, MI 48084
Attn: Wadd Nadhir

PROJECT ARCHITECT
ARCHITECTS ORANGE
144 North Orange Street
Orange, Ca 92866
Attn: Jahn Nguyen

CITY PLANNING:
City of Brea

SIGNAGE CONTRACTOR
Signs & Services Co.
10980 Boatman Ave.
Stanton, CA 90680
Attn: Cynthia Lima
310-507-4393
cynthia@signsandservicesco.com

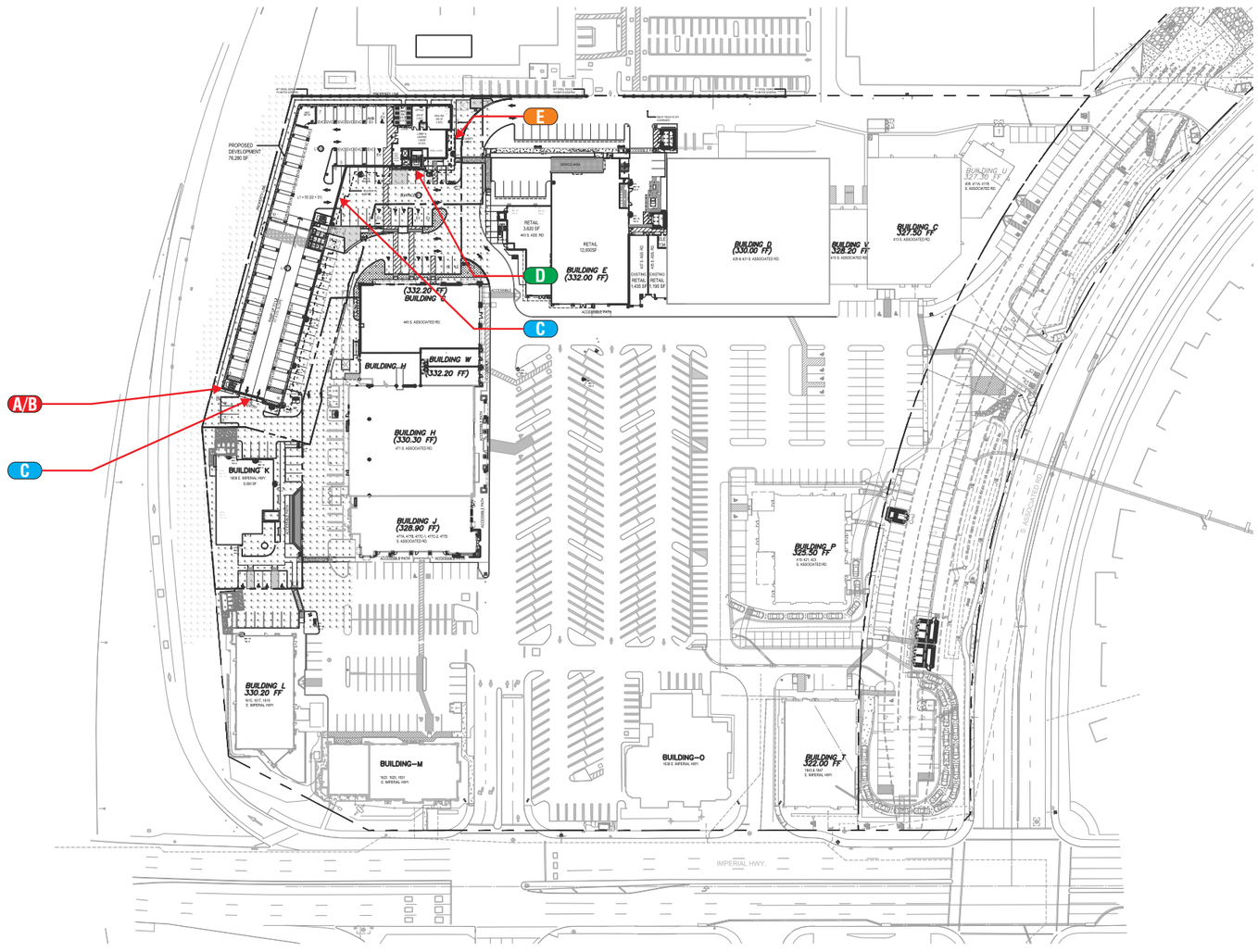


LOCATION MAP
NOT TO SCALE

N

BREA PLAZA LIVING

SIGN TYPE	DESCRIPTION	PAGE
A/B	DEVELOPMENT SIGN (CORNER)	11
C	PARKING EXIT ENTRY WITH BANG BAR	13
D	CANOPY MOUNTED LETTERS & NUMBERS	14
E	CANOPY MOUNTED ADDRESS NUMBERS	15



north

SCALE: 1" = 150'-0"

SIGNS & SERVICES
signsandservicesco.com

I. INTRODUCTION

The purpose of this criteria is to establish sign design standards and general guidelines that assure consistency in quality and necessary to balance maximum identification within an overall harmony of design for the project.

Conformance to these criteria will be strictly enforced. Any installed non-conforming or unapproved signs shall be brought into conformance at the expense of the Tenant and/or his Sign Contractor.

II. APPROVAL PROCEDURE

All signs installed or displayed on the premises of Brea Plaza Living must have written approval of the Landlord/Developer. The aesthetic characteristics of the signs (i.e., placement, size, proportion, colors, textures, method of fabrication, location of transformers and electrical devices, etc.) are subject to the discretionary approval of the Landlord/Developer within the context of this criteria.

Prior to submission to the City of Brea for permits, and prior to construction and installation of any sign or graphic covered by this criteria, tenant must submit professionally prepared drawings of their proposed signage meeting this criteria to Landlord/Developer for review and approval.

Drawings must:

1. Depict sign on building elevation with dimensional location and scale.

2. Include all specifications for construction and installation, including but not limited to, colors, materials, and illumination details. Following Landlord/Developer approval, Tenant must submit approved drawings to the City of Brea for review and permits prior to construction. All design, processing and construction shall be at the Tenant's sole cost and expense.

III. GENERAL REQUIREMENTS

1. All work is to be performed by a professional sign company. Said sign company must be in possession of a current state contractor's license to perform such work.
   Said sign company must maintain a minimum of $1,000,000 insurance to be working on property.

2. Each Tenant shall submit or cause to be submitted an electronic drawing with details drawn to scale, indicating the location, size, layout, design and color of the proposed signs, including all lettering and or graphics to the Landlord/Developer and the City of Brea for approval prior to fabrication. These drawings shall be submitted along with a site plan indicating the location of the lease space on the site, and elevation showing sign placement and lease space width.
   NOTE: All sign layouts shall include a digital image of the building frontage with proposed sign in a scaled format to include adjacent tenant signage, if applicable.

3. All signs shall be reviewed and approved in writing by the Landlord/Developer for conformance with these criteria and overall design quality as well as Tenant's lease agreement. Approval or disapproval of sign submittal based on aesthetics of a design shall remain the sole right of the Landlord/Developer.

4. All signs must comply with current City of Brea planning, zoning, building and electrical codes.

5. City Approval and Permits: Upon approval by the Landlord/Developer, Tenant shall secure a sign permit from the City of Brea by submitting proposed drawings (approved by the Landlord/Developer) to the Planning Department. All permits required by the City of Brea for signs and their installation must be obtained and paid for by the Tenant prior to installation.

6. All building signs shall be constructed and installed at the Tenant's expense. Tenant is also responsible for the maintenance of their signs.

7. In the event a Tenant vacates his premises, Tenant shall be responsible for the removal of any wall and/or logo sign, with all holes being repaired and repainted to match the building exterior.

8. Tenant's sign contractor shall repair any damage to any work caused by his actions. Incomplete repairs are the ultimate responsibility of the Tenant.

9. Upon notice by the City of Brea or the Landlord / Developer, a Tenant shall be required to repair or refurbish their sign structure, sign face and/or sign illumination within seven (7) working days.

10. Window signs as related to logos to be allowed, shop addressing, hours of operation, approved credit card names, emergency telephone numbers, etc., not to exceed a total of 10% of the area of any single window or adjoining window on the same frontage.

11. All electrical signage shall bear the Underwriter Laboratories (UL) label of approval. All conduit, transformers, junction boxes, openings in the building surface, etc. shall be concealed. No raceways or sign cabinets (boxes) are allowed. The City of Brea and the Landlord/Developer shall approve the method of installation.

12. Tenant is responsible for maintenance and cost of electricity for their own signage. The Tenant or Landlord shall be responsible to provide a designated electrical circuit from electrical panel for their signage. Tenant to provide primary wiring from electrical sub panel to J-box at sign location.

III. GENERAL REQUIREMENTS (cont.)

13. Tenant shall be fully responsible for the operations of his sign contractor and shall indemnify, defend and hold harmless the Landlord/Developer and his agents from damages or liabilities resulting from his contractor's work.

14. Registered trademarks, herein referred to as Registered Corporate Identity, pertains to corporate logos and logotypes that have been registered and are on file with the UNITED STATES PATENT AND TRADEMARK OFFICE in Washington, D.C.

15. Signs not covered by these criteria are subject to prior review and approval of the Landlord/Developer and shall conform to the requirements of the City of Brea Sign Standards and the City Code.

16. Sign Manufacturer & U.L. Labels. Sign manufacturer name, & state license number to be inconspicuously labeled & attached on top exterior of the sign letters.

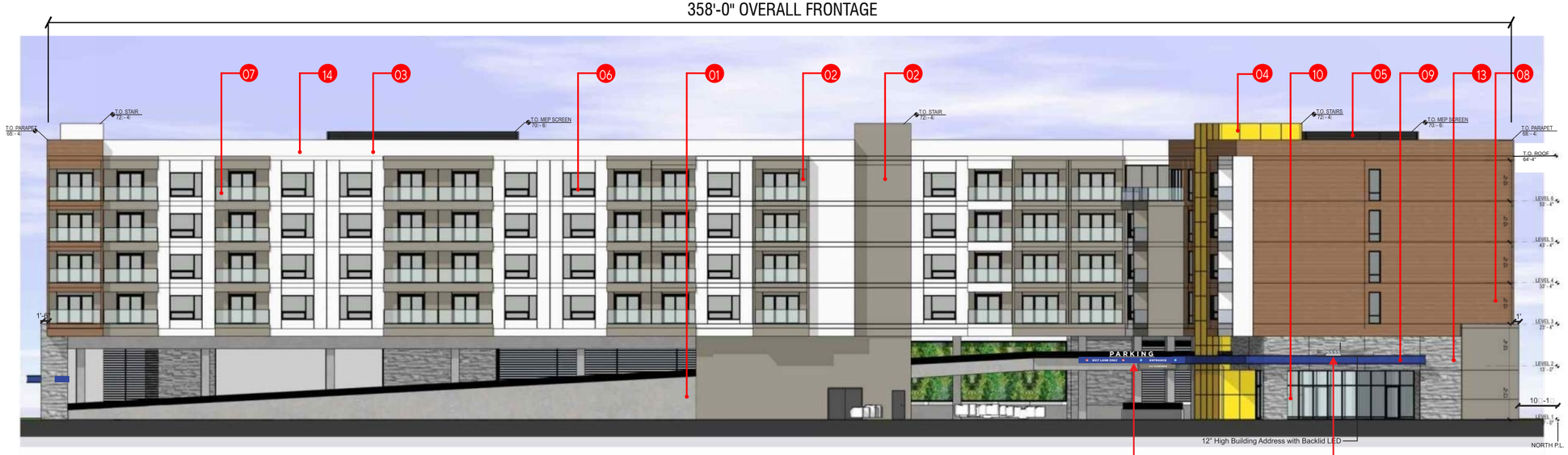
SIGN TYPE EXAMPLES

Halo Illuminated Reverse Pan Channel Letters / Logo

Halo Illuminated Pan Channel Letters / Logo

Letters to be fabricated aluminum, reverse pan channel construction. Aluminum faces and returns to have painted or adodized finishes. Backs to be Clear lexan with min. 1 1/2” stand-offs. Letters / logo to be internally illuminated with LEDs.

358'-0" OVERALL FRONTAGE

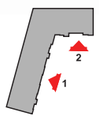


EAST ELEVATION

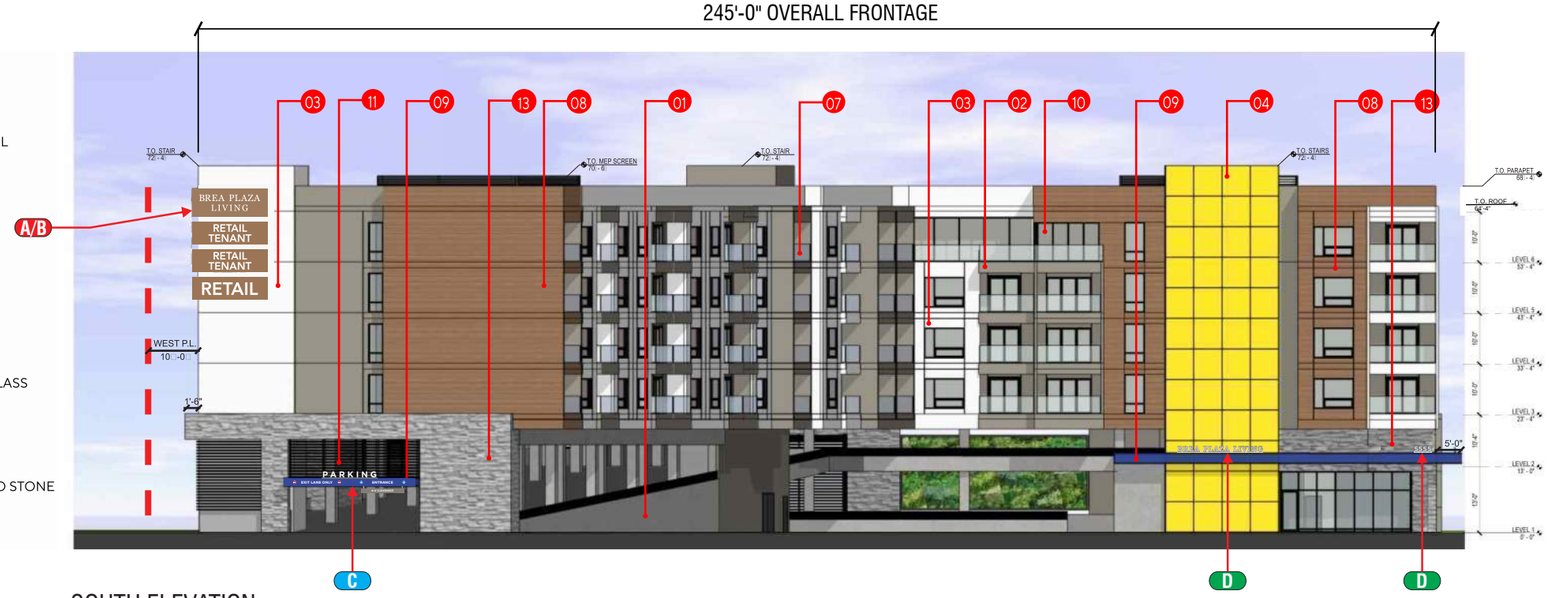
SCALE: 1" = 30'-0"

MATERIAL LEGEND

- 01 PAINTED SMOOTH CONCRETE
- 02 PAINTED STUCCO FINISH - METAL FRINGE
- 03 PAINTED STUCCO FINISH - PRECIOUS PEARL
- 04 COLORED GLASS
- 05 MECHANICAL SCREEN - DARK GRAY
- 06 OPERABLE WINDOW
- 07 GLASS RAILING
- 08 NEW TECH WOOD - PERUVIAN TEAK
- 09 STEEL CANOPY W/ COLOR BAND
- 10 STOREFRONT SYSTEM: BLACK W/ CLEAR GLASS
- 11 DARK BRONZE ANODIZED ALUM. LOUVERS
- 12 LIVING GREEN WALL
- 13 SIERRA LEDGE WASATCH GREY CORONADO STONE



245'-0" OVERALL FRONTAGE



SOUTH ELEVATION

SCALE: 1" = 30'-0"

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358'-0" OVERALL FRONTAGE

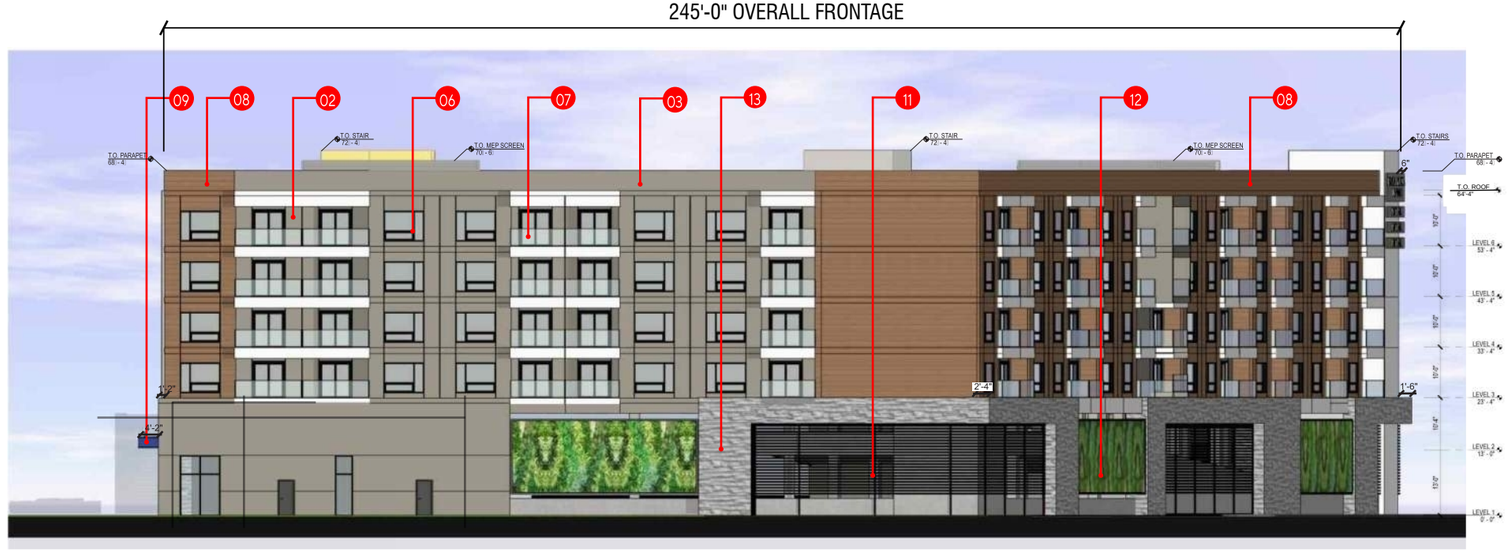
WEST ELEVATION

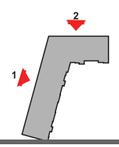
SCALE: 1" = 30'-0"

MATERIAL LEGEND

01 PAINTED SMOOTH CONCRETE
02 PAINTED STUCCO FINISH - METAL FRINGE
03 PAINTED STUCCO FINISH - PRECIOUS PEARL
04 COLORED GLASS
05 MECHANICAL SCREEN - DARK GRAY
06 OPERABLE WINDOW
07 GLASS RAILING
08 NEW TECH WOOD - PERUVIAN TEAK
09 STEEL CANOPY W/ COLOR BAND
10 STOREFRONT SYSTEM: BLACK W/ CLEAR GLASS
11 DARK BRONZE ANODIZED ALUM. LOUVERS
12 LIVING GREEN WALL
13 SIERRA LEDGE WASATCH GREY CORONADO STONE

245'-0" OVERALL FRONTAGE

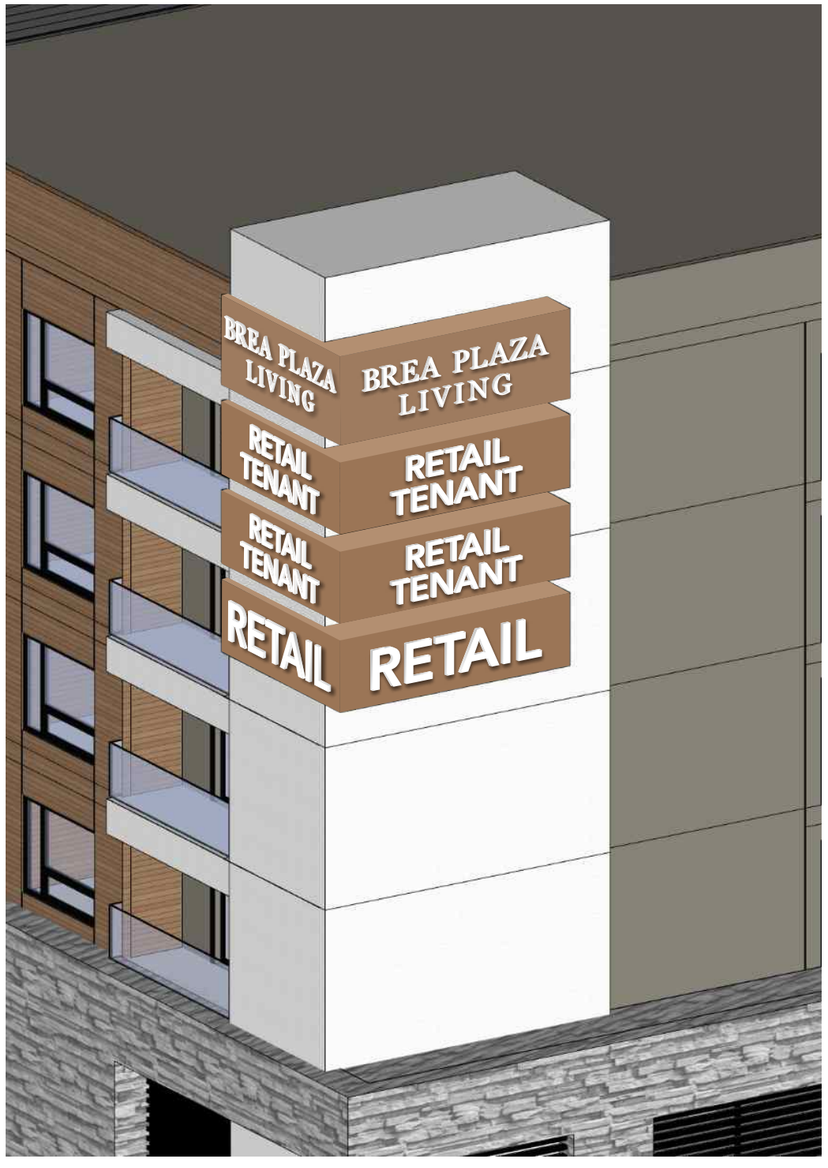




NORTH ELEVATION

SCALE: 1" = 30'-0"

SIGN A/B WALL MOUNTED DEVELOPMENT SIGN



SOUTHWEST CORNER PERSPECTIVE VIEW

SCALE: NTS

SIGN A/B WALL MOUNTED DEVELOPMENT SIGN

One wall mounted development sign will wrap around the southwest corner of the main building at “Brea Plaza Living”. Halo illuminated 3" deep aluminum channel letters attached to aluminum backgrounds. Power supplies located within backgrounds.

The sign area will be all inclusive.

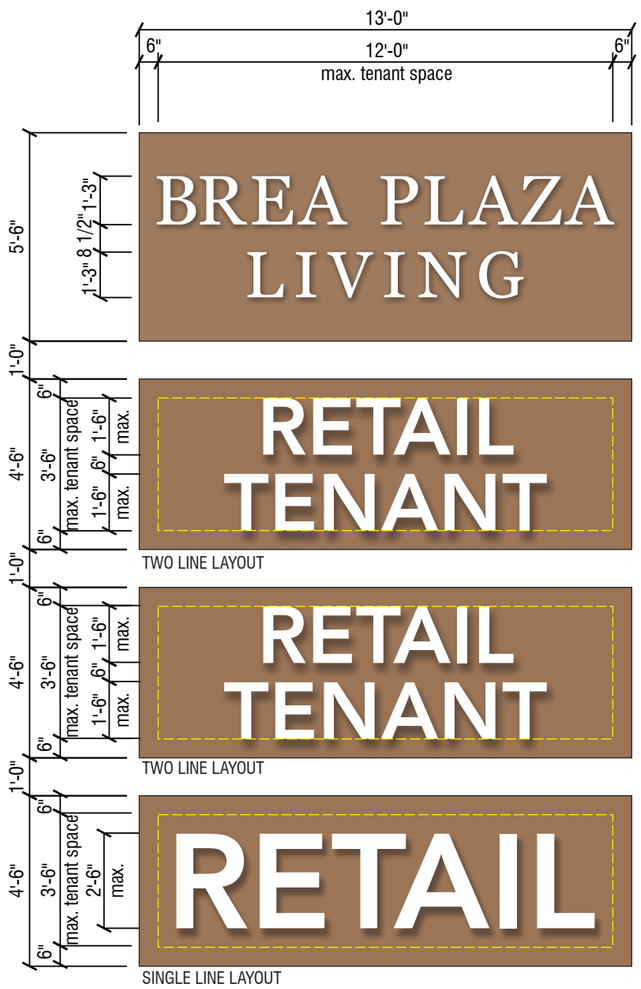
Total maximum allowable sign area for each tenant includes the wall mounted development sign.

Maximum sign height for double line tenant:
1'-6" with a min, 6" between letters or logo.
Maximum sign height for single line tenant:
2'-6"

West Elevation
Max. total sign area = 42 s.f.

South Elevation:
Max. total sign area = 49 s.f.

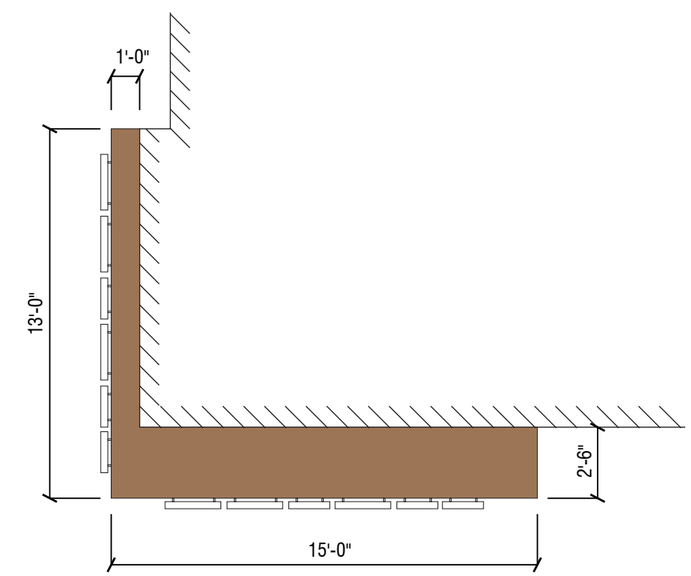
6" margin around sign background.



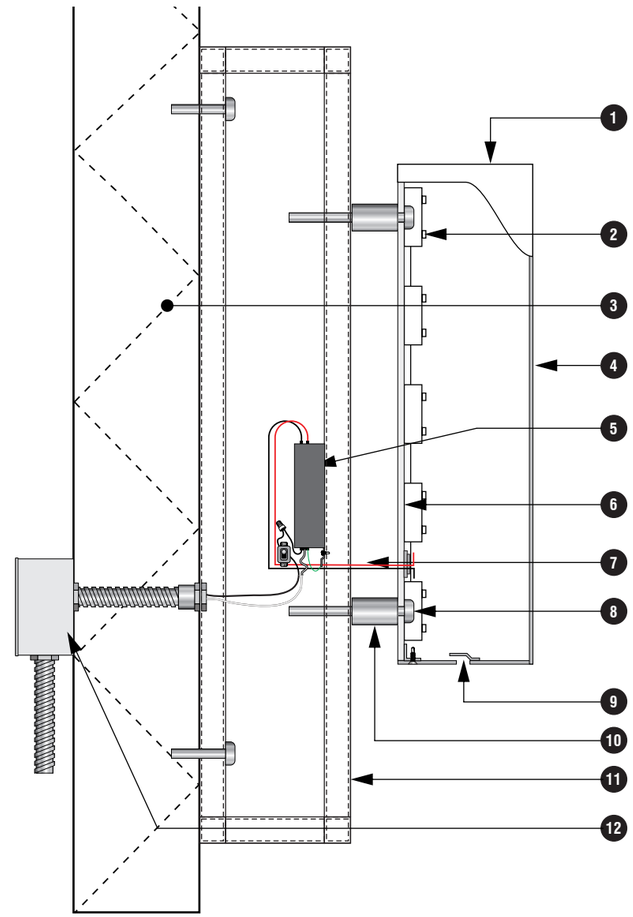
WEST ELEVATION SIDE

SOUTH ELEVATION SIDE

FRONT VIEW
SCALE: 1/4" = 1'-0"



PLAN VIEW OF CORNER
SCALE: 3/16" = 1'-0"



FINAL ELECTRICAL CONNECTION BY CUSTOMER

THIS SIGN IS INTENDED TO BE MANUFACTURED IN ACCORDANCE WITH ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN. SIGN WILL BEAR UL LABEL(S).

U.L. LABELS REQUIRED

ALTERNATE ATTACHMENT METHODS

HARDWARE	BUILDING CONSTRUCTION			
MINIMUM FASTENERS	MASONRY	WOOD	METAL / ACM	PLYWOOD / EFIS
¼" MIN. BOLTS THRU WALL	X	X	X	REQUIRES BLOCKING BY INSTALLER
¼" MIN. LAG BOLTS W/SHIELD	X	----	----	----
¼" MIN. LAG BOLTS	----	X	----	REQUIRES BLOCKING BY INSTALLER
¼" MIN. TOGGLE BOLTS	HOLLOW BLOCK ONLY	----	X	THRU BOTH PLYWOOD AND EFIS MATERIAL

CHANNEL LETTERS - HALO LIT

1. ALUMINUM RETURN, PAINTED
2. LED MODULE
3. TYPICAL WALL FRAME/SURFACE
4. ALUMINUM SIGN FACE, PAINTED
5. POWER SUPPLY IN ALUMINUM BOX w/DISCONNECT SWITCH
6. FROSTED POLYCARBONATE BACK
7. LOW VOLTAGE WIRE, NO CONDUIT REQUIRED
8. WALL ATTACHMENTS AS REQUIRED, MIN. 4 PER LETTER
9. 1/4" WEEP HOLE WITH LIGHT SHIELD
10. 1/2" DIA. ALUMINUM STANDOFF, PAINTED
11. ALUMINUM BACKGROUND MOUNTED TO WALL
12. JUNCTION BOX WITH PRIMARY ELECTRICAL (BY OTHERS)

1 / 11 ATTACHMENT DETAIL

SCALE: NTS

SIGN C PARKING EXIT/ENTRY SIGN WITH BANG BAR

Two (2) wall mounted exit and entry signs.

6" Letters and symbols to be 1/2" thick flat cut out with reflective vinyl overlay.

“Parking” letters to be2" deep out freestanding with LED bar light to uplight letters.

Bang bar to be 1" deep x 10" high aluminum bar with reflective vinyl graphics with height limiting information.

FRONT VIEW

SCALE: 3/8" = 1'-0"

BUILDING CORNER PERSPECTIVE

SCALE: NTS

SIGN D CANOPY MOUNTED FACE LIT CHANNEL LETTERS

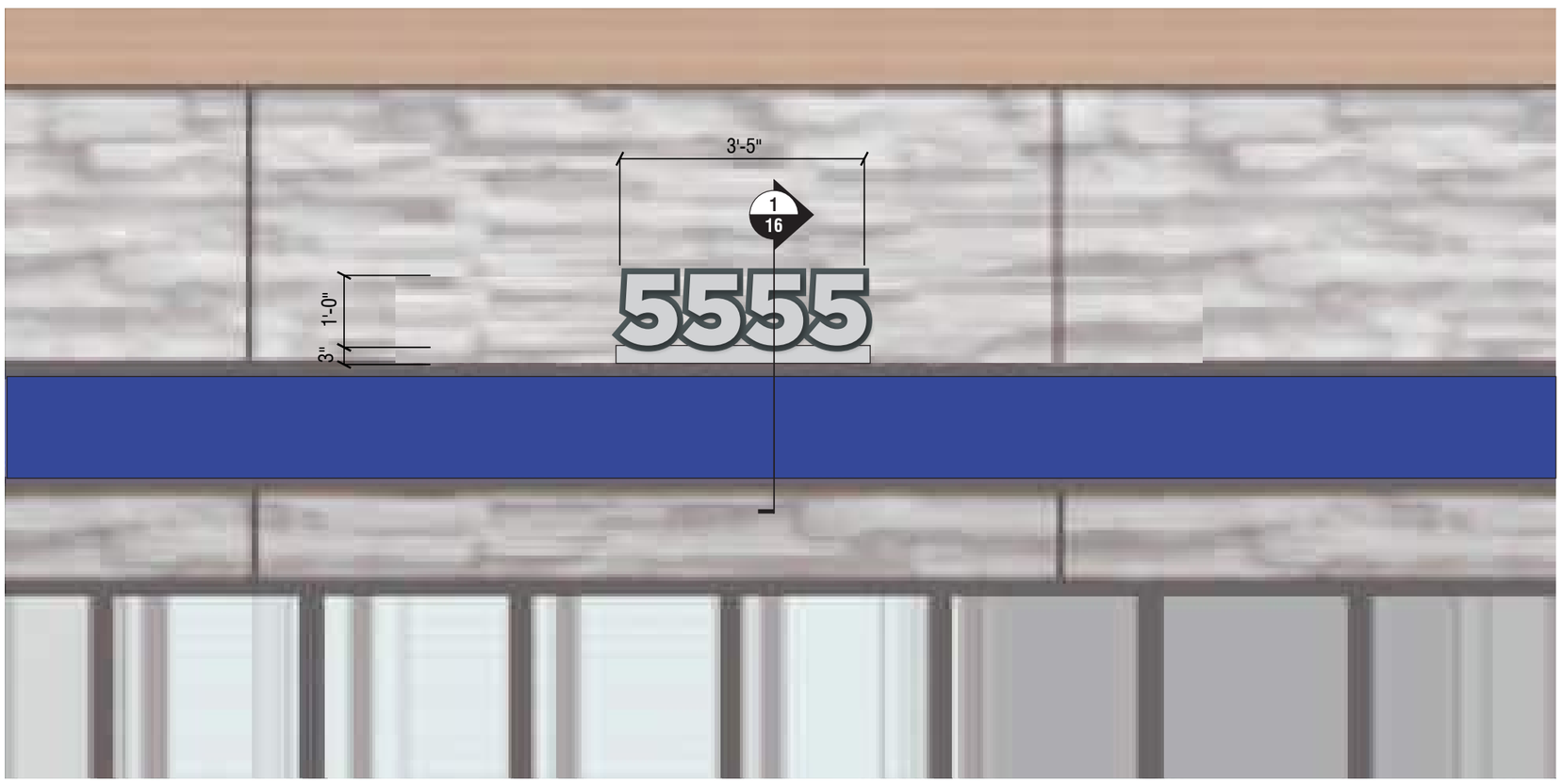
One (1) set of canopy mounted 12" high x 2" deep halo lit channel letters mounted to an aluminum countour backer.
Faces to be brushed aluminum with painted returns.
Letters attached to 3" aluminum raceway.
Letters pegged off contour backers by 3/4" for halo lighting.
Illuminated with LED modules with power supply located in raceway

One (1) set of canopy mounted 12" high x 2" deep halo lit channel numbers mounted to an aluminum countour backer.
Faces to be brushed aluminum with painted returns.
Letters attached to 3" aluminum raceway.
Numbers pegged off contour backers by 3/4" for halo lighting.
Illuminated with LED modules with power supply located in raceway

FRONT VIEW
SCALE: 1/2" = 1'-0"

SIGN E CANOPY MOUNTED FACE LIT CHANNEL ADDRESS

One (1) set of canopy mounted 12" high x 2" deep halo lit channel numbers mounted to an aluminum countour backer.
Faces to be brushed aluminum with painted returns.
Letters attached to 3" aluminum raceway.
Numbers pegged off contour backers by 3/4" for halo lighting.
Illuminated with LED modules with power supply located in raceway



FRONT VIEW
SCALE: 1/2" = 1'-0"

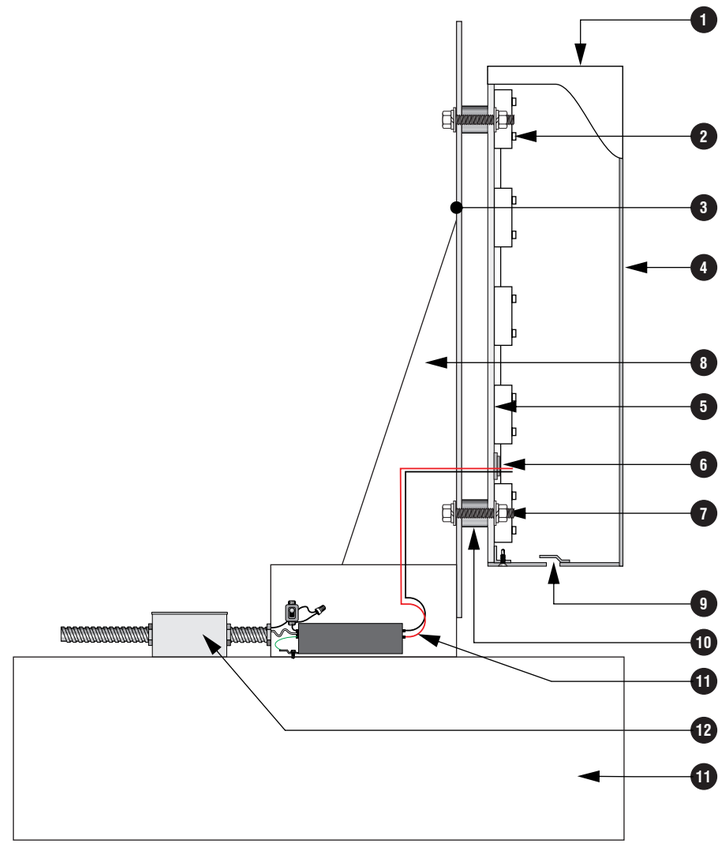
FINAL ELECTRICAL CONNECTION BY CUSTOMER

THIS SIGN IS INTENDED TO BE MANUFACTURED IN ACCORDANCE WITH ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN. SIGN WILL BEAR UL LABEL(S).

U.L. LABELS REQUIRED

ALTERNATE ATTACHMENT METHODS

HARDWARE	BUILDING CONSTRUCTION			
MINIMUM FASTENERS	MASONRY	WOOD	METAL / ACM	PLYWOOD / EFIS
¼" MIN. BOLTS THRU WALL	X	X	X	REQUIRES BLOCKING BY INSTALLER
¼" MIN. LAG BOLTS W/SHIELD	X	----	----	----
¼" MIN. LAG BOLTS	----	X	----	REQUIRES BLOCKING BY INSTALLER
¼" MIN. TOGGLE BOLTS	HOLLOW BLOCK ONLY	----	X	THRU BOTH PLYWOOD AND EFIS MATERIAL



CHANNEL LETTERS - HALO LIT

1. ALUMINUM RETURN, PAINTED
2. LED MODULE
3. ALUMINUM CONTOUR BACKER PANELS
4. ALUMINUM SIGN FACE, PAINTED
5. FROSTED POLYCARBONATE BACK
6. LOW VOLTAGE WIRE, NO CONDUIT REQUIRED
7. 1/4" THRU BOLTS TO BACKER PANEL, MIN. 4 PER LETTER
8. ALUMINUM GUSSET SUPPORTS
9. 1/4" WEEP HOLE WITH LIGHT SHIELD
10. 1/2" DIA. ALUMINUM STANDOFF, PAINTED
11. POWER SUPPLY IN ALUMINUM BOX w/DISCONNECT SWITCH
12. JUNCTION BOX WITH PRIMARY ELECTRICAL (BY OTHERS)
13. EXISTING BUILDING CANOPY

1/16 ATTACHMENT DETAIL
SCALE: NTS

888 W. Big Beaver Road, Suite 200, Troy, MI 48084
248.792.5075
www.bosc.com

Brea Plaza Living Narrative
March 2025

Introduction

Brea Plaza is the premier shopping center in North Orange County located at the intersection of two major highways, CA-57 and Imperial Highway. The Plaza is situated on 15.58 acres with over 158,000 sf of retail. It is at the center of the affluent city of Brea in the heart of Brea's thriving dining, shopping, and entertainment amenities.

Under BOSC's 32-year ownership, the property has undergone renovations in 1993, 2010, and 2024 to ensure its continued position as a premier shopping center. As a result of this thoughtful stewardship and investment, Brea Plaza is home to tenants such as Total Wine, Mother's Market, Chick-fil-A, Chipotle, Panera, AT&T, FedEx, DSW, Jared's, Lucille's, and more.

As a result of the changed retail environment caused by Covid and evolving shopping, living, and business needs, it is now time for Brea Plaza's next evolution to include a residential component that will allow the Plaza to remain a premier shopping center for Brea residents and visitors. BOSC's recent and proposed updates to the Plaza were carefully crafted in pursuit of the following objectives:

- Replacing an obsolete 1,100 seat movie theater and associated surface parking with usable and vibrant retail space and homes for 120 Brea households, including below-market rate units located on-site.
- Reduce the size of the shopping center by 8,000 square feet of retail space thereby reducing traffic from existing project.
- Adapt to the evolution in restaurant business, as 65% of business is now carryout and delivery, further reducing parking required for dining uses.
- Retailers such as Mother's Market, Total Wine, DSW, all of the restaurants, and others have implemented mobile ordering and rapid pickup, thereby reducing parking demand.
- Closing off access to the adjacent Mercury property assures no Brea Plaza traffic goes through the nearby residential neighborhood, thereby keeping traffic off Greenbriar and Redbay. Most drivers accessing the Plaza are anticipated to use Imperial Highway.

Project Data

Property Address:	1639 E. Imperial Hwy, Brea, CA 92821
Legal Description:	APN: 319-391-01, 319-391-02, 319-391, 319-391-03, and 319-391-04 PBK 80X PG 42, PAR 1

Concept

- Create a mixed-use project to complement existing retail at Brea Plaza and provide necessary multifamily housing for the City of Brea.
    - Project includes (4) stories of apartment units with total area of 118,620 sf on top of (2) stories parking structure with total area of 43,451 sf. The parking structure includes a main lobby and supporting office, mailroom and bike room located at the ground level. The apartments include three different unit types spread between level 3 through level 6: studio, one bedroom and two bedrooms. The project includes a fitness center, community room and an outdoor terrace located at the 6th level.
- Prior upgrades to Brea Plaza have introduced a new contemporary architectural style for the shopping center. Building E was recently remodeled (as described below) with contemporary details that harmonize with other local buildings, such as Fogo De Chao and Brea Mall. The proposed apartment project would reinforce this contemporary architectural style at the Plaza.
- Note: The new project differs from the project previously approved by the Planning Commission and City Council in 2022 in that it is a much smaller scale project containing fewer apartments, less parking, and a net reduction in retail space. A separate project at the Plaza was approved on August 8, 2023, and contemplated demolition of a 21,460 sf movie theater and remodeled commercial Buildings E and G, with ground-floor retail and new second floors for office/retail use, with outdoor patios. Improvements to Building G will commence once the ongoing work on Building E is complete. All Building G expansion improvements approved as part of the project will not be completed and the building footprint will remain as shown in the plans for Brea Plaza Living. This 2023 project is currently underway and would not be affected by the currently proposed project.

Existing Conditions

- Zoning: C-G, General Commercial
- Site Size: 15.57 Acres, 678,229 Square Feet
- Building Size: 158,691 Square Feet
- Parking: 777 Parking Spaces (754 Parking Stalls + 23 Drive-Thru Queuing Spaces)

New Project

- **Requested Entitlements**
    - General Plan Amendment (GPA) No. 2024-01
        - Amendment of the General Plan land use designation from General Commercial to Mixed-Use II
    - Zone Change (ZC) No. 2024-01
        - Amendment of the zoning designation from General Commercial (Precise Development) to Mixed-Use II (MU-II)
    - State Density Bonus (DB) No. 2024-01
        - Reserving 5% of units for extremely low income households

        - As a result, the project qualifies for: (1) unlimited waivers from development standards, as necessary to accommodate the project at the proposed density; and (2) one concession or incentive. The project requests waivers from the height limit, rear setback requirement, and private and common open space requirements. As a concession under state law, the project requests exemption from the Brea Art in Public Places requirement, which would otherwise require the expenditure of an additional 1% of the project's construction costs. These cost savings make it financially feasible for the project to offer 5% of its units to extremely low-income households. The residents of Brea Plaza Living will live in close proximity to existing public art located within the shopping center, as the same was provided in connection with prior improvement projects at the Plaza. Access to these existing art features will enhance daily life at Brea Plaza Living – for residents of the market-rate and below-market-rate units alike. The project also qualifies for four additional incentives under local law and requests deferred payment of development impact fees to certificate of occupancy. As waivers, the project seeks relief from existing height, rear setback, modified landscaping requirements to allow less than a 5-foot landscaped perimeter around the east and south portions of the multifamily building, and private and common open space standards.
        - The project also qualifies for a reduced parking ratio, as described in Cal. Gov. Code section 65915(p).
    - Precise Development (PD) No. 2024-01
        - 120 residential units and parking structure
    - Conditional Use Permit (CUP) No. 2024-03 2024-04 & 2025-05:
        - Multi-family dwelling land use
        - An exception or modification to off-street parking requirements for the commercial component of the shopping center is required
        - Master sign program
- **Apartments – 120 Units – 118,620 SF**
    - Mix of Studio, 1 Bedroom, and 2 Bedroom units with below-market-rate units located on-site
    - 6 Affordable Units (currently targeting 5% of units affordable to extremely low-income households, subject to change)[1] will be available for rent, with access to all amenities in the community (listed below), and constructed concurrently with the market-rate units
        - It is our intention to meet the City's inclusionary housing requirement onsite and not pay in lieu fees.
- **Parking Structure – 43,451 SF**
    - 95 Spaces
- Surface Parking
    - 53 Spaces

[1] 120 x 0.05 = 6 affordable units

- Minimum of 16 Rapid EV Charging Stations
- **Building K Reconstruction**
    - Building K will be demolished and replaced with a smaller building – (i.e., 7,500 sf existing and approximately 5,000 sf proposed)
- Total New Building Size: approximately 162,071 SF

Parking

- The parking agreement with Mercury Insurance Company expires April 15, 2026
- Brea Plaza Living will fully self-park without the need for off-site parking
    - Mixed-Use property with apartments and retail has run a parking analysis with Arthur Black from LSA, including analyzing parking demand at peak times on multiple peak occasions and Brea Plaza Living fully self-parks.

Brea Plaza Completed Project [2]

- Total Brea Plaza Site Building Size: Approximately 320,762 SF
    - Retail, Apartments, Parking Structure
- Total Brea Plaza Site Parking: 789 Parking Spaces (766 Parking Stalls + 23 Drive-Thru Queuing Stalls)

Apartments Amenities – For Apartment Residents Only

- Outdoor Terrace – Lounge Area
- Gym/Workout Facility
- Office and Conference Room
- Bike Storage Room

Architectural Style

- Brea Plaza Living will blend with the architectural style of the Brea Plaza retail renovation for a consistent high-quality design, both aesthetically and functionally

Apartments Noise/Sound and Air Quality

- Windows facing the freeway will be equipped with Window STC Ratings of 28-45
- AO applies different exterior surface depths and textures at west freeway side to break down the sound wave. Possibly utilizing certified acoustic window system with high STC rating to improve interior sound quality.

Apartments Trash Service Plan

- Building will have trash chutes.
- Door louvers to allow fresh air intake and circulation and add exhaust fans to allow odors to escape at higher walls and high roof.

Other Additions

[2] Including existing improvements, completion of current construction, and the proposed project.

- Improve signage for Brea Plaza.
- Improve Plaza and Community Safety.
    - Camera Surveillance System
        - Register at BreaPD.net

Public Benefits

- Much needed housing for the City of Brea
- Affordable Housing
- Generate Property Tax Revenue
- New Brea families will send students and funding to the Brea Olinda Unified School District which has been dealing with steadily declining enrollment
- Additional Temporary and Permanent Employment Opportunities
- Reducing traffic at Brea Plaza by reducing the retail space by 8,000 square feet
- Synergetic use of Retail and Residential
    - Residential provides much needed support for retail businesses
- Mixed-Use project offers chance to live, shop, and entertain without driving across town
    - Reduces traffic and pollution
- Proper utilization of existing resources/developed land and infrastructure
- EV Charging Stations
- Demand for rental housing
    - Both younger and older audiences want to rent
    - Housing prices unaffordable and renting is more practical for many
- Appropriate residential density for the project site, lower than would be permitted by invoking certain state housing laws

BREA COMMUNITY DEVELOPMENT

BUILDING & SAFETY
ECONOMIC DEVELOPMENT
HOUSING
PLANNING

Brea Civic & Cultural Center | 1 Civic Center Circle | Brea, California 92821 | www.cityofbrea.net

SUBMITTAL INSTRUCTIONS FOR PROJECT APPLICATIONS

Project applications shall be submitted directly to the Planning Division through electronic email. Since August 15, 2022, the Planning Division no longer accepts in-person submittal. Please see instructions below for the electronic project application submission.

SUBMITTAL INSTRUCTIONS:

By email: Project applications shall be submitted to planner@cityofbrea.net. To confirm your application has been received, contact a Planner at 714-990-7674.

NOTE: No application will be considered submitted for Plan Review until the following is satisfied:

1. The required application deposit has been paid, as outlined in the Development Processing Fees. Credit card (Visa or Mastercard) is accepted over the phone at 714-990-7674. Checks can be dropped off at the 3rd floor front counter of 1 Civic Center Circle, Brea, CA, 92821 or mailed. If a check is mailed, please address to ATTN: Planning Division.

2. Completed Application, pages 2-6.

3. Accompanying plans and documents outlined on pages 7-9.

****It is HIGHLY RECOMMENDED to speak with a Planner prior to formal submittal. To speak with a Planner regarding your project, please contact the Planning Division at planner@cityofbrea.net or 714-990-7674.**

Application Completeness:
Once the uniform application has been submitted, no later than thirty (30) days as determined in the application processing schedule, the Director shall determine, in writing, if such application is complete, and immediately transmit such determination to the applicant. If an application is determined not to be complete, the Director determination shall specify the deficiencies and the manner in which the application can be made complete. Upon determination that an application is complete and meets the requirements for acceptance, or expiration of the thirty (30) day period if no determination regarding completeness is made, the application shall be deemed accepted.

IMPORTANT UPDATE:
Since August 1, 2022, all planning development applications are accepted and reviewed based on the established application processing schedule, which includes a weekly submittal deadline. View the latest processing schedule on this page: https://www.ci.brea.ca.us/177/Planning

SHOULD YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE PLANNING DIVISON AT 714-990-7674 OR PLANNER@CITYOFBREA.NET

PROJECT APPLICATION

GENERAL INFORMATION REQUIRED: *(Print or Type)*

Name of Proposed Project: **Brea Plaza Expansion**

Location of Project *(Address Required)*:
1639 E. Imperial Hwy, Brea, CA 92821

Legal Description of Project Location *(Assessor's Parcel No.)*:
APN 319-102-25
PBK 80X PG 42, PAR 1

APPLICANT INFORMATION:

Applicant's Name: Jahn Nguyen

Phone: 714-639-9860

Email: jahnn@aoarchitects.com

Address: 144 North Orange Street

City: Orange

State: CA

Zip Code: 92866

PROJECT CONTACT PERSON: (*If Different*)

Contact Person: Waad J. Nadhir

Phone: 248-613-2828

Email: wnadhir@bosc.com

PROJECT INFORMATION: *(Print or Type)*

Zoning Designation:

General Plan Designation: General Commercial

Existing Use: C-G (PD)

Proposed Use: MU2 (Mixed-Use 2)

Type of Development: Existing retail commercial and proposed residential over parking structure

- [x] **Residential**
- [ ] **Commercial**
- [ ] **Industrial**
- [ ] **Mixed-Use**

Lot Size *(square feet)*: 15.57 acres
Influenced Area: 76,280 SF

Lot Width:

Lot Depth:

Existing Floor Area (square feet): 158,691 SF

Existing FAR: 0.23

Existing Lot Coverage: 0.22

STAFF USE ONLY

Accela Record Number: PLN-2024-00017

Project Manager: Jessica Newton

Entitlement File Number(s): GPA No. 2024-01; ZC No. 2024-01; PD No. 2024-01; CUP Nos. 2024-03, 2024-04, and 2025-05

Related Files: DB No. 2024-01

SUBMITTAL INFO:

Date Time Received: 03-19-2024

Received by: JN

Deposit Received: Yes

PROJECT INFORMATION: *(Continued)*

Proposed Floor Area (square feet): 320,998 SF

Proposed FAR: 0.47

Proposed Lot Coverage: 0.26

Proposed No. of Stories: 6 stories

Proposed Building Height: 63'-4" Top of Roof

Existing Parking Stalls: 708 Stalls

Proposed Parking Stalls: 799 Stalls

Project Description: The project description should include a detailed description of demolition, on-side improvements, proposed use & operations, ect. In addition, please describe all building material and color as well as description of signage and their location. Please provide a separate PDF attachment labeled "Project Description" if more space is needed.

☒ **Check if project description is attached.**

TYPE OF REVIEW REQUESTED: (*Select all that apply*)

Planning Commission/City Council

- ☐ Certificate of Compatibility
- ☒ Conditional Use Permit
- ☐ Development Agreement
- ☒ General Plan Amendment
- ☐ Historic Designation
- ☐ Planned Community
- ☒ Precise Development Plan
- ☐ Temporary Trailer
- ☐ Tentative Parcel Map
- ☐ Tentative Tract Map
- ☒ Zone Change
- ☐ Zone Variance
- ☐ Other _____

Administrative/Community Development Director

- ☐ Administrative Remedy
- ☐ Minor Conditional Use Permit
- ☐ Plan Review
- ☐ Public Convenience or Necessity
- ☐ Tree Removal *(see pg. 9)*
- ☐ Other _____

PROPERTY OWNER INFORMATION & AUTHORIZATION

(as listed in the Orange County Assessor's records)

Legal Owner's Name: Waad Nadhir Company Name: Bosc

Email: wnadhir@bosc.com Phone: 248-613-2828

Address: 888 W. Big Beaver Rd., Suite 200

City: Troy State: MI Zip Code: 48084

I hereby certify under penalty of perjury under the laws of the State of California that I am the owner(s) of the subject property, or have been authorized to sign on behalf of the property owner, and consent to the filing of this application on the above referenced property. **If the owner did not sign below, a letter of authorization is required.**

By: _____ Date: 6-27-14
(Signature)

By: Waad J. Nadhir
(Printed Name)

DESIGN PROFESSIONAL OR OWNER OF THE COPYRIGHT IF DIFFERENT *(OPTIONAL)*

Name(s):

Email: Phone:

Address:

City: State: Zip Code:

AUTHORIZATION TO REPRODUCE PROJECT PLANS- Gov. Code § 65103.5(f)(2)

I hereby grant permission for the City of Brea to provide the project plans for inspection as a part of the public record, to copy for members of the public, and post the plans online. This permission shall be constituted as the permission for architectural drawings that contain a copyright annotation and are protected by the federal Copyright Act of 1976 (Government Code Section 65103.5(f)(2).

By: _____ Date: 6-27-24
(Signature)

By: Waad J. Nadhir
(Printed Name)

TRUST ACCOUNT OWNER INFORMATION

All project applications require the specified minimum deposit to a Trust Account. Additional funds and/or subsequent deposits may be required depending on the specified project and level of staff time necessary. All unused funds will be reimbursed following the completion of project and/or review. Staff time devoted to your project will be billed according to our **Development Processing Fees.** The necessary staff time will vary according to the complexity of the project and may include, initial review and ongoing project processing by City staff and consultant time, if necessary.

TRUST ACCOUNT OWNER:

Name of the Organization unless there is an Individual Financially Responsible for the Project:

Address: 888 W. Big Beaver Rd., Suite 200

State: MI

City: Troy

Zip Code: 48084

Email: wnadhir@bosc.com

Phone: 248-613-2828

*** Please note: Name and address will be used to generate invoices and refund checks ***

STATEMENT OF UNDERSTANDING AND AGREEMENT

I understand that my initial deposit is a retainer and not a fee. This deposit will be used to set up an account, against which fees shall be charged based on the hourly rate listed in the City fee schedule in effect at the time the work is performed. I understand that should the costs exceed the deposit, I will be billed monthly for any additional deposit amount intended to cover future charges. If I fail to pay the fees when due, I understand that the City will stop working on the application. If the final costs are less, the unused portion of the deposit will be issued to the contact information in the above section and returned to the organization and/or individual above after the conclusion of the process or final inspection of the completed project, whichever occurs later.

As the trust account owner, I assume full financial responsibility for all costs incurred by the City in processing this application(s).

BY SIGNING BELOW, I HEREBY CONSENT THAT I UNDERSTAND THE MATTERS AS DESCRIBED ABOVE AND AGREE TO THE TERMS. I HEREBY FURTHER REPRESENT THAT I HAVE THE AUTHORITY TO BIND MY BUSINESS BY SIGNING ON ITS BEHALF.

Trust Account Owner's Signature

6-27-24

Date

Waad J. Nadhir

Trust Account Owner Printed Name

INDEMNIFICATION AGREEMENT

PLEASE READ, FILL IN, AND SIGN AT THE BOTTOM

I, the undersigned, certify that I am the applicant in the foregoing application, that I have read the foregoing application and know the content thereof, and state that the same is true and correct to the best of my knowledge and belief, and further certify that I shall comply with each and every condition of approval as stated herein.

Furthermore, _____, on behalf of _____ hereby agrees to defend, indemnify, and hold free and harmless the City of Brea, its elected officials, officers, employees, and agents, with respect to any and all liabilities, claims, suits, actions, losses, expenses or costs of any kind, whether actual, alleged or threatened, including the payment of actual attorney's fees, court costs, and any and all other costs of defense.

_____ 6-27-24

Applicant's Signature Date

Staff Use Only

ACCELA RECORD NUMBER: TRUST ACCOUNT NUMBER:

SUBMITTAL CHECKLIST

If you obtained this application through our website, please contact a Planner at 714-990-7674 to confirm applicability of the submittal items. The items listed below are considered *minimum*. Additional information may be necessary for clarification during the review process.

APPLIES TO ALL APPLICATIONS

- [x] **1. COMPLETED PROJECT APPLICATION -** Property owner information & authorization must be included
- [x] **2. PHOTOGRAPHS -** Photographs should include the project site's existing exterior and interior.
- [ ] **3. LETTER OF REQUEST -** Describe the project/proposal and reason for the request. For businesses, include operations, number of employees, hours of operation, property tenant list, alcohol requests and any other pertinent information. For residential projects, include number of units, phasing/ timing plan and any other pertinent information. *For tree removal permits, a statement indicating the reason for the removal or relocation of tree(s).*
- [x] **4. PLANS TITLE PAGE**
  - [x] Date (Resubmitted plans shall reflect new date of submittal)
  - [x] Project Address
  - [x] Legal Description
  - [x] Scope of work
  - [x] List of Required Entitlements
  - [x] Owner Information Architect/Designer Information
  - [x] Zoning Conformance Development Standards (existing/allowed/proposed)
- [x] **5. SITE PLAN**
  - [x] Show entire Parcel with property lines and dimensions
  - [x] Development Summary Table – noting pertinent information such as proposed square footage, floor area
  - [x] Provide separate existing and proposed site plans Provide plan drawn to scale with dimensions
  - [x] Show all setbacks (front, rear and side)
  - [x] Truck turning radius (industrial and commercial) Show location of:
    - Carpool/van spaces
    - Bicycle parking area
    - Rideshare vehicle loading area
  - [x] Distance between buildings
  - [x] Location of utility poles and fire hydrants
  - [x] Indicate locations of trash enclosures and SCE transformer
  - [x] Location of proposed monument signs
  - [ ] Proposed outdoor storage area, if any, and required screening Label proposed uses for all building sites on site
  - [ ] Location of bus stop improvements, if applicable to project
  - [x] Show locations of street and sidewalks, with all improvements (trees, light poles, curbs, etc.)
  - [x] Show all existing and proposed driveways and driveways immediately adjacent to the site
  - [x] Show all curb, gutter and driveway within the full right-of-way adjacent to the project site
  - [x] Photometric plan
  - [x] Circulation plan
- [x] **6. FLOOR PLAN**
  - [x] Provide separate existing and proposed floor plans
  - [x] Provide plans drawn to scale with dimensions
  - [x] Label room and/or areas
  - [ ] Provide a window and door schedule (when part of scope)
- [x] **7. DEPOSIT -** The application will **NOT** be considered submitted until payment is received. Please visit our Development Processing Fees to verify the deposit amount.

☒ **8. ELECTRONIC PLAN COPIES -** PDF format digital copies of all submitted plans, photographs and photographs of the colors and materials board in minimum 300 D.P.I. (dots per square inch) format for presentation purposes. A clean site plan and colored landscape plan with no construction information or dimensions is required for presentation purposes. Include one 750KB or less jpeg image of the proposed rendering to be displayed on the City's development map. If you are submitting in person, all submitted material shall be saved in a USB Drive or CD.

APPLIES TO ALL NEW CONSTRUCTION, BUILDING ADDITIONS, AND BUILDING REMODELS:

☒ **9. PRELIMINARY TITLE REPORT** - Must be dated within six (6) months.

☒ **10. ELEVATIONS**

- ☒ Show all sides of proposed
- ☒ Elevations Provide plans drawn to scale with dimensions
- ☒ Provide the height of all structures
- ☒ Label proposed colors, materials (with level of quality and longevity)
- ☐ Location and size of signs
- ☒ Provide details of architectural elements, walls, and fences, as needed Line of sight drawings

☒ **11. RENDERING(S) – COLOR**

☒ **12. SECTION PLAN**

☐ **13. SIGN PLANS**

- ☐ Show location of all signs and on building and site plan
- ☐ Label size of signs

☒ **14. ROOF PLAN**

- ☐ Provide plans drawn to scale with dimensions Show roof pitches and slope
- ☐ Show all-roof mounted equipment
- ☐ Cross-section demonstrating the roof-mounted equipment will be fully screened from view by the architectural design of the building

☒ **15. CONCEPTUAL LANDSCAPE PLAN**

- ☒ Proposed and existing improvements as shown on the site plan Dimensions such as setbacks and street widths shall be excluded. Identify plan materials by botanical and common names. Identify size and spacing of plants
- ☒ Identify mounted areas, turf, ground covered areas, shrub locations, accent trees, street trees, sloping planting materials. Private yard areas.
- ☐ Location of community amenities including common or public recreation areas (open play areas, barbecue area, pool, spa, recreation building)
- ☐ Location of primary and secondary entry point areas and their treatment (textured paving, security gates, accent or special planting, entry walls, monument signs**)**
- ☒ Location of emergency vehicle access, trail locations, public walkways, hardscape amenities (paving, benches etc.)

☒ **16. WATER QUALITY MANAGEMENT PLAN (WQMP) CHECKLIST**

☐ **17. ENVIRONMENTAL INFORMATION FORM**

☒ **18. COLOR & MATERIAL BOARD**

☒ **19. PRELIMINARY GRADING PLANS**

- ☒ Proposed items should be designated with solid lines, existing with small dashes, and future with long dashes if a phased project.
- ☐ Cross sections at all site boundaries (maximum & minimum conditions)
- ☒ Drainage and flood control facilities-size, type, etc.
- ☒ Easements, property lines, right-of-way

- ☐ Earthwork quantities-borrow and disposal areas
- ☒ Erosion control measures
- ☒ Existing features within and 50 feet beyond the site boundaries (label to remain or to be removed)–natural ground, trees, structures, drainage courses, streets, trails, slopes, etc.
- ☒ Grading (Proposed)–structures, curbs, walls (height), gutters, pavement, walks, swales, mounding, slopes, open space, trails
- ☒ Natural areas to be preserved
- ☒ Parkway culverts where drainage is directed to streets, except for single family residences
- ☒ Retaining walls-top and footing elevations
- ☐ Separate cut and fill areas with a line. In addition, one copy of the plan shall be submitted with fill areas colored in green and cut areas in red
- ☐ Shade pavement areas and slopes 3:1 or steeper
- ☒ Location, elevation, and size of proposed buildings pads
- ☐ Streets-cross sections, improvements, right-of-way, etc.

☒ **20. FIRE MASTER PLAN** (applies to new commercial, multifamily residential, and subdivisions). Contact the Fire Department for more information.

- ☒ Fire access road on property and streets
- ☒ Fire hydrant locations(s) new and existing
- ☒ Fire department connection location and control valve location

APPLIES TO TREE REMOVAL PERMIT:

☐ **20. TREE REMOVAL SITE PLAN**

- ☐ Property Boundary with Property Line Dimensions
- ☐ Tree(s) Locations(s)
- ☐ Lot and Easements Lines
- ☐ Scale
- ☐ Pavement Areas
- ☐ Structures
- ☐ Fences, Gates, and Walls
- ☐ Grading

☐ **21. ARBORIST REPORT** (A written technical report and photographs from a certified arborist regarding the size, information, health and value of the tree(s) proposed for removal.

- ☐ Tree protection plan

OTHER DOCUMENTS OR STUDIES

☒ ***21.* PARKING JUSTIFICATION** *(for shared parking agreements or parking variance)*

☒ ***22.* PARKING STUDY** *(if applicable)*

☐ ***23.* ENVIRONMENTAL STUDIES** *(if applicable)*

- ☐ Traffic Impact Analysis/Traffic Assessment
- ☐ Air Quality Study
- ☐ Habitat Assessment/Jurisdiction Delineation
- ☐ Noise Study
- ☐ Phase 1 and/or 2 Assessment

☐ **24. ARTS AND PUBLIC PLACES**

☐ **25. PUBLIC NOTIFICATION PACKET** *(if applicable)*

BREA COMMUNITY DEVELOPMENT

BUILDING & SAFETY
ECONOMIC DEVELOPMENT
HOUSING
PLANNING

Brea Civic & Cultural Center | 1 Civic Center Circle | Brea, California 92821 | www.cityofbrea.net

DENSITY BONUS APPLICATION

Housing development project applicants intending to request a density bonus, incentives or concessions, modifications or waivers, and/or reduced parking pursuant to California Government Code Section 65915 et. seq. (Density Bonuses and Other Incentives) must complete the following application.

Density Bonus applications shall be submitted with the Uniform Project Application Form directly to the Planning Division through email at Planner@cityofbrea.net, along with Uniform Project Application. Please provide the following information:

GENERAL INFORMATION REQUIRED: *(Print or Type)*

Name of Proposed Project: Brea Plaza Living

Location of Project ***(Address Required):***
1639 East Imperial Highway, Brea, CA 92821

Legal Description of Project Location ***(Assessor's Parcel No.):***
APN: 319-391-01, 319-391-02, 319-391, 319-391-03, and 319-391-04

PROJECT INFORMATION*: (Print or Type)*

A. PROJECT DESCRIPTION. Include additional pages if needed.

Parcel size: 15.58 acres

Total number of proposed base units: 120

Total number of units proposed with Density Bonus: 120

Consistent with the annual Orange County income limits published by the Department of Housing and Community Development (HCD), total number of units affordable to:

Extremely-Low Income Households: 6

Lower Income Households: _____

Very-Low Income Households: _____

Moderate Income Households: _____

Total number of:

Studio Units: 21

3-bedroom units: _____

1-bedroom units: 47

4 or more bedroom units: _____

2-bedroom units: 52

- **The project includes a** _____ **square foot child care facility.**
- **The project is intended for a Special Needs Population. Please describe:** N/A

Staff Use Only

ACCELA RECORD NUMBER: PLN-2024-00017

RELATED ENTITLEMENT NUMBER(S):
GPA No. 2024-01; ZC No. 2024-01; PD No. 2024-01; CUP Nos. 2024-03, 2024-04, and 2025-05

B. TYPE OF DENSITY BONUS. Check the box next to the type of Density Bonus requested:

☒ **General Density Bonus**

o **Land Donation (that satisfies the requirements of California Government Code Subsection 65915(g)(1))**

o **Child Care Facilities (that satisfies the requirements of California Government Code Subsection 65915(h))**

C. DEVELOPMENT INCENTIVES. Describe below all incentives or concessions the applicant requests pursuant to California Government Code Section 65915 *et seq*. Attach additional pages as necessary to fully describe each incentive or concession.

The applicant is entitled to one concession or incentive, and the applicant requests an exemption from Brea's Art in Public Places requirement. The project also qualifies for unlimited waivers from development standards that would preclude construction of the project at the proposed density. The applicant requests waivers from: the rear setback requirement, height limit, and private and common open space requirements to accommodate the proposed 120 units. The applicant also requests a reduced parking ratio, as allowed by Cal. Gov. Code section 65915(p).

D. PARKING RATIOS. Indicate the number of required parking spaces Brea City Code Section 20.08.040.D and the number of proposed parking spaces. Please also provide this information on the site pla n.Number of Parking Spaces Required per the City Code (BCC 20.08.040.D): 242

Number of Parking Spaces Provided: 146

E. COMPLIANCE WITH CHAPTER 20.40 (AFFORDABLE HOUSING). Most housing developments are required to comply with the City's Affordable Housing Ordinance, which is codified as BCC Chapter 20.40 of the Zoning Code. Describe how the proposed project complies with the requirements of said chapter:

The proposed project will comply with the requirements of Chapter 20.40 (Affordable Housing) by reserving 5% of the total units (i.e., 6 units for extremely low-income households. The project will then qualify for four "incentives" listed in Table 20.40.060.B, in addition to the unlimited waivers and one concession/incentive provided by the State Density Bonus (described above). Under the local "incentive" program, the applicant requests: deferral of development impact fees until issuance of the certificate of occupancy and modified landscaping regulations -- landscaped 5-foot perimeter, trees every 30 feet at interior property line, and one tree per five parking stalls.

ATTACHMENT K

CITY OF BREA

PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR GENERAL PLAN AMENDMENT NO. 2024-01, ZONE CHANGE NO. 2024-01, DENSITY BONUS NO. 2024-01, PRECISE DEVELOPMENT NO. 2024-01 AND CONDITIONAL USE PERMIT NOS. 2024-03, 2024-04, AND 2025-05: TO ALLOW CONSTRUCTION OF A NEW RESIDENTIAL DEVELOPMENT CONSISTING OF A 120-UNIT APARTMENT BUILDING, A MODIFICATION OF THE OFF-STREET PARKING REQUIREMENTS AND A COMPRHENSIVE SIGN PROGRAM AMENDMENT LOCATED AT 1639 EAST IMPERIAL HIGHWAY.

NOTICE IS HEREBY GIVEN, pursuant to State Law, that a public hearing will be held by the Planning Commission to determine whether or not the subject request shall be approved under the provisions of State Law and the Brea City Code as follows:

DATE AND TIME OF HEARING:	**Tuesday, March 11th, 6:00 p.m.** ***All interested persons may appear and be heard at that time.***
PLACE OF HEARING:	Brea Civic & Cultural Center, Council Chambers 1 Civic Center Circle, Brea, CA 92821
REQUEST:	The Applicant, Jahn Nguyen with AO Architects, is requesting the following entitlements: General Plan Amendment (GPA) No. 2024-01, Zone Change (ZC) No. 2024-01, Density Bonus (DB) No. 2024-01, Precise Development (PD) No. 2024-01 and Conditional Use Permit (CUP) Nos. 2024-03, 2024-04, and 2025-05 to allow construction of a new residential development consisting of a four-story, 120-unit apartment building with a private terrace atop a two-level parking structure with 95 spaces, a surface parking area with 51 parking spaces, a modification of the off-street parking requirements based on a shared parking analysis and a comprehensive sign program amendment.
LOCATION:	The project site is an existing 15.5-acre shopping center known as Brea Plaza, with the proposed development occurring on an approximately 1.7-acre area located at the northwest corner of the shopping center. The project site is located at the northwest corner of South Associated Road and Imperial Highway. The project site has a General Plan Land Use designation of General Commercial and a Zoning designation of C-G General Commercial.
ENVIRONMENTAL:	As authorized by the State of California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15164), an Addendum to the Final Environmental Impact Report (FEIR) approved for the Brea Plaza Expansion Project (SCH # 2020079022), as certified by the City of Brea by Resolution No. 2022-030, was prepared. The 2022 FEIR analyzed the proposed General Plan Amendment and Zone Change for the project site along with a larger mixed-use development project than is currently proposed. Specifically, the FEIR analyzed a five-story residential structure with 189 residential units atop a three-story parking structure with 397 parking spaces, resulting in an eight-story building. A 21,355 square foot office component was also analyzed in the FEIR. The Addendum examines whether the environmental impacts of the proposed project were addressed in the 2022 FEIR.

IF YOU CHALLENGE THE PROJECT AND RELATED ENVIRONMENTAL DETERMINATIONS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE, DELIVERED TO THE COMMISSION AT, OR PRIOR TO, THE PUBLIC HEARING.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING planner@cityofbrea.gov.

COMMUNITY DEVELOPMENT DEPARTMENT

Joanne Hwang, AICP, City Planner

AREA MAP

City of Brea

Planning Commission Communication

B. Environmental Impact Report No. 2024-01, Vesting Tentative Tract Map No. 2024-01, General Plan Amendment No. 2024-02, Zone Change No. 2024-02, Precise Development No. 2024-02, and Development Agreement No. 2024-01: Greenbriar Residential Project (The Village at Greenbriar) at 1698-1700 Greenbriar Lane

A request to allow demolition of an existing office building and a parking structure, and construction of a housing development consisting of 179 single-family attached units located at 1698-1700 Greenbriar Lane.

Meeting	Agenda Group
Tuesday, March 11, 2025, 6:00 PM	PUBLIC HEARINGS Item: 3B.

TO	FROM
Chair and Members of the Planning Commission	Joanne Hwang, City Planner

EXECUTIVE SUMMARY

The Applicant, Lennar Homes of California, LLC, is requesting approvals of Environmental Impact Report (EIR) No. 2024-01, Vesting Tentative Tract Map (TTM) No. 2024-01, General Plan Amendment (GPA) No. 2024-02, Zone Change (ZC) No. 2024-02, Precise Development (PD) No. 2024-02, and Development Agreement (DA) No. 2024-01 for the Greenbriar Residential Project (The Village at Greenbriar), which includes the demolition of an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construction of a residential development consisting of 179 single-family units (detached and attached) including landscaping and common open space areas, which would include a private park. The proposed project is located at 1698-1700 Greenbriar Lane (the “Project Site”).

The above-mentioned entitlements herein are referred to as the "Project." The Planning Commission serves as a recommending body to the City Council. The City Council is the final decision authority on the Project.

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution (Attachment A) recommending that the City Council take the following actions:

1. Adopt a resolution to certify a California Environmental Quality Act (CEQA) Environmental Impact Report (EIR), which analyzed the environmental impacts resulting from construction and operation of the Project, and which was prepared pursuant to CEQA Guidelines Section 15132 (Contents of Final EIR), and CEQA Guidelines Section 15090 (Certification of the Final EIR);
2. Adopt resolutions approving the following entitlements, based on findings and conclusions, subject to the recommended conditions of approval (Attachment B):
    a. TTM No. 2024-01, to allow for a condominium map;
    b. GPA No. 2024-02, to modify the Project site’s General Plan land use designation from General Commercial to a Mixed-Use II land use designation; and
    c. PD No. 2024-02, to demolish an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construct a residential

development consisting of 179 single-family units (detached and attached) including landscaping and common open space areas, which would include a private park.

3. Adopt ordinances approving the following entitlements, based on findings and conclusions:
    a. ZC No. 2024-02, to modify the Project site's zoning from C-G General Commercial Zone with a Precise Development (P-D) overlay to a Mixed-Use II (MU-II) Zone; and
    b. DA No. 2024-01, for a contract between the Applicant and the City, defining terms of development proposed by vesting the City's approval while specifying public benefits.

BACKGROUND

Project Location

The Project site, located at 1698-1700 Greenbriar Lane, is a 9.7-acre property that is situated west of South Associated Road, south of Greenbriar Lane, and north of the Brea Plaza Shopping Center. The Project site is currently developed with a 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and was most recently occupied by Mercury Insurance. Vehicle access to the Project site is currently provided by one driveway approach on Greenbriar Lane and an internal access road that connects the Project site to the Brea Plaza Shopping Center along the southern property line. The Project site has a General Plan land use designation of General Commercial and a zoning designation of C-G with PD Overlay. The Project Vicinity Map, the surrounding land uses and zoning designations are shown in Figure 1 and Tables 1 and 2 below.

Figure 1. Project Vicinity Map

TABLE 1 – Surrounding Land Uses

North	Single-family residential uses
East	Single-family residential uses (*across the Fullerton Creek drainage channel & S. Associated Road)*
South	Brea Plaza Shopping Center

West	Brea Mall (*across State Route SR-57 & State College Avenue)*

TABLE 2 – Surrounding Zoning Designations

North	Multiple Family Residential (R-2)
East	Single-Family Residential (R-1) (across *the Fullerton Creek drainage channel & S. Associated Road*)
South	C-G
West	Regional Commercial (C-C) and Mixed-Use I (MU-I) (*across State Route SR-57 & State College Avenue)*

Entitlement History

- In 1975, the existing 164,908 square foot office building was approved under Precise Development (PD No. 19-75) and Parcel Map (PM No. 3-75) as part of the Brea Plaza Office Park, which included the Project site and the site that is now occupied by the Brea Plaza Shopping Center.
- In 2005, the construction of the three-level parking structure was approved under Conditional Use Permit (CUP No. 05-02), Precise Development (PD No. 05-01), and Mitigated Negative Declaration (ND No. 05-01).
- Private agreement: The Project site and Brea Plaza Shopping Center are currently under an existing memorandum of understanding (MOU) that allows customers of the Brea Plaza Shopping Center to use approximately 180 parking spaces located at the Project site during normal business hours, and all of the surface parking spaces (approximately 500 spaces) after 5:00 p.m. and on weekends. The MOU expires in April 2026, unless voluntarily terminated by both parties sooner.
- Current proposal:
    - On March 27, 2024, the Applicant filed the planning applications for the Project, which included aforementioned entitlements.
    - On February 25, 2025, the Planning Commission was presented with an introduction to the Project, which provided a detailed overview of the Project.

Project Description

The Applicant proposes to demolish an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construct a residential development consisting of 179 for-sale, single-family units (detached and attached), including landscaping and common open space areas, which would include a private park. Figure 2 below illustrates the proposed Project Layout (Attachment H – Illustrative Site Plan).

Figure 2. Proposed Project Layout

Overall, the Project layout proposes a row of buildings along the northern, eastern, and southern property lines as well as smaller vertical rows of buildings towards the center of the development, with the site access taken from two new access points off of Greenbriar Lane. The Project would include 67 buildings consisting of three different housing products (The Courts, The Yards, and The Villas), providing a total of 179 units, ranging between one- to four-bedrooms and three- to four-stories.

The detailed Project description can be found in the February 25, 2025 Planning Commission Staff Report, which is Attachment C of this report.

Also, the Technical Background, Vicinity Map, Project Application, Project Description, Illustrative Site Plan, Civil Sheets, and Floor Plans and Elevation are provided as Attachments D through J, respectively.

ANALYSIS

General Plan Amendment No. 2024-02

The Project requires a General Plan Amendment to change the General Plan Land Use designation of the Project site from General Commercial to Mixed Use II. The Project is consistent with various goals and policies of the General Plan, including the City's 6th Cycle Housing Element. Specifically, the Project would further General Plan 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"*), CD-1.5 (*"Provide opportunities for development of housing that responds to diverse community needs in terms of density, size, location, design and cost"*), CD-1.9 (*"Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile*"), as it would provide for a new, for-sale housing units in the City, within an mixed-use area with a pedestrian connection to a neighborhood shopping center, and facilitate housing growth that would assist in achieving the City's RHNA goals.

Zone Change No. 2024-02

The Project requires a Zone Change to change the zoning designation of the Project site from C-G with a PD overlay to MU-II. The MU-II Zone allows for "*either vertical or horizontal integration of uses*" and emphasizes "*tying together the uses with appropriate pedestrian linkages,*" and stand-alone residential projects are allowed when part of a larger mixed-use development area. The Project would be compatible to surrounding land uses, which are a mixture of residential and commercial land uses within a larger mixed-use development area and would provide a pedestrian accessway connecting the Project site and the Brea Plaza Shopping Center. In addition, the proposed Project, which entails 179 single-family units (176 attached units and three detached units), have been classified as a Dwelling, Single-Family Attached use, pursuant to the established definition within the Brea City Code (BCC). As such, the proposed Project is an allowed use within the MU-II Zone. In addition, the Project site is physically suitable to accommodate the Project's density and land use.

Precise Development No. 2024-02

Development Standards

In the MU-II Zoning district, PD review is required for residential construction of five or more units and non-residential construction that is over 10,000 square feet of gross floor area. The intent of PD review is to ensure that the Project complies with the applicable development standards and also allows for architectural review of the Project. As proposed, and conditioned, the Project represents quality design and complies with a majority of the development standards of the MU-II Zone for stand-alone residential projects as shown on Table 3 below:

TABLE 3 – Compliance with Development Standards

Development Standard	Zoning Code Standards (min./max.)	Proposed
Minimum Project Size	2,500 sq. ft.	422,478 sq. ft. (approximately 9.7 acres)
Density	6.1 to 40 du/ac	18.4 units per acre
Floor Area Ratio (FAR)	2.00	1.20
Height	60 ft.	The Courts – 36'-11'' for the five-unit buildings & 36'-9'' for the 10-unit buildings The Villas – 44'-2'' or 48'-11'', depending on style option The Yards – 35'-7'' or 41'-5'', depending on style option
Building Setbacks		
Front (S. Associated Road)	15 ft.	155'-7''
Street Side (Greenbriar Lane)	15 ft.	*12'-3'' to 23'-4''
Interior Side	10 ft.	10'
Rear (State Route SR-57)	20 ft.	*16'-7'' to 61'-9''

Landscape Setbacks Front (S. Associated Road) Street Side (Greenbriar Lane) Interior Side Rear (State Route SR-57)	Front: 8 ft. Street Side: 8 ft. Interior Side: 5 ft. Rear: 5 ft.	29'-9'' 12'-3'' to 23'-4'' 10' 5'-8''
Common Open Space	100 sq. ft. per unit (Minimum dimension shall be 15 feet.)	39,995 sq. ft.
Private Open Space	75 sq. ft. per unit (Minimum dimension shall be 8' feet)	Range in size from 96 sq. ft. to 347 sq. ft. (balconies, roof top decks, private courtyards)
****Parking**	448 (358 garage spaces; 90 guest spaces)	*397 (342 garage spaces; 55 guest spaces)
*Minor Conditional Use Permit (MCUP) would be required to modify the required minimum development standard. **Land use classification applied to determine minimum parking requirements: *Dwelling, single-family attached, 2 covered parking spaces for each unit plus 0.5 covered or uncovered parking spaces for each dwelling unit for guest spaces.*		

The Project Site is adequate in size and shape to accommodate the proposed development and all of the yards, setbacks, walls or fences, landscaping, and other features, except for the following three development standards: minimum street side setback, minimum rear setback, and minimum parking requirements. The minimum street side setback per the BCC is 15 feet and the Project identifies street side setbacks that range from 12'-3" to 23'-4". The minimum rear setback per the BCC is 20 feet and the Project identifies rear setbacks that range from 16'-7" to 61'-9". As for the minimum parking requirements, the BCC requires two covered parking spaces for each unit plus 0.5 covered or uncovered parking spaces for each dwelling unit for guest spaces for a Dwelling, Single-Family Attached land use. Therefore, the minimum required parking per BCC would be a total of 448 off-street parking spaces (358 enclosed garages and 90 guest parking spaces), and the Project provides a total of 397 parking spaces, of which 342 spaces are enclosed garage spaces and 55 spaces are exterior guest parking spaces. The difference between the BCC minimum requirement and the Project proposal would be 51 spaces (16 covered spaces, which is associated with one-bedroom units only, and 35 guest parking spaces).

In order to ensure compliance with BCC, the draft Conditions of Approval (Attachment B) requires the Applicant to either update the Project plans to comply with the applicable development and/or obtain subsequent approval of a MCUP or any other available administrative permit for the requested modification of standards. In addition, the draft Conditions of Approval also requires the Project to provide Covenants, Conditions, and Restrictions (CC&R's) as well as a Parking Management Plan (PMP) that would, among other things, identify parking management strategies, such as a requirement for the residents to use the garage spaces for vehicle parking only, implementation of parking rules/control, visitor parking management, and methods to address potential parking issues. With the required plan update and/or subsequent approval of an MCUP or other available administrative permits, as well as the proposed conditions of approval, the Project would be consistent with the development standards of the MU-II Zone and therefore, compatible with the surrounding area.

In addition, the Project was reviewed by various departments, including the Fire Department, Police Department, Public Works Department and the Building & Safety Division. The Project is required to meet all Building and Fire codes and standards, thereby assuring the public health, safety, and welfare. To further ensure the Project would be compatible with surrounding uses and not adversely affect the public, health or general welfare, staff has prepared draft Conditions of Approval. Notably, a condition has been recommended by the Police Department for the Project to provide communication infrastructure and funding improvements at two intersection: E. Birch Street/Redbay Avenue and S. Associated Road/Greenbriar Lane. The Project and the community would benefit from the development of the Integrated Crime Center that will aid the Police Department in preventing, managing, and solving crime. In addition, the Project would be subject to paying development impact fees including, but not limited to: Dispatch Impact Fees, Fire Impact Fees, Traffic Impact Fees, Sewer Impact Fees, Orange County Sanitation District Fees, Water Impact Fees, Storm Drainage Fees, Park Development Fees, School District Fees.

Art in Public Places

The Project would be required to comply with the City's Art in Public Places (APP) Ordinance and Policy Manual. The Applicant has indicated that the existing art sculpture located on the northeast corner of the property would remain and preliminary discussions have occurred with City staff. Ultimately, the Art in Public Places Committee would review a formal proposal for the existing art sculpture retention upon the Project approval to ensure compliance with APP requirements.

Vesting Tentative Tract Map No. 2024-01

The Project requires a tract map for condominium purposes to accommodate the proposed single-family attached dwelling units. Common areas would be established for vehicular and pedestrian circulation and for open space purposes, with a homeowner's association having responsibility for all common facilities. CC&Rs would be conditioned for the Project, to ensure proper maintenance is provided for the common areas of the Project site. Also included in the map are proposed easements for public utilities and ingress/egress for emergency vehicles.

As proposed, the site is physically suitable for the type of development proposed. The Project site has and will continue to maintain proper infrastructure and related City services in place to support the proposed development. The proposed design and associated improvements satisfy the minimum lot size, width, lot depth and life safety needs required for properties in the MU-II Zone.

Development Agreement No. 2024-01

The Project includes a request for a DA, which is a contract for development that provides a property owner or developer a vested right to proceed with an approved development in exchange for the City obtaining benefits beyond what would otherwise be required by existing regulations and ordinances. As indicated in the Draft DA (Attachment K), the Applicant intends to satisfy the City's affordable housing requirements either by: 1) providing an off-site 100% affordable housing project; 2) providing land to the City for the development of an affordable housing project; or 3) providing on-site affordable housing at the Project site. Given that the City Council is the decision authority that decides on the agreement and terms, staff will further refine the draft DA and present the final DA for consideration at the future City Council meeting.

ENVIRONMENTAL ASSESSMENT

The City, as the lead agency with the assistance of PlaceWorks, prepared an EIR in authority and criteria contained in the CEQA Guidelines and the environmental regulations of the City. An EIR is the highest level of environmental review under CEQA.

EIR Timeline:

- On July 31, 2024, the City issued a Notice of Preparation (NOP) informing the public that an EIR is being prepared for the Project and provided information on the planned scoping meeting. The public comment period concluded on September 3, 2024, and a total of six agencies and interested parties responded to the NOP and provided written comments.
- On August 21, 2024, the City held a scoping meeting on the Project's EIR. A total of six individuals were in attendance, where the majority were residents of the Glenbrook community. At the end of the meeting, one written comment card was submitted. In general, the comments expressed during the meeting were concerns regarding traffic, street parking, noise, and aesthetics (height/massing).
- On December 12, 2024, the City issued a Notice of Availability (NOA) to provide the public and agency review of the Draft EIR (DEIR).
- On December 13, 2024, the DEIR was released for public review. The public comment period concluded on January 28, 2025, and a total of three agencies and interested parties responded to the DEIR and provided written comments. Response to comments will be provided as a part of the Final EIR (FEIR).
- On March 5, 2025, the FEIR, which includes response to DEIR comments, was released for public review.

Draft EIR Summary:

- 20 environmental topics were reviewed.
- There are no topics analyzed that resulted in significant and unavoidable impacts.
- Six topics that were found not to be significant:
    - Agriculture and Forest Resources
    - Biological Resources
    - Geology and Soils
    - Hydrology and Water Quality
    - Mineral Resources
    - Wildfires
- Nine topics that resulted in a less than significant/no impact without mitigation:
    - Aesthetics
    - Energy
    - Land Use and Planning
    - Noise
    - Transportation
    - Utilities and Services Systems
    - Population and Housing
    - Public Services
    - Recreation
- Five topics that resulted in a less than significant impact with mitigation incorporated:
    - Air Quality
    - Cultural and Paleontological Resources
    - Tribal Cultural Resources
    - Greenhouse Gas Emissions
    - Hazards and Hazardous Material

Final EIR

The FEIR was prepared pursuant to Section 15132 of the CEQA Guidelines, which contains response to agency and public comments made on the DEIR and a summary of revisions to the DEIR resulting from comments. Along with the FEIR, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared, which memorializes the proposed mitigation measures, along with the Draft Findings of Fact (FOF), which provides conclusions and findings required by the CEQA Guidelines. The Final FOF will be presented for consideration at the future City Council meeting. The FEIR can be accessed on the following link (https://www.cityofbrea.gov/DocumentCenter/View/17708/Final-EIR?bidId=), and MMRP and FOF are provided as Attachments L and M, respectively. The other environmental documents for the Project, including the NOP, NOA, and DEIR, can also be accessed on the following link: https://www.cityofbrea.gov/166/Projects-in-Process.

PUBLIC NOTICE AND COMMENTS

This Project was noticed in accordance with the City's public noticing requirements, which involved mailed notices sent to property owners within 500-feet of the Project site, and publication in the Brea Star-Progress. The public hearing notice for the Project is provided as Attachment N. As of the writing of this report, staff has received one public comment via email (Attachment O). The comment expressed concerns with parking and utilities, specifically water and power.

CONCLUSION

The Project is consistent with the goals and policies of the General Plan, including the City's 6th Cycle Housing Element, and a majority of the provisions of the BCC. For the three development standards that are deviating from the provisions of the BCC (i.e. minimum street side setback, minimum rear setback, and minimum parking requirements), the Applicant would either be required to update the Project plans to comply with the applicable development and/or obtain subsequent approval of a MCUP or any other available administrative permit for the requested modification of standards. The Project offers a high-quality residential product on an underutilized site and provides pedestrian connectivity between the commercial uses at the Brea Plaza Shopping Center and a transitional buffer for the existing residential neighborhood to foster a vibrant mixed-use area. In addition, the environmental analysis prepared as part of the EIR concluded that there are no significant and unavoidable impacts.

It is for these reasons discussed above and the information within this report and its attachments that staff recommends that the Planning Commission adopt the resolution (Attachment A) recommending that the City Council approve the Project and certify the EIR prepared for the Project.

RESPECTFULLY SUBMITTED:

Joanne Hwang, AICP, City Planner

Prepared by: Rebecca M. Pennington, Senior Planner

ATTACHMENTS

A. Draft Resolution
B. Draft Conditions of Approval
C. February 25, 2025 Planning Commission Staff Report
D. Technical Background
E. Vicinity Map

F. Project Application
G. Applicant's Project Description
H. Illustrative Site Plan
I. Civil Sheets
J. Floor Plans and Elevations
K. Draft Development Agreement
L. Mitigation Monitoring and Reporting Program (MMRP)
M. Draft Findings of Fact (FOF)
N. Public Hearing Notice
O. Public Comment

Attachments

Attachment A - Draft PC Resolution.pdf
Attachment B - Draft Conditions of Approval.pdf
Attachment C - February 25, 2025 Planning Commission Staff Report.pdf
Attachment D - Technical Background.pdf
Attachment E - Vicinity Map.pdf
Attachment F - Project Application.pdf
Attachment G - Applicant's Project Description.pdf
Attachment H - Illustrative Site Plan.pdf
Attachment I - Civil Sheets.pdf
Attachment J - Floor Plans & Elevations.pdf
Attachment K - Draft Development Agreement.pdf
Attachment L - Mitigation Monitoring and Reporting Program (MMRP).pdf
Attachment M - Draft Findings of Fact (FOF).pdf
Attachment N - Public Hearing Notice.pdf
Attachment O - Public Comment Email.pdf

ATTACHMENT A

RESOLUTION NO. PC 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA REGARDING THE GREENBRIAR RESIDENTIAL PROJECT (THE VILLAGE AT GREENBRIAR), RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 2024-01 AND APPROVAL OF VESTING TENTATIVE TRACT MAP NO. 2024-01, GENERAL PLAN AMENDMENT NO. 2024-02, ZONE CHANGE NO. 2024-02, PRECISE DEVELOPMENT NO. 2024-02, AND DEVELOPMENT AGREEMENT NO. 2024-01

A. RECITALS:

(i) The Planning Commission of the City of Brea (the "Planning Commission") did receive a verified petition for the approval of Vesting Tentative Tract Map (TTM No. 2024-01), General Plan Amendment No. 2024-02 (GPA No. 2024-02), Zone Change No. 2024-02 (ZC No. 2024-02), Precise Development (PD No. 2024-02), and Development Agreement No. 2024-01 (DA No. 2024-01), for the Greenbriar Residential Development Project (The Village at Greenbriar).

(ii) The proposed project involves the demolition of an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construction of a residential development consisting of 179 single-family units (detached and attached) including landscaping and common open space areas, which would include a private park (the "Project"), at that certain real property located at 1698-1700 Greenbriar Lane, in the City of Brea, and further legally described as Assessor Parcel Number 319-102-34, as shown in the latest records of the County of Orange Assessor's Office (the "Project site").

(iii) The Project applicant is Lennar Homes of California, LLC (the "Applicant"), 2000 Fivepoint, Suite 365, Irvine, California 92618.

(iv) The Project site is a 9.7-acre property that is situated west of South Associated Road, south of Greenbriar Lane, and north of the Brea Plaza Shopping Center. The Project site currently has a General Plan Land Use designation of General Commercial and a zoning designation of C-G General Commercial with a Precise Development (PD) Overlay. The Project is requesting a change to a Mixed-Use II General Plan Land Use designation and a Mixed-Use II (MU-II) zoning designation.

(v) The City has prepared an Environmental Impact Report (EIR) to analyze the environmental effects of the Project pursuant to the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"). The City circulated the Notice of Preparation of the Project EIR for a 30-day public review and comment period commencing on August 1, 2024; held a public scoping meeting to receive comments on the appropriate scope of the EIR on August 21, 2024; and circulated the Draft EIR for a 45-day public review and comment period from December 13, 2024 to January 28, 2025.

(vi) The Final EIR for the Project (State Clearinghouse # 2024071235) consists of: the Draft EIR; public comments on the Draft EIR; the City's responses to those comments; and revisions to the Draft EIR merely clarified, amplified, or insignificant modifications to the document and did not change it in any way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect or a feasible way to mitigate or avoid such an effect.

(vii) Pursuant to CEQA, the City has prepared a Mitigation Monitoring and Reporting Program (MMRP) and CEQA Findings of Fact (FOF) regarding the Final EIR (CEQA Findings) for the Project.

(viii) On March 11, 2025, the Planning Commission held a duly noticed public hearing on the Project and the Final EIR, during which it received and considered all evidence and testimony presented prior to adoption of this Resolution.

(ix) The documents and other material that constitute the record of the proceedings concerning the Project upon which this Resolution is based are kept by the City of Brea Community Development Department, located at 1 Civic Center Circle, Brea, California 92821.

(x) All legal prerequisites to the adoption of this Resolution have occurred.

A. RESOLUTION:

NOW, THEREFORE, the Planning Commission of the City of Brea does hereby find, determine, and resolve as follows:

SECTION 1. All facts set forth above in Part A, Recitals, are true and correct.

SECTION 2. This Resolution is based on facts set forth above, the entirety of the evidence presented at the above-referenced public hearings, including but not limited to all written evidence and testimony presented during those hearings, and the independent judgment of the Planning Commission.

SECTION 3. The Planning Commission finds as follows:

a. The Final EIR has been completed in compliance with CEQA.

b. Approval of GPA No. 2024-02 would be in the public interest; consistent with other goals, policies, and provisions of the General Plan; and not detrimental to the public interest, health, safety, convenience, or welfare of the City.

c. The Project site is suitable for development as proposed by the Project, and approval of ZC No. 2024-02 would be in conformity with the General Plan, as amended by GPA No. 2024-02, and in the interest of public necessity, convenience, general welfare, and good zoning practice.

d. Approval of TPM No. 2024-01, PD No. 2024-02, and DA No. 2024-01 would be in the public interest; consistent with the goals, policies, and provisions of the General Plan, as amended by GPA No. 2024-02; and not detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 4. Based on the findings set forth above, the Planning Commission hereby recommends that the City Council certify the Final EIR, adopt the CEQA Findings, and MMRP found therein, and approve TPM No. 2024-01, GPA No. 2024-02, ZC No. 2024-02, PD No. 2024-02, and DA No. 2024-01 subject to the requirements of the MMRP and the Conditions of Approval.

SECTION 5. The Secretary of this Commission shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 11th day of March 2025.

_____
Chair, Planning Commission

I, Joanne Hwang, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 11th day of March 2025 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 11th day of March 2025, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: _____
Secretary, Planning Commission

ATTACHMENT B

GREENBRIAR RESIDENTIAL DEVELOPMENT
DRAFT CONDITIONS OF APPROVAL

NOTE: Draft conditions of approval may be further updated prior to the City Council consideration of the Project. Such updates may include, but not limited to, revisions in the required timing and/or requirements, and addition of new conditions.

Planning Division – Community Development Department

1. Development and operations shall occur in substantial compliance with the plans and documents reviewed and approved by the City Council on _____, 2025, which includes, but not limited to, site plan, floor plans and elevation drawings on file in the Planning Division, the conditions contained herein and all applicable Federal, State, County and local regulations. The City Planner may approve minor modifications to the approved Project plans.

2. The Applicant shall prepare and submit a physical copy (suitable for archival storage) of the final plans and technical studies to the Brea Planning Division prior to the issuance of any building permits for the development.

3. The Applicant shall comply with all applicable terms of the approved Development Agreement No. 2024-01. If there are any conflicting terms between the Conditions of Approvals contained in this document and the terms of the Development Agreement No. 2024-01, the terms contained in the Development Agreement No. 2024-01 shall take precedent.

4. Prior to issuance of a grading permit, the Applicant shall update the Project plans to comply with all applicable development standards of the MU-II Zone for stand-alone residential projects and/or obtain subsequent approval of a Minor Conditional Use Permit (MCUP) or any other available administrative permit/approval for the requested modification of standards.

5. Prior to the issuance of any building permit for any proposed development phase, the Applicant shall provide CC&R's to the Community Development Department for the review and approval of the Public Works Department, Fire Department, Community Development Department, and City Attorney. Said CC&R's shall apply to any successors to the property owner at the time of the subdivision. Said CC&R's shall be recorded prior to the issuance of any occupancy release for the proposed development (except for model homes). A copy of the recorded CC&R's shall be provided to the Community Development Department within thirty (30) days of recordation. Such CC&Rs shall, at minimum, address/include the following:

    a. A separate set of drawings, or airspace maps, as an attachment to the document for the proposed condominium airspace units.

b. A Maintenance Exhibit map as a separate attachment to the document, that clearly identifies the ownership and responsibilities for maintenance for items on the proposed property.

c. A statement that indicates that any amendment to the CC&R's related to the Conditions of Approval may not be approved without prior consent of the City.

d. A requirement that residents shall use the designated parking areas (i.e. garages and guest parking spaces), only for the parking of vehicles.

e. A provision that parking garages are subject to inspection by the Home Owner's Association (HOA) and/or City of Brea staff.

f. Prohibition of vehicle parking within the drive aisles.

g. Maintenance of all common areas, including, but not limited to, landscaping, private streets/drive aisles, parking areas, and open space/parks.

h. A provision addressing the payment of water, utilities, gas, and electricity by the owner's or through the HOA;

i. An acknowledgement by the buyer that they are aware that the residence is located in a Mixed-Use II Zone and is located next to an existing commercial shopping center (Brea Plaza Shopping Center) and that as long as the commercial shopping center is in existence, the owner and their successors/tenants/assigns would be subject to noise such as truck deliveries and other noises relate to the operation of a commercial shopping center.

6. Prior to issuance of any building permits, the Applicant shall submit a parking management plan (PMP) to the Planning Division. The PMP may implement strategies that include, but are not limited to:

a. Parking control to maintain private enclosed garages and guest parking areas.

b. Limiting the total number of vehicles per unit.

c. System for residents to register guests and obtain temporary guest parking passes.

d. Methods to address potential parking issues.

e. Establishing parking rules and enforcement policy.

7. Final architectural elevation plans and details shall be provided at time of plan check for the review and approval of the City Planner prior to the issuance of building permits. Architecture and design features shall be consistent with the specifications and details provided in the approved Project plans and shall include high quality materials and finishes. Requests to modify the approved building elevations, materials and details, colors and other architectural elevation features may be reviewed and approved by the City Planner.

8. Prior to issuance of any building permits, the Applicant shall submit a detailed final landscape and hardscape plans and details to the City Planner for review and approval:

    a. The final landscaping plan shall be in substantial conformance with the conceptual landscape plan on file and comply with the City's Water Efficient Landscaping Requirements

    b. Said plans shall demonstrate compliance with all landscaping requirements for the MU-II Zone.

    c. Final landscape plans shall show all ground utility equipment and shall be properly screened by landscaping, paint, and/or screening materials or a combination thereof to be reviewed and approved by the City Planner.

    d. All landscaping and irrigation must be installed prior to the issuance of the Certificate of Occupancy.

9. All new landscaping shall be installed in conformance with the approved plans and applicable Brea City Code (BCC) and maintained in perpetuity. Landscaping shall be replaced in a timely manner in an event that it is removed, damaged and/or dead.

10. The Applicant shall be responsible for obtaining a permanent easement for pedestrian access to and across the adjacent private property known as Brea Plaza, as determined necessary, and maintain such pedestrian access that is open for the use of the public at all times.

11. All roof-mounted and ground-mounted equipment shall be screened from public views at ground elevation. All screening designs shall be architecturally integrated with the building and shall be subject to the review and approval of the City Planner and Building & Safety Division.

    a. Noise generating equipment shall require special consideration in their location and screening in order to avoid creating a nuisance. All uses and operations shall adhere to the City's adopted noise ordinance.

12. All electrical, telephone, community antenna, television and similar service wires or cables which provide direct service to the property being developed, shall be installed underground within the exterior boundary lines of such property.

13. Balcony run-off shall be integrated in the building structure and storm drain system. Balcony drain water shall not drain down the side of balconies and/or building exterior.

14. All electrical, telephone, community antenna, television and similar service wires or cables which provide direct service to the property being developed, shall be installed underground within the exterior boundary lines of such property.

15. Prior to issuance of building permits and prior to and during construction, the Applicant shall adhere to all measures described in the mitigation monitoring and reporting program listed in the Project's Final Environmental Impact Report. The mitigation monitoring and reporting program shall be in effect throughout all construction related activities as indicated in the report.

16. Prior to building final, the Applicant shall prepare and submit a written report demonstrating completion of the mitigation monitoring and reporting program for review and approval of the City Planner.

17. Prior to the issuance of building permits, the Applicant shall submit photometric plans for review and approved by the Building Official and City Planner pursuant to Brea City Code Sections 20.08.040, 20.258.020, and 20.220.040. Said plans shall show the location of all exterior lights, a measurement of light throughout the site and include cut/specifications sheets for proposed lighting equipment.

18. All uses shall comply with the provision of BCC Chapter 20.20 including, but not limited to vibration, glare, emission of dust, smoke and odors.

19. Prior to the issuance of a building permit, final details regarding all window glazing and potentially reflective building surfaces shall be provided for the review and approval of the City Planner. Said glazing and surfacing shall be treated or designed in a manner to reduce glare impacts to adjacent uses, motorists, pedestrians, and wildlife (e.g. to reduce bird window strikes).

20. Prior to the issuance of any building permit for the Project related signage, if any, the Applicant shall submit a sign package for review and approval by the City Planner. The sign package shall comply with all applicable City regulations, including all State and Federal regulations.

21. Prior to issuance of a Building Permit, the Applicant shall provide charging stations for electric vehicles as required by State building code.

22. Within 30 days of the issuance of the final invoice and prior to the issuance of any building permits, the Applicant is responsible for paying all charges related to the processing of the Project. Failure to pay all charges shall result in delays in the issuance of required permits or may result in the revocation of the approval of this application.

23. Approval of Vesting Tentative Tract Map No. 19394 (2024-01), General Plan Amendment No. 2024-02, and Precise Development No. 2024-02 are contingent upon City Council adoption of an ordinance, processed concurrently, to approve Zone Change No. 2024-02 and Development Agreement No. 2024-01.

24. Any disclosure required at the time of residential property sales per California Civil Code related to health and safety (i.e. natural hazards, lead paint) shall apply to all sale agreements.

25. Any permit is subject to expiration and revocation as provided in BCC Chapter 20.412.020, and said provisions are specifically made a part hereof without negating the applicability of any other provision of this title of any other ordinance.

26. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this permit; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

Housing Division – Community Development Department

27. The Project shall demonstrate compliance with BCC Chapter 20.40 (Affordable Housing) per the provisions of DA No. 2024-01 and all applicable BCC regulations.

Building & Safety Division – Community Development Department

28. All designs shall comply with the Codes adopted at the time of the permit submittal. Currently the 2022 CA Building, Mechanical, Electrical, Plumbing, Cal Green, Energy, Fire Codes, City of Brea Municipal Code & Ordinances. Any submittals received after December 31st, 2025 shall be complaint with the 2025 California Building Standards Code.

29. Any code deviations will require submittal of Alternative Materials, design and Methods (CBC Sec. [A]104.11) or Modification request (CBC Sec. [A]104.10). Code sections and alternatives are required with complete justification for request.

30. Deferred submittal items shall have the prior approval of the Building Official, the Applicant shall discuss with the Building Official whether or not the proposed deferred submittals will be allowed to be deferred.

31. At time of building permit submittal, some required construction documents are: Architectural, Structural, Mechanical, Electrical, Energy, Plumbing, Civil (Grading, Erosion Control), Landscaping, Structural Calculations, Energy Calculations, MEP related Calculations & Equipment Cut Sheets, Specs & Geotechnical Report. The following requires separate submittals and permit issuance:

    a. On-site and off-site demo work (Demolition Permit)
    b. Building construction documents (Building Permit)
    c. Civil (Grading plans) construction documents (Grading Permit)
    d. Landscape construction documents (Landscape Permit)
    e. Accessory structures construction documents (Miscellaneous Permit)
    f. Art in Public Places - Art sculpture (Miscellaneous Permit)
    g. Fire sprinklers (Fire Permit)
    h. PV systems (Building Permit)
    i. Energy storage system (Building Permit)
    j. Temporary power (Temporary Permit)
    k. Construction/office trailers (Temporary Permit)

32. All temporary permits shall be re-newed every six months.

33. An asbestos and lead analysis report shall be submitted for review to the Building & Safety Division prior to start any demolition of the existing buildings and structures. If asbestos and/or lead is found on the building and/or structures, it shall be removed and properly disposed prior to commence any demolition work.

34. Any phasing on the Project shall be approved by the City Planner, City Engineer, Fire Marshal and the Building Official prior to formal submittal to the Building & Safety Division.

35. A site specific geotechnical investigation report required upon formal submittal to Building & Safety Division. The geotechnical feasibility study submitted for review during the planning entitlement review will not be accepted as part of a formal submittal to the Building & Safety Division.

36. The geotechnical engineer of record shall review the grading plans, foundation plans and foundation details for conformance with the Geotechnical Investigation Report, stamp and sign the plans and details.

37. Upon formal submittal to Building & Safety Division, a color exhibit plan on the civil drawings showing the cut and fill areas shall be provided.

38. Upon formal submittal to Building & Safety Division, additional soils evaluation shall be provided by a corrosion engineer to further evaluate the soil's corrosivity.

39. Upon completion of grading, the general contractor shall provide soils laboratory testing results to evaluate the as-graded soil corrosivity characteristics. The soil's testing shall be done by a licensed corrosion engineer.

40. The Applicant shall provide written evidence to the Building & Safety Division that a geotechnical engineer has been retained to monitor the grading operation and assure implementation of the site grading recommendations. All recommendations shall be implemented to the performance standards specified in the Geotechnical Investigation report and to the satisfaction of the geotechnical engineer, City Engineer and Building Official. Evidence of implementation shall be provided to the Building & Safety Division prior to issuance of a building permit.

41. Upon formal submittal to the Building & Safety Division, indicate on the plans whether or not the Project site is within any of the following zones and provide mitigation measures as applicable:

    a. Methane zone
    b. Flood zone
    c. Liquefaction zone

42. Prior to the common area's final inspection, an independent CASp report shall be submitted to the Building Official for review. Said report shall identify any Project deficiencies and it shall provide recommendation for the Property Owner to resolve all deficiencies prior to the building occupancy.

43. Penetrations or openings in sound rated assemblies must be treated to maintain required ratings.

44. All exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks must be kept to a minimum.

45. Separate water meter(s) for the landscaping shall be provided and meter location clearly identify on the utility plans and the landscape plans.

46. All mechanical, electrical, and plumbing equipment, interior or exterior heavier than 300 lbs. must provide anchorage calculations, details, and the details shall be reference on the plans.

47. Upon formal submittal to the Building & Safety Division, the planning entitlement Conditions of Approval and the geotechnical investigation report recommendations shall be placed on plans.

48. Upon formal submittal to the Building & Safety Division, provide a digital file for all structural calculations generated on Excel spread sheets.

49. Upon formal submittal to the Building & Safety Division, the construction documents shall be bookmarked and hyperlinked.

50. Prior to Certificate of Occupancy issuance, all outstanding fees on the Project shall be paid.

51. Full Project review shall be conducted when complete construction documents are submitted to the Building & Safety Division.

52. Additional requirements may be imposed when the Project is submitted for Building & Safety Division plan check review and approval.

53. Standards. The following standards shall apply to the development Project:
    a. Building Regulations. All structures within the Project shall conform to the current provisions of Title 24 of the California Code of Regulations, as adopted and/or amended by the City of Brea, and other applicable city building, zoning and municipal codes and ordinances, except as provided herein.
    b. Fire Prevention. All common walls of units shall be constructed and maintained in accordance with current building codes. The number and locations of fire hydrants shall be in accordance with current fire codes
    c. Noise Standards. The structures shall conform to all interior and exterior sound transmission standards of the California Code of Regulations and applicable sections of the California Building Code. Where these standards cannot be feasibly met, in the discretion of the Building Official, reduced requirements may be allowed by the Building Official and the subdivider shall include notice of the deficiency in the final physical needs report.
    d. Utility Metering. Each unit shall be individually metered for gas and electricity. If this requirement cannot be feasibly met, in the discretion of the Building Official, this requirement may be waived by the HOA, or similar entity, shall be formed for the payment and billing of the applicable utility. At a minimum, separate exterior shutoff valves for water, gas, and electricity shall be provided for each unit.
    e. Disabled Access. The Project development shall comply with current building codes related to disabled access.
    f. No television or radio antennas, dishes, or similar devices may be installed on the exterior of any building, except as required by law. All mechanical equipment and rooftop antennas shall be shielded from view.

54. To apply for a building permit, submit for plan check, or apply for a Certificate of Occupancy please email your application and all necessary documents to Building@cityofbrea.net or apply via the online permit center (Accela Citizen Access).

Community Services Department

55. The existing Art in Public Places sculpture located at the Project site shall be protected and continued to be maintained on site. Per the Art in Public Places Policy Manual, the Applicant shall submit a letter to the Community Services Department explaining the impacts of construction and efforts to be taken to protect the subject art piece. Applicant may be subject to additional submittals regarding the existing sculpture based on the nature of the impacts and will be determined by City staff.

56. The Applicant will receive an "artwork credit" for previously permitted square footage to account for the prior installation of sculpture. A new sculpture is required if the Project result in construction of additional square footage with a total building valuation of $1,500,000 or more. If determined necessary, this requirement will follow the submittal process outlined in the current Art in Public Places Policy manual, and will be calculated at 1% of the total building valuation of the Project, beyond the already permitted square footage.

Public Works Department

General Conditions

57. This approval shall be contingent upon the approval of the Vesting Tentative Tract Map, and the conditions of said approval shall be implemented. The proposed subdivision shall occur in substantial conformance with the Vesting Tentative Tract Map submitted to the City Council, and all conditions set forth herein.

58. The proposed subdivision shall occur in substantial conformance with the plans and specifications approved through the City Council, and all conditions of said approval shall be implemented and incorporated herein.

59. The Applicant shall provide Site and Building Demolition Plans for the demolition of the existing site and building infrastructure. The Site and Building Demolition Plans shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the Building & Safety Division and City Engineer. Said plans shall include an Erosion and Sediment Control Plan identifying the State issued Waste Discharge Identification (WDID) number and the contact information for the person that is to be reached in case of emergency. The Applicant shall obtain approval of the Site and Building Demolition Plans, prior to the issuance of any building permit for any proposed development phase.

60. Prior to the issuance of any building permits for the proposed developed site conditions, the Applicant shall submit and obtain approval for the Precise Grading Plans and all applicable technical studies. The Precise Grading Plans and technical studies shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the Building &

Safety Division and City Engineer. The Precise Grading Plan submittal shall include the following items:

a. Construction Document Plans for the review and approval of the Building & Safety Division and City Engineer. The Construction Document Plans shall identify all improvements required to facilitate the proposed development and associated infrastructure improvements, to the satisfaction of the City Engineer. Said Construction Document Plans shall include an Erosion and Sediment Control Plan identifying the State issued Waste Discharge Identification (WDID) number and the contact information for the person that is to be reached in case of emergency;

b. Soils Report for the review and approval of the Building & Safety Division and the City Engineer;

c. Final Sanitary Sewer Capacity Analysis for the review and approval of the City Engineer;

d. Final Hydrology & Hydraulic Study for the review and approval of the City Engineer. Said study shall meet all City and Orange County requirements;

e. Final Water Quality Management Plan (WQMP) for the review and approval of the City Engineer;

f. Final Water Demand Analysis for the review and approval of the City Engineer;

g. Solid Waste/Trash Collection Circulation Plan for the review and approval of the City Traffic Engineer;

h. On-site Circulation Plan as requested for the review and approval of the City Traffic Engineer.

61. Prior to the issuance of any building permits for the proposed developed site conditions, and prior to the approval of Public Improvement Plans for proposed public storm drain modifications, the Applicant shall obtain all applicable permit approvals from the Orange County Flood Control District (OCFCD) for the proposed public and private storm drain connection to the existing outfall to the Loftus Channel located on the private property, and the proposed storm drain and roadway modifications to Greenbriar Lane. The Applicant shall provide documentation to the satisfaction of the City Engineer verifying OCFCD permit approvals prior to the issuance of any building permits for the proposed developed site conditions, and prior to the approval of Public Improvement Plans for improvements to Greenbriar Lane.

62. All improvements associated with the proposed storm drain connections to existing OCFCD infrastructure, all modifications to surface and subterranean discharges to the existing Loftus Channel, and all work within OCFCD property or easement areas shall be constructed to the satisfaction of OCFCD and meet all associated local jurisdictional requirements.

63. The Applicant shall maintain the Storm Water Pollution Prevention Plan during construction in accordance with NPDES guidelines, which shall incorporate all best management practices to mitigate pollutant runoff during construction.

64. The Applicant shall be responsible for the maintenance of all temporary and permanent Best Management Practices (BMP's) and associated infrastructure located on public or private property.

65. The Applicant and any future successors, shall adhere to the approved Final WQMP during the life of the Project.

66. The Applicant shall maintain all public and private drainage facilities in good working order at all times.

67. The Applicant shall be responsible to obtain the permission to perform any work on adjacent private properties or within easement areas.

68. Prior to the issuance of any building permits for the proposed development, the Applicant shall provide verification to the satisfaction of the City Engineer, that all parties that have easements over the property, including entities such as dry utility purveyors, have granted authorization to construct the proposed improvements within existing easement areas or that all existing easements have been modified, removed, and/or quitclaimed or abandoned to accommodate the proposed development.

69. All improvements associated with the proposed development that are located within, and/or impacting facilities located within, easement areas within the property, including easements granted to entities such as dry utility purveyors, shall be constructed to the satisfaction of the easement holders and meet all associated local jurisdictional requirements.

70. All improvements associated with the proposed development and property that are located on adjacent private property, shall be constructed to the satisfaction of the adjacent private property owners and meet all associated local jurisdictional requirements. Prior to the issuance of any building permits for the proposed developed site conditions or for improvements located on adjacent private property, the Applicant shall provide verification to the satisfaction of the City Engineer, that all adjacent private property owners have granted permission and authorization to perform the proposed work on the adjacent private property, and that agreements

and/or easements are in place to allow for private improvements to be located on the adjacent property.

71. No proposed trees; structures for private utility infrastructure, lighting structures, utility vaults or cabinets; structures or walls with footing or foundation elements; building foundations, structural slabs, or building structural members; shall be located within existing or proposed public easement areas, within the public right-of-way, or within public property.

72. The Applicant shall enter into an Encroachment License Agreement with the City of Brea for all private improvements or non-standard improvements, improvements not in accordance with City of Brea Standard Plans and standards, located within the public right-of-way, public easement areas, or within public property.

73. All existing domestic, irrigation, and fire services are to be replaced with new service connections. All existing domestic, irrigation, and fire services are to be removed through the existing water main to the satisfaction of the City Engineer.

74. All proposed domestic, irrigation, and fire services shall be per the latest City of Brea Public Works Standards, meeting all City Building & Plumbing Code requirements, and be to the satisfaction of the City Engineer and the Brea Fire Department.

75. The Applicant shall install all water meters, vaults, fire hydrants, FDC's, and above ground backflow prevention devices for all domestic, irrigation, and fire services and systems, at locations to the satisfaction of the City Engineer, the Building & Safety Division, and the Brea Fire Department. Easements shall be dedicated to the City for the maintenance, repair, and operation of all public water meters, vaults, and fire hydrants.

76. All existing and proposed fire hydrant and fire service infrastructure locations shall be subject to the review and approval of the City Engineer, the Building & Safety Division, and the Brea Fire Department. Installation of fire hydrants and fire service infrastructure shall be in accordance with City of Brea Public Works Standards and all applicable building codes.

77. All proposed sewer laterals and connections shall be per City of Brea Public Works Standards, meet all City Building and Plumbing Code requirements, and be to the satisfaction of the City Engineer and the Building & Safety Division.

78. The proposed development shall only be served by underground distribution utilities.

79. All proposed water, sanitary sewer, and storm drain infrastructure, all dry utilities, drives/roadways, street lighting, and associated infrastructure located within private property shall be private systems and infrastructure that is owned and maintained

by the Applicant and/or HOA. All public water, sanitary sewer, or storm drain infrastructure that is located within private property, shall be located within an easement that is dedicated to the City of Brea as part of the Final Map.

80. All roadway traffic and parking controls located within the private development area shall be installed and maintained by the Applicant in accordance with the latest version of the California Manual on Uniform Traffic Control Devices (CA MUTCD). All roadway traffic and parking controls located within the private development area shall be to the satisfaction of the City Traffic Engineer.

81. Parking shall be prohibited from 25-feet before the beginning of curve through 25-feet after the end of curve at all intersections. The location of parking prohibitions shall be to the satisfaction of the City Traffic Engineer.

82. All private streets shall include street name signage that is clearly visible to motorists and meets current City standards. All proposed street name signage shall be to the satisfaction of the City Traffic Engineer.

83. All street lighting, both public and private, shall be in accordance with City and State design guidelines and requirements, and shall be to the satisfaction of the City Engineer.

84. Prior to the issuance of any building permit, the Applicant shall pay all applicable impact fees and connection fees as set forth in the City ordinances and in effect at the time of permit approval.

85. Prior to the issuance of any building permit, a completed Waste Management Plan (WMP) shall be submitted through Green Halo Systems by the Applicant and approved by the Public Works Department to ensure compliance with CALGreen and SB 1383 requirements. Each individual building permit shall include its own separate WMP submittal through Green Halo Systems for the proposed scope of work associated with each building permit.

86. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall demonstrate compliance with SB 1383 by identifying the proposed location of 3-cart sets, for trash, recyclables, and organic materials, for each proposed residence. The Applicant shall demonstrate the proposed storage location and curbside cart placement for weekly servicing by the City's waste hauler, for each residence to the satisfaction of the City Engineer.

87. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall prepare Public Improvement Plans for the review and approval of the City Engineer, for the improvements to the public water main located within the private development from Greenbriar Lane to the point of connection to the private infrastructure located within the adjacent private property to the south. The Public Improvement Plans shall be prepared by a registered Civil

Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the City Engineer. Prior to any building permit issuance for the proposed developed site conditions, the Public Improvement Plans shall be approved by the City Engineer. Prior to the issuance of any permits associated with this scope of work for improvements located on adjacent private property, the Applicant shall provide verification to the satisfaction of the City Engineer, that all adjacent private property owners have provided approval of the design for the proposed improvements, and granted permission and authorization to perform the proposed work on the adjacent private property. All improvements shall be constructed to the satisfaction of the City Engineer, including any field punch list items, prior to the issuance of any occupancy release. Prior to any occupancy release, the Applicant shall provide verification to the satisfaction of the City Engineer, that the improvements located on the adjacent private property to the south have been constructed to the satisfaction of the adjacent private property owners. The public improvements include, but are not limited to, the following items:

a. Removal and relocation of the existing public water main and all associated vaults, backflow devices, and infrastructure to the western portion of the proposed development as identified on the Vesting Tentative Tract Map. The proposed waterline removal shall take place from the existing main within Greenbriar Lane through the connection to the private infrastructure located within the adjacent private property to the south. The proposed water line relocation shall include the reconstruction of a 12-inch public water main, and all vaults, backflow devices and associated infrastructure, from the existing public main located within Greenbriar Lane through the connection to the private water system located within the adjacent private property to the south;

b. Removal, replacement, and/or relocation of all existing infrastructure or structures interfering with the proposed improvements. This includes, but is not limited to, existing paving, curb and gutter, sidewalk, landscaping, water meters, backflow prevention, utility vaults, utility meters, vent pipes, fire hydrants, signage, street lights, power poles, and paving;

c. Easement modification including the abandonment or quitclaiming of the existing public easement and the dedication a new public easement to the City of Brea for the proposed public water system. The proposed easement modification shall be included as part of the Final Map. All easement modifications shall be to the satisfaction of the City Engineer.

d. All easement dedications required to facilitate the proposed connection of the public water system to the existing water system located on the adjacent private property to the south.

88. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall prepare Public Improvement Plans for the review

and approval of the City Engineer, for all public improvements located within Aurora Avenue and Greenbriar Lane, and all proposed easements adjacent to Aurora Avenue and Greenbriar Lane. The Public Improvement Plans shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the City Engineer. Prior to any building permit issuance for the proposed developed site conditions, the Public Improvement Plans shall be approved by the City Engineer. All improvements shall be constructed to the satisfaction of the City Engineer, including any field punch list items, prior to the issuance of any occupancy release. The public improvements include, but are not limited to, the following items:

a. All easement dedications and improvements required to facilitate the re-alignment of Greenbriar Lane as identified on the Vesting Tentative Tract Map. The proposed re-alignment shall include all improvements to the satisfaction of the City Engineer;

b. Asphalt removal and reconstruction of the full roadway section of Greenbriar Lane, from the westerly most storm drain improvements to the existing bridge connection adjacent to the intersection of S. Associated Road & Greenbriar Lane;

c. Removal and reconstruction of all existing sidewalk within the public right-of-way of Greenbriar Lane, from Aurora Avenue to the existing bridge connection adjacent to the intersection of S. Associated Road & Greenbriar Lane, immediately adjacent to the Project site. All proposed improvements shall be in accordance with current Americans with Disabilities Act (ADA) and City of Brea Public Works standards;

d. Removal of all existing parkway drains and/or curb drains serving the existing property, and reconstruction of curb and gutter to match the existing curb and gutter to the satisfaction of the City Engineer;

e. Removal and replacement of existing curb and gutter within the public right-of-way of Greenbriar Lane and Aurora Avenue, immediately adjacent to the Project site, at locations to the satisfaction of the City Engineer;

f. Removal of the existing Project driveway on Greenbriar Lane;

g. The removal of existing curb and gutter, sidewalk, and paving infrastructure required to facilitate the construction of two (2) private drive/street connections to Greenbriar Lane. The proposed Project drive/street connections shall be in accordance with current Americans with Disabilities Act (ADA) and City of Brea Public Works standards. The proposed private drive/street shall include a minimum 5-foot sidewalk crossing, curb ramp, and crosswalk connection at the point of connection to Greenbriar Lane that meets all accessibility requirements. Note that an easement may be required

to be dedicated to the City of Brea as part of the Final Map if the 5-foot crossing, curb ramp, and crosswalk connection encroaches into private property. No water meter, utility vaults, and/or other structures are to be located within the proposed private drive/street connections;

h. Removal of existing storm drain infrastructure within Greenbriar Lane from the northerly right-of-way of Greenbriar Lane to the point of connection to the existing outfall to the Loftus Channel located on the private property. This includes but is not limited to the removal, replacement, and/or relocation of all existing public infrastructure impacted by the proposed improvements;

i. Construction of a parkway culvert, and the reconstruction of concrete sidewalk and curb and gutter, along the northerly right-of-way of Greenbriar Lane;

j. Construction of a proposed catch basin and storm drain system from Greenbriar Lane to the point of connection to the existing outfall to the Loftus Channel located on the private property. A public easement shall be dedicated to the City of Brea for the proposed public system as part of the Final Map;

k. All improvements as required by OCFCD;

l. All signage and striping improvements to Aurora Avenue and Greenbriar Lane to the satisfaction of the City Traffic Engineer;

m. Removal, replacement, and/or relocation of all existing infrastructure or structures interfering with the proposed improvements. This includes, but is not limited to, existing water meters, backflow prevention, utility vaults, utility meters, vent pipes, fire hydrants, signage, street lights, power poles, and paving;

n. All easement dedications and improvements required to facilitate the proposed utility improvements, modifications, and connections located within the public right-of-way. Proposed utility improvements, modifications, and connections located within the public right-of-way shall include items such as, but not limited to, the construction of domestic, irrigation, and fire water service connections and infrastructure; the construction of fire hydrants; the construction of storm drain connections to existing infrastructure; the construction of any required sanitary sewer service connections; the relocation of existing street lights; modifications to traffic signal and communications infrastructure; and the removal and/or relocation of utility vaults and/or meters.

89. Prior to the issuance of the first Certificate of Occupancy for the Project, the Developer shall pay the Project's fair-share contribution toward the installation of a

traffic signal at Associated Road and the southerly driveway of the Brea Plaza Shopping Center, to the satisfaction of Community Development Director and/or Public Works Director.

90. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall prepare Public Improvement Plans for the review and approval of the City Engineer, for all public improvements located at the intersection of Greenbriar Lane & S. Associated Road, and all proposed easements adjacent to said intersection. The Public Improvement Plans shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the City Engineer. Prior to any building permit issuance for the proposed developed site conditions, the Public Improvement Plans shall be approved by the City Engineer. All improvements shall be constructed to the satisfaction of the City Engineer, including any field punch list items, prior to the issuance of any occupancy release. The public improvements include, but are not limited to, the following items:

    a. Modification of the existing traffic signal to eliminate east-west through traffic and provide adaptive control and split phasing with arrows for the eastbound and westbound movements of Greenbriar Lane. Traffic signal modifications may include, but are not limited to, new traffic signal poles, traffic signal control equipment, vehicle indications, safety lighting, wiring, and pedestrian, vehicle, and bike detection systems. The proposed traffic signal modifications shall include all traffic signal infrastructure and associated improvements to facilitate full operations of the traffic signal to the satisfaction of the City Traffic Engineer and City Engineer;

    b. Installation of all signage and striping improvements as necessary to implement the traffic signal modifications to the satisfaction of the City Traffic Engineer;

    c. Construction of all Integrated Crime Center (ICC) improvements located within the public right-of-way or public easement areas, as identified by the Brea Police Department. ICC improvements may include, but are not limited to, the installation of PTZ surveillance camera and all electrical and communications connections to facilitate full operations and connectivity to the existing City of Brea communications system. All improvements shall be designed and installed to the satisfaction of the Brea Police Department, the City Traffic Engineer, and the City Engineer;

    d. Removal, replacement, and/or relocation of all existing infrastructure or structures interfering with the proposed improvements. This includes, but is not limited to, existing water meters, backflow prevention, utility vaults, utility meters, vent pipes, fire hydrants, signage, street lights, power poles, and paving.

91. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall prepare public improvement plans for all public improvements located at the intersection of E. Birch Street & S. Associated Road, for the review and approval of the City Engineer. The public improvement plans shall be prepared by a registered Civil Engineer and be in accordance with City of Brea Standard Plans and standards. Prior to building permit issuance, the public improvement plans shall be approved by the City Engineer. All improvements shall be constructed to the satisfaction of the City Engineer, including any field punch list items, prior to the issuance of any occupancy release. The public improvements shall include but are not limited to the following items:

    a. Restriping of E. Birch Street to facilitate an exclusive east-bound right-turn pocket. The final striping configuration shall include a separate bike lane located to the left of the right-turn pocket. All striping transitions and proposed turn pocket lengths shall be to the approval of the City Traffic Engineer;

    b. Modification of the existing traffic signal to provide for eastbound right-turn arrows. Traffic signal modifications may include, but are not limited to, traffic signal control equipment, vehicle indications, safety lighting, wiring, and vehicle and bike detection systems. The proposed traffic signal modifications shall include all traffic signal infrastructure and associated improvements to facilitate full operations of the traffic signal to the satisfaction of the City Traffic Engineer and City Engineer;

    c. Removal of the existing R73-5(CA) “Double Lane Left Turn or U-Turn” signs and installation of a R73-6(CA) “Double Left Lane Turn No U-Turn” signs at the intersection for the northbound left-turn lanes;

    d. Removal, replacement, and/or relocation of all existing infrastructure or structures interfering with the proposed improvements. This includes, but is not limited to, existing water meters, backflow prevention, utility vaults, utility meters, vent pipes, fire hydrants, signage, street lights, power poles, and paving.

92. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall prepare public improvement plans for all public improvements located at the intersection of E. Birch Street & Redbay Avenue, for the review and approval of the City Engineer. The public improvement plans shall be prepared by a registered Civil Engineer and be in accordance with City of Brea Standard Plans and standards. Prior to building permit issuance, the public improvement plans shall be approved by the City Engineer. All improvements shall be constructed to the satisfaction of the City Engineer, including any field punch list items, prior to the issuance of any occupancy release. The public improvements shall include but are not limited to the following items:

a. Construction of all Integrated Crime Center (ICC) improvements located within the public right-of-way or public easement areas, as identified by the Brea Police Department. ICC improvements may include, but are not limited to, the installation of PTZ surveillance cameras and automated license plate reading (ALPR) cameras, and all electrical and communications connections to facilitate full operations and connectivity to the existing City of Brea communications system. All improvements shall be designed and installed to the satisfaction of the Brea Police Department, the City Traffic Engineer, and the City Engineer.

b. Modification of the City's fiber optic communication system to connect new video and surveillance systems as identified by the Brea Police Department. Modifications to the City's communication system may include, but are not limited to, new electrical service connection, installation of 2-inch conduit, pullboxes, fiber optic cable, and associated communications infrastructure required to connect the ICC improvements to the City of Brea's communications system. The proposed modifications shall include all communications infrastructure and associated improvements to facilitate full ICC operations to the satisfaction of the Brea Police Department, the City Traffic Engineer, and the City Engineer.

93. All public improvements, and improvements within the public right-of-way and public easement areas, shall be designed and constructed per current City standards and all other jurisdictional requirements, and shall be to the satisfaction of the City Engineer.

94. All existing public utilities located within the public right-of-way or within existing easements are to be protected in place, unless indicated otherwise by improvement plans approved by the City Engineer.

95. A City of Brea Public Works Encroachment Permit shall be obtained prior to any construction, improvements, or staging in the public right-of-way, within existing public easement areas, or within public property.

Parcel Map Conditions

96. The proposed subdivision shall occur in substantial conformance with the Vesting Tentative Tract Map submitted to the City Council, and all conditions set forth herein.

97. The proposed subdivision shall occur in substantial conformance with the plans and specifications approved through the City Council, and all conditions of said approval shall be implemented and incorporated herein.

98. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall submit a Final Map for review and approval of the

City Engineer. Said Final Map shall include all right-of-way and easement dedication and/or vacations. The Final Map shall be submitted to the City Engineer for conformance review prior to submittal to the County of Orange Surveyor's Office. The Final Map shall be submitted directly to the County of Orange Surveyor's Office for review and approval of the technical portion of the Final Map. All public improvements shall be constructed, including any field punch list items, prior to Final Map approval by City Council and Final Map recordation with the County of Orange. All right-of-way and easement dedications and vacations shall be in accordance with all requirements set forth in the California Streets and Highways Code, the Subdivision Map Act, and the Brea City Code.

99. The Applicant shall complete the construction of all public improvements in the public right-of-way and within public easement or right-of-way dedication areas to the satisfaction of the City Engineer, and enter into a Subdivision Improvement Agreement and guarantee the installation of these improvements by providing sufficient bonds or sureties for both Faithful Performance and Labor and Materials in a form approved by the City Attorney before the approval of the Final Map. All bonds or sureties shall be provided in an amount to the satisfaction of the City Engineer.

100. Applicant shall be responsible to prepare all documentation and pay for any publication fee (if applicable) for the proposed dedications and/or vacations of right-of-way or easements.

101. The Applicant shall submit a Monumentation Bond as required by the Subdivision Map Act in a form approved by the City Attorney to guarantee payment for the setting of monuments. The bond amount shall be provided before the approval of the Final Map, by the Licensed Surveyor or Registered Civil Engineer preparing the Final Map. The Monumentation Bond shall be provided in an amount to the satisfaction of the City Engineer.

102. Prior to the release of the Monumentation Bond, the Licensed Surveyor or Registered Civil Engineer who prepared the Final Map shall submit a letter to the City Engineer verifying the setting of all monuments, confirming that all monuments have been set in conformance with the recorded Final Map, and confirming that the Applicant/Property Owner has paid the Licensed Surveyor or Registered Civil Engineer in full for the setting of the monuments.

103. Prior to the release of all Faithful Performance Bonds and Labor and Materials Bonds, all improvements shall be completed, constructed, and accepted by the City, and a warranty bond shall be provided in accordance with the Subdivision Improvement Agreement.

<u>Fire Department</u>

104. Prior to Building Final, the Applicant/Developer shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted to the Fire Department prior to installation. (CFC 903)

105. Prior to Building Final, the Applicant/Developer shall install a monitored fire alarm system in accordance with CFC Section 907. Plans shall be submitted to the Fire Department prior to installation. (CFC 907)

106. Residences shall comply with addressing set forth in CFC Chapter 5.

107. Final fire and life safety conditions will be addressed when the Fire Department reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), (California Fire Code (CFC), and related codes which are in effect at time of building plan submittal.

108. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Ch. 33. (CFC & CBC)

109. The Fire Department is required to set a minimum fire flow for construction of all buildings per CFC appendix B and Table B105.1. The Applicant/Developer shall provide documentation to show where the water system capable of delivering said fire flow for 2 hours duration at 20-PSI residual operating pressure. Specific requirements for the Project will be determined at time of submittal. (CFC 507.3, Appendix B)

110. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the CFC and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 feet of the FDC for buildings protected with a fire sprinkler system.

111. Prior to issuance of Building Permits, the Applicant/Developer shall furnish one copy of the water system plans for the Fire Department to review.

112. Prior to issuance of Building Permits, the Applicant/Developer shall submit a Brea Fire Master Plan which includes approved site plan for fire access lanes and signage. (CFC 501.3)

113. If applicable, a “Knox Box Rapid Entry System” shall be provided prior to Building Final. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. Electric powered gates shall be provided with Knox key switches for access by emergency personnel. Where manual operated gates are permitted, they shall be provided with a Knox box or Knox padlock. (CFC 506.1 & 503.6)

Police Department

114. The City has established an Integrated Crime Center (ICC). The ICC is a system comprised of advanced technology that is revolutionizing how the Brea Police Department prevents, manages, and solves crime. The Project will benefit from the installation of various ICC elements in the vicinity of the development that will allow the Brea Police Department to generate investigative leads, manage critical incidents in real-time, monitor special events, conduct traffic management and Emergency Operation Center functions, and conduct other crime prevention and suppression activities. The Applicant is; therefore, required to provide the following ICC elements:
    a. Prior to release of Certificate of Occupancy:
        i. The Applicant is required to design and install all electrical and communications connections to facilitate full operation and connectivity of ICC equipment installed at the E. Birch Street and Redbay Avenue intersection to the existing City of Brea fiber optic communications system traversing through the E. Birch Street and Redbay Avenue intersection. Modifications to the City's communication system may include, but are not limited to, a new electrical service connection, installation of 2-inch conduit, pullboxes, fiber optic cable, communications cables, and associated communications infrastructure as required to connect in the ICC elements. The installation of all improvements in the public right-of-way must comply with the specific requirements set by the Department of Public Works and the Police Department and is subject to the approval of the City Engineer and City Traffic Engineer to ensure compliance with all relevant technical and safety standards.
        ii. The Applicant is required to design and install all electrical and communications connections to facilitate full operation and connectivity of ICC equipment installed at the S. Associated Road and Greenbriar Lane intersection to the City of Brea fiber optic communications system that will be installed within the traffic signal controller by others. Modifications to the City's communication system may include, but are not limited to, communications cables, fiber optic cables, and associated communications infrastructure as required to connect in the ICC elements. The installation of all improvements in the public right-of-way must comply with the specific requirements set by the Department of Public Works and the Police Department and is subject to the approval of the City Engineer and City Traffic Engineer to ensure compliance with all relevant technical and safety standards.
        iii. The Applicant shall provide funding for the procurement and installation of two PTZ video surveillance cameras as determined and approved by the Brea Police Department. One camera is to be installed at the E. Birch Street and Redbay Avenue intersection on an existing street light pole or alternatively on a new pole at the discretion of the City Engineer. The other camera is to be installed on a traffic signal pole at the S. Associated Road & Greenbriar Lane intersection as determined by the Brea Police Department, the City Traffic Engineer, and the City Engineer.

115. Prior to issuance of a demolition permit, the Applicant shall contact the Brea Police Department for potential emergency personnel training opportunities at the Project site/existing building to enhance safety of the community. If requested by the Police Department, the Applicant shall accommodate such training opportunities to its best ability.

Mitigation Compliance

116. The Applicant shall comply with all plans, programs and policies (PPP) and the required mitigation measures (MM) included in the Mitigation Monitoring and Reporting Program listed in the Project's Final Environmental Impact Report, as follows:

    a. **PPP AE-1:** The proposed Project is required to provide a minimum landscaped coverage of 15 percent of the net site area in accordance with Brea City Code Section 20.258.020, General Development Standards for the Mixed-Use Zoning Districts.

    b. **PPP AE-2**: All lighting, interior and exterior, shall be designed and located so as to confine all direct rays to the premises, per Brea City Code Section 20.220.040(L), Property Development Standards.

    c. **PPP AE-3:** In accordance with Section 20.258.030(D)(2), Specific Development Standards for all Mixed-Use Projects, of the Brea City Code, the architectural style and use of quality materials shall be consistent throughout the entire Project site.

    d. **PPP AE-4:** In accordance with Section 20.258.030(D)(3.g), Specific Development Standards for all Mixed-Use Projects, of the Brea City Code, multiple structures on a single site shall be designed to create a strong visual relationship between and among the structures, and architectural treatments of structures shall be consistent on all sides.

    e. **PPP AE-5:** Art in Public Places Sculpture. Pursuant to the City of Brea Art in Public Places Policy Manual, the Applicant must submit a letter to City staff explaining efforts to be taken during construction to protect the existing art piece.

    f. **PPP AIR-1:** New buildings are required to achieve the current California Building Energy and Efficiency Standards (24 CCR Part 6) and California Green Building Standards Code (CALGreen) (24 CCR Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial updated

with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

g. **PPP AIR-2:** Construction activities will be conducted in compliance with California Code of Regulations Title 13, Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

h. **PPP AIR-3:** Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to the following:
   i. **Rule 403**, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
   ii. **Rule 402**, Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
   iii. **Rule 1113**, which limits the volatile organic compound content of architectural coatings.
   iv. **Rule 1403**, which governs requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

i. **MM AQ-1:** During construction, the construction contractor shall only use interior and exterior paints with a low VOC (volatile organic compound) content with a maximum concentration of 10 grams per liter (g/L) for building architectural coating to reduce VOC emissions. Prior to building permit issuance, all building and site plans shall note use of paints with a maximum VOC concentration of 10 g/L, and, the construction contractor(s) shall ensure that all construction plans submitted to the City of Brea Community Development Department clearly show this requirement.

j. **MM AQ-2:** During construction the construction contractor shall, at minimum, use equipment that meets the United States Environmental Protection Agency's (EPA) Tier 4 (Final) emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, except for the Telebelts anticipated for use. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Final emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations. Prior to issuance of building permit, the Project engineer shall ensure that all plans clearly show the requirement for EPA Tier 4 Final emissions standards for construction equipment over 50 horsepower except for the Telebelts used for

Project construction, Tier 4 Final models of which could not be verified as commercially available for purposes of this measure. During construction, the construction contractor shall maintain a list of all operating equipment associated with building demolition in use on the site for verification by the City. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.

k. **PPP BIO-1:** In compliance with the California Fish and Game Code, Migratory Bird Treaty Act (US Code, Title 16, Sections 703–712), birds and their active nests are protected; therefore, the trees on-site would be removed outside of the nesting season, either prior to February 15 or after August 15. If construction or other Project activities are scheduled to occur during the nesting bird and raptor season, a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed. If an active nest is identified, a qualified avian biologist shall establish an appropriately sized non-disturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist.

l. **PPP CUL-1:** Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

m. **PPP CUL-2:** The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation or any agency thereof (PRC Section 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.

n. **PPP CUL-3:** Adverse impacts to paleontological resources from developments on public lands (state, county, city, and district) require reasonable mitigation. (PRC Section 5097.5)

o. **PPP CUL-4:** If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)

p. **MM CUL-1:** If cultural resources are encountered during ground disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service) [NPS] 1983 shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant as determined by the site archeologist, additional work such as data recovery excavation may be warranted and will be reported to the City.

q. **MM CUL-2:** During ground-disturbing activities, a qualified paleontologist shall monitor all excavations below five feet. If unique paleontological resources are discovered during excavation and/or construction activities, construction shall stop within 50 feet of the find, and the qualified paleontologist shall be consulted to determine whether the resource requires further study. The paleontologist shall make recommendations to the City of Brea to protect the discovered resources. Any paleontological resources recovered shall be provided for curation at a local curation facility such as the Los Angeles County Natural History Museum, the John D. Cooper Center in Fullerton, or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study.

r. **PPP E-1:** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

s. **PPP E-2:** New single-family residential construction is required to comply with the California Building Energy and Efficiency Standard by either the performance or prescriptive pathway. The prescriptive pathway requires installation of photovoltaic (PV) systems for new single-family residential construction, along with other energy efficiency and renewable energy design requirements. Should a new single-family residential construction project use the performance pathway for compliance instead, solar may be included in the project design but does not have to meet the system sizing requirements prescribed in the prescriptive pathway but must incorporate additional energy efficiency or renewable energy generation in the project design to offset the omission or reduced size of a PV system.

t. **PPP E-3:** Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

u. **PPP E-4**: New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

v. **PPP GHG-1:** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

w. **PPP GHG-2:** California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the Project, or salvaged for future use or sale and the amount (by weight or volume).

x. **PPP GHG-3:** New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

y. **PPP GHG-4:** New single-family residential construction is required to comply with the California Building Energy and Efficiency Standard by either the performance or prescriptive pathway. The prescriptive pathway requires installation of photovoltaic (PV) systems for new single-family residential construction, along with other energy efficiency and renewable energy design requirements. Should a new single-family residential construction project use the performance pathway for compliance instead, solar may be included in the project design but does not have to meet the system sizing requirements prescribed in the prescriptive pathway but must incorporate additional energy efficiency or renewable energy generation in the project design to offset the omission or reduced size of a PV system.

z. **MM GHG-1:** The Project Applicant shall design and build all residential homes to be electric, meaning that electricity is the primary permanent source of energy for water heating; mechanical; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying.

All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable. Prior to the issuance of building permits for new development projects within the Project site, the Project Applicant shall show provide documentation (e.g., building plans) to the City of Brea Building Division official or his/her designee, to verify implementation of this requirement. Prior to the issuance of the certificate of occupancy, the City of Brea shall verify implementation of the building electrification design requirement.

aa. **PPP HAZ-1:** Project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

bb. **PPP HAZ-2:** Project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The proposed Project will be designed and constructed in accordance with the regulations of the Orange County Environmental Health Division, which serves as the designated Certified Unified Program Agency and which implements State and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention, (4) Above Storage Tank Program, and (5) Underground Storage Tank Program.

cc. **PPP HAZ-3:** Project-related underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Brea Fire Department, South Coast Air Quality Management District, and/or other regulatory agencies as necessary. Project-related use of existing USTs will also have to be conducted (i.e., used, maintained, and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

dd. **PPP HAZ-4:** Project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing

materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to:

i. South Coast Air Quality Management District's Rule 1403
ii. California Health and Safety Code (Section 39650 et seq.)
iii. California Code of Regulations (Title 8, Section 1529)
iv. California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
v. Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

ee. **MM HAZ-1: Lead-Based Paint and Asbestos-Containing Materials.** Prior to issuance of demolition permits, the Project Applicant shall conduct asbestos-containing material (ACM) and Lead Based Paint (LBP) surveys. The ACM and LBP surveys shall be conducted in accordance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) and South Coast Air Quality Management District (South Coast AQMD) rules. The results of the survey shall be submitted to the City prior to issuance of a demolition permit. If ACMs or LBPs are identified during the field surveys, an Operations and Maintenance (O&M) plan shall be implemented during the construction phase.

i. The ACM O&M plan shall be prepared by the Project Applicant in line with the California Code of Regulations Title 8, Section 1529.
ii. The LPB O&M plan shall be prepared by the Project Applicant in line with the California Code of Regulations Title 8, Section 1532.1.

ff. **PPP NOI-1:** Project-related construction activity will be limited to the hours of 7:00 am to 7:00 pm on weekdays and Saturdays. Construction is prohibited on Sundays. Project-related construction activity outside these hours would require City approval.

gg. **PPP NOI-2:** The Project will comply with the City of Brea's stationary exterior noise standards, summarized in Section 8.20.050, Exterior Noise Standards, of the Brea City Code.

hh. **PPP NOI-3:** The Project will comply with the City of Brea's vibration standards of 70 VdB at the property line of the sensitive receptor, as identified in Section 20.20.04, Vibration, of the Brea Zoning Code.

ii. **PPP NOI-4:** The residential development will comply with the California Building Code, Part 2, Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels.

jj. **PPP NOI-5:** Residential exterior areas shall be designed to be sound attenuated against present and future transportation noise. New residential projects shall provide an acoustical analysis report by an acoustical engineer

verifying proposed wall heights adjacent to SR-57 and commercial loading and unloading areas to satisfy the City General Plan's conditionally acceptable exterior noise standard of 65 dBA CNEL for land use compatibility and Section 8.20.050, Exterior Noise Standards, of the Brea City Code.

kk. **PPP NOI-6:** The Project's covenants, conditions, and restrictions shall include a disclosure that the loading and unloading of goods may occur at adjacent commercial uses. The commercial use is subject to Section 20.258.030 (H)(3), Loading and Unloading Activities, of the Brea City Code, which states that in no event shall loading or unloading take place after 10:00 pm or before 7:00 am on any day of the week.

ll. **PPP NOI-7:** Residents of the Project shall be notified in writing before taking up residence adjacent to SR-57 that they will be living in an urban type of environment and that the noise levels may be higher than a typical residential area. The covenants, conditions, and restrictions of a residential Project shall require that the residents acknowledge their receipt of the written noise notification. Their signatures shall confirm receipt and understanding of this information in accordance with Section 20.258.030 (H)(4), Noise Notification, of the Brea City Code.

mm. **PPP NOI-8:** Noise-generating equipment (air conditioning units) shall be reviewed during plan check for location and screening, to the extent feasible, to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3), Noise Generating Equipment, of Brea City Code.

nn. **PPP PS-1:** New buildings are required to meet the fire regulations outlined in California Health and Safety Code (Sections 13000 et seq.).

oo. **PPP PS-2:** The Project Applicant is required to pay development impact fees (dispatch impact fees, fire impact fees, fire service fees).

pp. **PPP PS-3:** As part of the Project review process, the City of Brea Fire Department will require approval of Building Plan Check for Site Plan and Emergency Access. Additional design features to address the City of Brea Fire Department's requirements will be incorporated as conditions of approval for the Project.

qq. **PPP PS-4:** Development associated with the proposed Project will be designed, built, and operated in accordance with the City of Brea's City Code Chapter 15.08, Building Code, and Chapter 16.04, Brea Fire Code.

rr. **PPP PS-5:** The Project Applicant is required to pay dispatch impact fees and all other development impact and/or special assessment fees as deemed applicable by the City of Brea.

ss. **PPP PS-6:** The Project Applicant will provide strategically placed cameras at the Project site that will integrate with the Brea Policy Department's Integrated Crime Center (ICC) cameras. The placement of the cameras will be coordinated with the Brea Police Department.

tt. **PPP PS-7:** Pursuant to AB 2926, new development is required to pay development impact fees to assist in providing school facilities to serve students generated by new development.

uu. **PPP PS-8:** Pursuant to SB 50, new development is required to offset the costs associated with increasing school capacity, where the funds collected go to acquiring school sites, constructing new school facilities, and modernizing existing school facilities.

vv. **PPP RES-1:** The proposed Project is required to comply with Brea City Code Section 18.64.080 that establishes the subdivision regulations for the provision of park and recreational facilities through land dedication, installation of improvements, payment of in-lieu fee thereof, or a combination. New development is required to fund park and recreational development and improvements through the payment of park development fees.

ww. **PPP TRAF-1: Development Impact Fees.** The proposed Project is required to pay development impact fees to the City of Brea pursuant to the City's AB 1600 Transportation Improvement Nexus Program (Ordinance 996). Based on a transportation improvement nexus program study conducted in 2011, the City Council adopted Resolution 2011-096, which updated the impact fees, effective February 4, 2012. Fair-share fees offset or mitigate the cumulative traffic impacts caused by new development. The program ensures all future development in the City of Brea contributes on a fair-share basis.

xx. **PPP TRAF-2: Right-of-Way Improvements.** Modifications to the roadway network, including driveways, curbs, and sidewalks, are subject to approval of the City of Brea. Construction work within the right-of-way of a public roadway requires the issuance of a permit by the City of Brea.

yy. **PPP TRAF-3: Sight Distance Improvements.** The proposed Project is required to implement the following traffic improvements as a condition of approval at Brea Glenbrook Club Driveway/Project Driveway No. 1 at Greenbriar Lane (Intersection No. 8) and Project Driveway No. 2 and Greenbriar Lane (Intersection No. 9) to maintain clear line of sight for driver's exiting the Project site:

i. Trim and maintain foliage continuously within the corner sight distance limited use area up to 2.5 feet in height to remain consistent with Caltrans Highway Design Manual.

ii. Landscaping and/or hardscapes (i.e. monument signs) are required to be designed such that a driver's clear line of sight is not obstructed.

zz. **PPP TCR-1:** Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

aaa. **MM TCR-1:** Prior to the commencement of any ground disturbing activity at the Project site, the Project Applicant shall retain a total of two Native American Monitors, each approved by the tribes that consulted on this Project pursuant to Assembly Bill AB52 (the "Tribe" or the "Consulting Tribe"), and in concurrence with the City of Brea as the CEQA lead agency. The Applicant shall coordinate with each of the Consulting Tribes to develop an executed contract to pay for tribal monitors to be present during ground-disturbing activities. Prior to the issuance of any permit necessary to commence a ground-disturbing activity, a copy of the executed contract shall be submitted to the City of Brea Community Development Department. The Tribal monitors will only be present during on-site and off-site portions of the area included as part of the Project grading or improvement permits during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribes as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitors will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitors have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Tribal monitors approved by the Consulting Tribes. If the resources are Native American in origin, the Consulting Tribes will have the on-site archeologist perform data recovery and secure the item(s) in their lab until the Project is completed on which consulting tribes will determine the best course of action. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of discovery, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a

non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.

Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any qualifying historic archaeological resource deemed significant by a qualified archaeologist as a "historical resource" or "unique archaeological resource", shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

bbb. **PPP USS-1:** The Project will pay the Sanitary Sewer Connection Fees and Impact Fees collected by the City of Brea, which contribute to maintenance and installation of sewer improvements in the OCSD in accordance with Section 3.32.040, Sewer Service Fees and Charges, of the Brea City Code. Additionally, the Project will pay capital facilities fees to OCSD.

ccc. **PPP USS-2:** The Project will pay the water impact fees, water connection fees, and fire service connection fees collected by the City of Brea, which covers costs to purchase water supplies and to operate and maintain the water distribution system in accordance with Ordinance 967.

ddd. **PPP USS-3:** Landscaping installed on-site shall conform to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase landscape water efficiency.

eee. **PPP USS-4:** Plumbing fixtures installed on-site shall conform to California Green Building Standards Code requirements to increase water efficiency and reduce urban per capita water demand.

fff. **PPP USS-5:** The Project would comply with the City's water conservation program during a drought or emergency situation, in accordance with Chapter 13.20, Water Management Program, of the Brea City Code.

ggg. **PPP USS-6:** The Project will be constructed and operated in accordance with the Santa Ana Regional Water Quality Control Board Municipal Stormwater (MS4) Permit for Orange County. The MS4 Permit requires the

proposed Project to prepare and implement a water quality management plan to:

i. Control release of contaminants into storm drain systems.
ii. Educate the public about stormwater impacts.
iii. Detect and eliminate illicit discharges.
iv. Control runoff from construction sites.
v. Implement BMPs and site-specific runoff controls and treatments.

hhh. **PPP USS-7:** California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the Project, or salvage for future use or sale and the amount (by weight or volume).

iii. **PPP USS-8:** The Project will abide by AB 341 and AB 1826. The Project will store and collect recyclable materials in compliance with AB 341. Green waste will be handled in accordance with AB 1826.

jjj. **PPP USS-9:** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

City of Brea

Planning Commission Communication

A. Project Introduction - Greenbriar Residential Development at 1698-1700 Greenbriar Lane

Meeting	Agenda Group
Tuesday, February 25, 2025, 6:00 PM	ADMINISTRATIVE ITEMS Item: 3A.

TO	FROM
Chair and Members of the Planning Commission	Joanne Hwang, City Planner

EXECUTIVE SUMMARY

The Applicant, Lennar Homes of California, Inc., has submitted planning entitlements for a project that would demolish an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construct a residential development consisting of 179 single-family units (detached and attached) with a private recreational area, on a 9.7-acre property located at 1698-1700 Greenbriar Lane. The entitlements necessary to facilitate the proposed project are as follows:

1. Environmental Impact Report (EIR) No. 2024-01: to analyze the environmental impacts resulting from construction and operation of the proposed project, which is prepared pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines;
2. Vesting Tentative Tract Map (TTM) No. 2024-01: to allow for a condominium map;
3. General Plan Amendment (GPA) No. 2024-02: to modify the project site's General Plan land use designation from General Commercial to a Mixed-Use II land use designation;
4. Zone Change (ZC) No. 2024-02: to modify the project site from C-G General Commercial Zone to a Mixed-Use II (MU-II) Zone;
5. Development Agreement (DA) No. 2024-01: for a contract between the Applicant and the City, defining terms of development proposed by vesting the City's approval while specifying public benefits; and
6. Precise Development (PD) No. 2024-2: to demolish an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construct a residential development consisting of 179 single-family units (detached and attached) with a private recreational area.

The above-mentioned entitlements herein are referred to as the "Project."

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Receive Project information from staff and the Project Applicant; and
2. Provide Project related feedback to staff, if any.

BACKGROUND

Project Location

The Project site, located at 1698-1700 Greenbriar Lane, is a 9.7-acre property that is situated west of South Associated Road, south of Greenbriar Lane, and north of the Brea Plaza Shopping Center. The Project site is currently developed with a 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and was most recently occupied by Mercury Insurance. Vehicle access to the Project site is currently provided by one driveway approach on Greenbriar Lane and an internal access road that connects the Project site to the Brea Plaza Shopping Center along the southern property line. The Project site has a General Plan Land Use designation of General Commercial and a zoning designation of C-G General Commercial. The Project Vicinity Map, the surrounding land uses and zoning designations are shown in Figure 1 and Tables 1 and 2 below.

Figure 1. Project Vicinity Map

TABLE 1 – Surrounding Land Uses

North	Single-family residential uses
East	Single-family residential uses (*across the Fullerton Creek drainage channel & S. Associated Road)*
South	Brea Plaza Shopping Center
West	Brea Mall (*across State Route SR-57 & State College Avenue)*

TABLE 2 – Surrounding Zoning Designations

North	Multiple Family Residential (R-2)
East	Single-Family Residential (R-1) (across *the Fullerton Creek drainage channel & S. Associated Road*)

South	General Commercial (C-G)
West	Regional Commercial (C-C) and Mixed-Use I (MU-I) (*across State Route SR-57 & State College Avenue)*

Entitlement History

- In 1975, the existing 164,908 square foot office building was approved under Precise Development (PD No. 19-75) and Parcel Map (PM No. 3-75) as part of the Brea Plaza Office Park, which included the Project site and the site that is now occupied by the Brea Plaza Shopping Center.
- In 2005, the construction of the three-level parking structure was approved under Conditional Use Permit (CUP No. 05-02), Precise Development (PD No. 05-01), and Mitigated Negative Declaration (ND No. 05-01).
- Private agreement: The Project site and Brea Plaza Shopping Center are currently under an existing memorandum of understanding (MOU) that allows customers of the Brea Plaza Shopping Center to use approximately 180 parking spaces located at the Project site during normal business hours, and all of the surface parking spaces (approximately 500 spaces) after 5:00 p.m. and on weekends. The MOU expires in April 2026, unless voluntarily terminated by both parties sooner.

PROJECT DESCRIPTION

The Applicant proposes to demolish an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construct a residential development consisting of 179 single-family units (detached and attached) including landscaping and common open space areas, which would include a private park.

General Plan Amendment and Zone Change

To accommodate the 179-unit residential development, the Project would require a General Plan Amendment to modify the site's General Plan land use designation from General Commercial to Mixed-Use II as well as a Zone Change to modify the zoning designation from C-G General Commercial Zone to a Mixed-Use II (MU-II) Zone.

Site Plan and Circulation

The Project layout proposes a row of buildings along the northern, eastern, and southern property lines as well as smaller vertical rows of buildings towards the center of the development. The site would be accessed via two new vehicular connections along Greenbriar Lane (one at the eastern end and one at the western end of the Project site). Per the City's roadway standards, Greenbriar Lane would be reconfigured and the two new internal access roads would connect at "t-intersections" to accommodate the Project. Additionally, the existing internal access road that connects the Project site and the Brea Plaza Shopping Center would be closed. However, the existing pedestrian accessway connecting the Project site and the Brea Plaza Shopping Center, located at the southeast corner of the Project site, would remain. To accommodate the proposed residential development, the Project includes a Tentative Tract Map for condominium purposes.

The Project would include eight internal streets (A through H Drive) and 11 cul-de-sacs (I through J Court and L through T Court). Attachment A is the Project's Tentative Tract Map, and Figure 2 below illustrates the proposed Project Layout (Attachment B – Illustrative Site Plan).

Figure 2. Proposed Project Layout

Building Types

The Project would include 67 buildings consisting of three different housing products. Table 3 below provides a breakdown of the proposed building and unit summary, and the below narrative provides descriptions of each housing product:

TABLE 3 – Proposed Building & Unit Summary

Housing Product	Number of Buildings	Number of Units
The Courts	16	80
The Villas	37	73
The Yards	14	26
Residential Subtotal	**67**	**179**

- The Courts: The Courts would consist of a total of 16 three-story buildings (80 units), which would be either 36'-9" or 36'-11" in height. The majority of the Courts buildings would be oriented in a "U" shape to provide an internal garden courtyard for residents. The floor plans would range in size from approximately 964 to 1,946 square feet and would provide one-, two-, three-, and four-bedroom units. Each unit would have an enclosed two-car garage, except the one-bedroom units, which would have an enclosed one-car garage.
- The Villas: The Villas would consist of a total of 37 four-story buildings (73 units) and would include a rooftop terrace on the fourth floor (48'-11'' or 44'-2'' in height, depending on style option). The majority of the Villas buildings would be attached duplexes, which the exception of one stand-alone unit. The floor plans would range in size from approximately 2,294 to 2,503 square feet and would provide three- and four-bedroom units. Each unit would have an enclosed two-car garage.
- The Yards: The Yards would consist of a total of 14 three-story buildings (26 units), which would be 41'-5'' or 35'-7'' in height, depending on style option. The majority of the Yards buildings would be attached duplexes, which the exception of two stand-alone units. The floor plans would range in size from approximately 1,846 to 2,450 square feet and would provide three-bedroom units. Each unit would have an enclosed two-car garage.

The Floors Plans and Elevation Drawings are provided as Attachment C.

Building Design

The proposed building designs includes a mixture of farmhouse and contemporary architecture that would be complimentary to one another and the surrounding areas. The elevations of the proposed housing products utilize color schemes involving white, beige and gray with accent tones in black and brown, along with varying materials such as stone, brick, and wood planks, as shown in Figures 3, 4, and 5 below.

Figure 3. Proposed Building Renderings – The Courts

Figure 4. Proposed Building Renderings – The Villas

Figure 5. Proposed Building Renderings – The Yards

Development Standards

The Project complies with a majority of the development standards established for the MU-II zoning district. Table 4 below provides a breakdown of the Project's zoning conformance:

TABLE 4 – Compliance with Development Standards

Development Standard	Zoning Code Standards (min./max.)	Proposed
Minimum Project Size	2,500 sq. ft.	422,478 sq. ft. (approximately 9.7 acres)
Density	6.1 to 40 du/ac	18.4 units per acre
Floor Area Ratio (FAR)	2.00	1.20

Height	60 ft.	The Courts – 36'-11'' for the five-unit buildings & 36'-9'' for the 10-unit buildings The Villas – 44'-2'' or 48'-11'', depending on style option The Yards – 35'-7'' or 41'-5'', depending on style option
Building Setbacks Front (S. Associated Road) Street Side (Greenbriar Lane) Interior Side Rear (State Route SR-57)	 15 ft. 15 ft. 10 ft. 20 ft.	 155'-7'' *12'-3'' to 23'-4'' 10' *16'-7'' to 61'-9''
Landscape Setbacks Front (S. Associated Road) Street Side (Greenbriar Lane) Interior Side Rear (State Route SR-57)	 Front: 8 ft. Street Side: 8 ft. Interior Side: 5 ft. Rear: 5 ft.	 29'-9'' 12'-3'' to 23'-4'' 10' 5'-8''
Common Open Space	100 sq. ft. per unit (Minimum dimension shall be 15 feet.)	Approximately 39,995 sq. ft.
Private Open Space	75 sq. ft. per unit (Minimum dimension shall be 8' feet)	Ranges in size from approximately 96 sq. ft. to 347 sq. Ft. (balconies, roof top deck, private courtyards)
Parking	448 (358 garage spaces; 90 guest spaces)	*397 (342 garage spaces; 55 guest spaces)
*The project would either have to meet the standards or obtain approval of Minor Conditional Use Permit (MCUP) to modify the required minimum development standard.		

As shown on Table 4 above, there are three development standards that are not being met (i.e. minimum street side setback, minimum rear setback, minimum parking requirements). As such, the Applicant would either be required to update the Project plans to comply with the applicable development and/or obtain subsequent approval of a MCUP or any other available administrative permit for the requested modification of standards.

Landscaping and Open Space

The Project would provide 104,785 square feet of ornamental landscaping throughout the site, including both parameter and internal landscaping areas, and 35,423 square feet of common hardscape areas. The Project would be required to comply with the minimum landscaping requirement standards. In addition, the proposed landscaping area would include a 7,569 square-foot private park. A conceptual park plan is shown on Figure 6 below.

Figure 6. Conceptual Park Plan

Parking

The Project provides a total of 397 parking spaces, of which 342 spaces are enclosed garage spaces and 55 spaces are exterior guest parking spaces. The 55 guest parking spaces would be located throughout the Project site and would include four accessible parking spaces and six electric vehicle charging spaces. The guest parking areas would be screened by landscape hedges or retaining walls, or a combination thereof. No on-street or driveway parking is provided as part of the proposal.

As previously mentioned in the Development Standards section of this report, the minimum required parking per BCC is a total of 448 off-street parking spaces (358 enclosed garages and 90 guest parking spaces). As such, the Project would be required to obtain an approval of a MCUP to allow a reduction in the number of required parking spaces as allowed by BCC Section 20.408.030.B.2.a.2, or any other available administrative permit.

Construction Phasing

If approved, construction activities (e.g. demolition, rough grading, infrastructure and offsite improvements, building construction, etc.) are anticipated to commence in April 2026. The construction is estimated to take approximately 31 months, with the anticipated completion date in late 2028.

Development Agreement

The Project requires a DA to define the terms of the proposed development by vesting the City's approval while specifying public benefits and improvements. Additionally, the Applicant as indicated that they intend to satisfy the City's affordable housing requirements either by: 1) providing affordable housing on-site consistent with State Density Bonus Law; 2) providing land to the City for the construction of affordable units by the City; or 3) providing affordable housing at an off-site location.

REQUIRED ENTITLEMENTS

The Project requires the following entitlements:

- Environmental Impact Report (EIR) No. 2024-01: to analyze the environmental impacts resulting from construction and operation of the proposed project, which is prepared pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines;
- Vesting Tentative Tract Map (TTM) No. 2024-01: to allow for a condominium map;
- General Plan Amendment (GPA) No. 2024-02: to modify the project site's General Plan land use designation from General Commercial to a Mixed-Use II land use designation;
- Zone Change (ZC) No. 2024-02: to modify the project site from C-G General Commercial Zone to a Mixed-Use II (MU-II) Zone;
- Development Agreement (DA) No. 2024-01: for a contract between the Applicant and the City, defining terms of development proposed by vesting the City's approval while specifying public benefits; and
- Precise Development (PD) No. 2024-2: to demolish an existing 164,908 square foot office building, a three-level parking structure, and surface parking and associated landscape areas, and construct a residential development consisting of 179 single-family units (detached and attached) with a private recreational area.

ENVIRONMENTAL REVIEW

The City, as the lead agency with the assistance of PlaceWorks, prepared the EIR in accordance with the authority and criteria contained in the CEQA Guidelines and the environmental regulations of the City. The EIR is the highest level of environmental review under CEQA. The purpose of an EIR is to: 1) Evaluate a Project to determine if the Project may have significant effect on the environment; 2) Identify mitigation and analyze alternatives; and 3) Disclose the reasoning behind considering a Project although significant impacts are unable to be avoided or reduced. These specific objective and purpose are required through the EIR process to consider the environmental consequences of discretionary actions before approving plans, policies, or projects.

EIR Timeline:

- On July 31, 2024, the City issued a Notice of Preparation (NOP) informing the public that an EIR is being prepared for the Project and provided information on the planned scoping meeting. The public comment period concluded on September 3, 2024, and a total of six agencies and interested parties responded to the NOP and provided written comments.
- On August 21, 2024, the City held a scoping meeting on the Project's EIR. A total of six individuals were in attendance, where the majority were residents of the Glenbrook community. At the end of the meeting, one written comment card was submitted. In general, the comments expressed during the meeting were concerns regarding traffic, street parking, noise, and aesthetics (height/massing).
- On December 12, 2024, the City issued a Notice of Availability (NOA) to provide the public and agency review of the Draft EIR (DEIR).

- On December 13, 2024, the DEIR was released for public review. The public comment period concluded on January 28, 2025, and a total of three agencies and interested parties responded to the DEIR and provided written comments. Response to comments will be provided as a part of the Final EIR.

Draft EIR Summary:

- Topics that were found not to be significant:
  - Agriculture and Forest Resources
  - Biological Resources
  - Geology and Soils
  - Hydrology and Water Quality
  - Mineral Resources
  - Wildfires
- Topics that resulted in less than significant/no impact without mitigation:
  - Aesthetics
  - Energy
  - Land Use and Planning
  - Noise
  - Transportation
  - Utilities and Services Systems
  - Population and Housing
  - Public Services (Fire Protection and Emergency Services, Police Protection, School and Library Services)
  - Recreation
- Topics that resulted in a less than significant impact with mitigation incorporated:
  - Air Quality
  - Cultural and Paleontological Resources
  - Tribal Cultural Resources
  - Greenhouse Gas Emissions
  - Hazards and Hazardous Material

There are no topics analyzed that resulted in significant and unavoidable impacts. Details of these conclusions, associated mitigation, technical assessments and the environmental narrative are outlined in the DEIR, which can be found on the City's Website at https://www.cityofbrea.gov/166/Projects-in-Process.

NEXT STEPS

Once the Final EIR is prepared, the Project and the Final EIR will be presented to the Planning Commission as a public hearing item. As required, public notices will be sent to property owners within 500 feet of the Project site and to interested parties for such meeting. The Public Notice will also be published in the local newspaper. The public and all interested parties will have opportunities to testify before the Planning Commission at that time. At such public hearing, staff would be requesting the Planning Commission to make a recommendation to the City Council following the review of the requested entitlements, public comments received, and Planning Commission discussion, as the required Project Entitlements require the City Council approval (i.e. General Plan Amendment and Zone Change).

Prepared by:

Rebecca M. Pennington

Senior Planner

Concurrence by:

Joanne Hwang, AICP, City Planner

ATTACHMENTS

A. TTM Plans
B. Illustrative Site Plan
C. Floor Plans & Elevations
D. Applicant's Project Description

Attachments

Attachment A - Tentative Tract Map TTM.pdf
Attachment B - Illustrative Site Plan.pdf
Attachment C - Floor Plans & Elevations.pdf
Attachment D - Project Description.pdf

ATTACHMENT D

TECHNICAL BACKGROUND

Case No:	Environmental Impact Report No. 2024-01 Vesting Tentative Tract Map No. 2024-01 General Plan Amendment 2024-02 Zone Change No. 2024-02 Development Agreement No. 2024-01 Precise Development No. 2024-02
Property Location:	1698-1700 Greenbriar Lane (APN 319-102-34)
Project Site Size:	422,478 SF (9.7 acres)
Building Size:	964 – 1,946 SF (The Courts - Residential) 2,294 – 2,503 SF (The Villas - Residential) 1,846 – 2,450 SF (The Yards - Residential) 505,265 SF (Total Area - All Units)
Applicant:	Lennar Homes of California, Inc. 2000 Fivepoint, Suite 365 Irvine, CA 92618
General Plan Designation:	General Commercial
Zoning Designation:	(C-G) General Commercial
Adjacent Zoning	
North:	Multiple Family Residential (R-2)
South:	General Commercial (C-G)
West:	Regional Commercial (C-C) and Mixed-Use I (MU-I) (*across State Route SR-57 & State College Avenue)*
East:	Single-Family Residential (R-1) (across *the Fullerton Creek drainage channel & S. Associated Road*)
Site and Neighborhood Characteristics:	The Project site is a 9.7-arce property that is situated west of South Associated Road, south of Greenbriar Lane, and north of the Brea Plaza Shopping Center. The site is surrounded by a mix of uses, including residential and commercial uses.

Public Hearing Notices and Outreach:	Legal Notice was published in the Brea Star Progress on February 27, 2025, and 110 notices were sent to all property owners within a 500-foot radius of the subject property.

ATTACHMENT E

SUBJECT PROPERTY AND VICINITY MAP

DATE: MARCH 11, 2025

CASE NO:

<u>ACCELA RECORD NO. PLN-2024-00020</u>

ENVIRONMENTAL IMPACT REPORT NO. 2024-01

VESTING TENNTATIVE TRACT MAP NO. 2024-01

GENERAL PLAN AMENDMENT NO. 2024-02

ZONE CHANGE NO. 2024-02

DEVELOPMENT AGREEMENT NO. 2024-01

PRECISE DEVELOPMENT NO. 2024-02

BREA PLANNING DIVISION

PROJECT APPLICATION

GENERAL INFORMATION REQUIRED: *(Print or Type)*

Name of Proposed Project: Greenbriar Residential Development

Location of Project *(Address Required)*: 1698 - 1700 Greenbriar Lane

Legal Description of Project Location *(Assessor's Parcel No.)*: 319-102-34

APPLICANT INFORMATION:

Applicant's Name: Lennar Homes of California, Inc.

Phone: 949-433-9815

Email: gary.jones@lennar.com

Address: 2000 Fivepoint, Suite 365

City: Irvine

State: CA

Zip Code: 92618

PROJECT CONTACT PERSON: (*If Different*)

Contact Person: Peter Carlson

Phone: 949-289-3625

Email: pcarlson@carlsonsls.com

PROJECT INFORMATION: *(Print or Type)*

Zoning Designation: GC-General Commercial

General Plan Designation: General Commercial

Existing Use: Office

Proposed Use: Residential

Type of Development:

☐ **Residential** ☐ **Commercial** ☐ **Industrial** ☐ **Mixed-Use**

Lot Size *(square feet)*: 9.699 ac 422,478 sf

Lot Width:

Lot Depth:

Existing Floor Area (square feet): 164,908 sf office building

Existing FAR:

Existing Lot Coverage:

STAFF USE ONLY

Accela Record Number:

Project Manager:

Entitlement File Number(s):

Related Files:

SUBMITTAL INFO:

Date Time Received:

Received by:

Deposit Received:

PROJECT INFORMATION: *(Continued)*

Proposed Floor Area (square feet): 180 residential units

Proposed FAR:

Proposed Lot Coverage:

Proposed No. of Stories:

Proposed Building Height:

Existing Parking Stalls:

Proposed Parking Stalls:

Project Description: The project description should include a detailed description of demolition, on-side improvements, proposed use & operations, ect. In addition, please describe all building material and color as well as description of signage and their location. Please provide a separate PDF attachment labeled "Project Description" if more space is needed.

☑ **Check if project description is attached.**

TYPE OF REVIEW REQUESTED: (*Select all that apply*)

Planning Commission/City Council

- ☑ Conditional Use Permit
- ☐ Planned Community
- ☐ Historic Designation
- ☑ Development Agreement
- ☑ Precise Development Plan
- ☑ Zone Change
- ☑ General Plan Amendment
- ☐ Temporary Trailer
- ☐ Zone Variance
- ☐ Certificate of Compatibility
- ☑ Other TTM

Administrative/Community Development Director

- ☐ Administrative Remedy
- ☐ Plan Review
- ☐ Other _____
- ☐ Tree Removal *(see pg. 9)*

PROPERTY OWNER INFORMATION & AUTHORIZATION

(as listed in the Orange County Assessor's records)

Legal Owner's Name: Company Name:

Email: Phone:

Address: The Preliminary Title Report and excerpt from Purchase and Sale Agreement are attached.

City: State: Zip Code:

I hereby certify under penalty of perjury under the laws of the State of California that I am the owner(s) of the subject property, or have been authorized to sign on behalf of the property owner, and consent to the filing of this application on the above referenced property. **If the owner did not sign below, a letter of authorization is required.**

By: _____ Date: 3-25-24
(Signature)

By: GARY JONES
(Printed Name)

DESIGN PROFESSIONAL OR OWNER OF THE COPYRIGHT IF DIFFERENT *(OPTIONAL)*

Name(s):

Email: Phone:

Address:

City: State: Zip Code:

AUTHORIZATION TO REPRODUCE PROJECT PLANS- Gov. Code § 65103.5(f)(2)

I hereby grant permission for the City of Brea to provide the project plans for inspection as a part of the public record, to copy for members of the public, and post the plans online. This permission shall be constituted as the permission for architectural drawings that contain a copyright annotation and are protected by the federal Copyright Act of 1976 (Government Code Section 65103.5(f)(2).

By: _____ Date: 3-25-24
(Signature)

By: GARY JONES
(Printed Name)

TRUST ACCOUNT OWNER INFORMATION

All project applications require the specified minimum deposit to a Trust Account. Additional funds and/or subsequent deposits may be required depending on the specified project and level of staff time necessary. All unused funds will be reimbursed following the completion of project and/or review. Staff time devoted to your project will be billed according to our **Development Processing Fees**. The necessary staff time will vary according to the complexity of the project and may include, initial review and ongoing project processing by City staff including, but not limited to:

- Reviewing plans/submittal packages.
- Routing plans to, and communicating with other city staff and outside agencies.
- Researching documents relative to site history and site visits/inspections.
- Consulting with applicant and other interested parties (e.g. neighbors, adjacent property or business owners) in person or by phone.
- Preparing environmental documents, staff reports, presentations, and resolutions.
- Preparing pertinent maps, graphs and exhibits.
- Attending meetings / public hearings before the Planning Commission / City Council.
- Review of tentative maps and improvement plans by City staff.
- On-site inspections of the project by City staff.
- Consultant services

TRUST ACCOUNT OWNER:

Name of Individual or Corporation Financially Responsible for the Project: Lennar Homes of California, Inc.

Address: 2000 Fivepoint, Suite 365

City: Irvine, CA Zip Code: 92618

Email: gary.jones@lennar.com Phone: 949-433-9815

STATEMENT OF UNDERSTANDING AND AGREEMENT

I understand that my initial deposit is a retainer and not a fee. This deposit will be used to set up an account, against which fees shall be charged based on the hourly rate listed in the City fee schedule in effect at the time the work is performed. I understand that should the costs exceed the deposit, I will be billed monthly for any additional deposit amount intended to cover future charges. If I fail to pay the fees when due, I understand approximately that the City will stop working on the application. If the final costs are less, the unused portion of the deposit will be returned to me after the conclusion of the process or final inspection of the completed project, whichever occurs later.

As the trust account owner, I assume full financial responsibility for all costs incurred by the City in processing this application(s).

BY SIGNING BELOW, I HEREBY CONSENT THAT I UNDERSTAND THE MATTERS AS DESCRIBED ABOVE AND AGREE TO THE TERMS. I HEREBY FURTHER REPRESENT THAT I HAVE THE AUTHORITY TO BIND MY BUSINESS BY SIGNING ON ITS BEHALF.

Gary Jones 3-25-24

Trust Account Owner's Signature Date

GARY JONES

Trust Account Owner Printed Name

INDEMNIFICATION AGREEMENT

PLEASE READ, FILL IN, AND SIGN AT THE BOTTOM

I, the undersigned, certify that I am the applicant in the foregoing application, that I have read the foregoing application and know the content thereof, and state that the same is true and correct to the best of my knowledge and belief, and further certify that I shall comply with each and every condition of approval as stated herein.

Furthermore, Lennar Homes of California, Inc, ~~on behalf of~~ _____ hereby agrees to defend, indemnify, and hold free and harmless the City of Brea, its elected officials, officers, employees, and agents, with respect to any and all liabilities, claims, suits, actions, losses, expenses or costs of any kind, whether actual, alleged or threatened, including the payment of actual attorney's fees, court costs, and any and all other costs of defense.

Applicant's Signature

3-25-24
Date

Staff Use Only

ACCELA RECORD NUMBER: TRUST ACCOUNT NUMBER:

CARLSON STRATEGIC LAND SOLUTIONS, INC.

February 7, 2025

Rebecca M. Pennington
Senior Planner
City of Brea
1 Civic Center Circle
Brea, CA 92821

Subject: Greenbriar Residential Development Project Description

Dear Ms. Pennington,

On behalf of Gary Jones of Lennar Homes of California, Inc. attached is an application for the Greenbriar Residential Development project located at 1698 – 1700 Greenbriar Lane, Brea, California.

The project site is approximately 9.7 acres and currently developed with office use (Mercury Insurance) and associated infrastructure, including a two-story parking structure and surface parking.

This letter provides a description of the proposed project. Attached is the Uniform Application and accompanying plans.

Entitlements

The project site currently has General Plan land use designation and zoning of GC - General Commercial. The proposal is a residential development project. Therefore, the following entitlements are requested.

- General Plan Amendment
- Zone Change
- Development Agreement
- Condominium Map
- Precise Development
- EIR

The Applicant proposes a GPA and ZC to Mixed Use 2.

Proposed Project

The proposed project includes the demolition of the existing office building and parking structure and construction of 179 residential dwellings.

Site Plan

Key features of the proposed site plan include:

- Modify Greenbriar Lane to eliminate the existing knuckle into the project site and create a standard roadway configuration for Greenbriar Lane from Associated Road into the existing neighborhood.

- Two entries into the new community. The main entry would occur across from the existing driveway to the Greenbriar HOA Recreation facility. The secondary access would occur along the western boundary and intersect Greenbriar Lane at its curve, adjacent to the freeway.

- Pedestrian access to the neighboring commercial center.

- The existing trees along Greenbriar Lane, including the ficus species, will be removed. New trees and landscaping will be provided.

- Street sections are provided on the enclosed site plan.

- Proposed dwellings will front onto Greenbriar Lane, providing architecture forward.

Housing Types

- Three housing products are being provided in a range of sizes to accommodate a range of buyers.

- One product type is referred to as The Courts. This product has 5-plex buildings with alley access and a courtyard with paseo separating the buildings. The dwellings include one-, two-, and three-bedroom units. Each unit has an enclosed two car garage, except the one-bedroom units have an enclosed one car garage. The buildings are three-story. The floor plans range from approximately 900 to 2,000 square feet and provide one- to four-bedroom units.

- The second product type are attached duplexes referred to as The Yards. This product is a three-story duplex with side entry and rear yards. Each dwelling has a two-car garage. The floor plans range in size from approximately 1,700 to 1,900 square feet and three bedrooms.

- The third product type are attached duplexes referred to as The Villas. This product is a three-story duplex with a roof-top deck. The units are alley loaded, with a paseo front entry. Each dwelling has a two-car garage. The floor plans range in size from approximately 1,800 to 2,300 square feet and provide three and four bedrooms.

- Complimentary architectural styles are provided for each product type.

Recreation

- Paseos, sidewalks, and open space areas provide space for pedestrian activities, including walking, dog walking, etc.

- Fire pits and other gathering areas are being considered for different areas throughout the site. One idea being explored is including different gathering area elements, such as fire pits, etc. within the courtyard areas of the Garden Courts.

- A passive park is located near the main entrance to the neighborhood. This park provides a community gathering area with large shade trees and seating areas. This park also provides an aesthetic entry into the community.

- The Applicant will pay Quimby fees.

Engineering

- The attached plans provide a conceptual alignment of sewer, water and storm drain infrastructure.

- The plan proposes a looped domestic water system and a separate system for fire sprinklers. An existing 12" water line from Greenbriar Lane through the Project site serves the Brea Plaza. This water line will be relocated within "C Drive" parallel to the freeway and through "M Court" to connect back to Brea Plaza within an existing utility easement.

- The plan proposes a sewer connection to the existing sewer line within Greenbriar Lane.

- The plan proposes to use an underground modular wetland system and discharge storm water through an existing 18" storm drain connection to the County-maintained storm channel.

- All dry utilities (electrical, cable, fiber, etc.) will be underground.

Affordable Housing

- The Applicant proposes to satisfy its affordable housing requirement either by 1) providing affordable housing on-site consistent with State Density Bonus Law (SDBL), or 2) providing land to the City for the construction of affordable units by the City, or 3) by providing affordable housing at an off-site location, in-lieu of paying the City's housing fee.

- The Applicant requests waivers to development standards in return for providing affordable housing, such as modifications to parking and setback standards.

Parking

- Each dwelling unit contains an enclosed garage. The one-bedroom units have one enclosed garage space. All other units have a two-car enclosed garage. Enclosed garage parking totals 342 parking spaces.

- Guest parking is provided throughout the proposed community. A total of 55 guest spaces are provided, of which four are designated for handicap spaces and five spaces for electric vehicle charging.

- No on-street or driveway parking is provided as part of this proposal.

- The BMC (20.08.040) requires two spaces per unit plus 0.5 spaces per unit for guest parking. The 179 units would require 448 spaces. A total of 397 parking spaces are provided on site. The Applicant requests a modification of development standards to permit the reduced parking standard.

Trash

- Each dwelling will have trash carts.

- Carts will be stored in the enclosed garages. Sufficient space is designed for cart storage within each garage.

- Residents will be responsible for pulling trash carts to the street. Trash trucks will not drive down the Court streets, therefore residents of The Courts would need to place the trash carts on the loop road. A Trash Plan is included in the submittal package.

CEQA

- The Applicant would like to begin the CEQA process as soon as possible, including notification under AB 52. The Applicant requests the City issue an RFP for preparation of an EIR based on the information provided in this package.

- The Applicant has prepared the following technical studies, which are included in this application package.

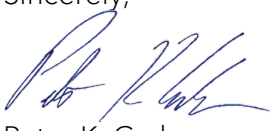
  - Geotechnical investigation
  - Preliminary WQMP
  - Hydrology Report
  - Preliminary Sewer Report
  - Preliminary Water Report
  - Phase I Environmental Site Assessment Report
  - Phase II Limited Site Investigation Report

- The Applicant is in the process of completing the following additional technical studies, which will be submitted subsequent to this application.

  - Biological Resource Assessment
  - Tree Survey
  - Cultural Resource Assessment
  - Traffic Impact Assessment
  - Vehicle Miles Travelled Report

We look forward to working with you on the entitlement of this project. If you have any questions, please contact me at pcarlson@carlsonsls.com or 949-289-3625.

Sincerely,



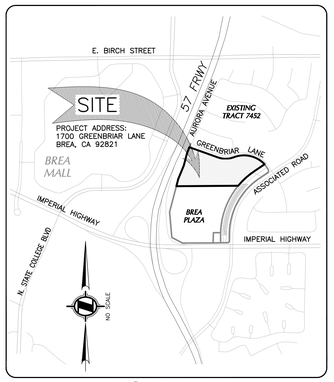
Peter K. Carlson
President

Attachments

- Site Plan
- TTM
- Fire Access Plan
- Trash Plan
- Truck Turning Layout
- Preliminary WQMP
- Preliminary Sewer Report
- Preliminary Water Report
- Hydrology Report
- Phase I Environmental Site Assessment Report
- Phase II Limited Site Assessment Report
- Geotechnical Investigation Report
- Preliminary Title Report
- Purchase and Sale Agreement Excerpt
- Garden Courts Architecture Package
- Rooftops Architecture Package
- The Yards Architecture Package

ATTACHMENT H

ATTACHMENT I



VICINITY MAP

VESTING TENTATIVE TRACT NO. 19394
FOR CONDOMINUM PURPOSES
CIVIL ENTITLEMENT PACKAGE
1700 GREENBRIAR LANE
BREA, CA. 92821

SHEET INDEX

SHEET 1 - TITLE SHEET
SHEET 2 - TENTATIVE TRACT MAP - PLAN VIEW, SUMMARIES, NOTES, AND EXISTING STREET SECTIONS
SHEET 3 - TENTATIVE TRACT MAP - EXISTING & PROPOSED EASEMENTS, TYPICAL STREET SECTIONS
SHEET 4 - SITE PLAN
SHEET 5 - MASTER SEWER & WATER PLAN
SHEET 6 - FIRE ACCESS PLAN
SHEET 7 - TRASH PLAN EXHIBIT
SHEET 8 - TRUCK TURNING EXHIBIT

REVISION	
DATE	DESCRIPTION

PREPARED FOR:
LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000
ATTN: GARY JONES

PREPARED BY:
HUNSAKER & ASSOCIATES
IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
157 Technology Drive • Irvine, CA 92618 • (949) 583-1010

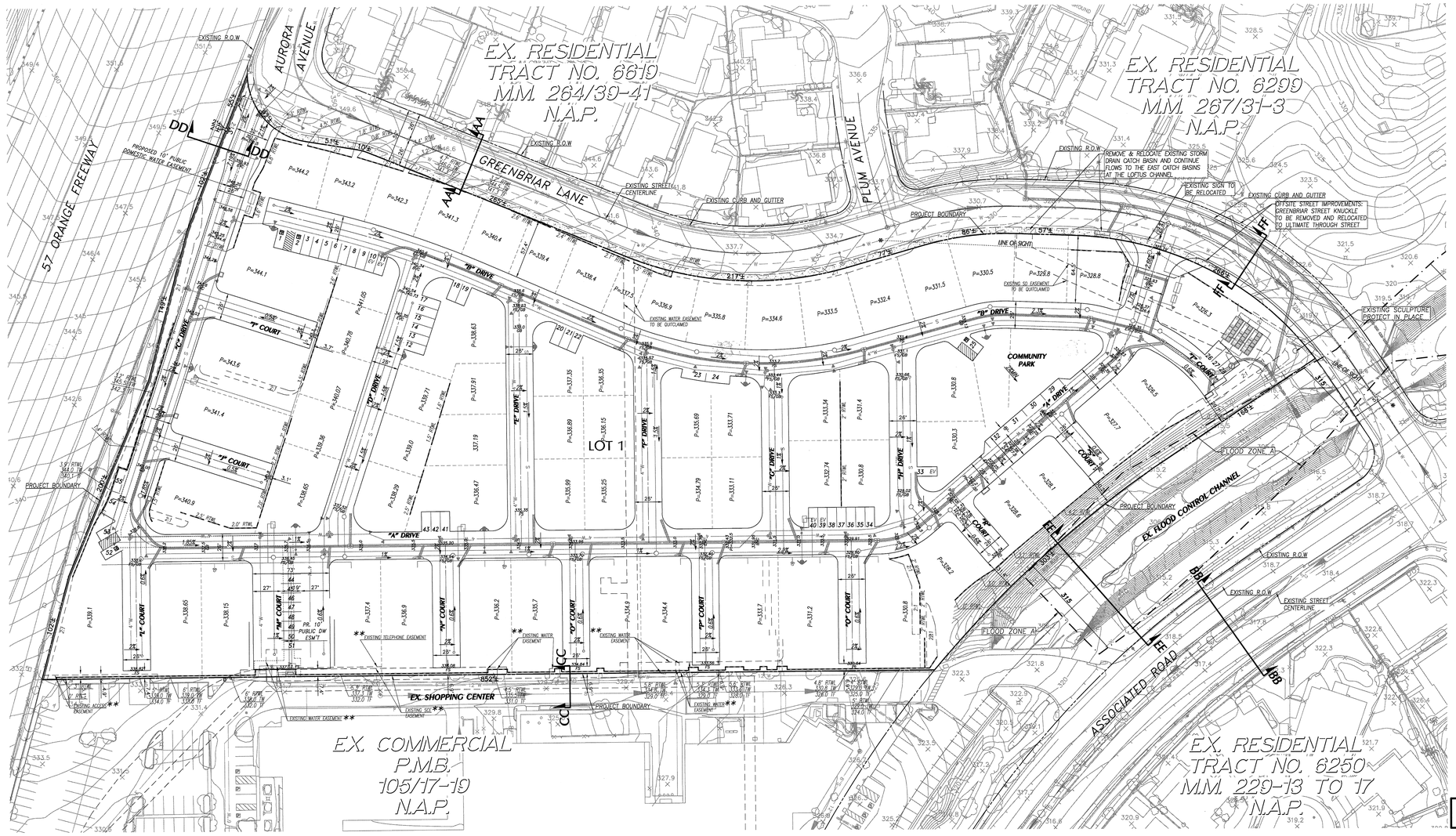
CITY OF BREA

VESTING TENTATIVE TRACT NO. 19394
FOR CONDOMINIUM PURPOSES
1700 GREENBRIAR LANE BREA, CA 92821
TITLE SHEET

DESIGNED BY: SG
DRAFTED BY: DP/TS
CHECKED BY: SS
DATE: 2/28/2025
CITY FILE NO.:
SHEET 1 OF 8

3916-89x

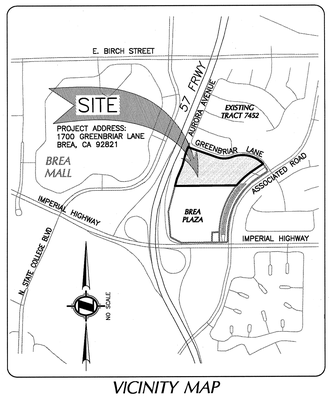
DATE: Feb. 28, 2025 02:40:38 PM FILE: F:\1285\Engineering\SA_VTTM\Title Sheet.dwg



NOTES

1. EXISTING LAND USE: GENERAL COMMERCIAL
2. PROPOSED LAND USE: MIXED-USE II
3. PROPOSED AND EXISTING PROPERTY AREA: 9.7 ACRES
4. EXISTING ZONING: C-G
5. PROPOSED ZONING: MU-II
6. THIS TENTATIVE TRACT MAP IS FOR CONDOMINIUM PURPOSES.
7. ASSESSOR PARCEL NUMBERS: 319-102-34
8. PROPOSED GRADING AND DRAINAGE SHALL COMPLY WITH GRADING AND EXCAVATION CODE OF THE CITY OF BREA MUNICIPAL CODES.
9. WATER, SEWER, AND DRY UTILITIES WILL BE PRIVATE FACILITIES.
10. SEWER SIZE WILL BE DETERMINED PER TTM.
11. ALL PROPOSED UTILITIES TO BE UNDERGROUND.
12. DRAINAGE FACILITIES IN ACCORDANCE WITH THE CITY OF BREA STANDARDS AND O.C.F.C.D. STANDARDS.
13. GRADING PER CITY OF BREA GRADING CODE.
14. THE PROPERTY IS LOCATED WITHIN BREA OLINDA UNIFIED SCHOOL DISTRICT.
15. ALL PROPOSED IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BREA STANDARDS AND SPECIFICATIONS OR AS SPECIFIED IN THIS TENTATIVE MAP.
16. AREA CALCULATIONS ARE APPROXIMATE AND PRELIMINARY, AND ARE SUBJECT TO CHANGE IN FINAL DESIGN.
17. MAXIMUM SLOPE RATIO IS 2:1, UNLESS OTHERWISE NOTED.
18. UTILITIES PROVIDED BY:

WATER & SEWER CITY OF BREA 545 BERRY STREET BREA, CA. 92821 (714) 990-7691	TELEPHONE AT&T 1452 EDINGER AVENUE, 3RD FLOOR TUSTIN, CA. 92780 (714) 815-9170
ELECTRIC SOUTHERN CALIFORNIA EDISON (SCE) 14005 S BENSON AVENUE CHINO, CA. (909) 548-7047	CABLE/INTERNET SPECTRUM 3430 E. MIRALOMA AVENUE ANAHEIM, CA. 92806 (714) 414-1454
GAS SOUTHERN CALIFORNIA GAS COMPANY 1919 STATE COLLEGE BLVD. ANAHEIM, CA. 92806 (877) 238-0092	STORM DRAIN CITY OF BREA PUBLIC WORKS 1 CIVIC CENTER CIRCLE BREA, CA. 92821 (714) 990-7691



VICINITY MAP

LEGAL DESCRIPTION:

PARCEL 2, IN THE CITY OF BREA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP RECORDED JUNE 3, 1976 IN BOOK 80, PAGES 42 AND 43 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, CALIFORNIA, AND AMENDED BY CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 1992 AS INSTRUMENT NO. 92-700294, OFFICIAL RECORDS.

EXCEPT THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JANUARY 14, 2011 AS INSTRUMENT NO. 2011000028720, OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, MINERALS AND WATER UNDERLYING A PLANE PARALLEL TO AND 500 FEET, MEASURED VERTICALLY DOWNWARD BELOW THE SURFACE OF THE LAND, WHICH PORTION IS HEREINAFTER REFERRED TO AS "SUBSURFACE LAND", TOGETHER WITH RIGHTS OF WAY, EASEMENTS AND SERVITUDES IN AND THROUGH SUBSURFACE LAND FOR THE PURPOSE OF EXERCISING THE RIGHTS HEREINRESERVED WHICH INCLUDE BUT ARE NOT LIMITED TO THE RIGHT TO PROSPECT, EXPLORE, MINE, DRILL, PRODUCE, TAKE, TREAT, STORE AND REMOVE ALL SUCH OIL, GAS, AND OTHER HYDROCARBON SUBSTANCES, MINERALS AND WATER AND THE RIGHT TO INJECT IN AND REMOVE FROM SUBSURFACE LAND, OIL, GAS, WATER OR OTHER FLUIDS FOR THE PURPOSES OF STORAGE, PRESSURE MAINTENANCE AND/OR SECONDARY RECOVERY OF SUCH OIL, GAS AND OTHER HYDROCARBON SUBSTANCES AND OTHERWISE TO DRILL, COMPLETE AND MAINTAIN WELLS INTO AND THROUGH SUBSURFACE LAND FROM SURFACE LOCATIONS OUTSIDE THE BOUNDARIES OF REAL PROPERTY HEREIN CONVEYED, PROVIDED, HOWEVER, THAT THE RIGHT HEREIN RESERVED AND RETAINED DO NOT INCLUDE THE RIGHT TO ENTER UPON THE SURFACE OF THE REAL PROPERTY HEREIN CONVEYED OR WITHIN 500 FEET, MEASURED VERTICALLY DOWNWARD BELOW THE SURFACE OF THE LAND, AS RESERVED BY UNION OIL COMPANY OF CALIFORNIA, IN DEED RECORDED APRIL 20, 1973 IN BOOK 10654 PAGE 243, OFFICIAL RECORDS.

APN: 319-102-34

NUMBERED LOT SUMMARY

LOT SUMMARY

LOT NO.	S.F.	ACRES	LAND USE
1	422,478	9.70	FUTURE RESIDENTIAL, ACCESS, PUBLIC AND PRIVATE UTILITIES

UNIT COUNT

179 UNITS

UTILITY SUMMARY

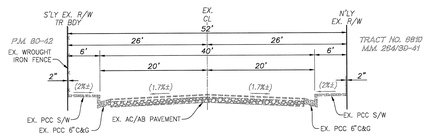
WATER	4,637 LF
FIRE WATER	4,074 LF
SEWER	4,292 LF
STORM DRAIN	3,298 LF

**NOTE: SEE SHEET 3 FOR ALL EXISTING EASEMENT NOTES

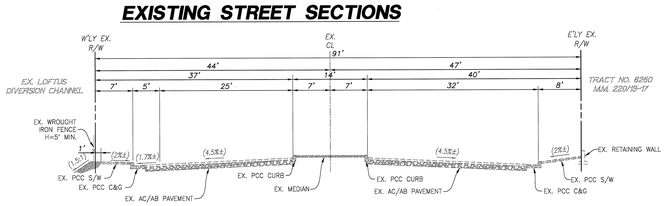
LEGEND

- PROJECT BOUNDARY
- PROPOSED RIGHT OF WAY
- PROPOSED CENTER LINE
- FLOOD ZONE A
- LOT 1 — NUMBERED LOT
- LOT A — LETTERED LOT
- P=398.7 — PAD ELEVATION
- 398 — PROPOSED STREET ELEVATION
- 1.2% — RATE OF GRADE
- 386 — COUNTOUR & ELEVATION
- SLOPE
- RETAINING WALL
- 3' RTWL — RETAINING WALL HEIGHT
- S — GRAVITY SEWER
- W — WATER
- SD — STORM DRAIN
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- S — EXISTING SEWER
- W — EXISTING WATER
- SD — EXISTING STORM DRAIN
- E — EXISTING ELECTRIC
- G — EXISTING GAS
- T — EXISTING TELPHONE
- CABLE — EXISTING CABLE TV

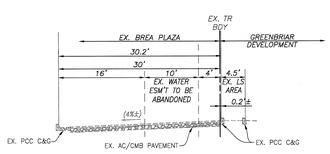
EXISTING STREET SECTIONS



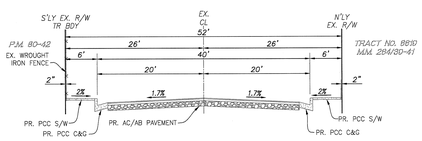
SECTION AA-AA
EXISTING GREENBRIAR LANE
(PUBLIC)
NTS



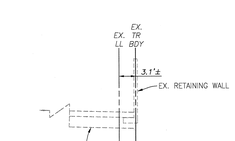
SECTION BB-BB
EXISTING ASSOCIATED ROAD
(PUBLIC)
NTS



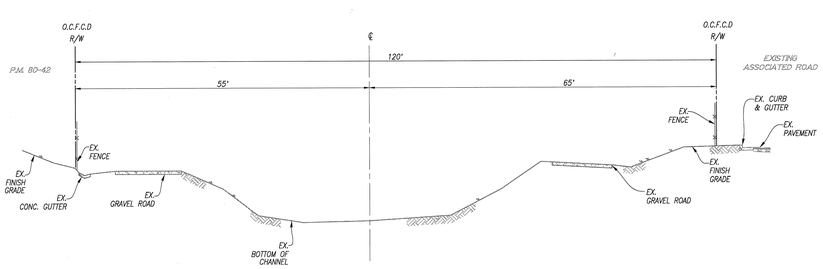
SECTION CC-CC
EXISTING ALLEY
(PRIVATE)
NTS



SECTION FF-FF
PROPOSED GREENBRIAR LANE
(PUBLIC)
NTS



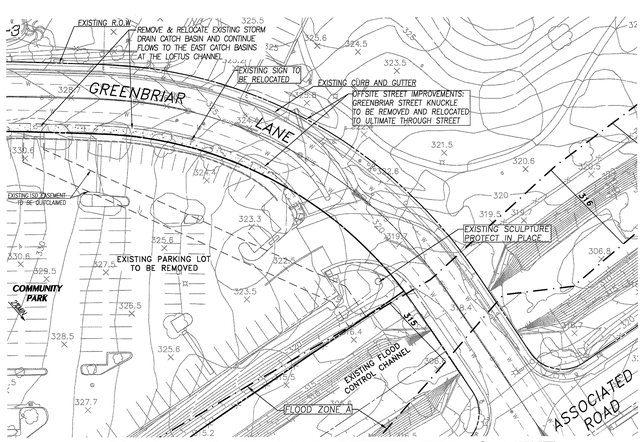
SECTION DD-DD
EXISTING ORANGE FREEWAY - 57
(PUBLIC)
NTS



SECTION EE-EE
EXISTING FLOOD CONTROL CHANNEL
(PUBLIC)
NTS

SEE TYPICAL PROPOSED STREET SECTIONS ON SHEET 3

SCALE: 1"=40'
FEET 0 30 40 80
INCHES 0 1/2 2



EXISTING GREENBRIAR STREET REALIGNMENT

OWNER'S REPRESENTATIVE STATEMENT

I HEREBY ACKNOWLEDGE THE SUBMISSION OF THE PARCEL MAP AND REQUEST THE CITY TO PROCESS IT.

SIGNATURE _____ DATE 3-4-25

STATEMENT BY ENGINEER OF RECORD

I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

SEAN SWANSON _____ DATE 2/28/2025

REGISTERED PROFESSIONAL ENGINEER SEAN SWANSON NO. 95596 Exp. 03/31/26 CIVIL STATE OF CALIFORNIA

REVISION	
DATE	DESCRIPTION

PREPARED FOR:
LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000
ATTN: GARY JONES

PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
157 Technology Drive, Irvine, CA 92618 • (949) 583-1010

CITY OF BREA

VESTING TENTATIVE TRACT NO. 19394

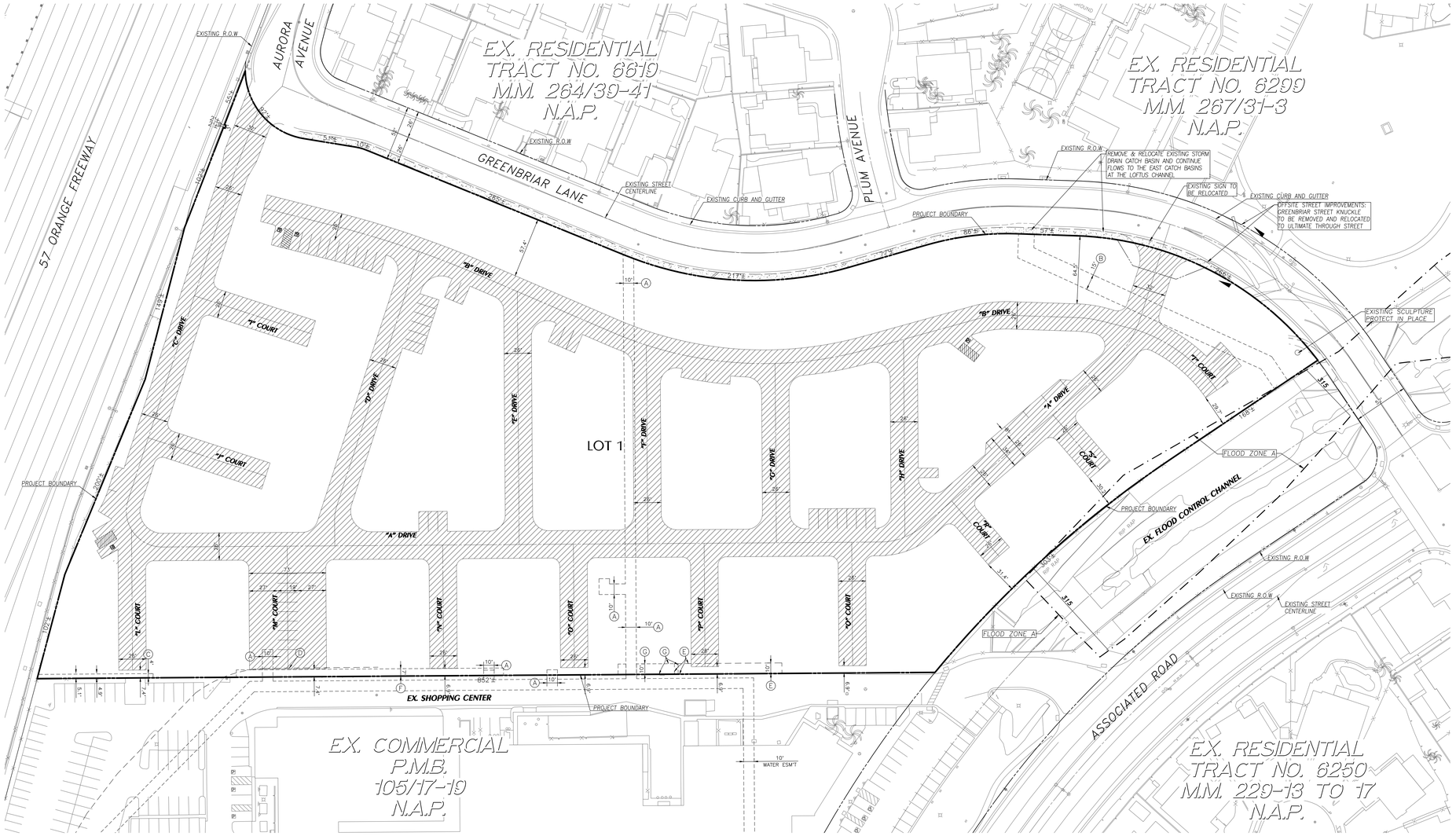
FOR CONDOMINIUM PURPOSES
SITE ADDRESS: 1700 GREENBRIAR LANE BREA, CA 92821
PARCEL MAP: 80-42

DESIGNED BY: SG	DATE: 2/28/2025	CITY FILE NO.:	SHEET 2 OF 8
DRAFTED BY: DP/TS			
CHECKED BY: SS			

DATE: Feb. 28, 2025 04:29:32 PM FILE: F:\1285\Engineering\SA_VTM\VTM_SHT01.dwg

MAR 0 4 2025

3916-8X



EASEMENT NOTES:

1. MODIFIED AN EASEMENT SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JUNE 3, 1976 AS BOOK 80 AND PAGES 42 AND 43 OF MAPS FOR: WATER LINES AND INCIDENTAL PURPOSES. SHOWN HEREON AS (A)

2. QUITCLAIMED AN EASEMENT SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JUNE 3, 1976 AS BOOK 80 PAGES 42 AND 43 OF MAPS

   FOR: STORM DRAINS AND INCIDENTAL PURPOSES. SHOWN HEREON AS (B)

3. MODIFIED AN EASEMENT FOR INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED JULY 18, 1977 AS BOOK 12294, PAGE 1569 OF OFFICIAL RECORDS.
   IN FAVOR OF: HAROLD BUTLER, A MARRIED MAN
   AFFECTS: HEREIN DESCRIBED LAND. SHOWN HEREON AS (C)

4. MODIFIED AN EASEMENT FOR : UNDERGROUND TELEPHONE, TELEGRAPH AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED JANUARY 13, 1978 AS BOOK 12531, PAGE 12 OF OFFICIAL RECORDS.

   IN FAVOR OF: THE PACIFIC TELEPHONE & TELEGRAPH COMPANY
   AFFECTS: HEREIN DESCRIBED LAND. APPROXIMATE LOCATION SHOWN HEREON AS (D)

5. MODIFIED AN EASEMENT FOR WATER SYSTEMS AND INCIDENTAL PURPOSES, RECORDED JULY 28, 2010 AS INSTRUMENT NO. 2010-360183 OF OFFICIAL RECORDS.

   IN FAVOR OF: CALIFORNIA BP LLC, A DELAWARE LIMITED LIABILITY COMPANY AFFECTS: HEREIN DESCRIBED LAND. SHOWN HEREON AS (E)

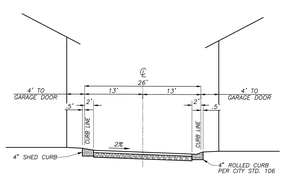
6. MODIFIED AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED AUGUST 10, 2011 AS INSTRUMENT NO. 2011-394211 OF OFFICIAL RECORDS.

   IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
   AFFECTS: HEREIN DESCRIBED LAND. SHOWN HEREON AS (F)

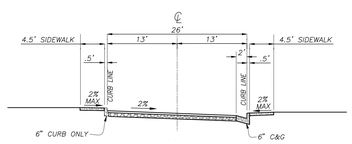
7. QUITCLAIMED AN EASEMENT FOR WATER SYSTEM AND INCIDENTAL PURPOSES, RECORDED AUGUST 15, 2011 AS INSTRUMENT NO. 2011-401471 OF OFFICIAL RECORDS.

   IN FAVOR OF: THE CITY OF BREA, A MUNICIPAL CORPORATION
   AFFECTS: HEREIN DESCRIBED LAND. SHOWN HEREON AS (G)

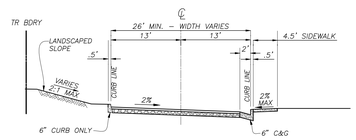
TYPICAL STREET SECTIONS



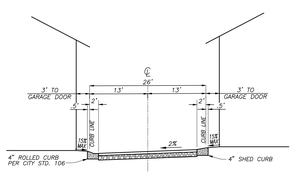
"I", "J", "L", "M", "N", "O", "P", & "Q" COURT
PRIVATE
NTS



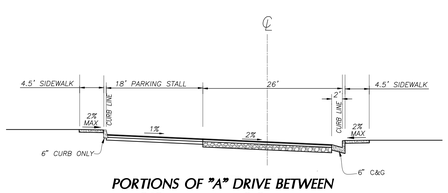
PORTIONS OF "A" DRIVE FROM "C" DRIVE TO "B" DRIVE
PRIVATE
NTS



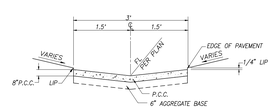
"C" DRIVE AND A PORTION OF "K" COURT
PRIVATE
NTS



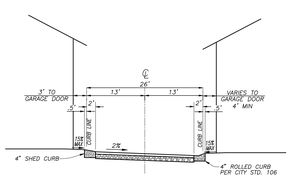
"R" COURT AND A PORTION OF "I" COURT
PRIVATE
NTS



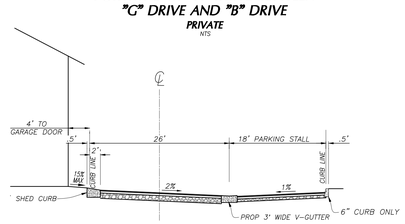
PORTIONS OF "A" DRIVE BETWEEN "G" DRIVE AND "B" DRIVE
PRIVATE
NTS



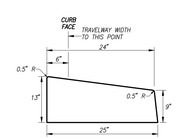
"V" GUTTER DETAIL
NTS - REFERENCE ONLY



"D", "E", "F", "G", "H", "S" DRIVE AND A PORTION OF "B" DRIVE FROM "H" DRIVE TO "A" DRIVE
PRIVATE
NTS



PORTIONS OF "A" DRIVE BETWEEN "E" DRIVE AND "F" DRIVE, PORTIONS OF "A" DRIVE WEST OF "D" DRIVE, A PORTION OF "I" COURT, A PORTION OF "D" DRIVE, AND A PORTION OF "H" DRIVE
PRIVATE
NTS



4" SHED CURB DETAIL
NTS - REFERENCE ONLY

LEGEND

PRIVATE STREETS AND PARKING SPACES

SCALE: 1"=40'
FEET
0 20 40 80
0 1/2 1 2
INCHES

REVISION	
DATE	DESCRIPTION

PREPARED FOR:
LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000
ATTN: GARY JONES

PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
157 Technology Drive • Irvine, CA 92618 • (949) 583-1010

CITY OF BREA

VESTING TENTATIVE TRACT NO. 19394

FOR CONDOMINIUM PURPOSES
SITE ADDRESS: 1700 GREENBRIAR LANE BREA, CA 92821
PARCEL MAP: 80-42

DESIGNED BY: SS	DATE: 2/28/2025	CITY FILE NO.:	SHEET 3 OF 8
DRAFTED BY: DP			
CHECKED BY: SS			

19-0-894

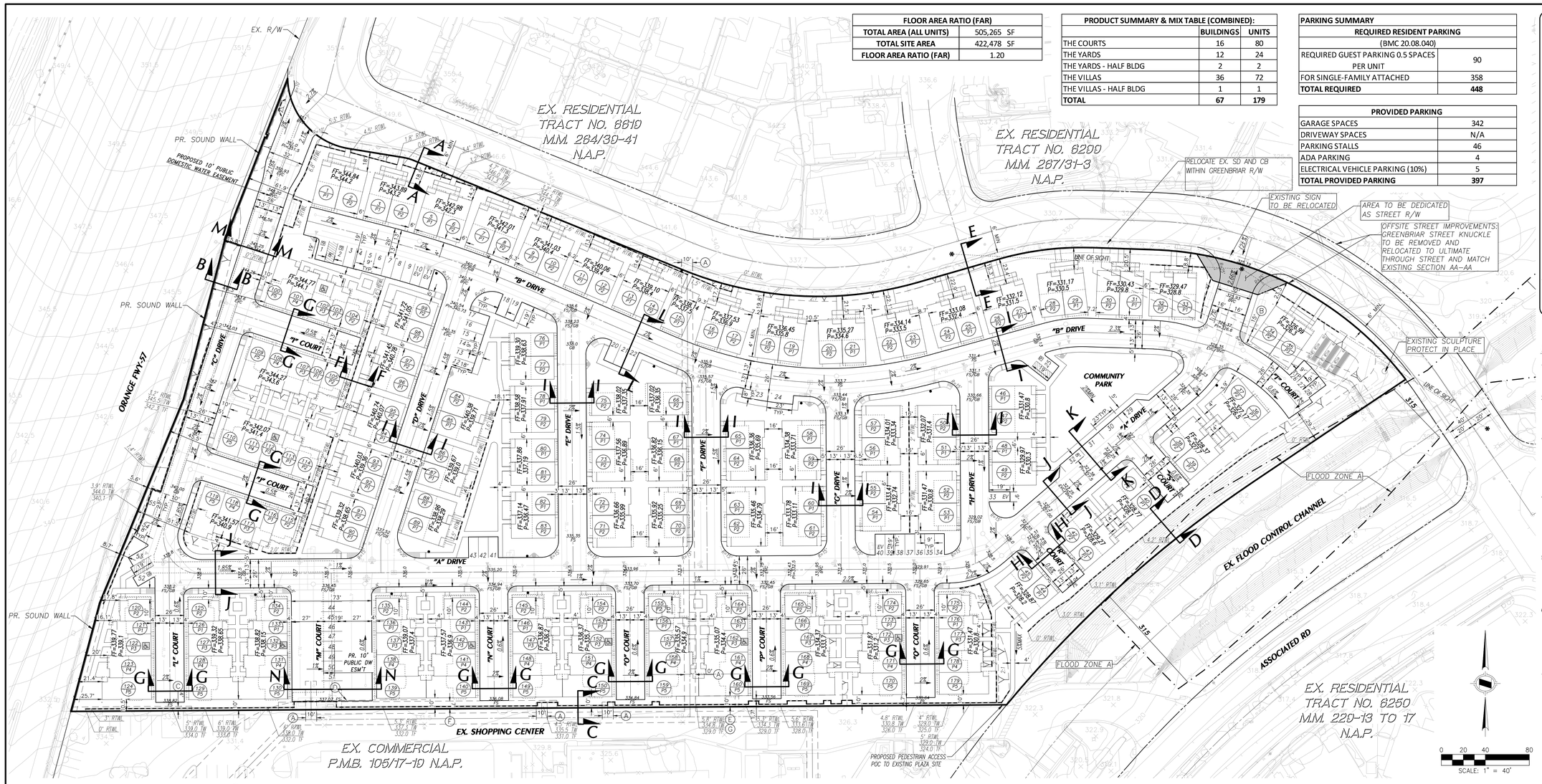
DATE: Feb. 28, 2025 04:17:57 PM FILE: F:\1285\Engineering\SA_VTTM\VTTM_SHT02.dwg

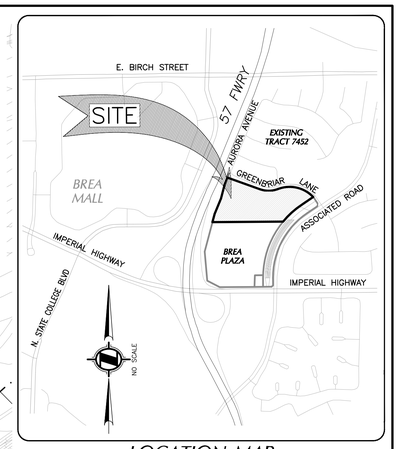
FLOOR AREA RATIO (FAR)	
TOTAL AREA (ALL UNITS)	505,265 SF
TOTAL SITE AREA	422,478 SF
FLOOR AREA RATIO (FAR)	1.20

PRODUCT SUMMARY & MIX TABLE (COMBINED):	BUILDINGS	UNITS
THE COURTS	16	80
THE YARDS	12	24
THE YARDS - HALF BLDG	2	2
THE VILLAS	36	72
THE VILLAS - HALF BLDG	1	1
TOTAL	**67**	**179**

PARKING SUMMARY	
REQUIRED RESIDENT PARKING	
(BMC 20.08.040)	
REQUIRED GUEST PARKING 0.5 SPACES PER UNIT	90
FOR SINGLE-FAMILY ATTACHED	358
TOTAL REQUIRED	**448**

PROVIDED PARKING	
GARAGE SPACES	342
DRIVEWAY SPACES	N/A
PARKING STALLS	46
ADA PARKING	4
ELECTRICAL VEHICLE PARKING (10%)	5
TOTAL PROVIDED PARKING	**397**





LOCATION MAP

N.T.S

EASEMENT NOTES:

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   IN FAVOR OF: HAROLD BUTLER, A MARRIED MAN
   AFFECTS: HEREIN DESCRIBED LAND. SHOWN HEREON AS (C)
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   IN FAVOR OF: THE PACIFIC TELEPHONE & TELEGRAPH COMPANY
   AFFECTS: HEREIN DESCRIBED LAND. APPROXIMATE LOCATION SHOWN HEREON AS (D)
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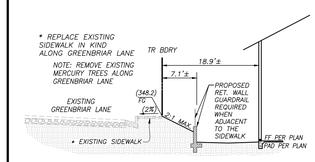
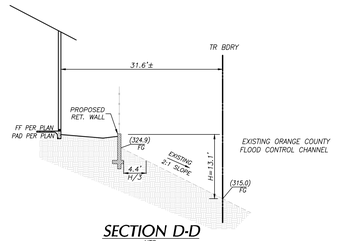
7. QUITCLAIMED AN EASEMENT FOR WATER SYSTEM AND INCIDENTAL PURPOSES, RECORDED AUGUST 15, 2011 AS INSTRUMENT NO. 2011-401471 OF OFFICIAL RECORDS.
   IN FAVOR OF: THE CITY OF BREA, A MUNICIPAL CORPORATION
   AFFECTS: HEREIN DESCRIBED LAND. SHOWN HEREON AS (G)

LEGEND OF ABBREVIATIONS & SYMBOLS

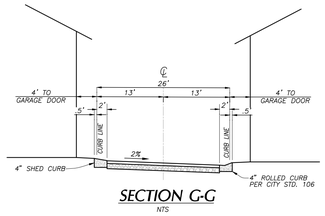
T.C.	TOP OF CURB	(100)	EXIST. CONTOUR
F.L.	FLOWLINE ELEV.	100	PROP. CONTOUR
T.G.	TOP OF GRATE		PROPERTY LINE
G.B.	GRADE BREAK		DAYLIGHT LINE
F.G.	FINISH GRADE	2%	SHEET FLOW RATE
R.G.	ROUGH GRADE		GRADED SWALE
F.S.	FINISH SURFACE		CENTERLINE
INV.	INVERT OF DRAIN		SWALE HIGH POINT
P.	PAD ELEVATION		FLOWLINE
F.F.	FINISH FLOOR ELEV.		SUBDRAIN
G.F.F.	GARAGE FINISH FLOOR		AREA DRAIN
B.V.C.	BEGIN VERTICAL CURVE		TOP OF SLOPE
E.V.C.	END VERTICAL CURVE		TOE OF SLOPE
P.I.	POINT OF INTERSECTION		RETAINING WALL
E.P.	EDGE OF PAVEMENT		FIRE HYDRANT
T.W.	TOP OF WALL ELEV.		STREET LIGHT
T.F.	TOP OF FOOTING ELEV.		SOUND OR SCREEN WALL
D.F.	DEEPEND FOOTING		DEEPENED FOOTING
L.	LENGTH		WATER METER
DWY.	DRIVEWAY		CATCH BASIN & LOCAL DEPRESSION
N.T.S.	NOT TO SCALE		
P.U.E.	PUBLIC UTILITY EASEMENT		PHASE LINE (FOR PRECISE GRADING)
	ADA SYMBOL		TRACT BDRY
	STREET R/W DEDICATION		R/W
•	MAILBOX LOCATIONS		FLOOD ZONE A



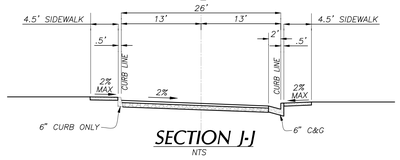
SECTION A-A
NTS



SECTION D-D
NTS

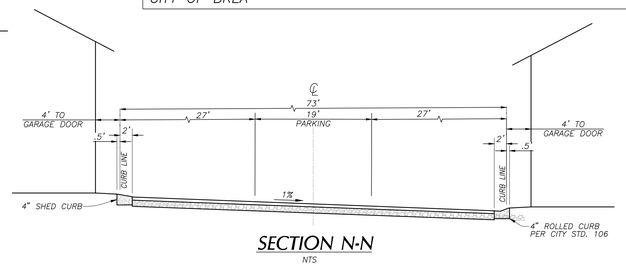


SECTION G-G
NTS

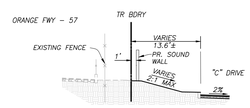


SECTION J-J
NTS

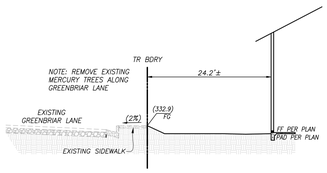
SELF-CERTIFICATION FROM A STATE LICENSED PROFESSIONAL ENGINEER OR THIRD-PARTY CERTIFICATIONS ARE REQUIRED OF ALL BMP'S CONSTRUCTED ON THIS PLAN AND ALL BMP'S SHALL BE CLEANED AND IN WORKING CONDITION AS PRESCRIBED BY THE MANUFACTURER TO OBTAIN CERTIFICATE OF OCCUPANCY FROM THE CITY OF BREA



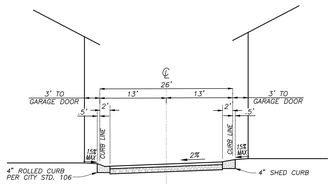
SECTION N-N
NTS



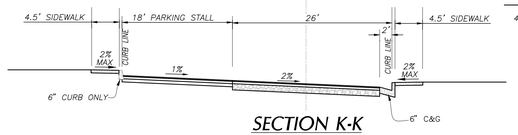
SECTION B-B
NTS



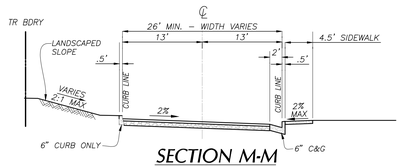
SECTION E-E
NTS



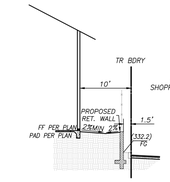
SECTION H-H
NTS



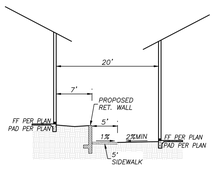
SECTION K-K
NTS



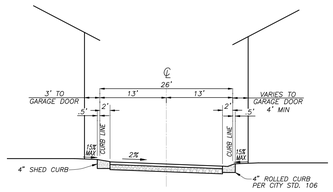
SECTION M-M
NTS



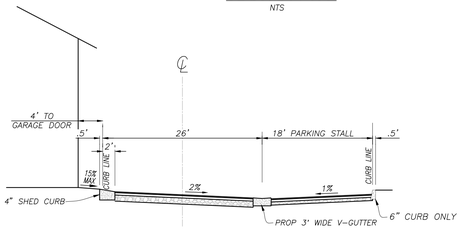
SECTION C-C
NTS



SECTION F-F
NTS



SECTION I-I
NTS



SECTION L-L
NTS

EARTHWORK SUMMARY

	CUT	FILL
RAW VOLUMES	24,786 CYS	9,652 CYS
R&R (5') UNSUITABLE MATERIAL	78,005 CYS	78,005 CYS
SHRINKAGE (8%)		8,223 CYS
EXISTING BUILDINGS (2') PAD REMOVAL		10,628 CYS
EXISTING PARKING PAVEMENT (8") REMOVAL		4,204 CYS
ESTIMATED TOTAL	102,791 CYS	110,712 CYS
SHORT		7,921 CYS

PREPARED FOR:
LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000
ATTN: GARY JONES

PREPARED BY:
HUNSAKER & ASSOCIATES
IRVINE, INC.
PLANNING ▪ ENGINEERING ▪ SURVEYING
157 Technology Drive, Irvine, CA 92618 ▪ (949) 583-1010

CITY OF BREA

VESTING TENTATIVE TRACT NO. 19394
GREENBRIAR - BREA
179 UNITS
SITE PLAN

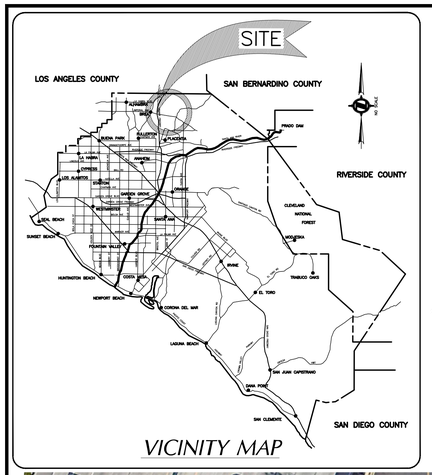
REVISION	
DATE	DESCRIPTION

DESIGNED BY: SG/MR/TS
DRAFTED BY: MR/TS
CHECKED BY: SS
DATE: 2/28/2025
CITY FILE NO.:
SHEET 4 OF 8

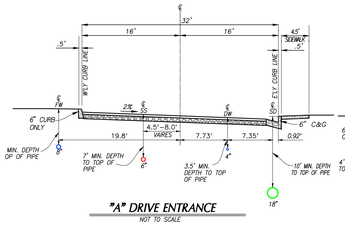
3916-89x

DATE: Feb. 28, 2025 04:19:34 PM FILE: F:\1285\Engineering\OA_Project\Exh_Site Plan\SHT04 - Site Plan.dwg

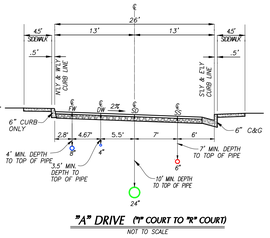
MASTER SEWER & WATER PLAN
GREENBRIAR - BREA, CA



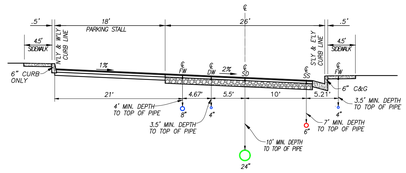
VICINITY MAP



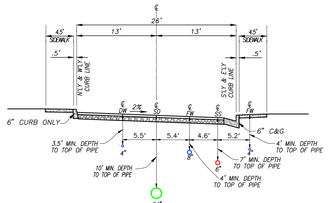
"A" DRIVE ENTRANCE
NOT TO SCALE



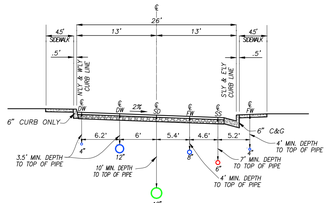
"A" DRIVE ("I" COURT TO "R" COURT)
NOT TO SCALE



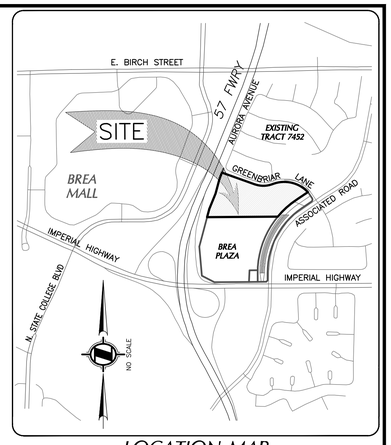
"A" DRIVE ("Q" COURT TO "C" DRIVE)
NOT TO SCALE



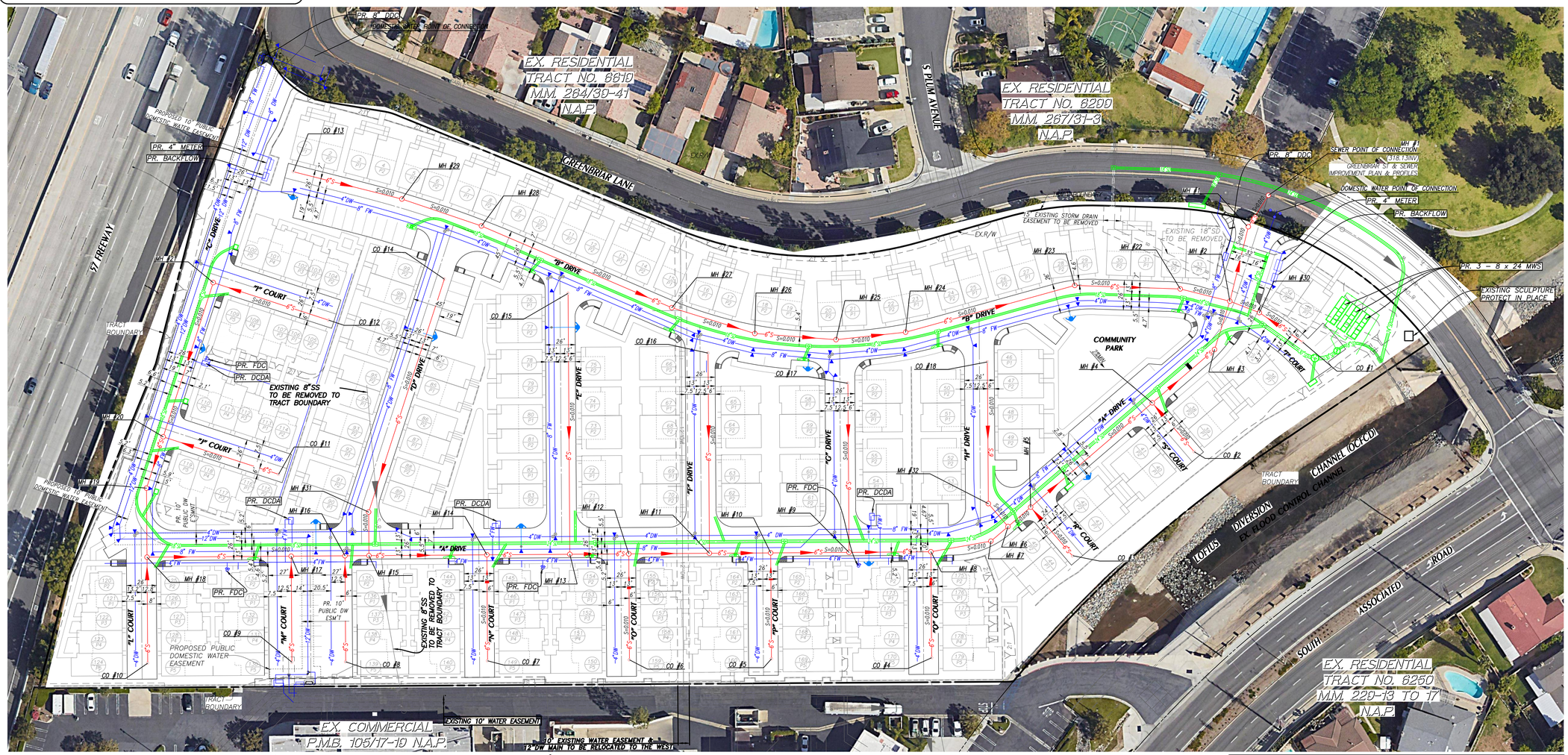
"A" DRIVE ("P" COURT TO "N" COURT)
NOT TO SCALE



"A" DRIVE ("M" COURT TO "L" COURT)
NOT TO SCALE



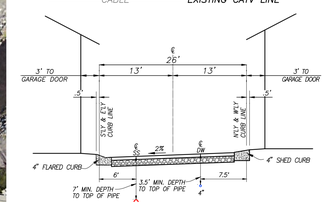
LOCATION MAP
N.T.S



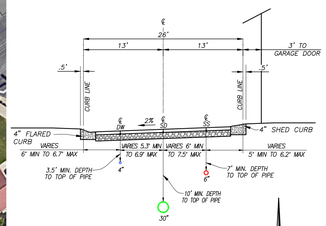
** NOTE: SEE SHEET 3 FOR ALL EXISTING EASEMENT NOTES

LEGEND

	EXISTING RIGHT OF WAY
	TRACT BOUNDARY
	EXISTING EASEMENT
6"S	PROPOSED 6" PRIVATE SANITARY SEWER LINE
12"DW	PROPOSED 12" PUBLIC DOMESTIC WATER LINE
8"DW	PROPOSED 8" PUBLIC DOMESTIC WATER LINE
4"DW	PROPOSED 4" PRIVATE DOMESTIC WATER LINE
8"FW	PROPOSED 8" PRIVATE FIRE WATER LINE
SD	PROPOSED STORM DRAIN LINE
	PROPOSED CATCH BASIN
	PROPOSED WALLS
2:1 MAX	TOP OF SLOPE
	TOE OF SLOPE
	DOMESTIC WATER VALVES
	DOMESTIC WATER THRUSTBLOCKS
	LOT NUMBER
	PLAN TYPE
12"DW	EXISTING 12" DOMESTIC WATER LINE
8"S	EXISTING 8" SANITARY SEWER LINE
8"DW	EXISTING 12" DOMESTIC WATER LINE
W	ABANDONED 8" DOMESTIC WATER LINE
E	EXISTING ELECTRICAL LINE
G	EXISTING GAS LINE
T	EXISTING TELEPHONE LINE
CABLE	EXISTING CATV LINE

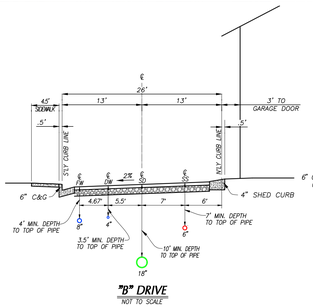


"I", "J", "L", "N", "O"
"P", "Q", "R", "S" COURTS
NOT TO SCALE

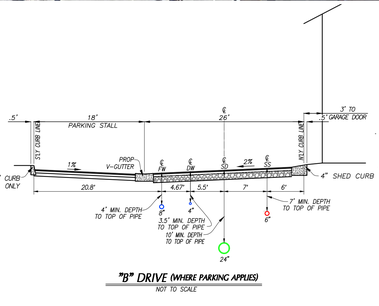


"T" COURT
NOT TO SCALE

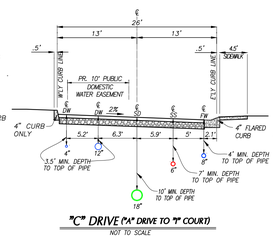
0 20 40 80 120 160
SCALE: 1" = 40'



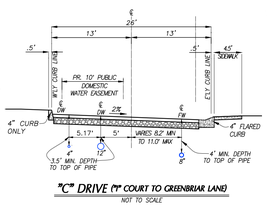
"B" DRIVE
NOT TO SCALE



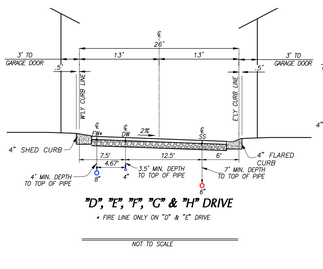
"B" DRIVE (WHERE PARKING APPLIES)
NOT TO SCALE



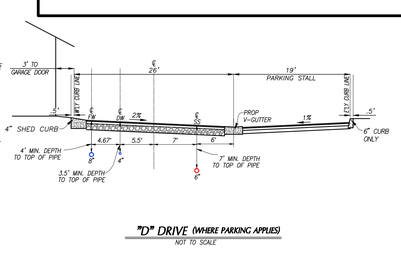
"C" DRIVE ("A" DRIVE TO "I" COURT)
NOT TO SCALE



"C" DRIVE ("I" COURT TO GREENBRIAR LANE)
NOT TO SCALE



"D", "E", "F", "G" & "H" DRIVE
* FIRE LINE ONLY ON "G" & "E" DRIVE
NOT TO SCALE



"D" DRIVE (WHERE PARKING APPLIES)
NOT TO SCALE

PREPARED FOR:

LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000

PREPARED BY:

HUNSAKER & ASSOCIATES
IRVINE, INC.
PLANNING ▪ ENGINEERING ▪ SURVEYING
157 Technology Drive ▪ Irvine, CA 92618 ▪ (949) 583-1010

VESTING TENTATIVE TRACT NO. 19394

Master Sewer & Water Plan

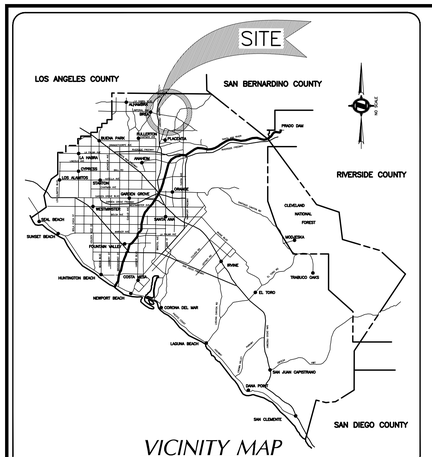
GREENBRIAR - BREA, CA

SHEET 5 OF 8

WO# 3916-89X – BREA GREENBRIAR SEWER & WATER MASTER PLAN EXH

PLOTTED BY: Neil DeloCruz DATE: Feb. 28, 2025 03:22:37 PM FILE: F:\1285\Engineering\OA_Project\Exh_SW Master Plan\Greenbrior Sewer & Water Master Plan Exh.dwg

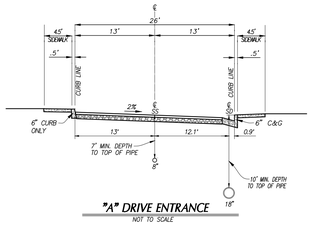
FIRE ACCESS PLAN
GREENBRIAR - BREA, CA



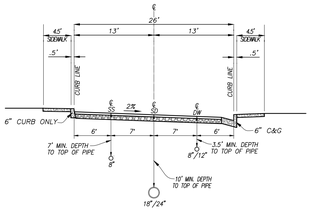
VICINITY MAP

NOTE:

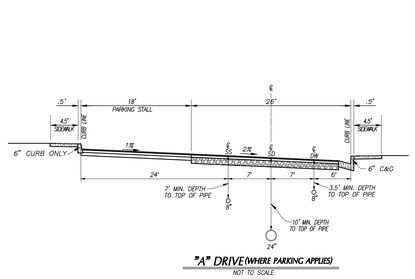
THE ADOPTED EDITION OF THE CALIFORNIA CODE OF REGULATIONS, TITLE 24, PARTS 1 THROUGH 12, AND THE BREA MUNICIPAL CODE SHALL APPLY AT THE TIME THE ARCHITECTURAL PLANS ARE SUBMITTED FOR CONSTRUCTION PERMITS.



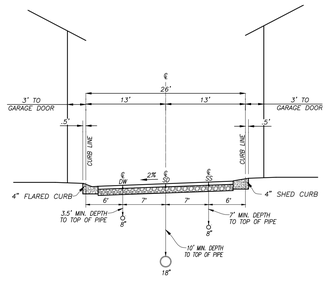
"A" DRIVE ENTRANCE
NOT TO SCALE



"A" DRIVE
NOT TO SCALE



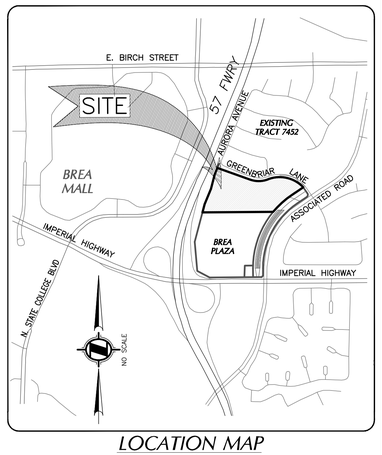
"A" DRIVE (WHERE PARKING APPLIES)
NOT TO SCALE



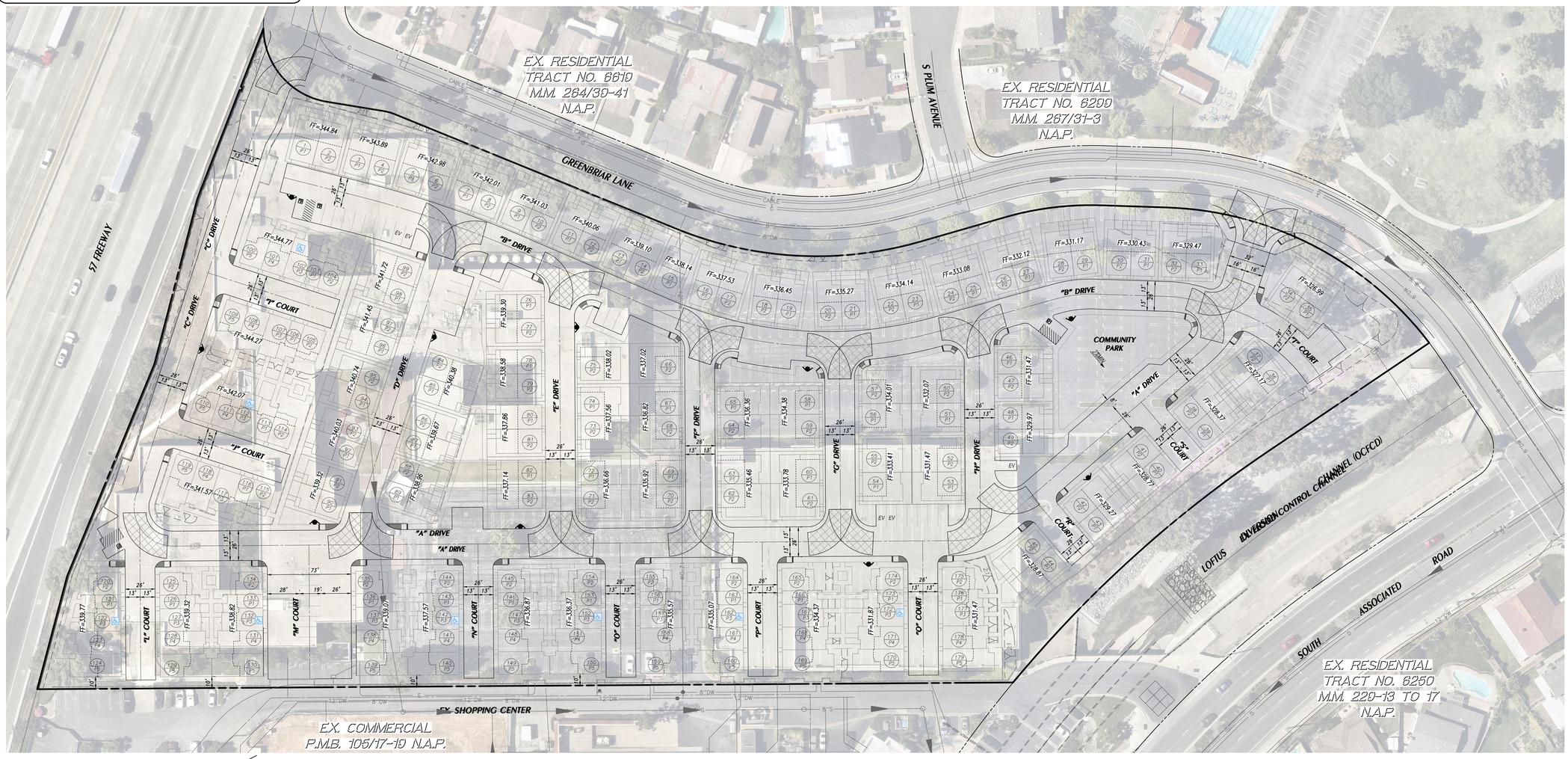
"B" DRIVE ("A" DRIVE TO "H" DRIVE)
NOT TO SCALE

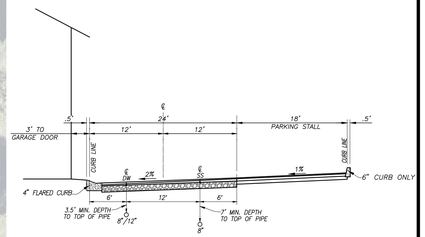
LEGEND

EXISTING RIGHT OF WAY
TRACT BOUNDARY
PROPOSED FIRE HYDRANT
FIRE TRUCK TURN PATH

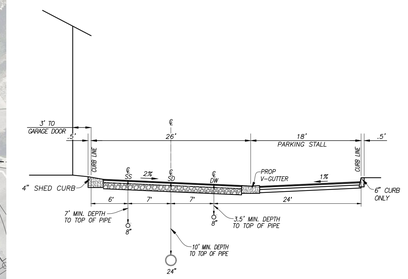


LOCATION MAP
N.T.S

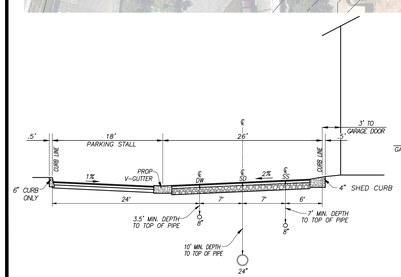




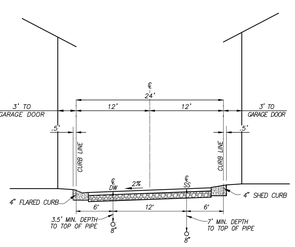
"B" DRIVE (EAST END OF COURT)
NOT TO SCALE



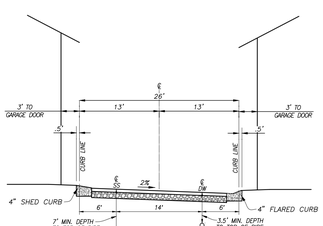
"D" DRIVE (WHERE PARKING APPLIES)
NOT TO SCALE



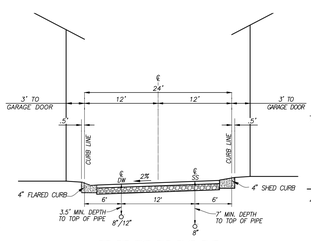
"B" DRIVE (WHERE PARKING APPLIES)
NOT TO SCALE



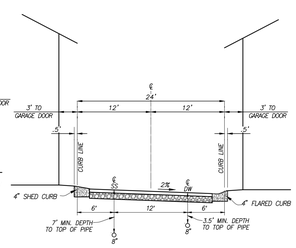
"B" DRIVE ("D" DRIVE TO EAST END OF COURT)
NOT TO SCALE



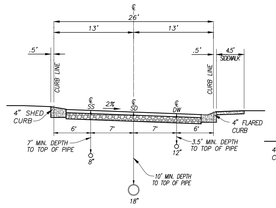
"D", "E", "F", "G" & "H" DRIVE
NOT TO SCALE



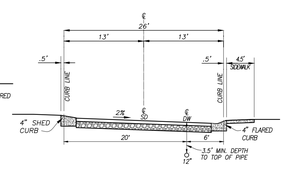
"I", "J", "K", "L", "M", "N", "O", "P", "Q", "S" COURTS
NOT TO SCALE



"R" COURT
NOT TO SCALE



"C" DRIVE ("A" DRIVE TO "I" COURT)
NOT TO SCALE



"C" DRIVE ("I" COURT TO GREENBRIAR LANE)
NOT TO SCALE

0 20 40 80 120 160
SCALE: 1" = 40'

PREPARED FOR:

LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000

PREPARED BY:

HUNSAKER & ASSOCIATES
IRVINE, INC.
PLANNING ▪ ENGINEERING ▪ SURVEYING
157 Technology Drive ▪ Irvine, CA 92618 ▪ (949) 583-1010

VESTING TENTATIVE TRACT NO. 19394

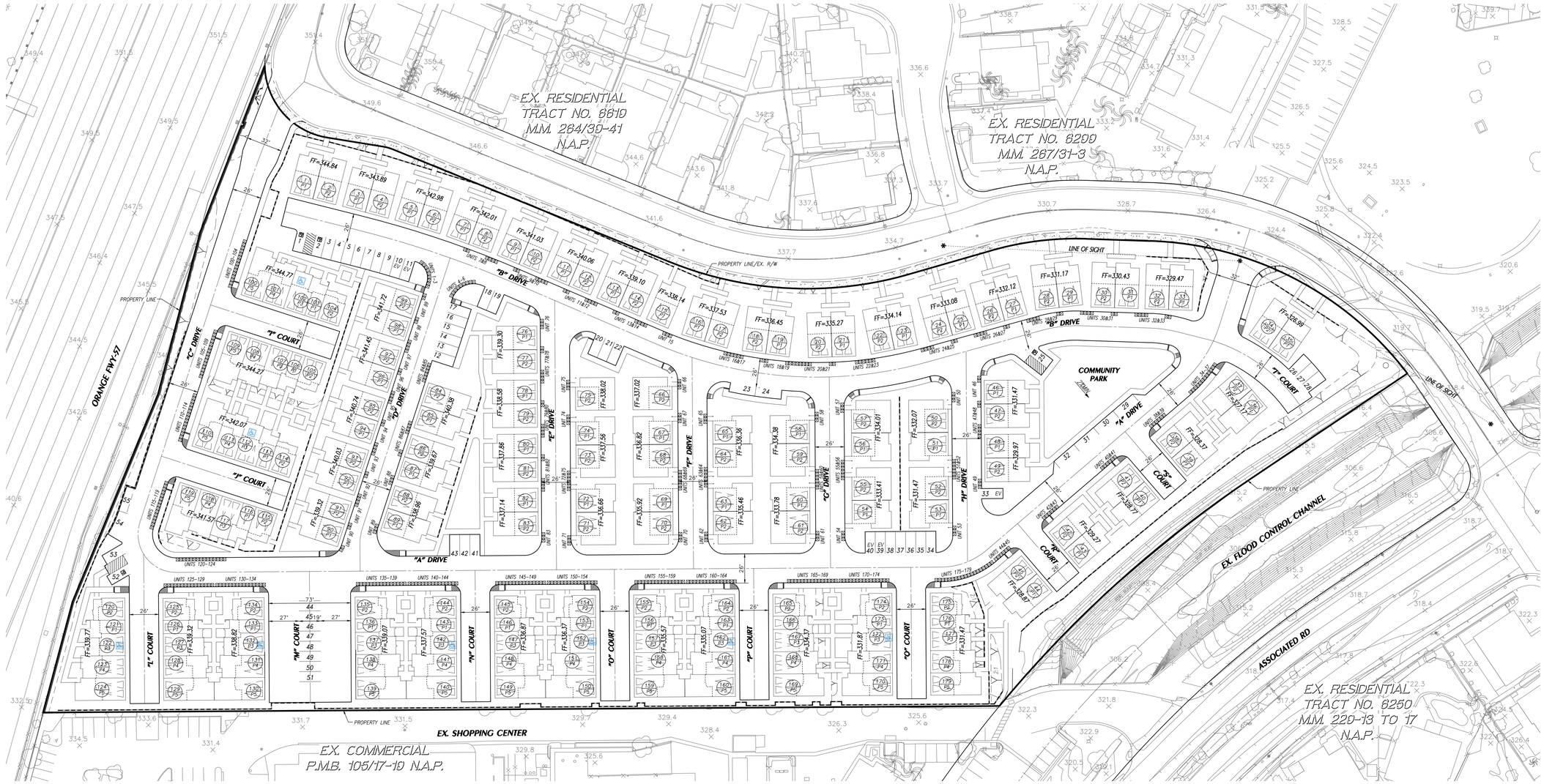
FIRE ACCESS PLAN

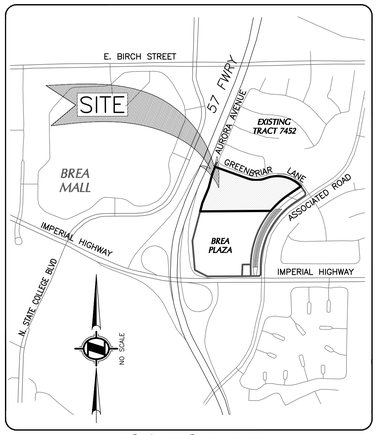
GREENBRIAR - BREA, CA

SHEET 6 OF 8

WO# 3916-89X – BREA GREENBRIAR SEWER & WATER MASTER PLAN EXH

PLOTTED BY: Neil DeloCruz DATE: Feb. 28, 2025 02:52:28 PM FILE: F:\1285\Engineering\OA_Project\Exh_Fire Access Plan\SHT06 – Fire Access Plan.dwg





LOCATION MAP
N.T.S

LEGEND

WASTE CONTAINERS (3 PER UNIT)

FEET
0 20 40 80
0 1/2 1 2
INCHES

PREPARED FOR:
LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000
ATTN: GARY JONES

PREPARED BY:
HUNSAKER & ASSOCIATES
IRVINE, INC
PLANNING • ENGINEERING • SURVEYING
157 Technology Drive • Irvine, CA 92618 • (949) 583-1010

CITY OF BREA

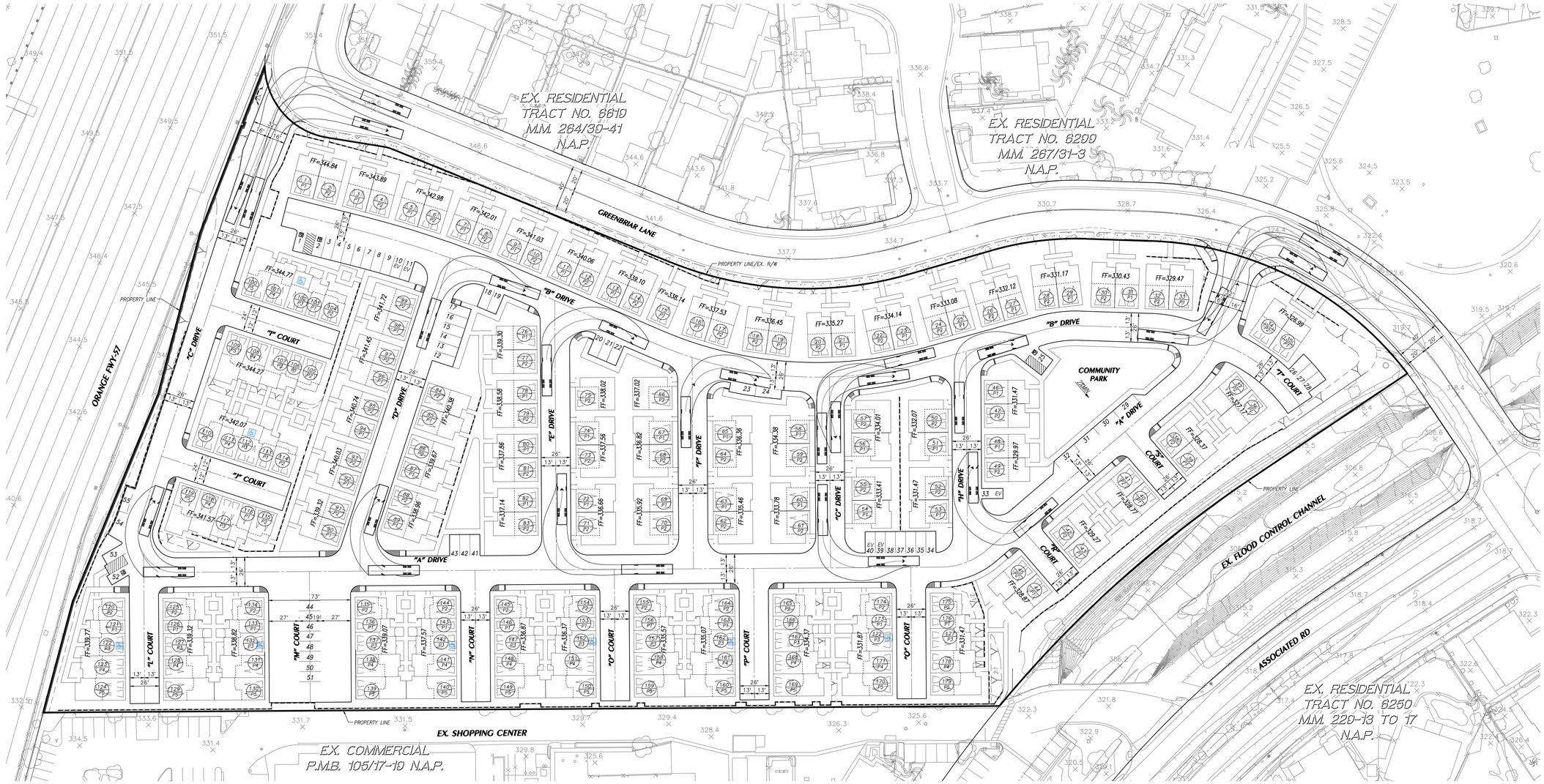
VESTING TENTATIVE TRACT NO. 19394
GREENBRIAR - BREA
179 UNITS
TRASH PLAN EXHIBIT

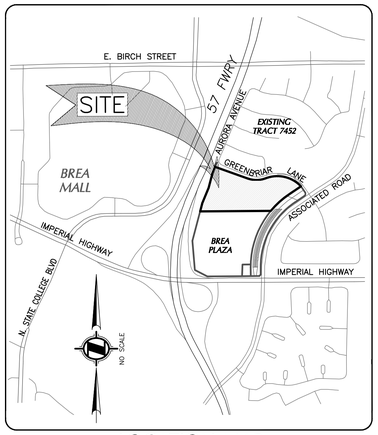
REVISION	
DATE	DESCRIPTION

DESIGNED BY: TS
DRAFTED BY: TS
CHECKED BY: SS
DATE: 2/28/25
CITY FILE NO.:
SHEET 7 OF 8

3916-89x

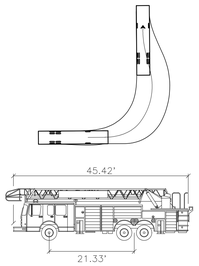
DATE: Feb. 28, 2025 02:53:22 PM FILE: F:\1285\Engineering\OA_Project\Exh_Trash Plan\SHT07 - Trash Plan.dwg





LOCATION MAP
N.T.S

LEGEND



FIRE TRUCK TURNING MOVEMENTS

FEET
0 20 40 80
0 1/2 1 2
INCHES

PREPARED FOR:
LENNAR
2000 FIVEPOINT, 3RD FLOOR
IRVINE, CA 92618
(949) 349-8000
ATTN: GARY JONES

PREPARED BY:
HUNSAKER & ASSOCIATES
I R V I N E , I N C .
PLANNING ▪ ENGINEERING ▪ SURVEYING
157 Technology Drive ▪ Irvine, CA 92618 ▪ (949) 583-1010

CITY OF BREA

VESTING TENTATIVE TRACT NO. 19394
GREENBRIAR - BREA
179 UNITS
TRUCK TURNING EXHIBIT

REVISION	
DATE	DESCRIPTION

DESIGNED BY: TS/JC
DRAFTED BY: NT/JC
CHECKED BY: SS
DATE: 2/28/2025
CITY FILE NO.:
SHEET 8 OF 8

3916-89x

DATE: Feb. 28, 2025 04:03:56 PM FILE: F:\1285\Engineering\OA_Project\Exh_Truck Turning\Truck Turning.dwg

UNIT TWO

FIRST FLOOR	102 SQ. FT.
SECOND FLOOR	548 SQ. FT.
THIRD FLOOR	562 SQ. FT.
TOTAL LIVING	**1212 SQ. FT.**

UNIT ONE

FIRST FLOOR	169 SQ. FT.
SECOND FLOOR	433 SQ. FT.
THIRD FLOOR	362 SQ. FT.
TOTAL LIVING	**964 SQ. FT.**

UNIT THREE

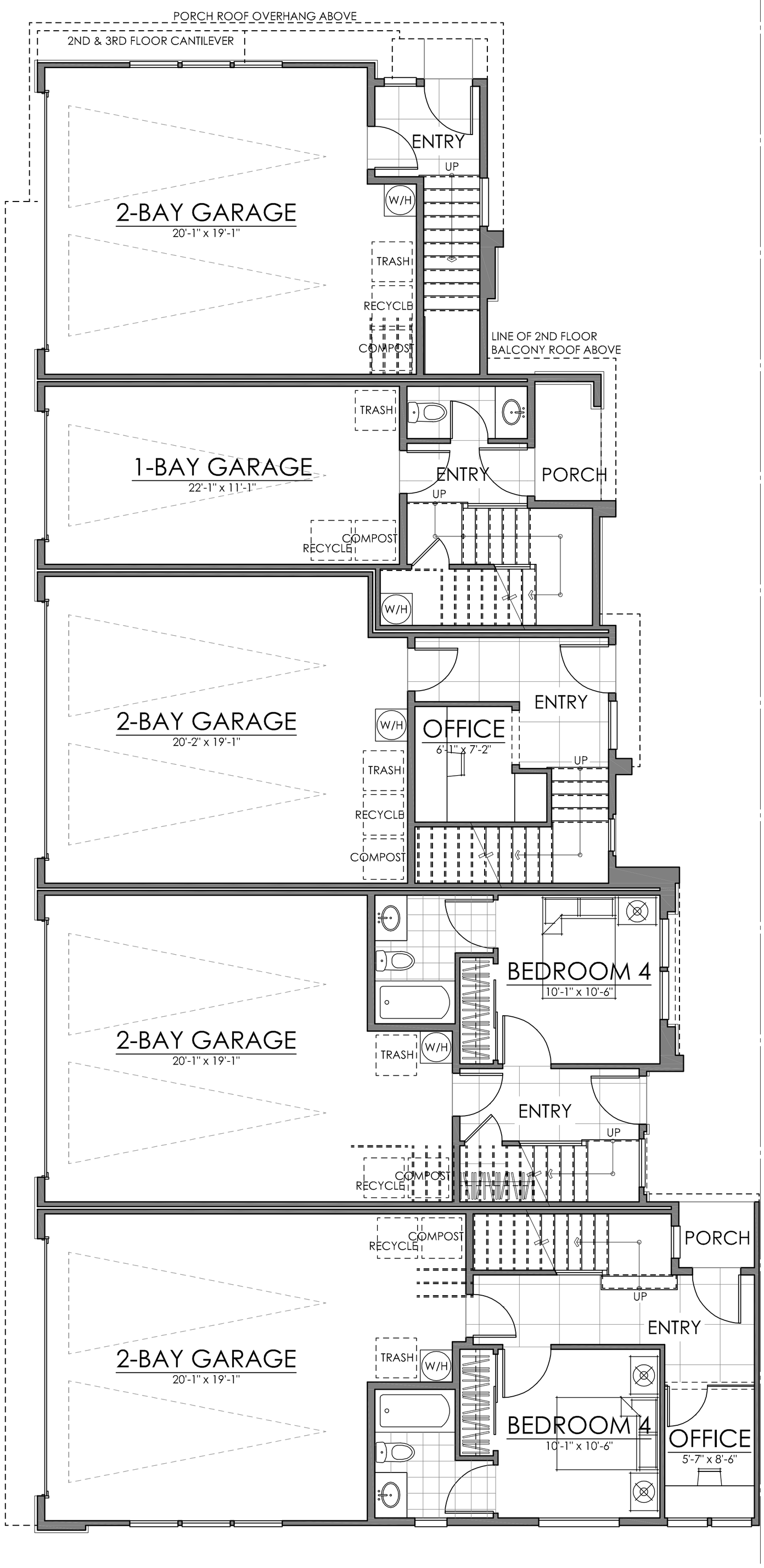
FIRST FLOOR	206 SQ. FT.
SECOND FLOOR	637 SQ. FT.
THIRD FLOOR	643 SQ. FT.
TOTAL LIVING	**1486 SQ. FT.**

UNIT FOUR

FIRST FLOOR	298 SQ. FT.
SECOND FLOOR	730 SQ. FT.
THIRD FLOOR	716 SQ. FT.
TOTAL LIVING	**1744 SQ. FT.**

UNIT FIVE

FIRST FLOOR	397 SQ. FT.
SECOND FLOOR	664 SQ. FT.
THIRD FLOOR	885 SQ. FT.
TOTAL LIVING	**1946 SQ. FT.**



07.01.24

FLOOR ONE

GREENBRIAR LANDING | COURTS | LENNAR

LNLA2303

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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UNIT TWO

FIRST FLOOR	102 SQ. FT.
SECOND FLOOR	548 SQ. FT.
THIRD FLOOR	562 SQ. FT.
TOTAL LIVING	**1212 SQ. FT.**

UNIT ONE

FIRST FLOOR	169 SQ. FT.
SECOND FLOOR	433 SQ. FT.
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TOTAL LIVING	**964 SQ. FT.**

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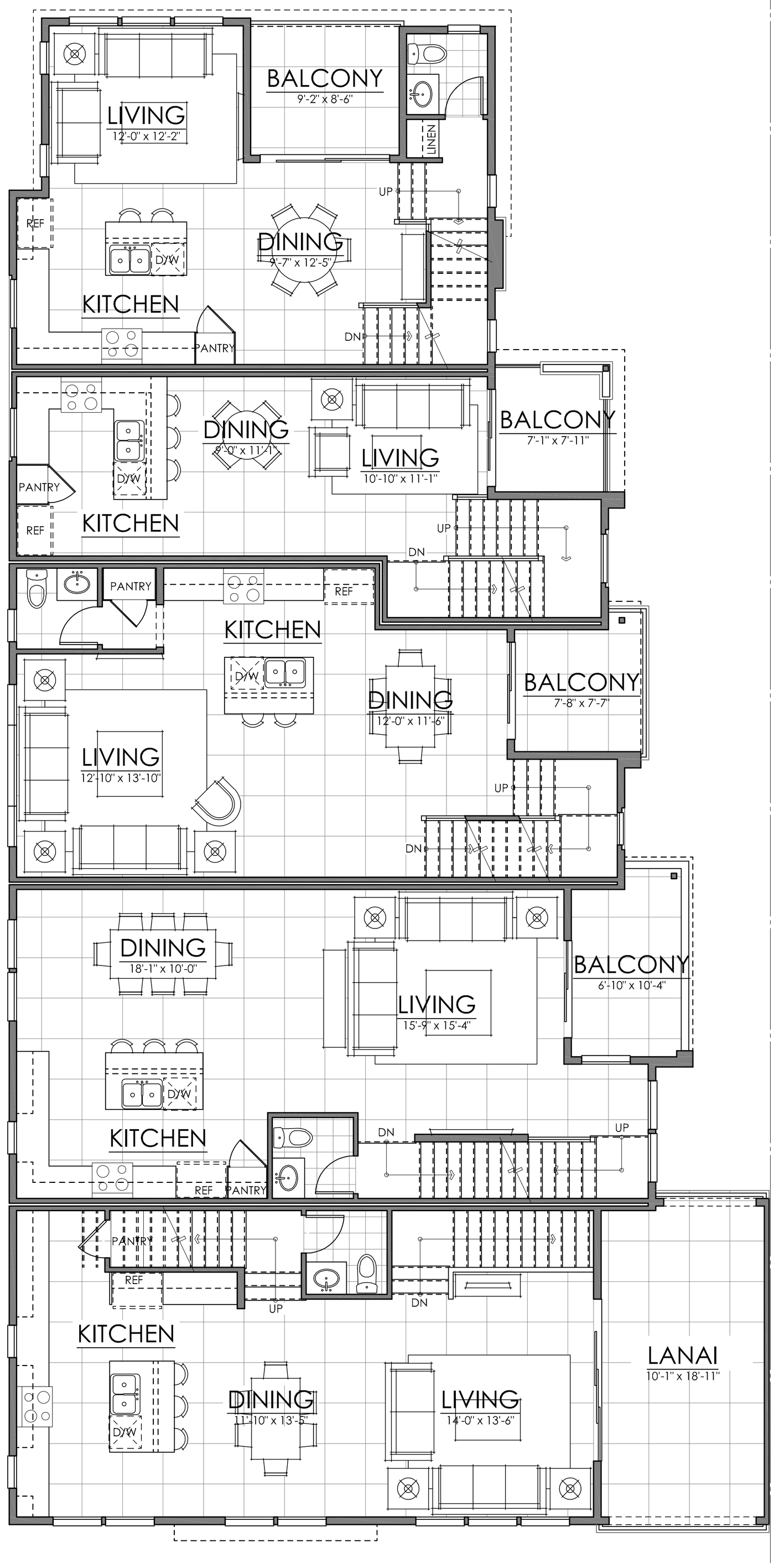

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FLOOR TWO

GREENBRIAR LANDING | COURTS | LENNAR

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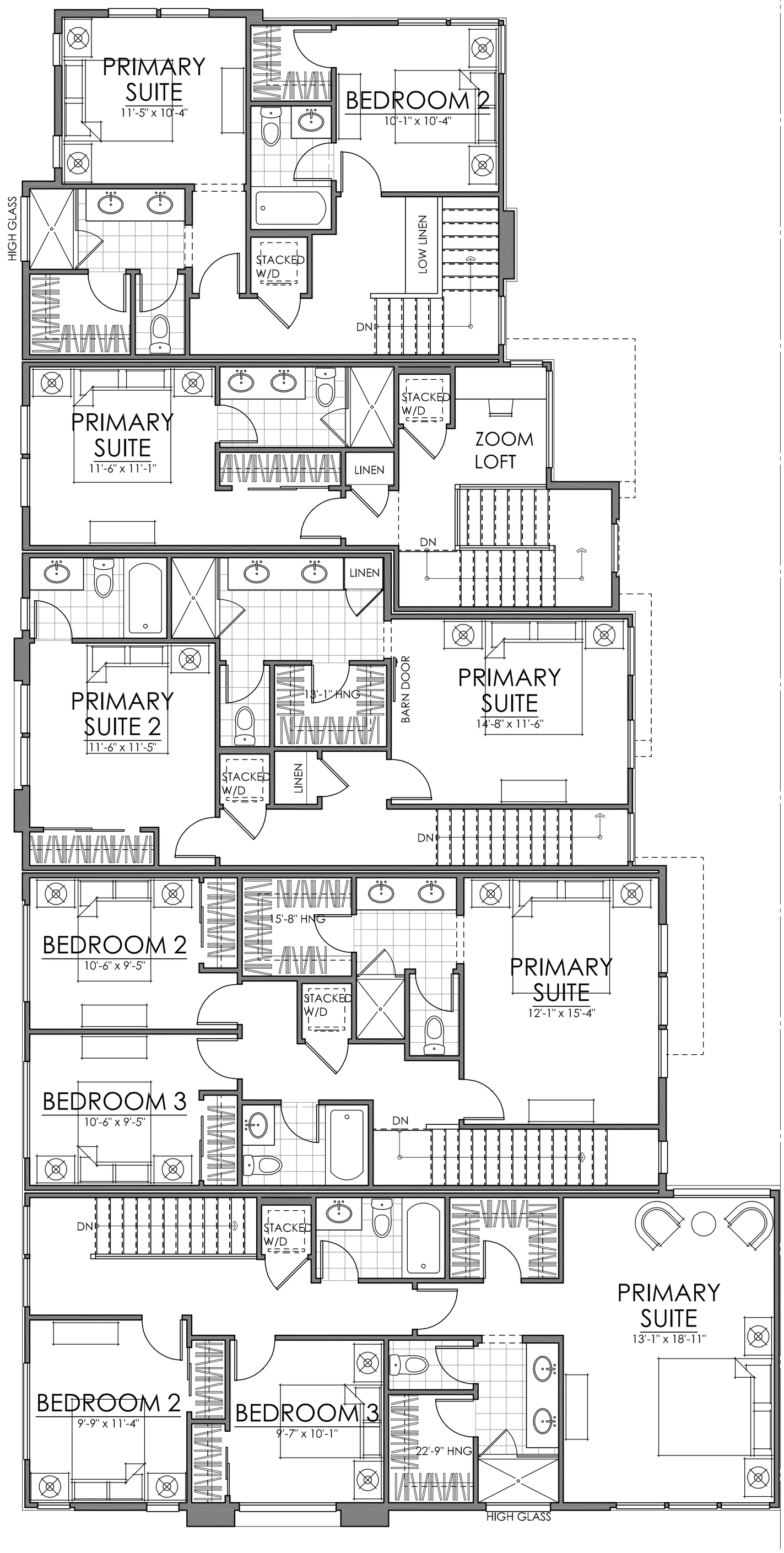
TOTAL LIVING	**1946 SQ. FT.**



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FLOOR THREE

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COURTYARD ELEVATION

SCALE: 1/4" = 1'-0

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5-UNIT BUILDING I CONCEPT ELEVATION

scheme 3| stone a

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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ELEVATION

SCALE: 1/4" = 1'-0"

ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

5-UNIT BUILDING I CONCEPT ELEVATION

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

scheme 3| stone a

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MOTOR COURT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

5-UNIT BUILDING I CONCEPT ELEVATION

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

scheme 3| stone a

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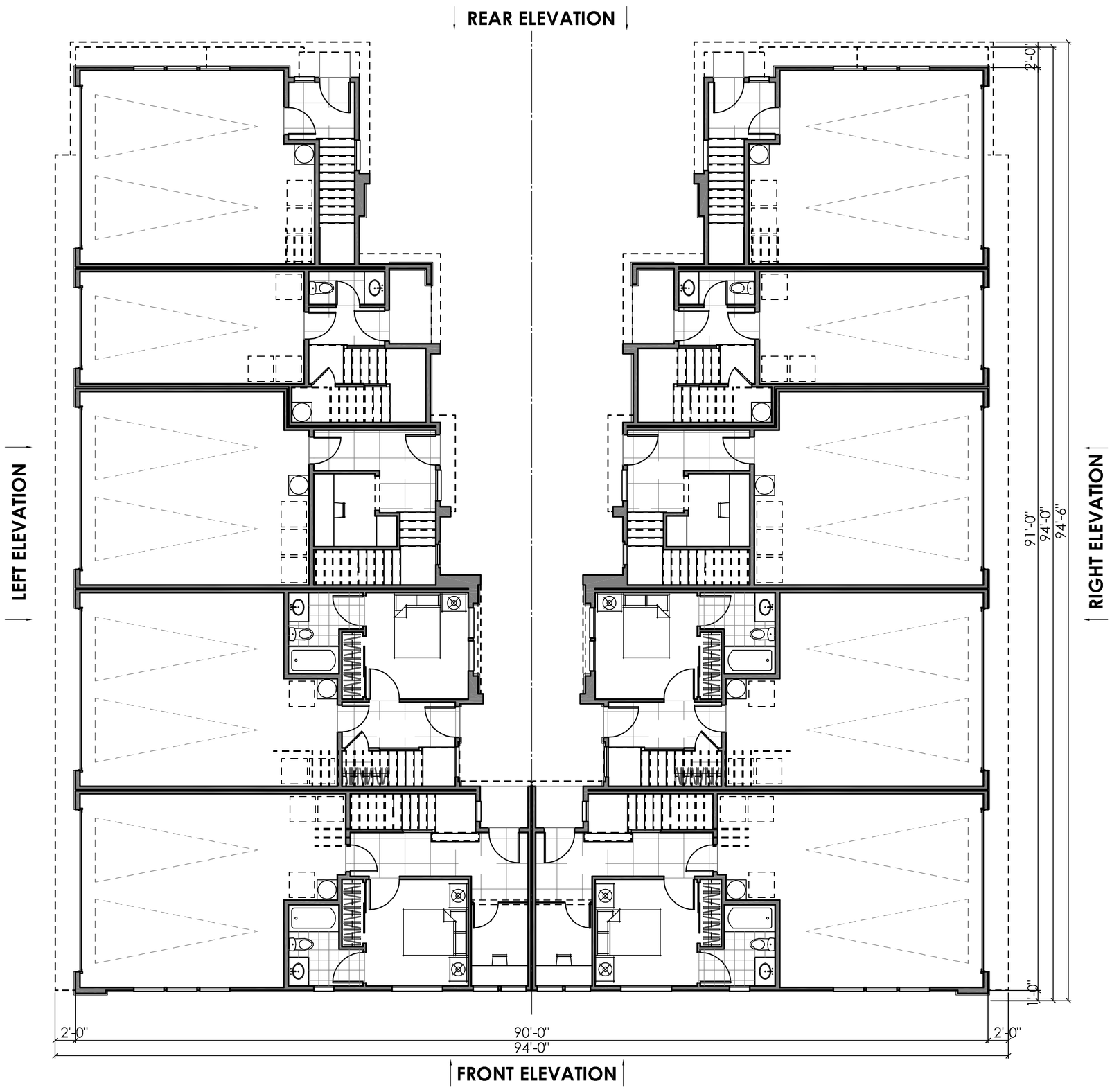
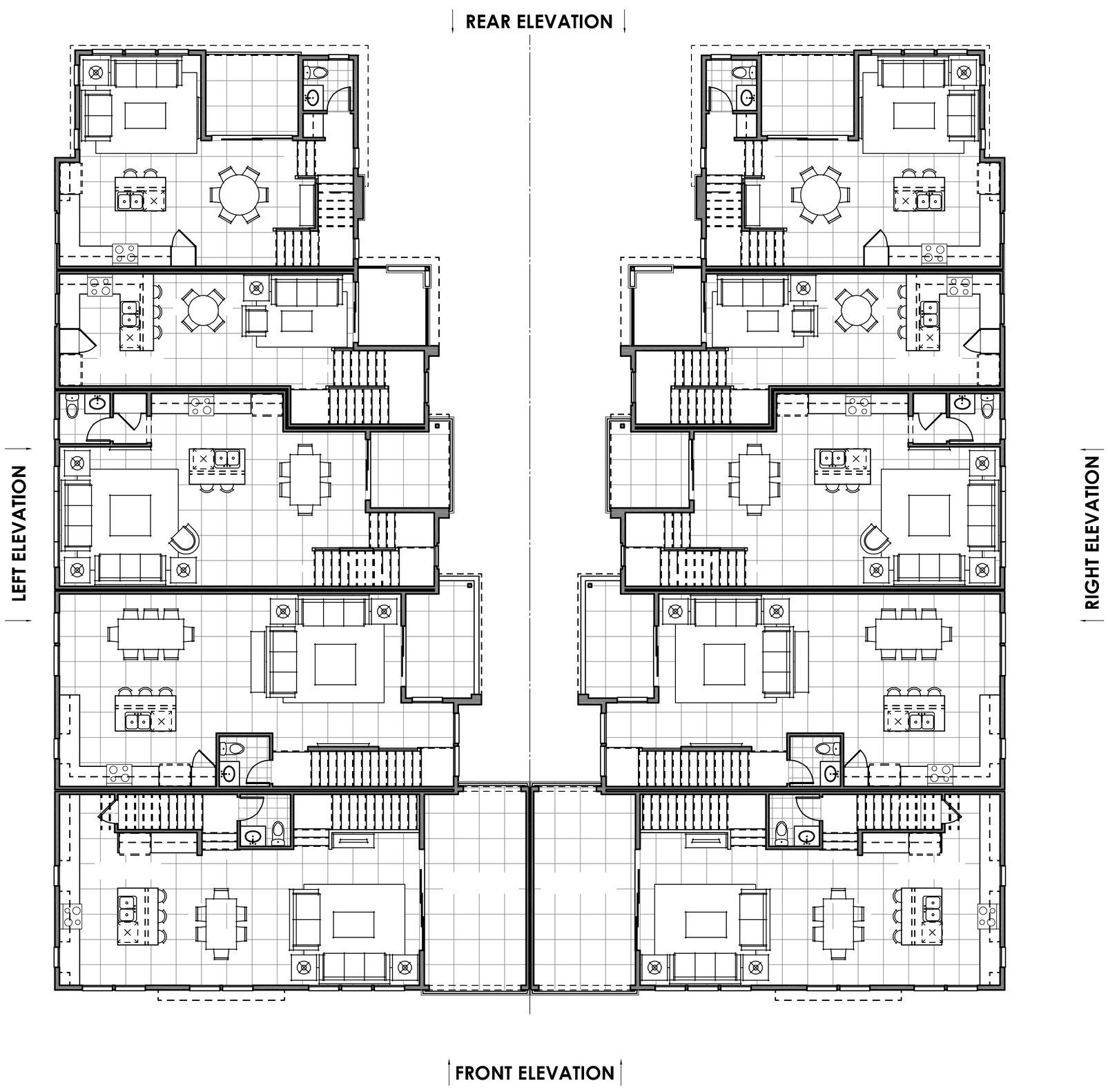


FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

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FLOOR ONE & TWO

GREENBRIAR LANDING | COURTS | LENNAR

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NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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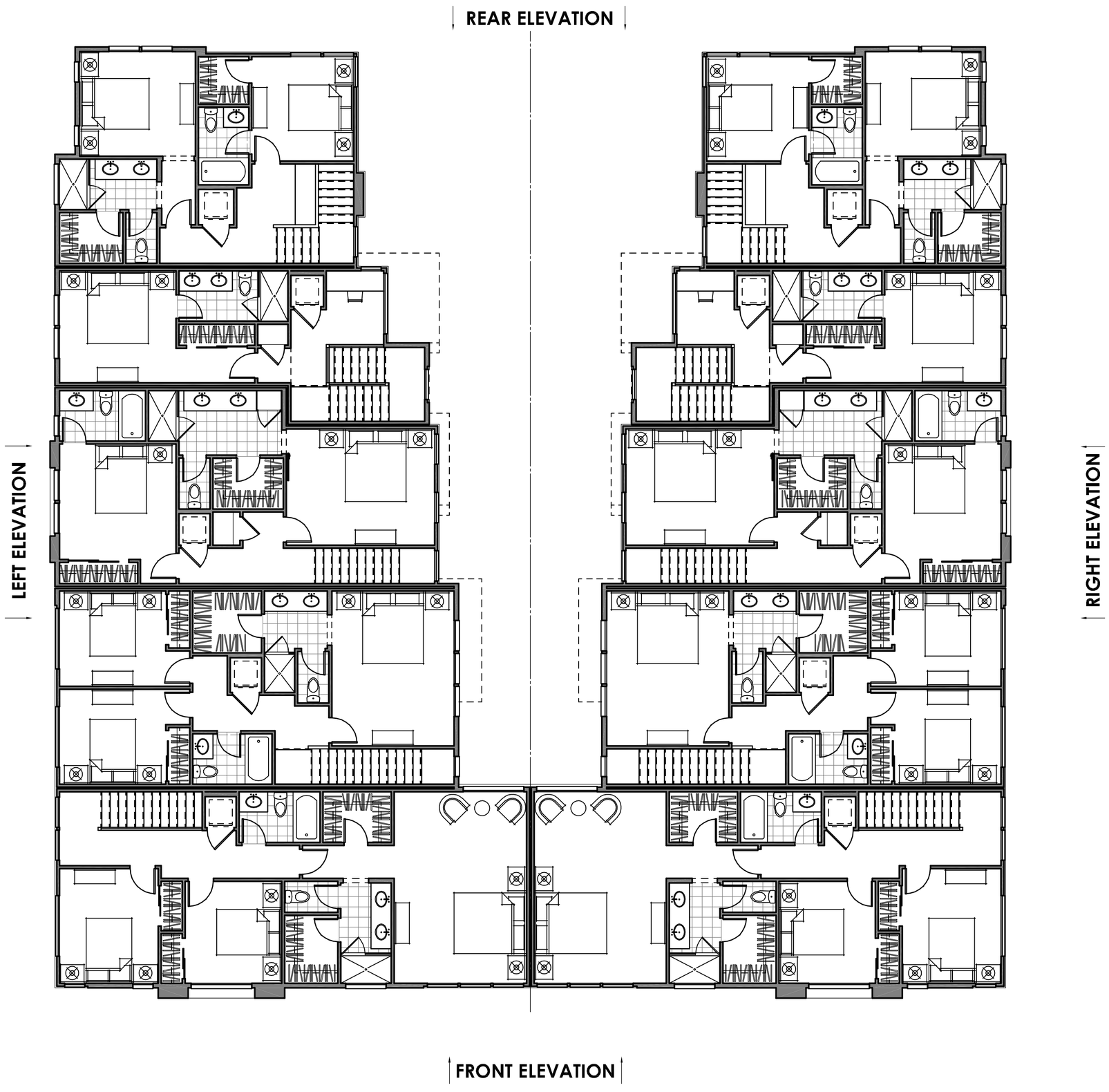

THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

07.01.24

FLOOR THREE

GREENBRIAR LANDING | COURTS | LENNAR

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BREA, CALIFORNIA

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ELEVATION

07.01.24

10-UNIT BUILDING I CONCEPT ELEVATION

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

scheme 3| stone a

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MOTOR COURT ELEVATION

SCALE: 1/4" = 1'-0"

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10-UNIT BUILDING I CONCEPT ELEVATION

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

scheme 3| stone a

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MOTOR COURT ELEVATION

SCALE: 1/4" = 1'-0"

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10-UNIT BUILDING I CONCEPT ELEVATION

scheme 3| stone a

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

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ELEVATION

SCALE: 1/4" = 1'-0"

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10-UNIT BUILDING I CONCEPT ELEVATION

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

scheme 3| stone a

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COURTYARD - LEFT ELEVATION

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10-UNIT BUILDING I CONCEPT ELEVATION

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BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

scheme 3| stone a

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COURTYARD - RIGHT ELEVATION

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10-UNIT BUILDING I CONCEPT ELEVATION

scheme 3| stone a

GREENBRIAR LANDING | COURTS | LENNAR

BREA, CALIFORNIA

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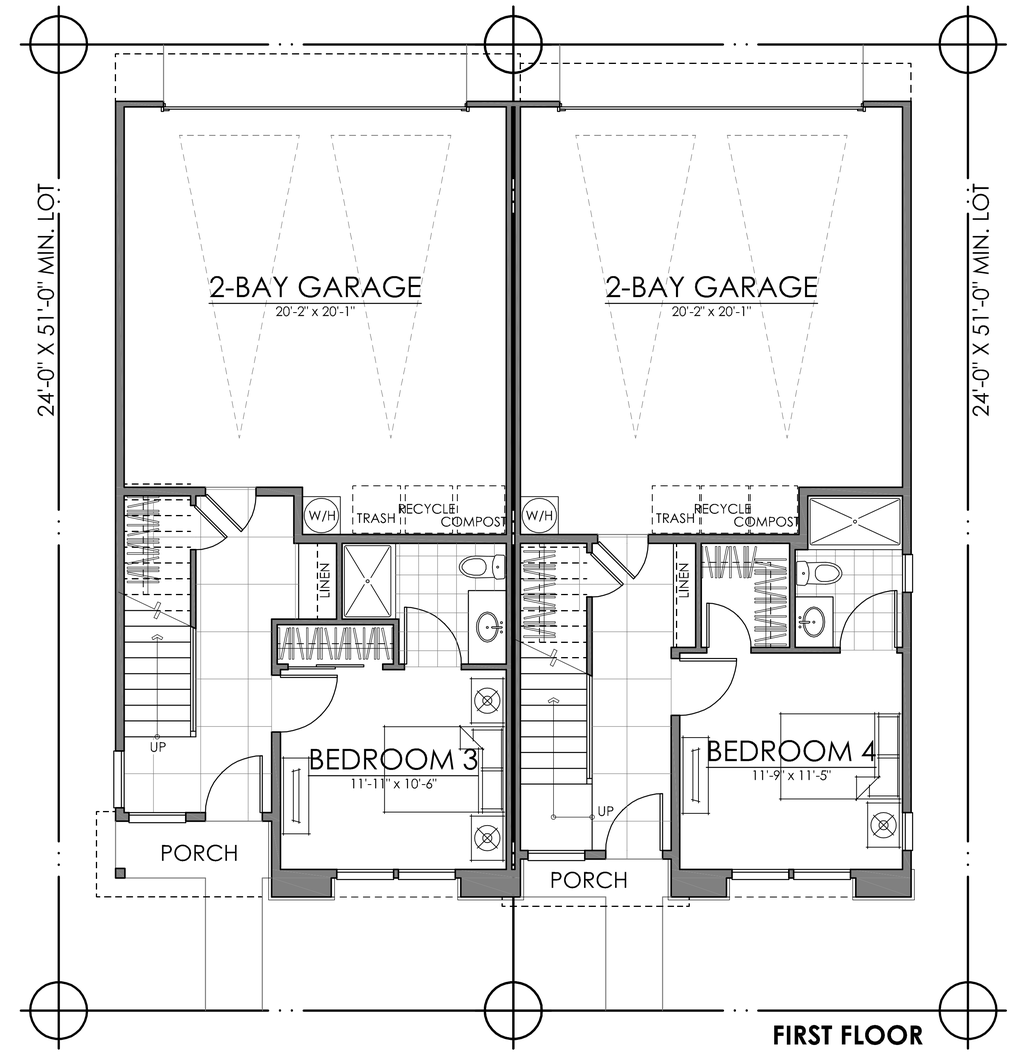
SECOND FLOOR



FIRST FLOOR

UNIT ONE		**UNIT TWO**	
FIRST FLOOR	380 SQ. FT.	FIRST FLOOR	386 SQ. FT.
SECOND FLOOR	698 SQ. FT.	SECOND FLOOR	771 SQ. FT.
THIRD FLOOR	837 SQ. FT.	THIRD FLOOR	899 SQ. FT.
ROOF TERRACE	379 SQ. FT.	ROOF TERRACE	447 SQ. FT.
TOTAL LIVING	**2294 SQ. FT.**	**TOTAL LIVING**	**2503 SQ. FT.**

07.01.24

DUETS | ELEVATION A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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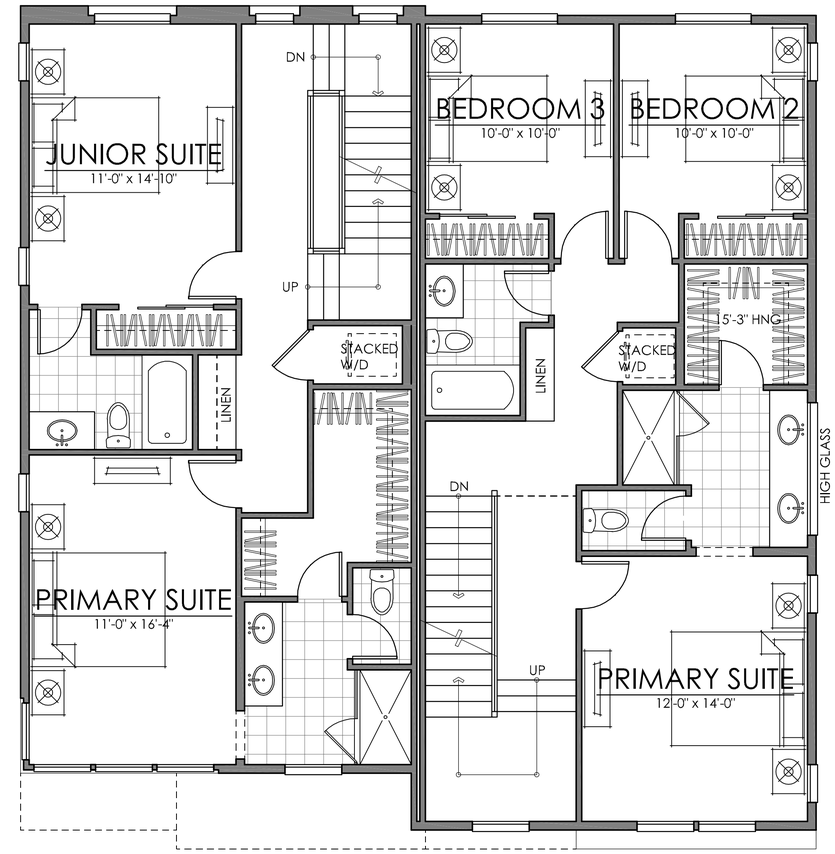
ROOF TERRACE



THIRD FLOOR

UNIT ONE		**UNIT TWO**	
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SECOND FLOOR	698 SQ. FT.	SECOND FLOOR	771 SQ. FT.
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DUETS | ELEVATION A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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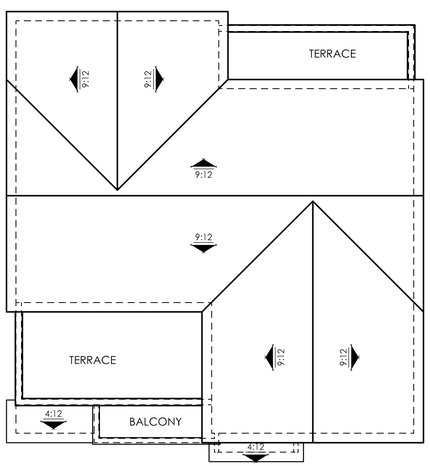
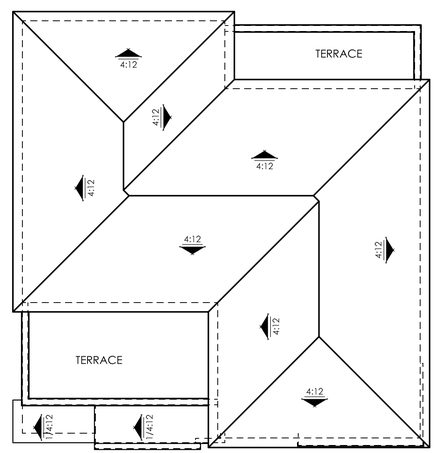


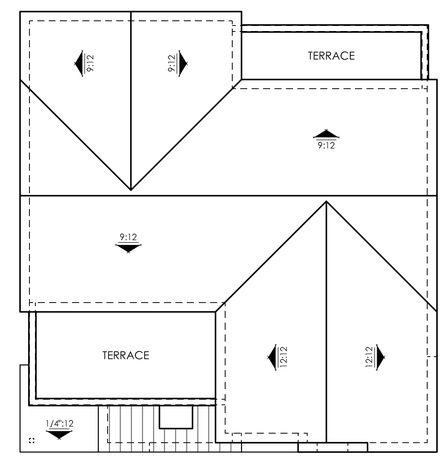
ROOF PLAN - ELEV. A

SCALE: 1/8" = 1'-0"



ROOF PLAN - ELEV. B

SCALE: 1/8" = 1'-0"



ROOF PLAN - ELEV. C

SCALE: 1/8" = 1'-0"

07.01.24

STANDARD ROOF PLANS

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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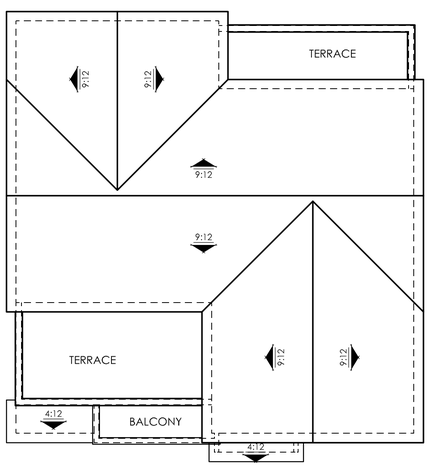
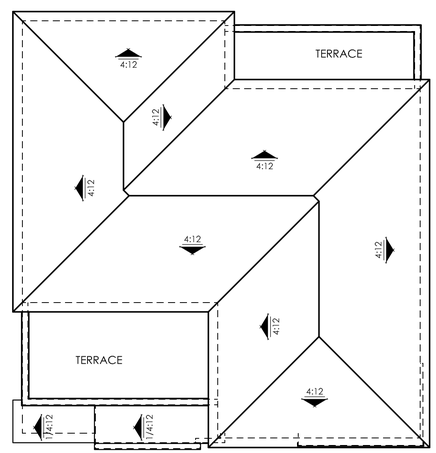


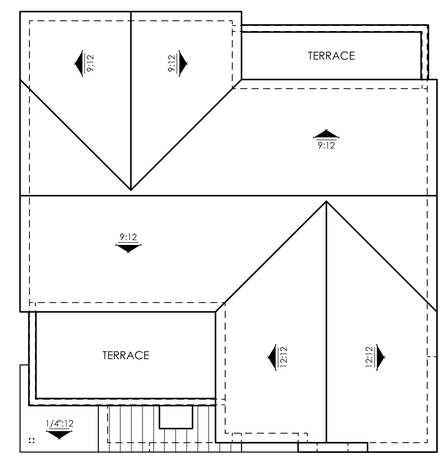
ROOF PLAN - ELEV. A

SCALE: 1/8" = 1'-0"



ROOF PLAN - ELEV. B

SCALE: 1/8" = 1'-0"



ROOF PLAN - ELEV. C

SCALE: 1/8" = 1'-0"

07.01.24

ROOF PLANS I ENHANCED

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

SCHEME 9 | BRICK X

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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california // 2943 pullman st. suite A
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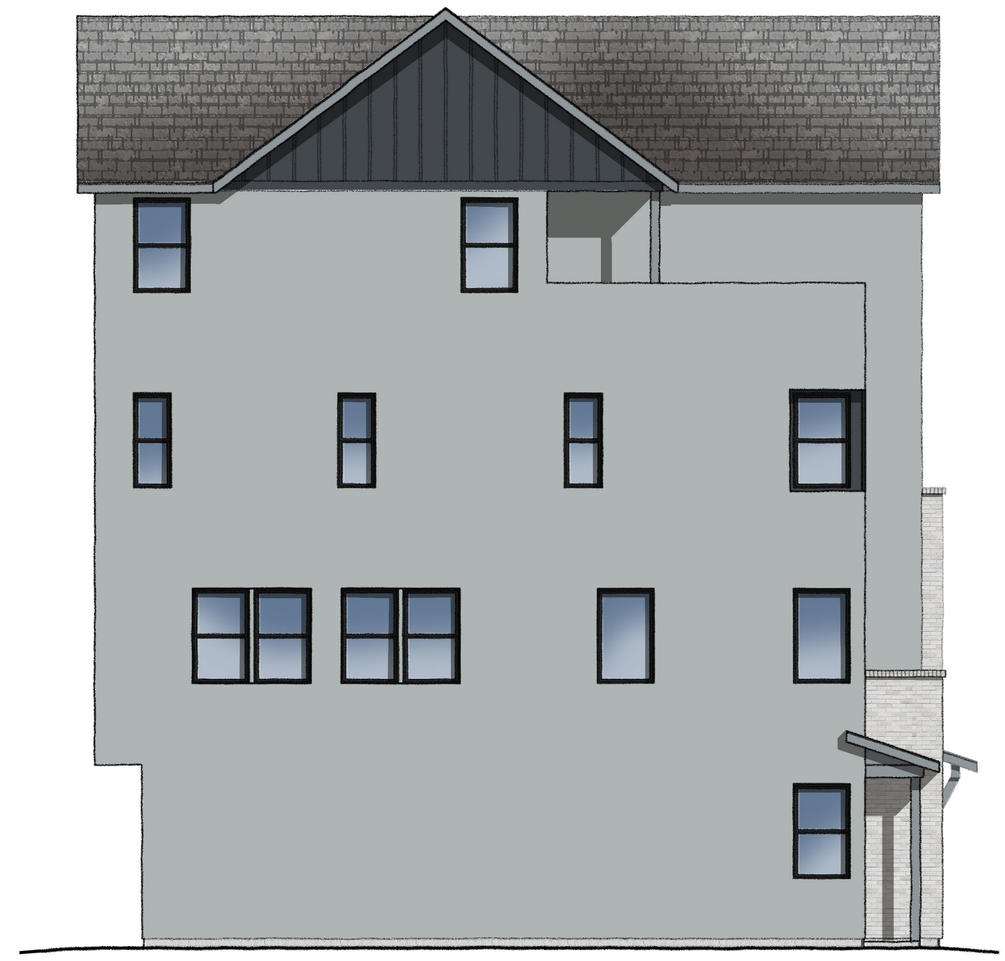
REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

SCHEME 9 | BRICK X

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FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION A | ENHANCED

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

SCHEME 9 | BRICK X

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REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION A | ENHANCED

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

SCHEME 9 | BRICK X

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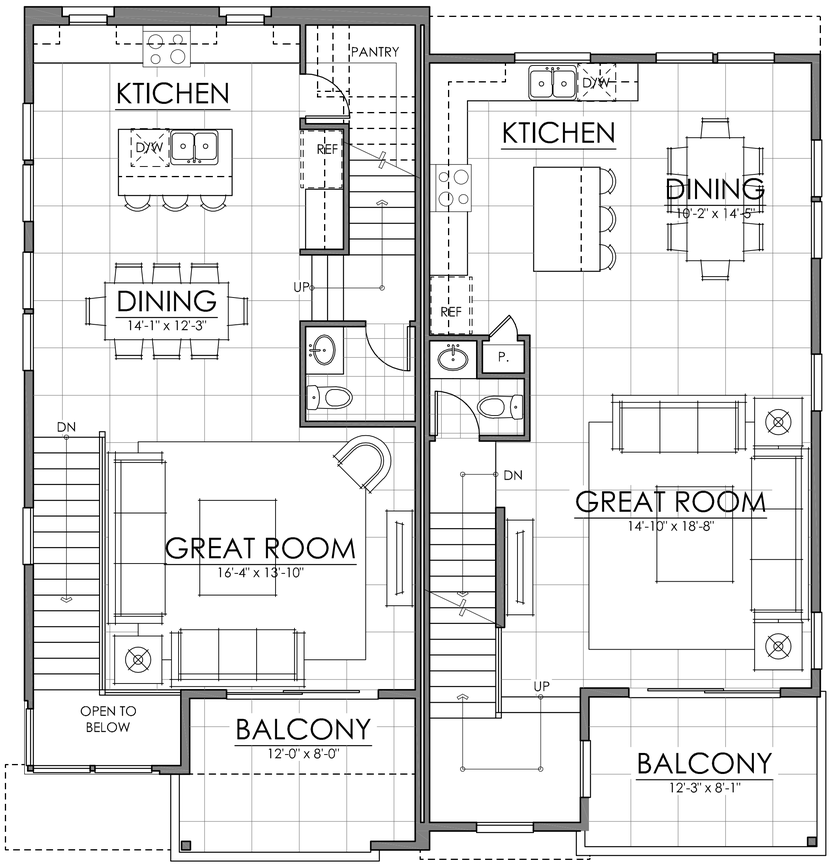
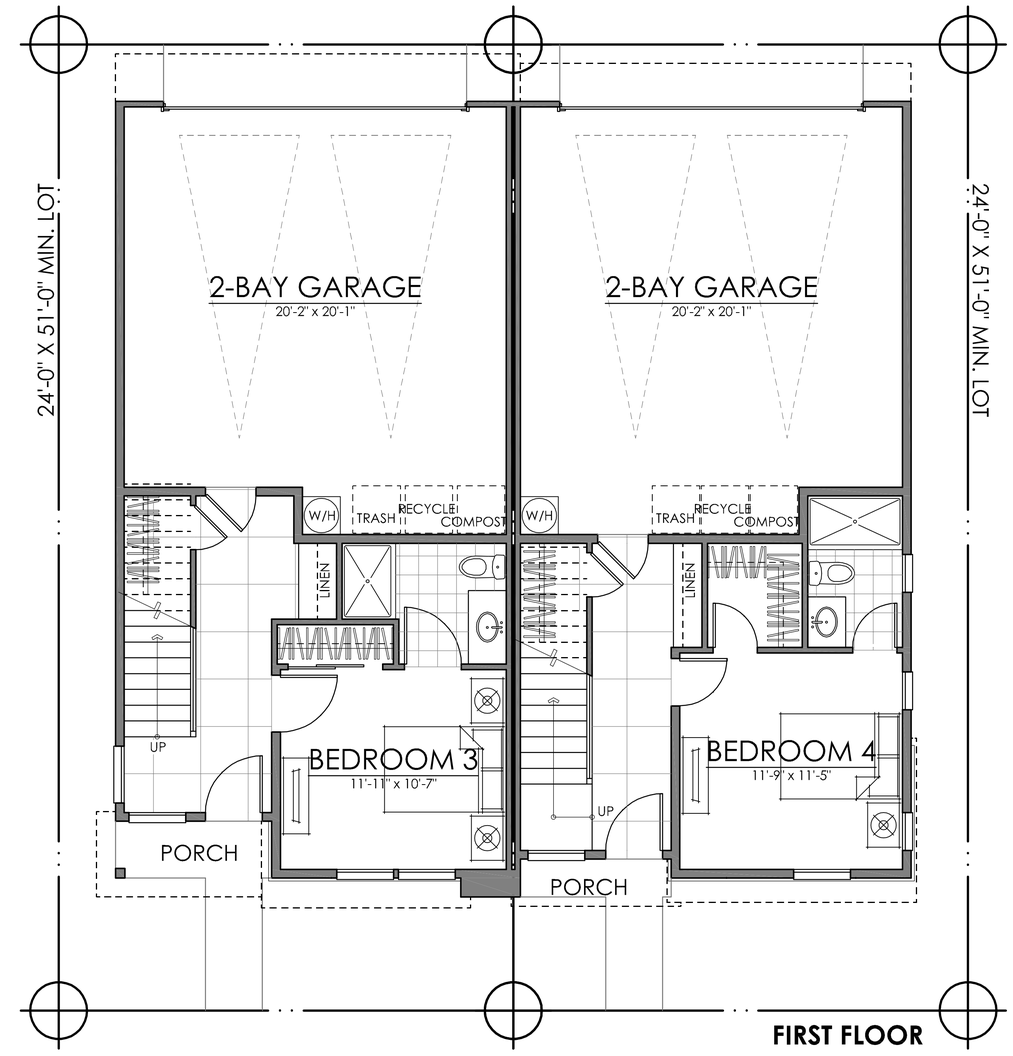


SECOND FLOOR



FIRST FLOOR

UNIT ONE		**UNIT TWO**	
FIRST FLOOR	380 SQ. FT.	FIRST FLOOR	386 SQ. FT.
SECOND FLOOR	698 SQ. FT.	SECOND FLOOR	771 SQ. FT.
THIRD FLOOR	837 SQ. FT.	THIRD FLOOR	899 SQ. FT.
ROOF TERRACE	379 SQ. FT.	ROOF TERRACE	447 SQ. FT.
TOTAL LIVING	**2294 SQ. FT.**	**TOTAL LIVING**	**2503 SQ. FT.**

07.01.24

DUETS | ELEVATION B

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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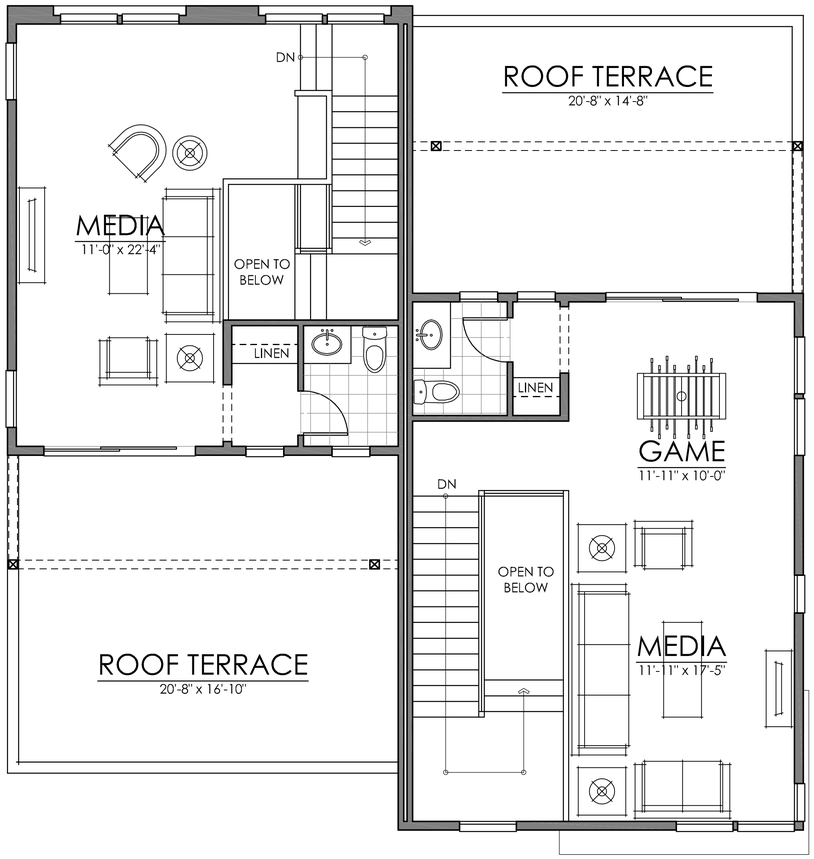
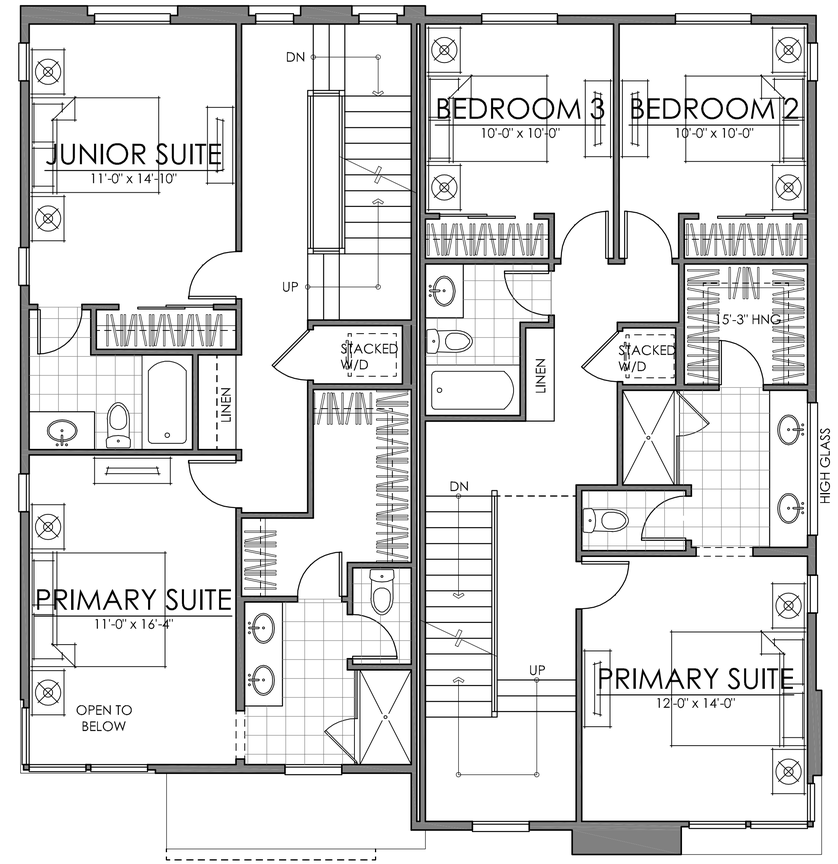


ROOF TERRACE



THIRD FLOOR

UNIT ONE		**UNIT TWO**	
FIRST FLOOR	380 SQ. FT.	FIRST FLOOR	386 SQ. FT.
SECOND FLOOR	698 SQ. FT.	SECOND FLOOR	771 SQ. FT.
THIRD FLOOR	837 SQ. FT.	THIRD FLOOR	899 SQ. FT.
ROOF TERRACE	379 SQ. FT.	ROOF TERRACE	447 SQ. FT.
TOTAL LIVING	**2294 SQ. FT.**	**TOTAL LIVING**	**2503 SQ. FT.**

07.01.24

DUETS | ELEVATION B

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION B

SCHEME 10 | STONE A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION B

SCHEME 10 | STONE A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION B | ENHANCED

SCHEME 10 | STONE A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION B | ENHANCED

SCHEME 10 | STONE A

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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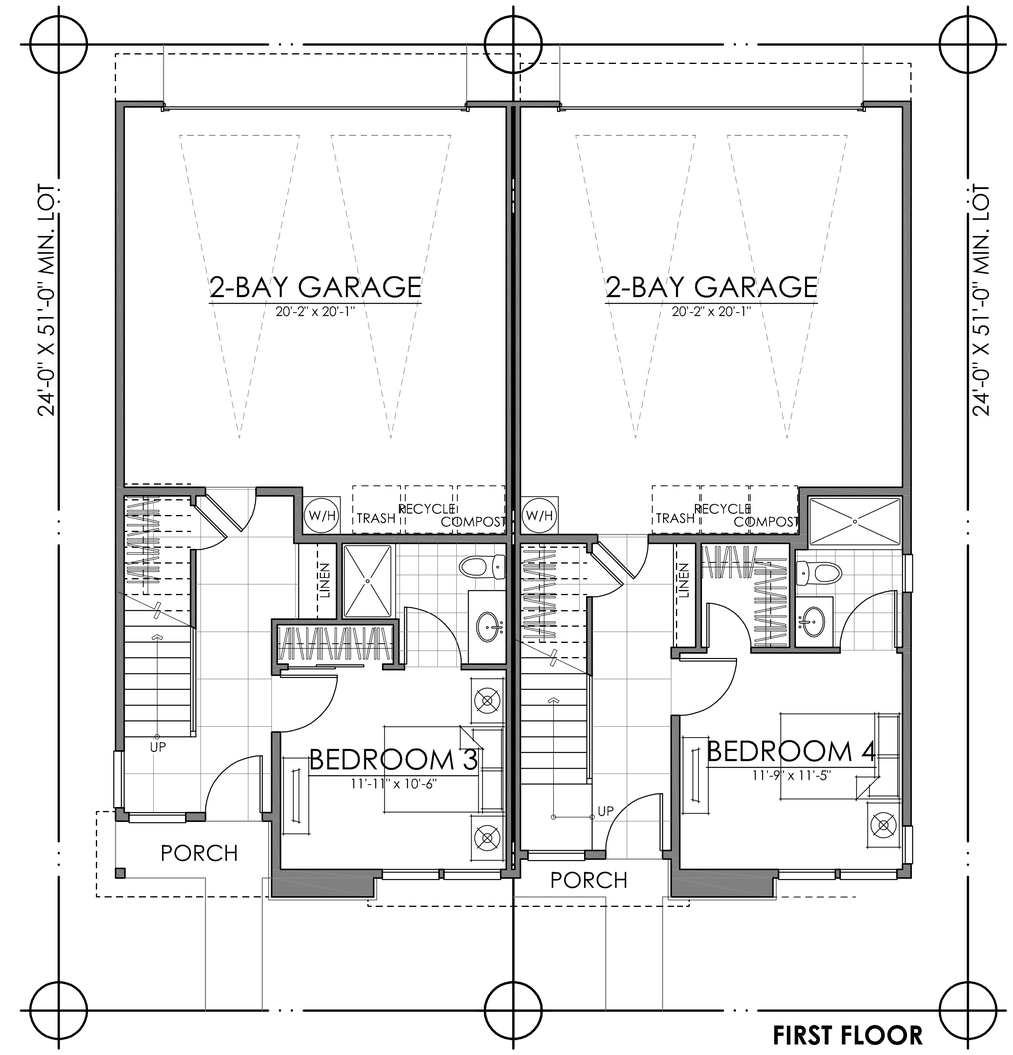
SECOND FLOOR



FIRST FLOOR

UNIT ONE		**UNIT TWO**	
FIRST FLOOR	380 SQ. FT.	FIRST FLOOR	386 SQ. FT.
SECOND FLOOR	698 SQ. FT.	SECOND FLOOR	771 SQ. FT.
THIRD FLOOR	837 SQ. FT.	THIRD FLOOR	899 SQ. FT.
ROOF TERRACE	379 SQ. FT.	ROOF TERRACE	447 SQ. FT.
TOTAL LIVING	**2294 SQ. FT.**	**TOTAL LIVING**	**2503 SQ. FT.**

07.01.24

DUETS | ELEVATION C

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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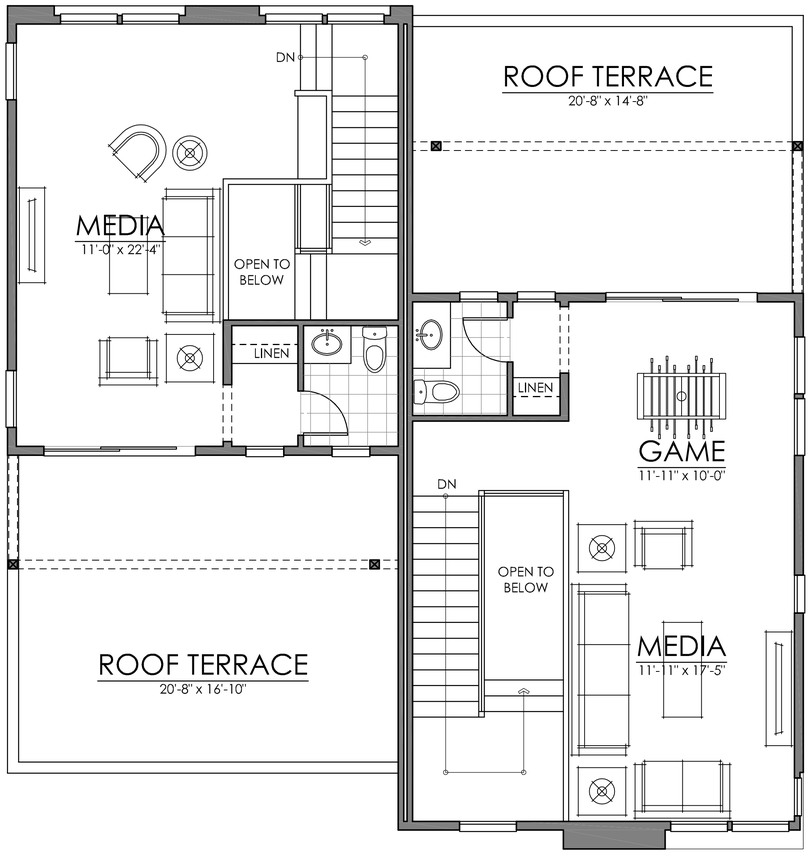
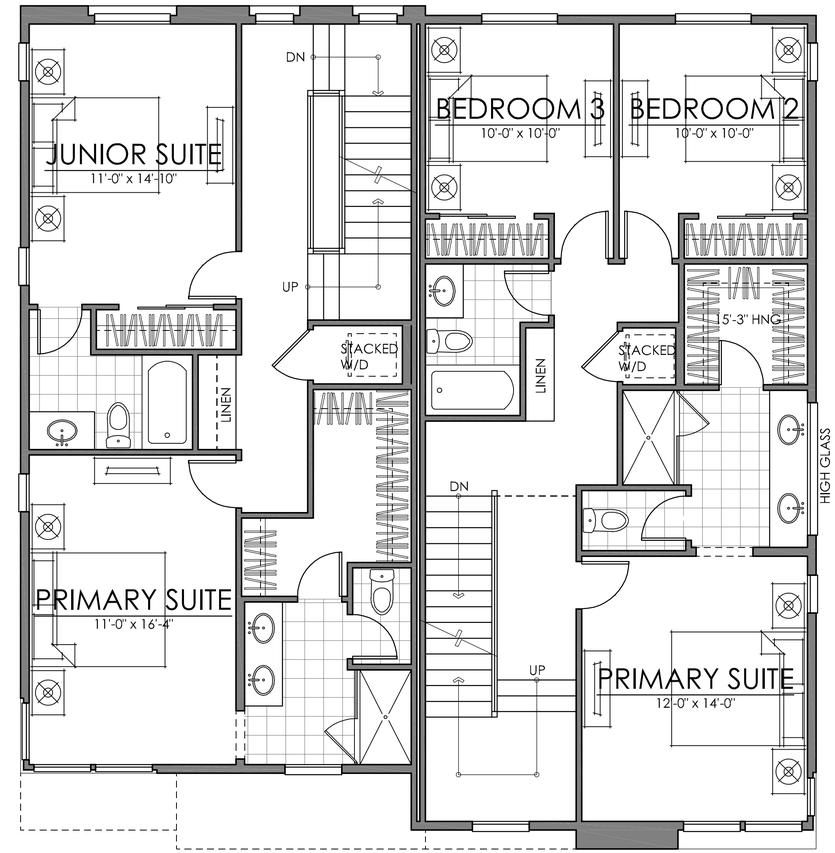


ROOF TERRACE



THIRD FLOOR

UNIT ONE		**UNIT TWO**	
FIRST FLOOR	380 SQ. FT.	FIRST FLOOR	386 SQ. FT.
SECOND FLOOR	698 SQ. FT.	SECOND FLOOR	771 SQ. FT.
THIRD FLOOR	837 SQ. FT.	THIRD FLOOR	899 SQ. FT.
ROOF TERRACE	379 SQ. FT.	ROOF TERRACE	447 SQ. FT.
TOTAL LIVING	**2294 SQ. FT.**	**TOTAL LIVING**	**2503 SQ. FT.**

07.01.24

DUETS | ELEVATION C

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION C

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

SCHEME 11 | BRICK Z

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REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION C

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

SCHEME 11 | BRICK Z

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FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION C | ENHANCED

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

SCHEME 11 | BRICK Z

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REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION C | ENHANCED

GREENBRIAR LANDING | VILLAS | LENNAR

BREA, CALIFORNIA

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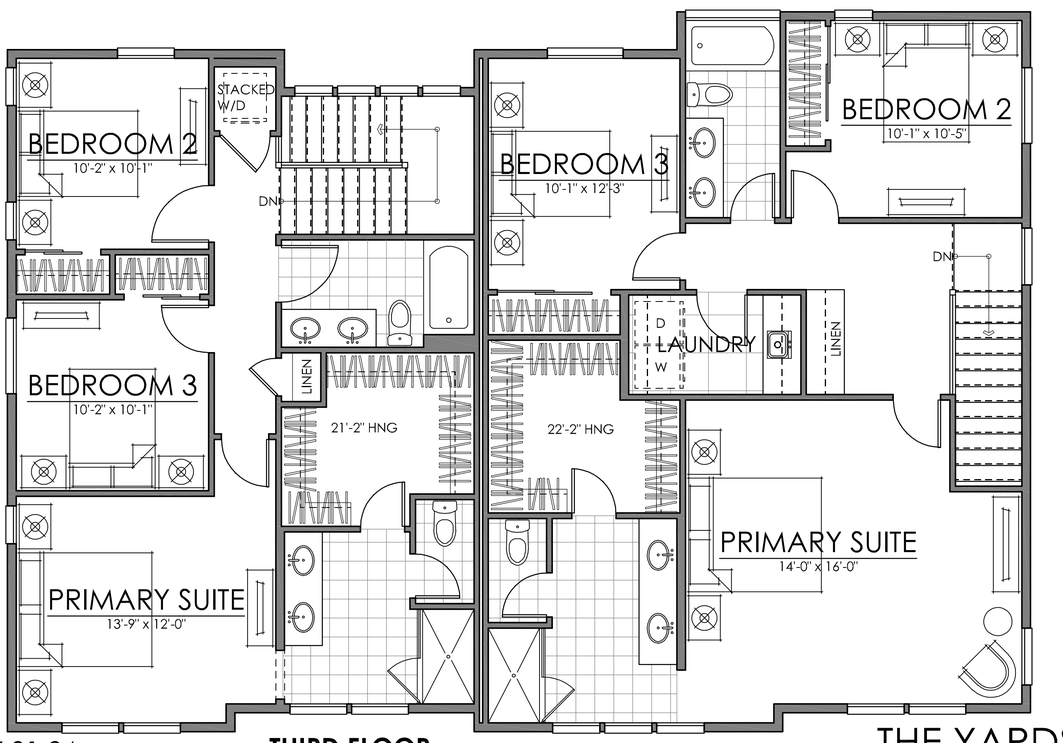
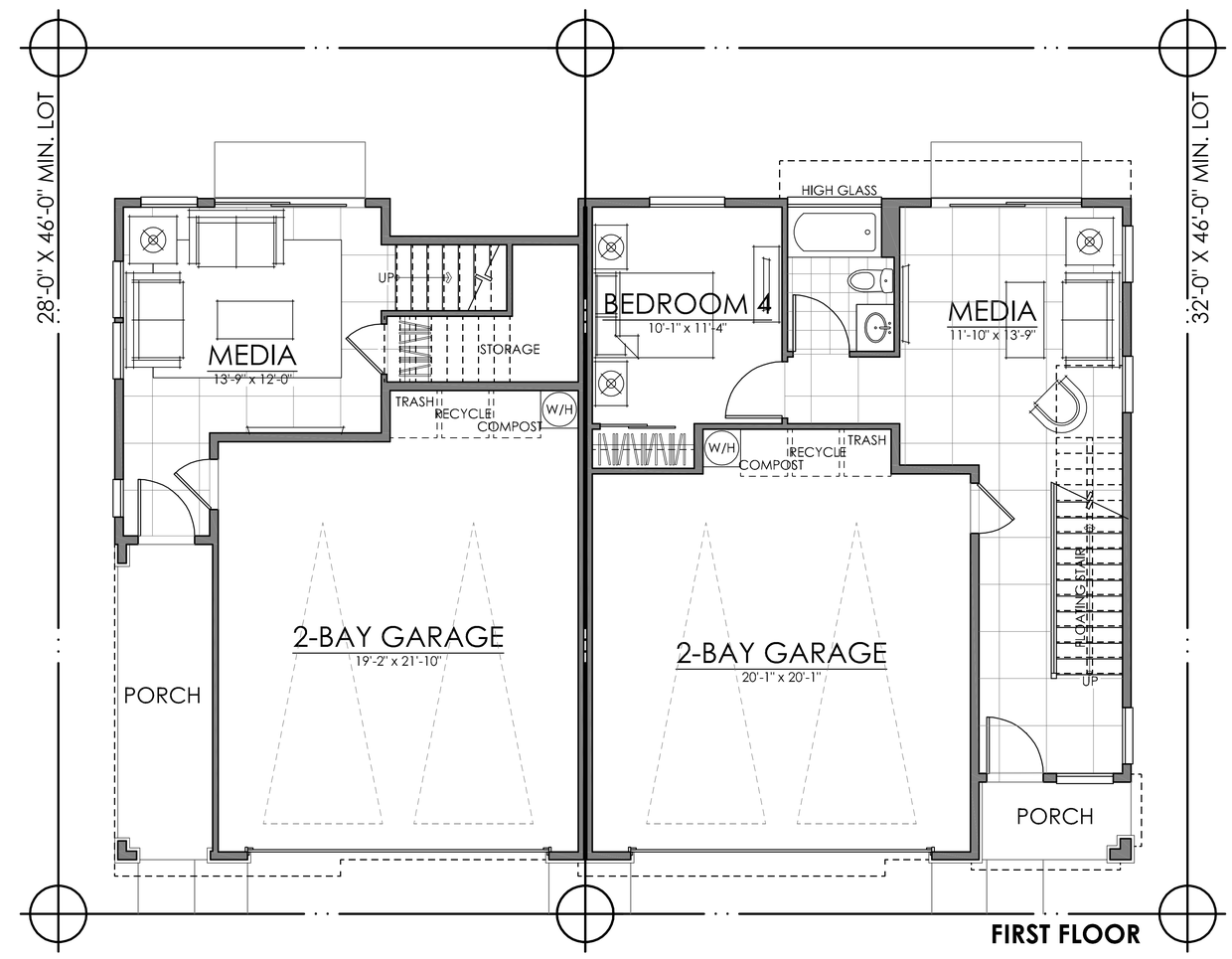
SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

UNIT ONE	
FIRST FLOOR	303 SQ. FT.
SECOND FLOOR	760 SQ. FT.
THIRD FLOOR	783 SQ. FT.
TOTAL LIVING	**1846 SQ. FT.**

UNIT TWO	
FIRST FLOOR	539 SQ. FT.
SECOND FLOOR	923 SQ. FT.
THIRD FLOOR	1010 SQ. FT.
TOTAL LIVING	**2472 SQ. FT.**

07.01.24

THE YARDS | DUETS | ELEVATION A

GREENBRIAR LANDING | THE YARDS | LENNAR

BREA, CALIFORNIA

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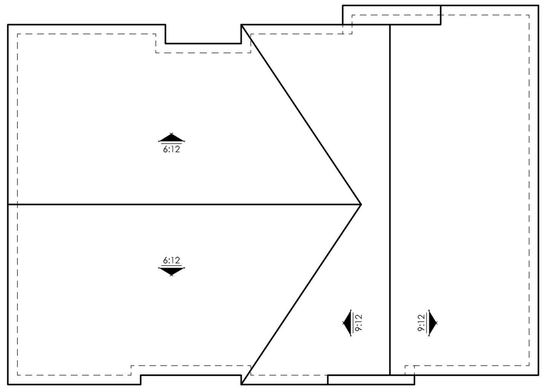

ROOF PLAN

SCALE: 1/8" = 1'-0"

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION A

GREENBRIAR LANDING | THE YARDS | LENNAR

BREA, CALIFORNIA

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SCHEME 6 | BRICK V

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REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION A

GREENBRIAR LANDING | THE YARDS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

SCHEME 6| BRICK V

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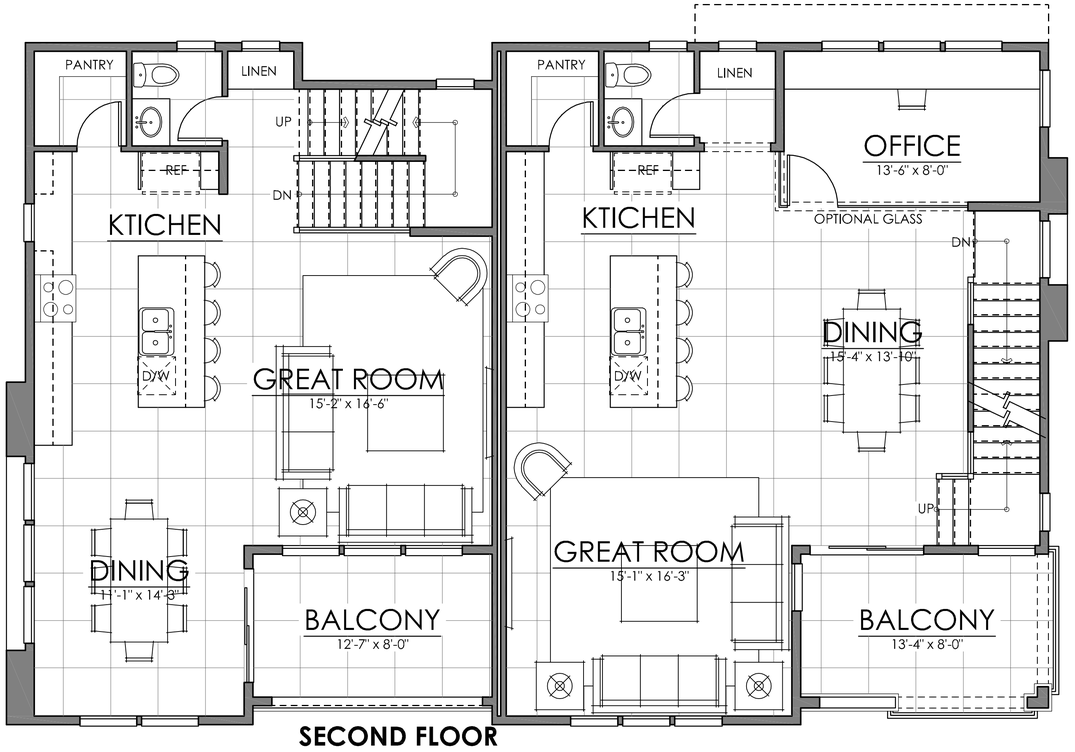
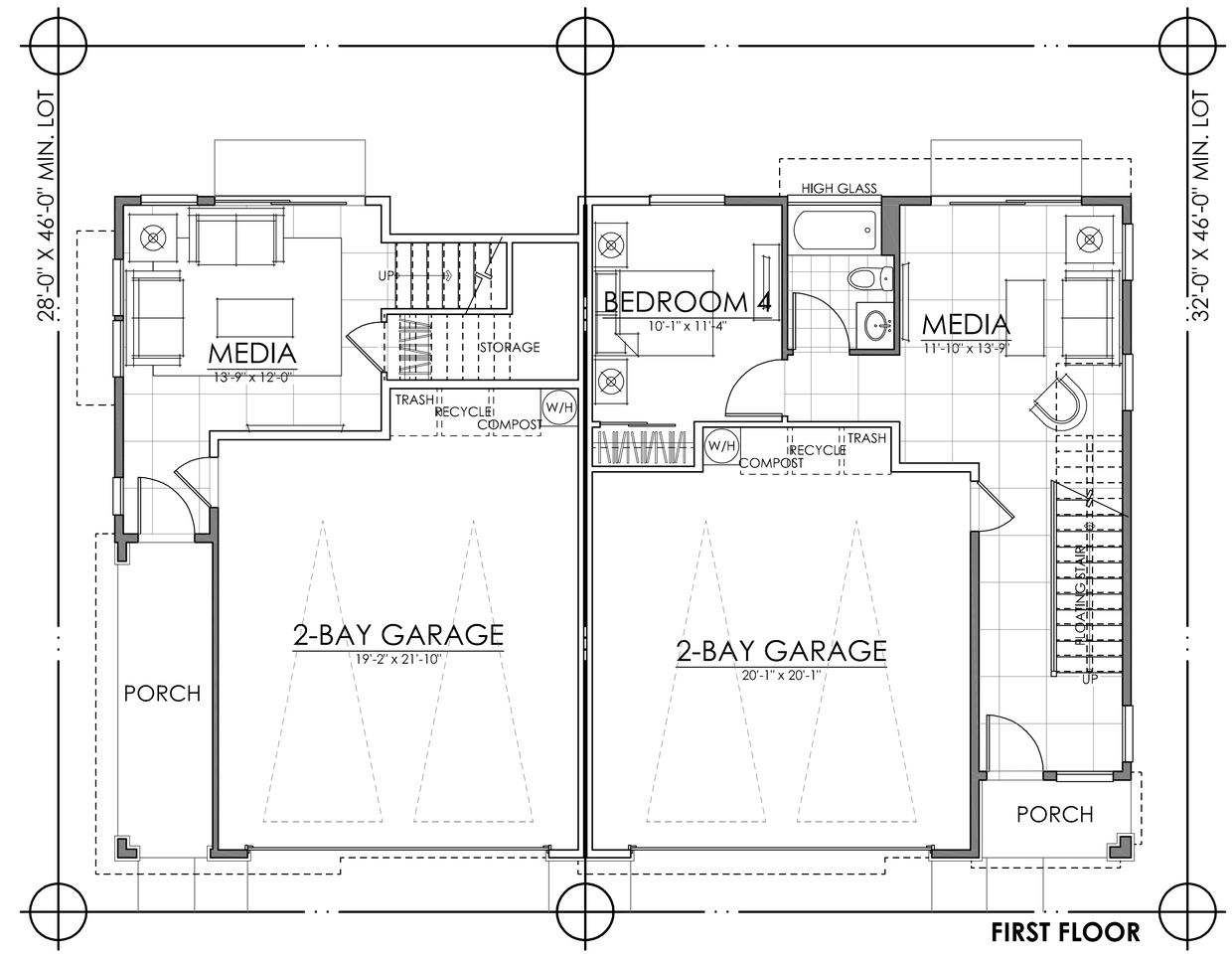


SECOND FLOOR

THIRD FLOOR



FIRST FLOOR

UNIT ONE	
FIRST FLOOR	303 SQ. FT.
SECOND FLOOR	760 SQ. FT.
THIRD FLOOR	783 SQ. FT.
TOTAL LIVING	**1846 SQ. FT.**

UNIT TWO	
FIRST FLOOR	539 SQ. FT.
SECOND FLOOR	923 SQ. FT.
THIRD FLOOR	1010 SQ. FT.
TOTAL LIVING	**2472 SQ. FT.**

07.01.24

THE YARDS | DUETS | ENAHNCED ELEV. A

GREENBRIAR LANDING | THE YARDS | LENNAR

BREA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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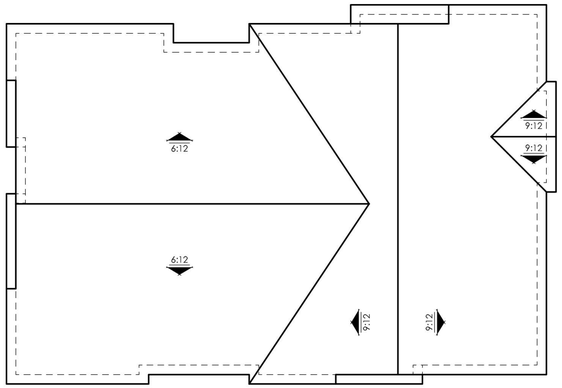

ROOF PLAN

SCALE: 1/8" = 1'-0"

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

07.01.24

DUET | ELEVATION A | ENHANCED

GREENBRIAR LANDING | THE YARDS | LENNAR

BREA, CALIFORNIA

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SCHEME 6| BRICK V

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REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

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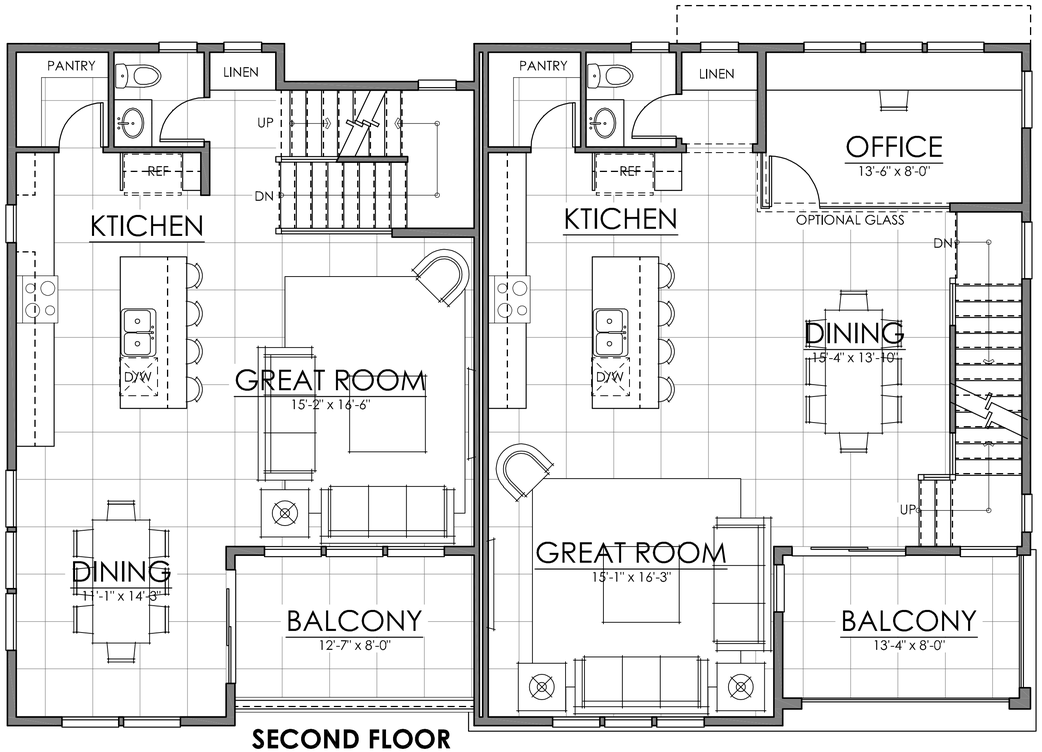
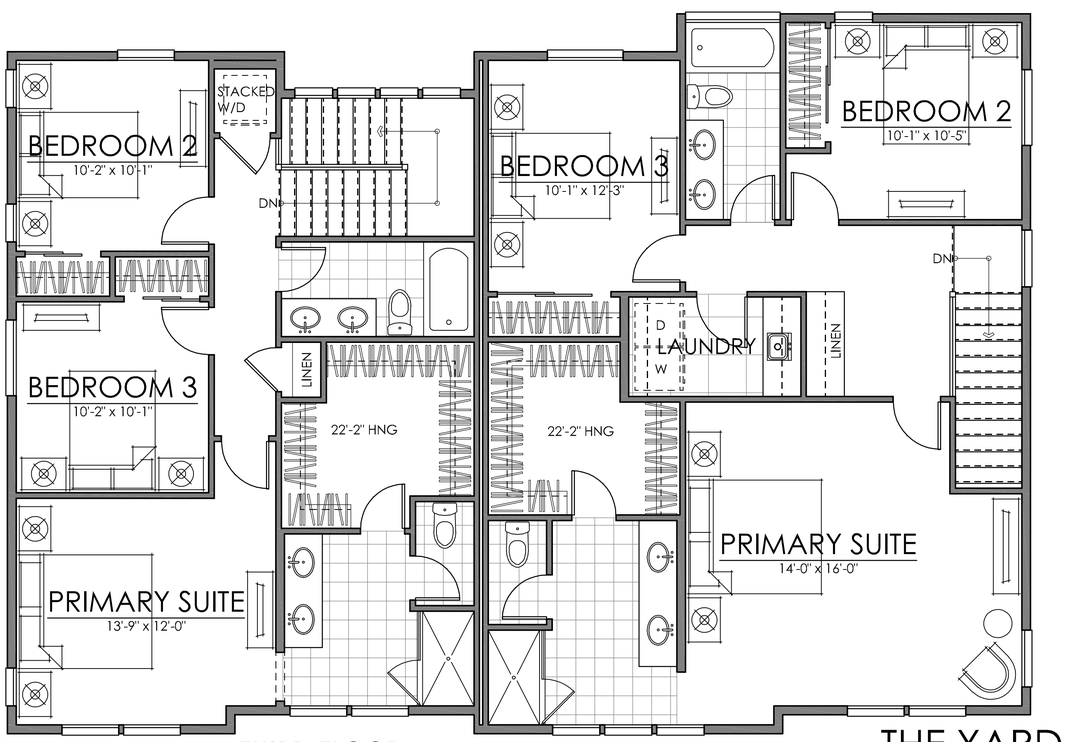
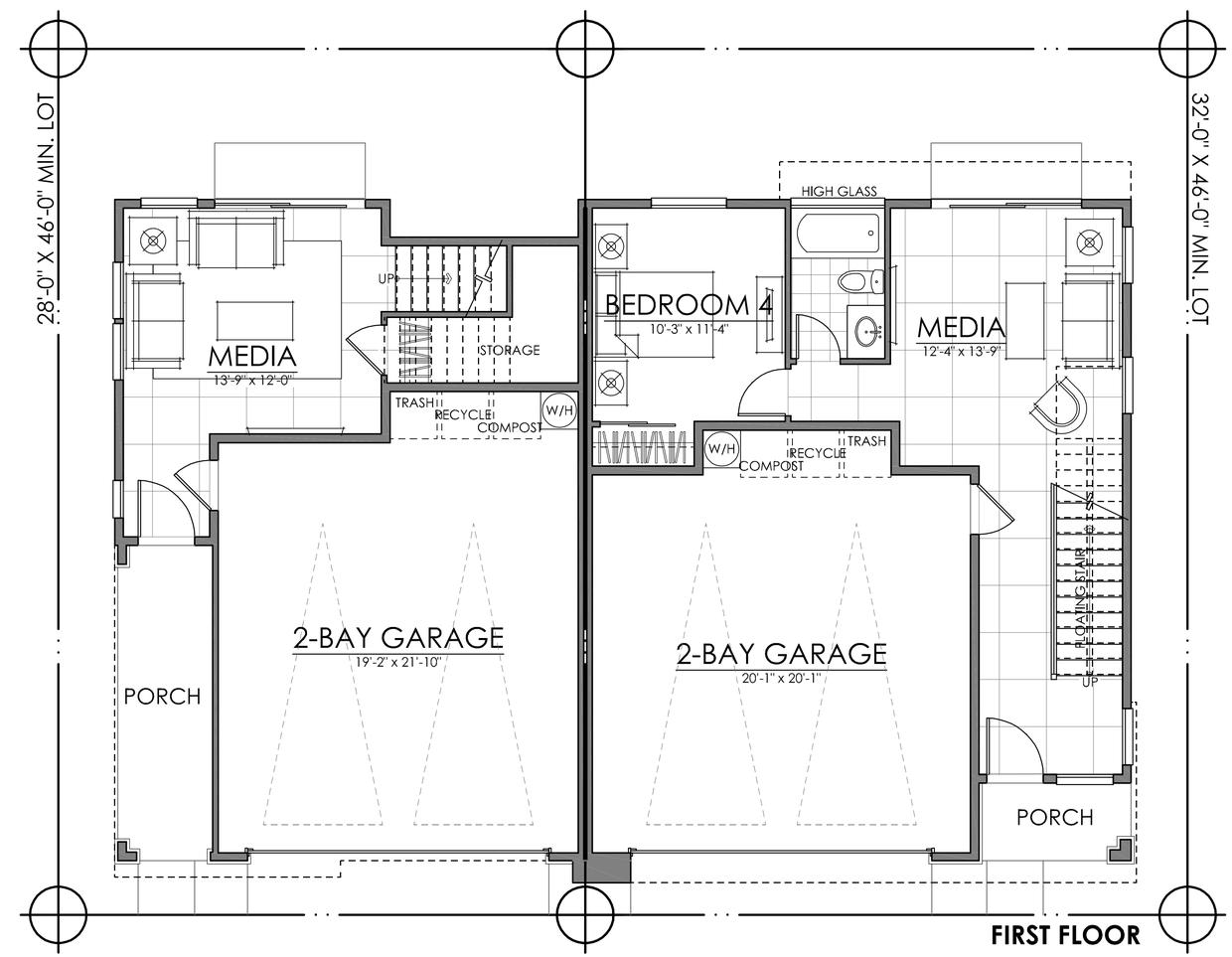


SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

UNIT ONE	
FIRST FLOOR	303 SQ. FT.
SECOND FLOOR	760 SQ. FT.
THIRD FLOOR	783 SQ. FT.
TOTAL LIVING	**1846 SQ. FT.**

UNIT TWO	
FIRST FLOOR	539 SQ. FT.
SECOND FLOOR	923 SQ. FT.
THIRD FLOOR	1010 SQ. FT.
TOTAL LIVING	**2472 SQ. FT.**

07.01.24

THE YARDS | DUETS | ELEVATION B

GREENBRIAR LANDING | THE YARDS | LENNAR

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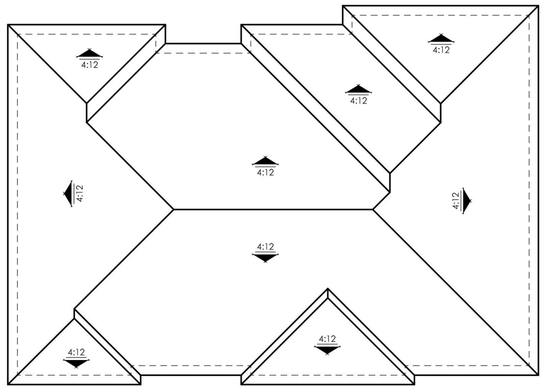

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BREA, CALIFORNIA

SCHEME 5 | STONE B

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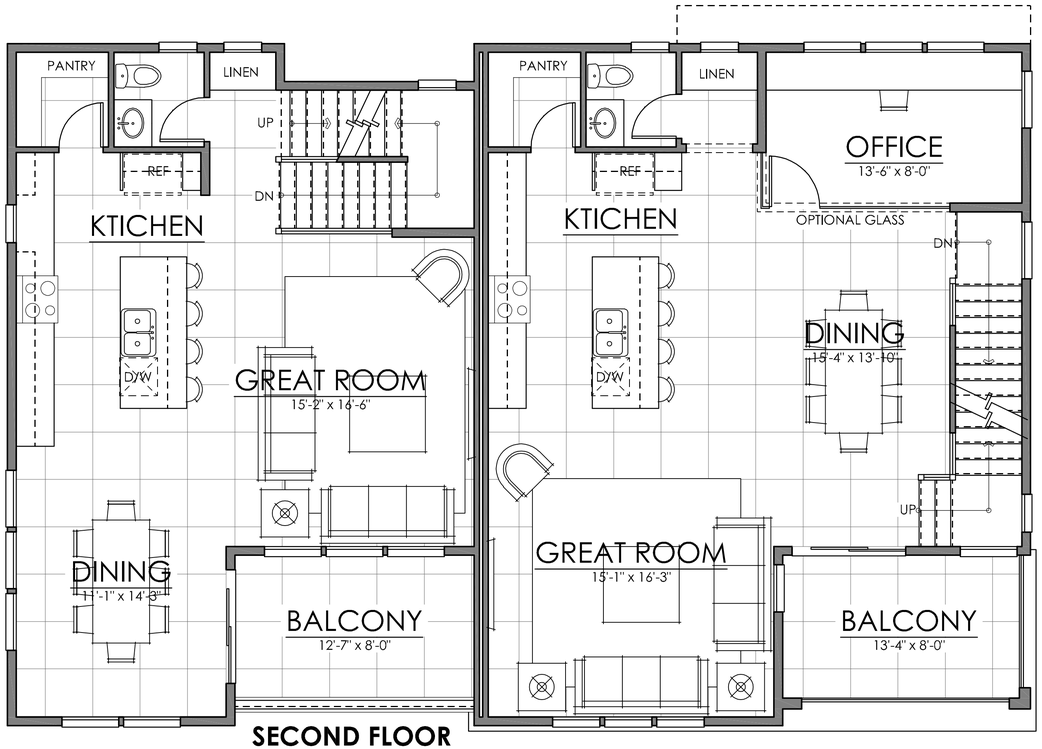
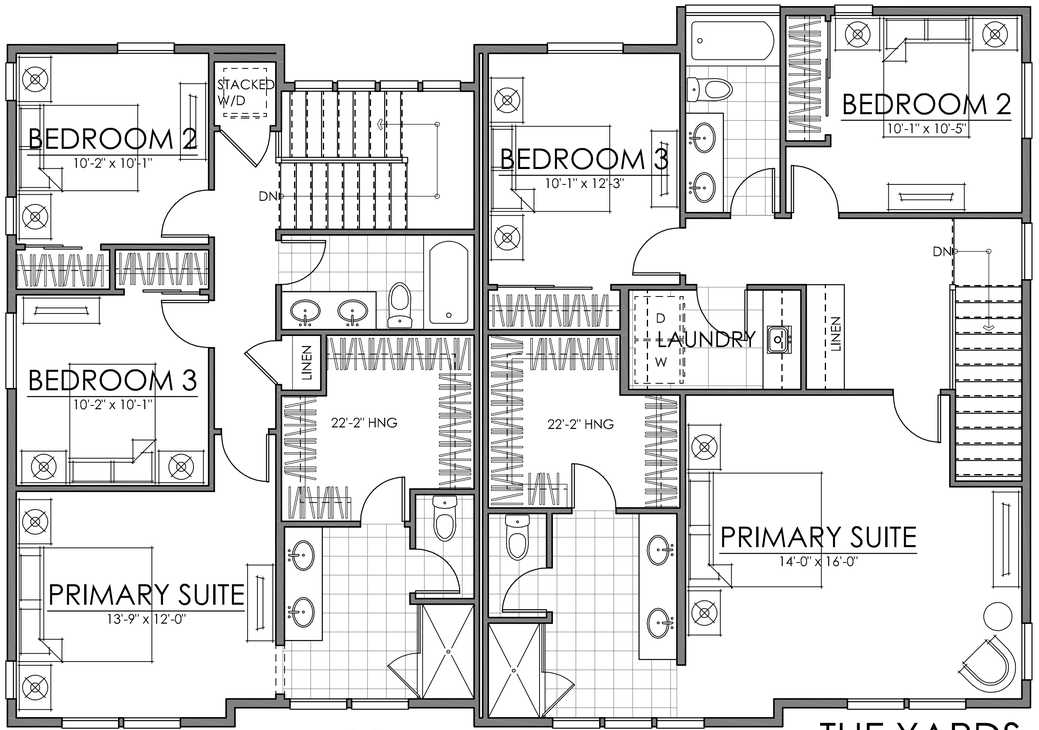


SECOND FLOOR



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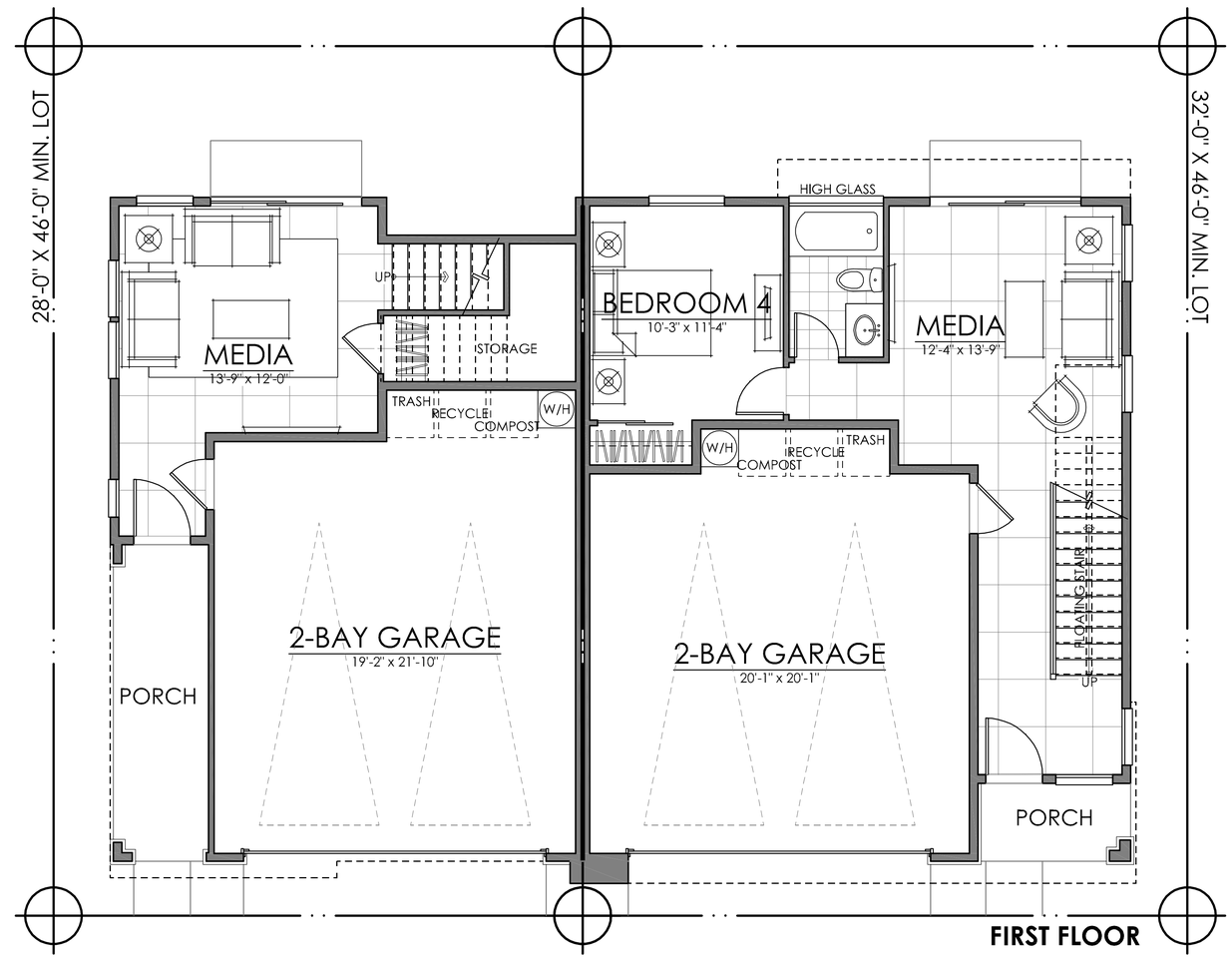

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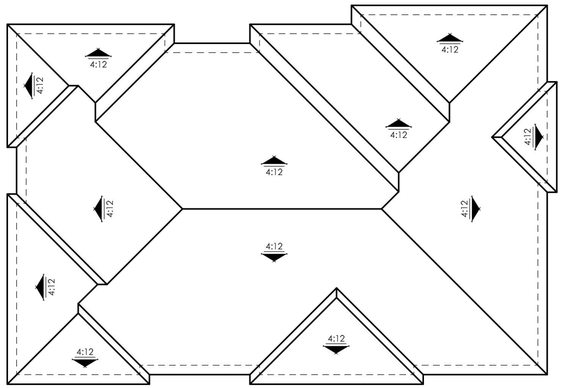

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ATTACHMENT K

RECORDING REQUESTED BY,
AND WHEN RECORDED MAIL
TO:

CITY OF BREA
1 CIVIC CENTER CIRCLE
BREA, CALIFORNIA 92821
ATTN: CITY CLERK

SPACE ABOVE THIS LINE FOR RECORDER'S USE

EXEMPT FROM RECORDING FEE PER GOVERNMENT CODE SECTION 6103

DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF BREA

AND

LENNAR HOMES OF CALIFORNIA, LLC

REGARDING

THE GREENBRIAR RESIDENTIAL DEVELOPMENT PROJECT

DRAFT

TABLE OF CONTENTS

DRAFT

NOTE: Draft Development Agreement may be further updated prior to the City Council consideration of the Project.

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT ("Development Agreement" or "Agreement") is made and entered into as of _____, 2025 ("Agreement Date") by and between the CITY OF BREA, a municipal corporation organized and existing under the laws of the State of California ("City"), and Lennar Homes of California, LLC, a California limited liability company ("Developer"). City and Developer are referred to individually as "Party," and collectively as the "Parties."

RECITALS

This Agreement is entered upon the basis of the following facts, understandings and intentions of City and Developer.

A. The lack of certainty in the approval of development projects can result in a waste of resources, escalate the cost of housing and other development, and discourage investment in and commitment to comprehensive planning that would make maximum efficient utilization of resources at the least economic cost to the public.

B. In order to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs and risk of development, the Legislature of the State of California enacted Section 65864 et seq. of the Government Code (the "Development Agreement Legislation"), which authorizes City and a developer having a legal or equitable interest in real property to enter into a binding development agreement, establishing certain development rights in the property.

C. Developer has a legal interest in certain real property consisting of approximately 9.7 acres located at 1698–1700 Greenbriar Land, Brea, as more particularly described in Exhibit A attached hereto, and as diagrammed in Exhibit B attached hereto (the "Property").

D. Developer intends to develop the Property as a residential community of 180 dwelling units and other uses (defined more fully in Article [___] below as the "Project").

E. The complexity, magnitude and long-range nature of the Project would be difficult for Developer to undertake if City had not determined, through this Development Agreement, to inject a sufficient degree of certainty in the land use regulatory process to justify the substantial financial investment associated with development of the Project. As a result of the execution of this Development Agreement, both Parties can be assured that the Project can proceed without disruption caused by a change in City planning and development policies and requirements, which assurance will thereby reduce the actual or perceived risk of planning, financing and proceeding with construction of the Project.

F. In addition to other public benefits provided by the Project, the Project will result in development of off-site affordable housing units that exceed the City's minimum affordable

housing requirements (as further described in Exhibit C). The off-site housing will be developed on a property located at the southeast corner of Mercury Lane and Berry Street (the "Off-Site Property").

G. Developer has applied for, and City has granted, the Project Approvals (as defined in Section 1.4) in order to protect the interests of its citizens in the quality of their community and environment. As part of the Project Approvals, City has undertaken, pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq., hereinafter "CEQA"), the required analysis of the environmental effects that would be caused by the Project and has determined those feasible mitigation measures which will eliminate, or reduce to an acceptable level, the adverse environmental impacts of the Project. The environmental effects of the proposed development of the Property were originally analyzed by the Greenbriar Residential Development Project EIR (as defined in Section 1.4.1) certified by City on [_____] in connection with the Project. City has also adopted a mitigation monitoring and reporting program (the "MMRP") to ensure that those mitigation measures incorporated as part of, or imposed on, the Project are enforced and completed. Those mitigation measures for which Developer is responsible are incorporated into, and required by, the Project Approvals. City has also adopted findings of fact and statements of overriding considerations for those adverse environmental impacts of the Project that may not or cannot be mitigated to an acceptable level.

H. In addition to the Project Approvals, the Project may require various additional land use and construction approvals, termed Subsequent Approvals (as defined in Section 1.4.6), in connection with development of the Project.

I. On [date], the City of Brea Planning Commission ("Planning Commission"), the initial hearing body for purposes of development agreement review, adopted its recommendation to the City Council regarding approval of this Development Agreement pursuant to Resolution No. [____]. On [date], the City of Brea City Council ("City Council") adopted its Ordinance No. [____] approving this Development Agreement and authorizing its execution.

J. For the reasons recited herein, City and Developer have determined that the Project is a development for which this Development Agreement is appropriate to eliminate uncertainty regarding Project Approvals (including the Subsequent Approvals), thereby encouraging planning for, investment in and commitment to use and development of the Property; to use and develop the Property for substantial housing, employment, and property tax benefits as well as other public benefits to City; and to contribute to the provision of needed infrastructure for area growth, thereby achieving the goals and purposes for which the Development Agreement Legislation was enacted.

NOW, THEREFORE, in consideration of the mutual covenants and promises set forth herein, City and Developer agree as follows:

ARTICLE 1.
GENERAL PROVISIONS

1.1 Parties. City. City is the City of Brea, a California municipal corporation.

1.1.2 Developer. Developer is a California limited liability company, with offices located at 2000 Fivepoint, Suite 365, Irvine, California 92618. "Developer," as used in this

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Development Agreement, shall include any permitted assignee or successor-in-interest as herein provided.

1.2 Relationship of Parties. It is understood that the contractual relationship between City and Developer is such that City and Developer are each an independent party and neither is the agent or partner of the other for any purpose whatsoever and neither shall be considered to be the agent or partner of the other for any purpose whatsoever.

1.3 Property Subject to this Development Agreement. All of the Property, as described in Exhibit A and shown in Exhibit B, shall be subject to this Development Agreement.

1.5 Interest of Developer. Developer warrants and represents that, as of the Effective Date, it has or will have legal title to or an equitable interest in the Site; that it has full legal right to enter into this Agreement; and that the persons executing this Agreement on behalf of Developer have been duly authorized to do so.

1.6 Binding Effect of Agreement.

1.6.1 Developer hereby subjects the Property to the covenants, reservations, and restrictions as set forth in this Agreement. City and Developer hereby declare their mutual and specific intent that the covenants, reservations and restrictions as set forth herein shall be deemed covenants running with the land and shall pass to and be binding upon each of Developer's successors and assigns in title or interest to the Property. Each and every contract, deed, or other instrument hereinafter executed, covering, or conveying the Property or any portion thereof shall conclusively be held to have been executed, delivered, and accepted subject to the covenants, reservations, and restrictions expressed in this Agreement, regardless of whether such covenants, reservations, and restrictions are set forth in such contract, deed, or other instrument.

1.6.2 The parties hereby further declare their understanding and intent that the benefit of such covenants, reservations, and restrictions touch and concern the land by enhancing and increasing the enjoyment and use of the Site by Developer and the future occupants of the Site, the intended beneficiaries of such covenants, reservations, and restrictions, and by furthering the public purposes for which this Agreement is adopted.

1.7 Term. Effective Date. This Development Agreement shall become effective upon the effectiveness of the ordinance approving this Agreement (the "Effective Date").

1.7.2 Term of the Agreement. The term ("Term") of this Development Agreement shall commence upon the Effective Date and shall continue in full force and effect for a period of ten (10) years, unless extended or earlier terminated as provided in this Agreement. The Term has been established by the Parties as a reasonable estimate of the time required to develop the Project and obtain the Public Benefits of the Project. This Agreement shall terminate with respect to any for-sale residential lot and such lot shall be released and no longer be subject to this Agreement, without the execution or recordation of any further document, when a certificate of occupancy has been issued for the building(s) on the lot.

1.8 Project Approvals. Developer has applied for and obtained various environmental and land use approvals and entitlements related to the development of the Project, as described

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below. For purposes of this Development Agreement, the term "Project Approvals" shall mean all of the approvals, plans and agreements described in this Section 1.4.

1.8.1 EIR. On [date], following Planning Commission review and recommendation, and after a duly noticed public hearing, the City Council, by Resolution No. _____, certified that the Greenbriar Residential Development Project Environmental Impact Report (State Clearinghouse No. _____) pursuant to CEQA and adopted findings in support thereof (the "EIR").

1.8.2 General Plan Amendments. On [date], following Planning Commission review and recommendation, and after a duly noticed public hearing, the City Council, by Resolution No. _____, amended the City General Plan (the "General Plan Amendments") to change the land use designation for the Project from General Commercial to Mixed-Use II.

1.8.3 Zone Change. On [date], following Planning Commission review and recommendation, and after a duly noticed public hearing, the City Council, by Ordinance No. _____, approved a change in zoning for the Project site from General Commercial (C-G Zone) to Mixed Use (MU-II Zone).

1.8.4 Development Agreement. On [date], following Planning Commission review and recommendation, and after a duly noticed public hearing, the City Council, by Ordinance No. [_____], approved this Development Agreement and authorized its execution.

1.8.5 Additional Entitlements. On [date], following Planning Commission review and recommendation, and after a duly notice public hearing, the City Council, by Resolution No. [_____], approved Vesting Tentative Tract Map No. [_____] and Precise Development Review No. [_____] pursuant to Section 20.258.010.D of the Brea City Code.

1.8.6 Subsequent Approvals. In order to develop the Project as contemplated in this Development Agreement, the Project may require land use approvals, entitlements, development permits, and use and/or construction approvals in addition to those listed in Sections 1.4.1 through 1.4.5 above , which may include, without limitation: development plans, amendments to applicable conditional use permits, minor conditional use permits, administrative remedy, variances, subdivision approvals, street abandonments, design review approvals, demolition permits, improvement agreements, infrastructure agreements, grading permits, building permits, right-of-way permits, lot line adjustments, site plans, sewer and water connection permits, certificates of occupancy, parcel maps, lot splits, landscaping plans, master sign programs, transportation demand management programs, encroachment permits, and amendments thereto and to the Project Approvals (collectively, "Subsequent Approvals"). At such time as any Subsequent Approval applicable to the Property is approved by the City, then such Subsequent Approval shall become subject to all the terms and conditions of this Development Agreement applicable to Project Approvals and shall be treated as a "Project Approval" under this Development Agreement.

1.9 Definitions. The capitalized terms used in this Development Agreement shall have the meanings set forth in Appendix I attached hereto.

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ARTICLE 2.
PUBLIC BENEFITS

2.1 Public Benefits. In consideration of, and in reliance on, City agreeing to the provisions of this Development Agreement, City has determined that the Project will, among other public benefits, reduce uncertainties in planning and provide for the orderly development of the Project site; provide new for-sale housing opportunities to attract new residents to the City; provide for affordable housing; and generate new property revenues for the City.

2.2 Affordable Housing.

2.2.1 Number of Affordable Units. The Project shall provide no less than the amount of Affordable Housing identified in Exhibit C, attached hereto. These units shall fulfill the City's Affordable Housing requirement for the Project set forth at Chapter 20.40 of the City Code or any successor ordinance or regulation.

2.2.2 Affordability Restrictions. Developer agrees that it shall cause the affordable units to be income restricted per Health and Safety Code and rented at affordable rents as defined and published by the California Tax Credit Allocation Committee ("CTCAC") of any successor thereto for a minimum of fifty-five (55) years following first occupancy based on AMI for Orange County as determined and published annually by CTCAC for a family of a size appropriate to the unit.

2.2.3 Local Preference. To the maximum extent permitted by applicable law, include all applicable fair housing laws and regulations, Developer shall establish and maintain an interest list based on Brea residency and Brea employment substantially consistent with City's then-current Affordable Housing Guidelines for Brea City Code Chapter 20.40. Developer shall provide at least thirty (30) days' advance notice to households on such interest list prior to any general marketing of such affordable units, all in accordance with the Affordable Housing Agreement. Developer shall cooperate with the City to regularly provide the City with an updated interest list when units become available. The Parties acknowledge and agree that the City shall have no responsibility for maintaining such interest list.

2.2.4 Affordable Housing Agreement. Prior to the issuance of the first building permit for the multi-family development, Developer shall enter into an Affordable Housing Agreement with the City, in a form subject to the approval of the City Attorney for the purpose of guaranteeing the affordability in compliance with this Section, which agreement must result in recorded covenants upon the property to assure affordable rents as required in this Section.

ARTICLE 3.
DEVELOPMENT OF THE PROPERTY

3.1 Development of the Property. The type, density, intensity, configuration of uses allowed, the size and location of buildings and other improvements and provisions for the reservation or dedication of land for public purposes, location of public improvements, including, but not limited to landscaping, irrigation, sidewalk, and drive approaches, together with other terms and conditions of Development applicable to the Project, shall be as set forth in the Project Approvals and this Agreement.

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3.2 No Affirmative Obligation To Develop. Nothing in this Development Agreement is intended to create any affirmative development obligations to develop the Project at all or in any particular order or manner, or liability in Developer under this Development Agreement if the development fails to occur.

3.3 Timing of Development; *Pardee* Finding. Because the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal.3d 465 (1984), that the failure of the parties therein to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over the parties' agreement, it is the Parties' intent to cure that deficiency by acknowledging and providing that, subject to any infrastructure phasing requirements that may be required by the Project Approvals, Developer shall have the right (without obligation) to develop the Property in such order and at such rate and at such times as Developer deems appropriate within the exercise of its subjective business judgment, provided, however, that nothing in the forgoing shall relieve Developer from complying with any requirements related to delivery of affordable housing set forth in Exhibit C.

3.4 Moratorium. No City-imposed moratorium or other limitation (whether relating to the rate, timing or sequencing of the development or construction of all or any part of the Property, whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether enacted by the City Council, an agency of City, the electorate, or otherwise) affecting parcel or subdivision maps (whether tentative, vesting tentative or final), building permits, occupancy certificates or other entitlements to use or service (including, without limitation, water and sewer) approved, issued or granted within City, or portions of City, shall apply to the Property to the extent such moratorium or other limitation is in conflict with this Agreement; provided, however, the provisions of this Section shall not affect City's compliance with moratoria or other limitations mandated by other governmental agencies or court-imposed moratoria or other limitations.

3.5 Vested Rights. Developer shall have the vested right, as that term is defined under California law applicable to the development of land or property, to develop the Property in accordance with the terms and conditions of the Project Approvals and this Agreement, and City shall have the right to control Development of the Site in accordance with the provisions of the Project Approvals and this Agreement. Except as expressly provided in this Agreement, only those City ordinances, resolutions, codes, rules, regulations and official policies of the City governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, timing and phasing of development, the maximum height and size of buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to Project in effect as of the Effective Date (collectively "Applicable Rules") shall apply to the construction and development of the Project and the Property.

3.6 Applicable Rules, Exclusions. Unless otherwise expressly provided in this Agreement, "Applicable Rules" excludes any City ordinance, resolution, code, rule, regulation or official policy related to: (i) the conduct of businesses, professions, and occupations; (ii) taxes and assessments; (iii) the amount of any generally applicable Development Impact Fees or Processing Fees charged by the City on a citywide basis; (iv) the control and abatement of nuisances; (v) reasonable requirements to ensure public safety and are made applicable throughout the City; or (vi) the granting of encroachment permits and the conveyance of similar rights and interests that

provide for the use of or the entry upon public property or the exercise of the power of eminent domain.

3.7 Changes in Applicable Rules. Changes to the Applicable Rules adopted or enacted by City after the Effective Date ("Future Rules") shall not apply to the Project to the extent any such changes conflict with Developer's vested rights under this Agreement. For these purposes, Future Rules would conflict with Developer's vested rights under this Agreement if they: (i) materially impede, delay, or increase the cost of developing the Project in conformance with the Project Approvals; or (ii) directly impose new limits or controls on the type, rate, timing, phasing or sequencing of development as allowed under the Project Approvals. Future Rules that conflict with Developer vested rights under this Agreement may nevertheless apply to the Property if consented to in writing by Developer.

3.8 Effect of Changes to State or Federal Laws.

3.8.1 Developer's vested rights under this Agreement shall not preclude the application to the Project and the Property any changes in City ordinances, regulations, plans, or specifications that are: (i) specifically mandated and required by changes in state or federal laws or regulations as provided in Government Code Section 65869.5 or any successor provision or provisions; (ii) required to ensure access under the Americans with Disabilities Act; or (iii) any and all new health and safety regulations (e.g., fire, building, and seismic, plumbing, and electric codes) that become applicable to the City pursuant to state and federal law.

3.8.2 In the event any changes in state or federal laws prevent or preclude compliance with one or more of the provisions of this Agreement, City and Developer shall upon request of either Party meet in good faith to determine the feasibility of any modification or suspension of this Agreement that may be necessary to comply with such state or federal law and to determine the effect such modification or suspension would have on the purposes and intent of this Agreement. Following the meeting between the Parties, the provisions of this Development Agreement may, to the extent feasible, and upon mutual agreement of the Parties, be modified or suspended, but only to the minimum extent necessary to comply with such State or Federal Law.

3.8.3 In the event any changes in state or federal laws operates to frustrate irremediably and materially the Developer's vested rights under this Agreement, Developer shall have the right to terminate this Agreement or to challenge such state or federal law (by any method, including litigation); provided that Developer shall hold City harmless and City shall have no obligation under this Agreement to support Developer's challenge. In the event Developer's challenge is successful, this Development Agreement shall remain unmodified and in full force and effect, unless the Parties mutually agree otherwise, except that if the Term of this Development Agreement would otherwise terminate during the period of any such challenge and Developer has not commenced with the development of the Project in accordance with this Development Agreement as a result of such challenge, the Term shall be extended for the period of any such challenge.

3.8.4 If any Future Rule or state or federal law expands, extends, enlarges or broadens Developer's rights to develop the Project, then, (a) if such law is mandatory, the provisions of this Development Agreement shall be modified as may be necessary to comply or

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conform with such new law, and (b) if such law is permissive, City will meet and confer with Developer regarding the provisions of this Development Agreement may be modified under the new law. Immediately after enactment of any such new law, upon Developer's request, the Parties shall meet and confer in good faith for a period not exceeding sixty (60) days (unless such period is extended by mutual written consent of the Parties) to prepare such modification. Developer shall have the right to challenge City's refusal to apply any new law mandating expansion of Developer's rights under this Development Agreement, and in the event such challenge is successful, this Development Agreement shall be modified to comply with, or conform to, the new law.

3.9 Conflicts. In the event of an irreconcilable conflict between the provisions of the Project Approvals (on the one hand) and the Applicable Rules (on the other hand), the provisions of the Project Approvals shall apply. In the event of a conflict between the Project Approvals (on the one hand) and this Development Agreement, in particular, (on the other hand), the provisions of this Development Agreement shall control.

3.10 Processing Subsequent Approvals.

3.10.1 Processing of Subsequent Approvals. City will accept, make completeness determinations, and process, promptly and diligently, to completion all applications for Subsequent Approvals for the Project, in accordance with the terms of this Development Agreement. City shall not use its authority in considering any application for a discretionary Subsequent Approval to unreasonably prevent or delay development of the Project as set forth in the Project Approvals.

3.10.2 Subsequent CEQA Review. In the event that any additional CEQA documentation is legally required for any discretionary Subsequent Approval for the Project, then the scope of such documentation shall be focused, to the extent consistent with CEQA, on the specific subject matter of the Subsequent Approval.

3.10.3 Additional Staffing. If, at the such time as Developer submits an application for a Subsequent Approval, City informs Developer that current City staff levels do not permit the prompt review Developer's applications, City may, at the request and sole expense of Developer, hire plan check, inspection and other personnel, or hire additional consultants for such actions, or allocate use of exclusively dedicated staff time, such that the Developer's timeline can be achieved. City and Developer shall consult in good faith regarding the terms of a deposit agreement to cover the cost of any additional staffing.

3.10.4 Conditions of Subsequent Approvals. Nothing in this Agreement shall limit City's authority to impose reasonable conditions on the Subsequent Approvals, including without limitation, normal and customary dedications for rights of way or easements for public access, utilities, water, sewers, and drainage necessary for the Project; provided, however, such conditions and dedications shall not be inconsistent with the Applicable Rules or Project Approvals.

3.11 Developer's Right to Rebuild. If during the Term of this Agreement, it becomes necessary due to natural disaster, changes in seismic requirements renovate or rebuild the Project or should the buildings located within the Project become functionally outdated, within

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Developer's sole discretion, due to changes in technology, then Developer shall have the vested right to renovate or rebuild the Project consistent with the Project Approvals and this Agreement.

3.12 Life of Project Approvals and Subdivision Maps.Life of Subdivision Maps. The terms of any subdivision or parcel map for the Property, any amendment or reconfiguration thereto, or any subsequent tentative map, shall be automatically extended such that such tentative maps remain in effect for a period of time coterminous with the term of this Development Agreement. If, however, the terms of any subdivision or parcel map for the Property, any amendment or reconfiguration thereto, or any subsequent tentative map is extended beyond the Term of this Agreement, the Term of this Agreement shall not be automatically extended unless amended as provided in this Agreement.

3.12.2 Life of Other Project Approvals. The term of all other Project Approvals shall be automatically extended such that these Project Approvals remain in effect for a period of time at least as long as the term of this Development Agreement.

3.12.3 Termination of Agreement. In the event that this Agreement is terminated prior to the expiration of the Term of the Agreement, the term of any subdivision or parcel map or any other Project Approval and the vesting period for any final subdivision map approved as a Project Approval shall be the term otherwise applicable to the approval, inclusive of any approved extensions.

3.13 Infrastructure.Infrastructure Phasing Flexibility. Notwithstanding the provisions of any phasing requirements in the Project Approvals, Developer and City recognize that economic and market conditions may necessitate changing the order in which the infrastructure is constructed. Therefore, City and Developer hereby agree that should it become necessary or desirable to develop any portion of the Project's infrastructure in an order that differs from the order set forth in the Project Approvals, Developer and City shall collaborate and City shall permit any reasonable modification requested by Developer so long as the modification continues to ensure adequate infrastructure is available to serve that portion of the Project being developed.]

3.13.2 Infrastructure Capacity. Subject to Developer's installation of infrastructure in accordance with the requirements of the Project Approvals, City hereby acknowledges that it will have, and shall reserve, sufficient capacity in its infrastructure, services and utility systems, including, without limitation, traffic circulation, storm drainage, flood control, sewer collection, sewer treatment, sanitation service and, except for reasons beyond City's control, water supply, treatment, distribution and service, as and when necessary to serve the Project as it is developed. To the extent that City renders such services or provides such utilities, City hereby agrees that it will serve the Project and that there shall be no unreasonable restriction on hookups or service for the Project except for reasons beyond City's control.

3.13.3 Traffic Improvements. In accordance with the Traffic Impact Analysis prepared for the Project, the Developer shall pay its fair-share contribution toward the following

roadway improvements prior to the issuance of the first Certificate of Occupancy for the Project, to the satisfaction of Community Development Director and/or Public Works Director.

Location	Improvement(s)
Associated Road & Shopping Center Drive No. 1	• Installation of a traffic signal

3.14 Written Verification of Sufficient Water Supply. Any and all tentative subdivision maps approved for the Project shall comply with Government Code Section 66473.7, if, and to the extent, required by Government Code Section 65867.5(c).

ARTICLE 4.
ADDITIONAL RIGHTS AND OBLIGATIONS OF THE PARTIES; ALLOCATIONS OF RIGHTS AND OBLIGATIONS OF THE PARTIES

4.1 Conveyance of Public Infrastructure. Acceptance; Maintenance. Upon completion of public infrastructure to be completed by Developer, if any, Developer shall offer for dedication to City from time to time as such public infrastructure is completed, and City shall promptly accept from Developer the completed public infrastructure (and release to Developer any bonds or other security posted in connection with performance thereof in accordance with the terms of such bonds), and thereafter City shall maintain the public infrastructure. Developer may offer dedication of public infrastructure in phases and the City shall not refuse to accept such phased dedications or refuse phased releases of bonds or other security so long as all other conditions for acceptance have been satisfied.

4.2 Assessment Financing. In the event that Developer, in its sole discretion, elects to form any assessment districts (including without limitation Mello Roos Districts and Landscaping and Lighting Districts), community facilities districts, Geologic Hazard Abatement Districts, and tax exempt financing mechanisms (a "Financing Mechanism"), the City agrees to consider such application in good faith. Ultimate legislative discretion of the approval or disapproval of an application for such a district remains with the City Council.

4.3 Eminent Domain Powers. City agrees to cooperate with Developer in implementing all of the conditions of all Project Approvals, including but not limited to consideration of the use of its eminent domain powers; provided however that the use of eminent domain shall be in the sole and absolute discretion of City and subject to all applicable legal requirements.

4.4 Public Improvements. Developer and City shall each use its best efforts to ensure that all public infrastructure in connection with the Project is (i) designed and constructed in accordance with all applicable City standards, (ii) can be reviewed and accepted by City in the most expeditious fashion possible, and (iii) maintained by City after acceptance, including, without limitation, maintenance of the public parks. Developer (or its affiliates or contractor(s)) shall be responsible for obtaining all permits and approvals necessary for development of the public infrastructure.

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4.5 Reimbursement. Nothing in this Agreement precludes City and Developer from entering into any reimbursement agreements for the portion (if any) of the cost of any dedications, public facilities and/or infrastructure that City may require as conditions of the Project Approvals to the extent that they are in excess of those reasonably necessary to mitigate the impacts of the Project.

4.6 Model Homes. Prior to recordation of any final map, City agrees to issue building permits and occupancy certificates for the construction of model homes (and related model home complex structures) that will be used by Developer for the purpose of promoting sales of single family residential units within the Project; provided, however, in no event shall City be required to issue more than fifteen (15) building permits for the construction of model homes, and in no event shall Developer be permitted to sell or transfer any model home until a final map has been recorded on that portion of the Project where the model home is located.

ARTICLE 5.
ANNUAL REVIEW

5.1 Annual Review. The annual review required by California Government Code Section 65865.1 shall be conducted for the purposes and in the manner stated in those laws as further provided herein. As part of that review, City and Developer shall have a reasonable opportunity to assert action(s) that either Party believes have not been undertaken in accordance with this Development Agreement, to explain the basis for such assertion, and to receive from the other Party a justification for the other Party's position with respect to such action(s), and to take such actions as permitted by law. The procedure set forth in this Article shall be used by Developer and City in complying with the annual review requirement. The City and Developer agree that the annual review process shall review compliance by Developer and City with the obligations under this Development Agreement but shall not review compliance with other Project Approvals, provided nothing in this Agreement shall limit City's authority to otherwise review compliance with the Project Approvals.

5.2 Commencement of Process. City's Community Development Director, or their designee, shall commence the annual review process by notifying Developer in writing at least forty-five (45) days prior to the anniversary of the Effective Date each year that the annual review process shall commence as specified in this Section. Failure of Community Development Director to send such notification at least forty-five (45) days prior to the anniversary of the Effective Date shall be deemed to extend the time period in which annual review is required until at least forty-five (45) days after such notice is provided. City's failure to perform an annual review pursuant to the terms of the Article 5 shall not constitute or be asserted as a default by Developer.

5.3 Developer Compliance Letter. Not less than thirty (30) days after receipt of the Community Development Director's notice pursuant to Section 5.2, Developer shall submit a letter to the Community Development Director demonstrating Developer's good faith compliance with the material terms and conditions of this Development Agreement and shall include in the letter a statement that the letter is being submitted to City pursuant to the requirements of Government Code Section 65865.1.

5.4 City Review.

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5.4.1 Within thirty (30) days after the receipt of Developer's letter, the Community Development Director shall review Developer's submission and determine whether Developer has, for the year under review, demonstrated good faith compliance with the material terms and conditions of this Development Agreement.

5.4.2 Upon completion of an annual review, the Community Development Director shall submit a report to the City Council setting forth the evidence concerning good faith compliance by Owner with the terms of this Agreement and his recommended finding on that issue. If the Council finds on the basis of substantial evidence that Owner has complied in good faith with the terms and conditions of this Agreement, the review shall be concluded. If the Council makes a preliminary finding that Owner has not complied in good faith with the terms and conditions of this Agreement, City shall grant Developer a reasonable period of time to cure the alleged noncompliance, which period may be extended by the Community Development Director if, in their reasonable discretion, finds that Developer is working in good faith to cure their noncompliance and additional time is reasonably necessary.

5.4.3 Upon the end of the cure period, the Community Development Director shall submit a report to the City Council regarding Developer's efforts to cure their noncompliance. If the Council, at public meeting, determines that Developer is in compliance with the material terms and conditions of this Development Agreement, the annual review shall be deemed concluded and City shall, at Developer's request, issue and have recorded a Certificate of Compliance indicating Developer's compliance with the terms of this Development Agreement. If the City Council instead finds and determines, on the basis of substantial evidence, that Developer has not complied in good faith with the material terms or conditions of this Development Agreement and that Developer is in material breach of this Development Agreement, City may deem Developer in default, provide Developer additional time to cure their non-compliance, or seek any other remedy available to City. The procedures set forth in this Section shall supplement and shall not replace any remedies otherwise available to a defaulting Party under this Agreement or available at law or equity.

ARTICLE 6.
AMENDMENTS

6.1 Amendments to Development Agreement. This Agreement may be amended or canceled, in whole or in part, only by mutual written consent of the parties and then in the manner provided for in Government Code Section 65868, et seq., or successor provisions thereto.

6.2 Operating Memoranda. The provisions of this Development Agreement require a close degree of cooperation between City and Developer and development of the Property hereunder may demonstrate that refinements and clarifications are appropriate with respect to the details of performance of City and Developer. If and when, from time to time, during the term of this Development Agreement, City and Developer agree that such clarifications are necessary or appropriate, City and Developer shall effectuate such clarifications through operating memoranda approved by City and Developer, which, after execution, shall be attached hereto as addenda and become a part hereof, and may be further clarified from time to time as necessary with future approval by City and Developer. No such operating memoranda shall constitute an amendment to this Development Agreement requiring public notice or hearing. The City Manager, in

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consultation with the City Attorney, shall make the determination on behalf of City whether a requested clarification may be effectuated pursuant to this Section or whether the requested clarification is of such a character to constitute an amendment to the Agreement. The City Manager shall be authorized to execute any operating memoranda hereunder on behalf of City.

6.3 Amendments to Project Approvals. Project Approvals may be amended or modified from time to time in the manner otherwise provided for in state or local law. All amendments to the Project Approvals shall automatically be treated in the same manner as Project Approvals without further action only if none of the conditions described in CEQA Regulation 15162 have occurred.

ARTICLE 7.
DEFAULT, REMEDIES AND TERMINATION

7.1 Events of Default. Subject to any extensions of time by mutual consent of the Parties in writing, and subject to the provisions of Section 11.2 hereof regarding permitted delays and a Mortgagee's right to cure pursuant to Section 10.3 hereof, any failure by either Party to perform any material term or provision of this Development Agreement (not including any failure by Developer to perform any term or provision of any other Project Approvals) shall constitute an "Event of Default," in the following circumstances:

7.1.1 The defaulting Party does not cure such failure within sixty (60) days (such sixty (60) day period is not in addition to any sixty (60) day cure period under Section 5.7, if Section 5.7 is applicable) following written notice of default from the other Party, where such failure is of a nature that can be cured within such sixty (60) day period; or

7.1.2 Such failure is not of a nature which can be cured within such sixty (60) day period, the defaulting Party does not within such sixty (60) day period commence substantial efforts to cure such failure, or thereafter does not within a reasonable time prosecute to completion with diligence and continuity the curing of such failure.

7.2 Notice of Default. Any notice of default given hereunder shall specify in detail the nature of the failures in performance that the noticing Party claims constitutes the Event of Default, all facts constituting substantial evidence of such failure, and the manner in which such failure may be satisfactorily cured in accordance with the terms and conditions of this Development Agreement. During the time periods herein specified for cure of a failure of performance, the Party charged therewith shall not be considered to be in default for purposes of (a) termination of this Development Agreement, (b) institution of legal proceedings with respect thereto, or (c) issuance of any approval with respect to the Project. The waiver by either Party of any default under this Development Agreement shall not operate as a waiver of any subsequent breach of the same or any other provision of this Development Agreement.

7.3 Meet and Confer. During the time periods specified in this Section to cure a failure of performance, the Parties shall meet and confer in a timely and responsive manner, to attempt to resolve any matters prior to litigation or other action being taken, including without limitation any action in law or equity; provided, however, nothing herein shall be construed to extend the time period for this meet and confer obligation beyond the sixty (60)-day cure period referred to in

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Section 7.1 (even if the sixty (60)-day cure period itself is extended pursuant to Section 7.1(ii)) unless the Parties agree otherwise in writing.

7.4 Remedies and Termination. If, after notice and expiration of the cure periods and procedures set forth in Sections 7.1 and 7.2, the alleged Event of Default is not cured, the non-defaulting Party, at its option, may institute legal proceedings pursuant to Section 7.4 of this Development Agreement and/or terminate this Development Agreement pursuant to Section 7.7 herein. In the event that this Development Agreement is terminated pursuant to Section 7.7 herein and litigation is instituted that results in a final decision that such termination was improper, then this Development Agreement shall immediately be reinstated as though it had never been terminated.

7.5 Legal Action by Parties.Remedies. Either Party may, in addition to any other rights or remedies, institute legal action to cure, correct or remedy any default, enforce any covenant or agreement herein, enjoin any threatened or attempted violation thereof, enforce by specific performance the obligations and rights of the Parties hereto or to obtain any remedies consistent with the purpose of this Development Agreement. All remedies shall be cumulative and not exclusive of one another, and the exercise of any one or more of these remedies shall not constitute a waiver or election with respect to any other available remedy.

7.5.2 No Damages. In no event shall either Party, or its boards, commissions, officers, agents, or employees, be liable in damages for any default under this Development Agreement, it being expressly understood and agreed that the sole legal remedy available to either Party for a breach or violation of this Development Agreement by the other Party shall be an action in mandamus, specific performance or other injunctive or declaratory relief to enforce the provisions of this Development Agreement by the other Party, or to terminate this Development Agreement. This limitation on damages shall not preclude actions by a Party to enforce payments of monies or the performance of obligations requiring an obligation of money from the other Party under the terms of this Development Agreement including, but not limited to obligations to pay attorneys' fees and obligations to advance monies or reimburse monies. In connection with the foregoing provisions, each Party acknowledges, warrants and represents that it has been fully informed with respect to, and represented by counsel of such Party's choice in connection with, the rights and remedies of such Party hereunder and the waivers herein contained, and after such advice and consultation has presently and actually intended, with full knowledge of such Party's rights and remedies otherwise available at law or in equity, to waive and relinquish such rights and remedies to the extent specified herein, and to rely to the extent herein specified solely on the remedies provided for herein with respect to any breach of this Development Agreement by the other Party.

7.6 Termination.Expiration of Term. Except as otherwise provided in this Development Agreement, this Development Agreement shall be deemed terminated and of no further effect upon the expiration of the Term of this Development Agreement as set forth in Section 1.3.

7.6.2 Survival of Obligations. Upon the termination or expiration of this Development Agreement as provided herein, neither Party shall have any further right or obligation with respect to the Property under this Development Agreement except with respect to

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any obligation that is specifically set forth as surviving the termination or expiration of this Development Agreement. The termination or expiration of this Development Agreement shall not affect the validity of the Project Approvals (other than this Development Agreement) for the Project.

ARTICLE 8.
COOPERATION AND IMPLEMENTATION

8.1 Further Actions and Instruments. Each Party to this Development Agreement shall cooperate with and provide reasonable assistance to the other Party and take all actions necessary to ensure that the Parties receive the benefits of this Development Agreement, subject to satisfaction of the conditions of this Development Agreement. Upon the request of any Party, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Development Agreement to carry out the intent and to fulfill the provisions of this Development Agreement or to evidence or consummate the transactions contemplated by this Development Agreement.

8.2 Regulation by Other Public Agencies. Other public agencies not within the control of City may possess authority to regulate aspects of the development of the Property separately from or jointly with City, and this Development Agreement does not limit the authority of such other public agencies. Nevertheless, City shall be bound by, and shall abide by, its covenants and obligations under this Development Agreement in all respects when dealing with any such agency regarding the Property. To the extent that City, the City Council, the Planning Commission or any other board, agency, committee, department or commission of City constitutes and sits as any other board, agency, commission, committee, or department, it shall not take any action that conflicts with City's obligations under this Agreement. In the event any state or federal resources agency (e.g., California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Regional Water Quality Control Board/State Water Resources Control Board,), in connection with its final issuance of a permit or certification for all or a portion of the Project, imposes requirements that require modifications to the Project, then the Parties will work together in good faith to incorporate such changes into the Project; provided, however, that if Developer appeals or challenges any such permit requirements, then the Parties may defer such changes until the completion of such appeal or challenge.

8.3 Other Governmental Permits and Approvals; Grants. Developer shall apply in a timely manner in accordance with Developer's construction schedule for the permits and approvals from other governmental or quasi-governmental agencies having jurisdiction over the Project as may be required for the development of, or provision of services to, the Project. Developer shall comply with all such permits, requirements and approvals. City shall cooperate with Developer in its endeavors to obtain (a) such permits and approvals and shall, from time to time, at the request of Developer, attempt with due diligence and in good faith to enter into binding agreements with any such entity to ensure the availability of such permits and approvals, or services, at each stage of the development of the Project; and (b) any grants for the Project for which Developer applies.

8.4 Indemnification and Legal Challenge.

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8.4.1 To the maximum extent permitted by law, Developer must defend, indemnify, and hold the City and its elected officials, officers, contractors serving as City officials, agents, and employees ("Indemnitees") harmless from liability for damage and/or claims for damage for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of Developer's activities in connection with the Development and/or construction of the Project, and which may arise from the direct or indirect operations of Developer or those of Developer's contractors, agents, tenants, employees, or any other persons acting on Developer's behalf, which relate to the Development and/or construction of the Project. This indemnity provision applies to all damages and claims for damage, as described above, regardless of whether or not the City prepared, supplied, or approved the plans, specifications, or other documents for the Project, including any associated public or private improvements.

8.4.2 Without limiting the generality of paragraph 8.4.1, Developer shall also defend, indemnify, and hold the Indemnitees harmless from and against any and all claims, liabilities, losses, damages, costs, and expenses arising from or related to any claims that Developer or Developer's contractors are required to pay prevailing wages pursuant to Labor Code Section 1720 *et seq*., in connection with the Development of the Project.

8.4.3 Without limiting the generality of paragraph 8.4.1, in the event of any legal action challenging the validity, applicability, or interpretation of any provision of this Agreement, any of the entitlement documents pertaining to the Project including, without limitation, the City's General Plan, Zoning Code, or any other supporting document relating to the Project, Developer shall also indemnify, defend, and hold harmless the Indemnitees with respect to all liability, costs, and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action.

8.4.4 With respect to any legal action or claim falling within Developer's defense, indemnity, and hold harmless obligations, the City shall have the right to select counsel of its choice and the parties shall cooperate in the defense. Developer shall provide, and maintain for the duration of such action or claim, a cash deposit to City in an amount or amounts determined by the City Attorney to be reasonably necessary to cover the City's legal fees, costs, and expenses. Developer shall not be entitled to a refund of funds expended from the deposit regardless of the outcome of the action or claim. The City shall refund to Developer any unexpended funds from the deposit within thirty (30) days of any final disposition or full and complete settlement of the action or claim.

8.4.5 In the event of any litigation challenging the effectiveness of this Agreement, or any portion hereof, this Agreement shall remain in full force and effect while such litigation, including any appellate review, is pending, unless otherwise ordered by the court. Absent issuance of an injunction, Developer may elect to continue Development under this Agreement pending completion of the litigation but it shall do so at its sole risk, and the City shall not be liable for any loss suffered as a result thereof. City shall take all actions it deems reasonably necessary or advisable to uphold the validity and enforceability of this Agreement. If this Agreement is adjudicated or determined to be invalid or unenforceable, City agrees, subject to all legal requirements, to consider modifications to this Agreement to render it valid and enforceable to the extent permitted by applicable law, maintain the integrity of the Project Approvals, and

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avoid or minimize to the greatest extent possible any material limitation to, or frustration of, Developer's vested rights under this Agreement.

8.4.6 This Section 8.4 shall survive this the expiration or earlier termination of this Agreement.

ARTICLE 9.
TRANSFERS AND ASSIGNMENTS

9.1 Right to Assign. Developer shall have the right to sell, assign or transfer ("Transfer") in whole or in part its rights, duties and obligations under this Development Agreement, to any person or entity at any time during the Term of this Development Agreement without the consent of City; provided, however, in no event shall the rights, duties and obligations conferred upon Developer pursuant to this Development Agreement be at any time so Transferred except through a transfer of the Property. In the event of a transfer of a portion of the Property, Developer shall have the right to Transfer its rights, duties and obligations under this Development Agreement that are applicable to the transferred portion, and to retain all rights, duties and obligations applicable to the retained portions of the Property. Upon Developer's request, City shall cooperate with Developer and any proposed transferee to identify completed obligations and allocate rights, duties and obligations under this Development Agreement and the Project Approvals among the transferred Property and the retained Property.

9.2 Release upon Transfer. Upon the Transfer of Developer's rights and interests under this Development Agreement pursuant to Section 9.1, Developer shall automatically be released from its obligations and liabilities under this Development Agreement with respect to that portion of the Property transferred, and any subsequent default or breach with respect to the Transferred rights and/or obligations shall not constitute a default or breach with respect to the retained rights and/or obligations under this Development Agreement, provided that (i) Developer has provided to City written notice of such Transfer, and (ii) the transferee executes and delivers to City a written agreement in which (a) the name and address of the transferee is set forth and (b) the transferee expressly and unconditionally assumes all of the obligations of Developer under this Development Agreement with respect to that portion of the Property transferred. Upon any transfer of any portion of the Property and the express assumption of Developer's obligations under this Agreement by such transferee, City agrees to look solely to the transferee for compliance by such transferee with the provisions of this Agreement as such provisions relate to the portion of the Property acquired by such transferee. A default by any transferee shall only affect that portion of the Property owned by such transferee and shall not cancel or diminish in any way Developer's rights hereunder with respect to any portion of the Property not owned by such transferee. The transferor and the transferee shall each be solely responsible for the reporting and annual review requirements relating to the portion of the Property owned by such transferor/transferee, and any amendment to this Agreement between City and a transferor or a transferee shall only affect the portion of the Property owned by such transferor or transferee. Failure to deliver a written assumption agreement hereunder shall not affect the running of any covenants herein with the land, as provided in Section 9.3 below, nor shall such failure negate, modify or otherwise affect the liability of any transferee pursuant to the provisions of this Development Agreement.

9.3 Covenants Run with the Land. All of the provisions, agreements, rights, powers, standards, terms, covenants and obligations contained in this Development Agreement shall be binding upon the Parties and their respective successors (by merger, reorganization, consolidation, or otherwise) and assigns, devisees, administrators, representatives, lessees, and all of the persons or entities acquiring the Property or any portion thereof, or any interest therein, whether by operation of law or in any manner whatsoever, and shall inure to the benefit of the Parties and their respective successors (by merger, consolidation or otherwise) and assigns. All of the provisions of this Development Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land pursuant to applicable law, including but not limited to, Section 1468 of the Civil Code of the State of California. Each covenant to do, or refrain from doing, some act on the Property hereunder (i) is for the benefit of such Property and is a burden upon such Property, (ii) runs with such Property, (iii) is binding upon each Party and each successive owner during its ownership of such Property or any portion thereof, and (iv) each person or entity having any interest therein derived in any manner through any owner of such Property, or any portion thereof, and shall benefit the Property hereunder, and each other person or entity succeeding to an interest in such Property.

ARTICLE 10.
MORTGAGEE PROTECTION; CERTAIN RIGHTS OF CURE

10.1 Mortgagee Protection. This Agreement shall not prevent or limit Developer in any manner, at Developer's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property ("Mortgage"). This Development Agreement shall be superior and senior to any lien placed upon the Property or any portion thereof after the date of recording this Development Agreement, including the lien of any Mortgage. Notwithstanding the foregoing, no breach hereof shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all of the terms and conditions contained in this Development Agreement shall be binding upon and effective against and inure to the benefit of any person or entity, including any deed of trust beneficiary or mortgagee ("Mortgagee") who acquires title to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise.

10.2 Mortgagee Not Obligated. Notwithstanding the provisions of Section 10.1 above, no Mortgagee shall have any obligation or duty under this Development Agreement to perform Developer's obligations or other affirmative covenants of Developer hereunder; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements thereon other than those uses or improvements provided for or authorized by this Development Agreement, or by the Project Approvals and Applicable Rules.

10.3 Notice of Default to Mortgagee; Right of Mortgagee to Cure. If City receives a notice from a Mortgagee requesting a copy of any Notice of Default given to Developer hereunder and specifying the address for service thereof, then City shall deliver to such Mortgagee, concurrently with service thereon to Developer, any notice given to Developer with respect to any claim by City that Developer has committed a default, and if City makes a determination of noncompliance hereunder, City shall likewise serve notice of such noncompliance on such Mortgagee concurrently with service thereof on Developer. Each Mortgagee shall have the right

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(but not the obligation) during the same period available to Developer to cure or remedy, or to commence to cure or remedy, the Event of Default claimed or the areas of noncompliance set forth in City's notice.

10.4 No Supersedure. Nothing in this Article 10 shall be deemed to supersede or release a Mortgagee or modify a Mortgagee's obligations under any subdivision improvement agreement or other obligation incurred with respect to the Project outside this Development Agreement, nor shall any provision of this Article 10 constitute an obligation of City to such Mortgagee, except as to the notice requirements of Section 10.3.

10.5 Technical Amendments to this Article 10. City agrees to reasonably consider and approve interpretations and/or technical amendments to the provisions of this Agreement that are required by lenders for the acquisition and construction of the improvements on the Property or any refinancing thereof and to otherwise cooperate in good faith to facilitate Developer's negotiations with lenders.

ARTICLE 11.
MISCELLANEOUS PROVISIONS

11.1 Limitation on Liability. Notwithstanding anything to the contrary contained in this Development Agreement, in no event shall: (a) any partner, officer, director, member, shareholder, employee, affiliate, manager, representative, or agent of Developer or any general partner of Developer or its general partners be personally liable for any breach of this Development Agreement by Developer, or for any amount which may become due to City under the terms of this Development Agreement; or (b) any member, officer, agent or employee of City be personally liable for any breach of this Development Agreement by City or for any amount which may become due to Developer under the terms of this Development Agreement.

11.2 Force Majeure. The Term of this Development Agreement and the Project Approvals and the time within which Developer shall be required to perform any act under this Development Agreement shall be extended by a period of time equal to the number of days during which performance of such act is delayed unavoidably and beyond the reasonable control of the Party seeking the delay by strikes, lock-outs and other labor difficulties, Acts of God, inclement weather, failure or inability to secure materials or labor by reason of priority or similar regulations or order of any governmental or regulatory body, changes in local, state or federal laws or regulations, any development moratorium or any action of other public agencies that regulate land use, development or the provision of services prevents, prohibits or delays construction of the Project, enemy action, riots, insurrections, civil disturbances, wars, terrorist acts, fire, unavoidable casualties, pandemic, government mandated shutdowns or government closure (meaning any of the following events: (a) the governmental offices where any action required under this Agreement (collectively, "Government Offices") are not open for business and any Government Offices' systems are not operational such that such action cannot occur; (b) any other third party is not open for business such that its services required as necessary for a Party to perform obligations under this Agreement cannot be performed; (c) overnight couriers are not operating such that any documents cannot be delivered to the extent such documents are required to be originals; or (d) financial institutions or wire transfer systems are not operating, such that, as part of consummation of financial transactions contemplated hereby cannot occur), litigation involving this Agreement

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or the Project Approvals, or any other cause beyond the reasonable control of Developer which substantially interferes with carrying out the development of the Project. Such extension(s) of time shall not constitute an Event of Default and shall occur at the request of any Party. In addition, the Term of this Development Agreement and any subdivision map or any of the other Project Approvals shall not include any period of time during which (i) a development moratorium including, but not limited to, a water or sewer moratorium, is in effect; (ii) the actions of public agencies that regulate land use, development or the provision of services to the Property prevent, prohibit or delay either the construction, funding or development of the Project or (iii) there is any mediation, arbitration; litigation or other administrative or judicial proceeding pending involving the Vested Elements, or Project Approvals. The Term of the Project Approvals shall therefore be extended by the length of any development moratorium or similar action; the amount of time any actions of public agencies prevent, prohibit or delay the construction, funding or development of the Project or prevents, prohibits or delays the construction, funding or development of the Project; or the amount of time to finally resolve any mediation, arbitration, litigation or other administrative or judicial proceeding involving the Vested Elements, or Project Approvals. Furthermore, in the event the issuance of a building permit for any part of the Project is delayed as a result of Developer's inability to obtain any other required permit or approval, then the Term of this Development Agreement shall be extended by the period of any such delay.

11.3 Notices, Demands and Communications Between the Parties. Formal written notices, demands, correspondence and communications between City and Developer shall be sufficiently given if delivered personally (including delivery by private courier) or delivered by nationally recognized overnight courier service to the offices of City and Developer indicated below. Such written notices, demands, correspondence and communications may be sent in the same manner to such persons and addresses as either Party may from time-to-time designate in writing at least fifteen (15) days prior to the name and/or address change and as provided in this Section 11.3.

City: City of [_____]
_____
_____
Attention: City Manager

with copies to: City of [_____]
_____
_____
Attention: City Manager

City of [_____]
_____
_____
Attention: Community Development Director

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Developer _____
_____
_____
Attention: General Counsel

with copies to: Cox, Castle & Nicholson, LLP
2029 Century Park East, Suite 2100
Los Angeles, CA 90067
Attention: Andrew K. Fogg, Esq.

Notices personally delivered shall be deemed to have been received upon delivery. Notices delivered by certified mail, as provided above, shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addresses designated above as the Party to whom notices are to be sent, or (ii) within five (5) days after a certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. Notices delivered by overnight courier service as provided above shall be deemed to have been received twenty-four (24) hours after the date of deposit. Notices delivered by electronic facsimile transmission shall be deemed received upon receipt of sender of electronic confirmation of delivery, provided that a "hard" copy is delivered as provided above.

11.4 Project as a Private Undertaking; No Joint Venture or Partnership. The Project constitutes private development, neither City nor Developer is acting as the agent of the other in any respect hereunder, and City and Developer are independent entities with respect to the terms and conditions of this Agreement. Nothing contained in this Development Agreement or in any document executed in connection with this Development Agreement shall be construed as making City and Developer joint venturers or partners.

11.5 Non-Intended Prevailing Wage Requirements. Nothing in this Development Agreement shall in any way require, or be construed to require, Developer to pay prevailing wages with respect to any work of construction or improvement within the Project (a "Non-Intended Prevailing Wage Requirement"). But for the understanding of the Parties as reflected in the immediately preceding sentence, the Parties would not have entered into this Development Agreement based upon the terms and conditions set forth herein. Developer and City have made every effort in reaching this Development Agreement to ensure that its terms and conditions will not result in a Non-Intended Prevailing Wage Requirement. These efforts have been conducted in the absence of any applicable existing judicial interpretation of which the Parties are aware that would indicate that the terms and conditions of this Agreement would result in a Non-Intended Prevailing Wage Requirement. If, despite such efforts, any provision of this Development Agreement shall be determined by the Department of Industrial Relations, the Labor and Workforce Development Agency, or any court of competent jurisdiction to result in a Non-Intended Prevailing Wage Requirement, such determination shall not invalidate or render unenforceable any provision hereof; provided, however, that the Parties hereby agree that, in such event, at the election of Developer in its sole and absolute discretion, this Development Agreement shall be reformed such that each provision of this Development Agreement that results in the Non-Intended Prevailing Wage Requirement will be removed from this Development Agreement as though such provisions were never a part of the Development Agreement, and, in lieu of such

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provision(s), replacement provisions shall be added as a part of this Development Agreement as similar in terms to such removed provision(s) as may be possible and legal, valid and enforceable but without resulting in the Non-Intended Prevailing Wage Requirement.

11.6 Severability. If any terms or provision(s) of this Development Agreement or the application of any term(s)or provision(s) of this Development Agreement to a particular situation, is (are) held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of this Development Agreement or the application of this Development Agreement to other situations, shall remain in full force and effect unless amended or modified by mutual consent of the Parties; provided that, if the invalidation, voiding or enforceability would deprive either City or Developer of material benefits derived from this Development Agreement, or make performance under this Development Agreement unreasonably difficult, then City and Developer shall meet and confer and shall make good faith efforts to amend or modify this Development Agreement in a manner that is mutually acceptable to City and Developer. Notwithstanding the foregoing, if any material provision of this Development Agreement, or the application of such provision to a particular situation, is held to be invalid, void or unenforceable, Developer (in its sole and absolute discretion) may terminate this Development Agreement by providing written notice of such termination to City.

11.7 Section Headings. Article and Section headings in this Development Agreement are for convenience only and are not intended to be used in interpreting or construing the terms, covenants or conditions of this Development Agreement.Construction of Agreement. This Development Agreement has been reviewed and revised by legal counsel for both Developer and City, and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Development Agreement.

11.9 Entire Agreement. This Development Agreement is executed in ____ (__) duplicate originals, each of which is deemed to be an original. This Development Agreement consists of _____ (__) pages including the Recitals, and ____ (__) exhibits and one (l) appendix, attached hereto and incorporated by reference herein, which, together with the Project Approvals, constitute the entire understanding and agreement of the Parties and supersedes all negotiations or previous agreements between the Parties with respect to all or any part of the subject matter hereof. The exhibits and appendices are as follows:

Exhibit A	Legal Description of the Property
Exhibit B	Map of the Property
Exhibit C	Affordable Housing Plan
Exhibit D	Definitions

11.10 Estoppel Certificates. Either Party may, at any time during the Term of this Development Agreement, and from time to time, deliver written notice to the other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party, (i) this Development Agreement is in full force and effect and a binding obligation of the Parties, (ii) this Development Agreement has not been amended or modified either orally or in writing, or if amended; identifying the amendments, (iii) the requesting Party is not in default in the performance of its obligations under this Development Agreement, or if in default, to describe therein the nature and amount of any such defaults, and (iv) any other information reasonably requested. The Party

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receiving a request hereunder shall execute and return such certificate or give a written, detailed response explaining why it will not do so within twenty (20) days following the receipt thereof. The failure of either Party to provide the requested certificate within such twenty (20) day period shall constitute a confirmation that this Agreement is in full force and effect and no modification or default exists. Either the City Manager or the Community Development Director shall have the right to execute any certificate requested by Developer hereunder. City acknowledges that a certificate hereunder may be relied upon by transferees and Mortgagees.Recordation. Pursuant to California Government Code Section 65868.5, within ten (10) days after the later of execution of the Parties of this Development Agreement or the Effective Date, the City Clerk shall record this Development Agreement with the Orange County Recorder. Thereafter, if this Development Agreement is terminated, modified or amended, the City Clerk shall record notice of such action with the Orange County Recorder.

11.12 No Waiver. No delay or omission by either Party in exercising any right or power accruing upon noncompliance or failure to perform by the other Party under any of the provisions of this Development Agreement shall impair any such right or power or be construed to be a waiver thereof. A waiver by either Party of any of the covenants or conditions to be performed by the other Party shall be in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought, and any such waiver shall not be construed as a waiver of any succeeding breach or non-performance of the same or other covenants and conditions hereof.

11.13 Time Is of the Essence. Time is of the essence for each provision of this Development Agreement for which time is an element.

11.14 Applicable Law; Venue. This Development Agreement shall be construed and enforced in accordance with the laws of the State of California. Venue for any action to enforce or contest the validity of this Agreement shall be any court of competent jurisdiction located in the County of Orange, California.

11.15 Attorneys' Fees. Should any legal action be brought by either Party because of a breach of this Development Agreement or to enforce any provision of this Development Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and such other costs as may be found by the court. Attorneys' fees under this Section shall include attorneys' fees on any appeal and, in addition, a Party entitled to attorneys' fees shall be entitled to all other reasonable costs and expenses, including without limitation, expert witness fees, incurred in connection with such action. In addition to the foregoing award of attorneys' fees to the prevailing party, the prevailing party in any lawsuit shall be entitled to its attorneys' fees incurred in any post-judgment proceedings to collect or enforce the judgment. This provision is separate and several and shall survive the merger of this Agreement into any judgment on this Agreement.

11.16 Third Party Beneficiaries. Except as otherwise provided herein, City and Developer hereby renounce the existence of any third party beneficiary to this Development Agreement and agree that nothing contained herein shall be construed as giving any other person or entity third party beneficiary status.

11.17 Constructive Notice and Acceptance. Every person who now or hereafter owns or acquires any right, title or interest in or to any portion of the Property is and shall be conclusively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Development Agreement is contained in the instrument by which such person acquired an interest in the Property.

11.18 Counterparts. This Development Agreement may be executed by each Party on a separate signature page, and when the executed signature pages are combined, shall constitute one single instrument.

11.19 Authority. The persons signing below represent and warrant that they have the authority to bind their respective Party and that all necessary board of directors', shareholders', partners', city councils', redevelopment agencies' or other approvals have been obtained.

11.20 Conflicts of Interest; Prohibited Interests. Developer warrants and maintains as of the Effective Date of this Agreement that it has no knowledge that any officer or employee of City has any interest, whether contractual, noncontractual, financial, proprietary, or otherwise, in this transaction or in the business of Developer. If any information regarding an officer of employee of the City having an interest in this transaction or in the business of Developer as of the Effective Date of this Agreement comes to the knowledge of Developer at any time during the Term of this Agreement, Developer shall immediately make a complete, written disclosure of such interest to the City, even if such interest would not be deemed a prohibited "conflict of interest" under applicable laws. If the City subsequently is provided information that Developer had knowledge but failed to disclose knowledge of any such interest, and Developer fails to acknowledge such interest within 14 days of notification by the City, Developer's failure shall constitute a breach of the Agreement.

[*Signatures Appear on The Following Page*]

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IN WITNESS WHEREOF, City and Developer have executed this Development Agreement as of the date first set forth above.

DEVELOPER:

_____, a _____
_____

By:_____
Name:_____
Title:_____

CITY:

CITY OF BREA, a California municipal corporation

By:_____
Name:_____
Title:_____

ATTESTATION:

By: _____, City Clerk

APPROVED AS TO FORM:

By: _____, City Attorney

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A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

On this ___ day of _____, 20__ before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:_____ (Seal)

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A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

On this ___ day of _____, 20__ before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:_____ (Seal)

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EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

[Attached]

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EXHIBIT B

MAP OF PROPERTY

[Attached]

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EXHIBIT C

AFFORDABLE HOUSING PLAN

In accordance with the Project Approvals and this Development Agreement, Developer shall meet requirements of Brea City Code, Chapter 20.40 as set forth below.

Application of the City's Municipal Code would require development of affordable housing units on the Property at one of the following levels:

Municipal Code Options for Rate of Affordable Housing	Resulting Minimum Requirement at Each Optional Level
5% Extremely Low Income	9 Extremely Low Units
10% Very Low Income	18 Very Low Units
15% Low Income	27 Low Income Units
20% Moderate Income	36 Moderate Income Units
30% Workforce Housing	54 Workforce Housing Units

OPTION 1 – OFF SITE AFFORDABLE HOUSING PROJECT

Development Agreement No. 19-01, together with the associated Affordable Housing Agreement and Restrictive Covenant previously provided for the right to develop the Off-Site Property with a five-story building containing 114 multi-family units, including restricted rents between the low and moderate income threshold for 80 residential units for 40 years.

In lieu of providing deed restricted affordable housing on site within the Project, Developer shall acquire and convey the Off-Site Property to an experienced third-party affordable housing developer (the "Affordable Developer") approved by the City, acting reasonably, to allow development of an 100% affordable housing project on the Off-Site Property that meets at least the following standards:

- Total Units: 85, including (i) 68 1-Bedroom, 1-Bath units, (ii) 16 2-Bedroom, 1-Bath units, and (iii) 1 Manager Unit
- Affordability levels:
    - 9 Extremely Low (30% TCAC Rents)
    - 9 Very Low (50% TCAC Rents)
    - 66 Lower (30 @ 60% TCAC Rents and 36 @ 70% TCAC Rents).
- Lower income units shall be restricted to a maximum affordable rent of up to 80% AMI for Orange County as determined and published annually by California Tax Credit Allocation Committee for a family of a size appropriate to the unit.
- To the maximum extent permitted by law, Developer will implement a point system to afford preference for such units based on Brea residency and Brea employment.

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- Timing - Developer will include a schedule for construction of the Off-Site Affordable Housing Project pursuant to Brea City Code Chapter 20.40.

- The Off-Site Property is located at the southeast corner of the intersection of Mercury Lane and Berry Street in the City of Brea.

The Off-Site Property is the subject of Development Agreement No. 19-01, recorded against the Off-Site Property on September 1, 2020 as Document No. 2020000458788. In conjunction with Development Agreement No. 19-01, an Affordable Housing Agreement and a Restrictive Covenant for Workforce Housing, were executed against the Off-Site Property on April 25, 2022.

OPTION 2 – ALTERNATIVE CONVEYANCE OF OFF-SITE PROPERTY

In the event that the Project is unable to cause the development of the Off-Site Affordable Housing Project described in Option 1, then the Project shall cause the conveyance of the Off-Site Property to the City for development as an affordable housing project in the City's sole discretion.

OPTION 3 – ON SITE AFFORDABLE HOUSING DEVELOPMENT

In the event that the Project is unable to cause the development of the Off-Site Affordable Housing Project described in Option 1 or cause the transfer of the Off-Site Property described in Option 2, then the Project shall enter into a covenant and agreement providing for deed restricted affordable housing consistent with the requirements of the City's Affordable Housing Ordinance in effect as of the Effective Date, described above.

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ATTACHMENT L

March 2025 | Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2024071235

GREENBRIAR RESIDENTIAL DEVELOPMENT PROJECT

for City of Brea

Prepared for:

City of Brea
Contact: Rebecca Pennington, Senior Planner
1 Civic Center Circle
Brea, California 92821
714.990.7600

Prepared by:

PlaceWorks
Contact: Nicole Vermilion, Principal
Jasmine Osman, Associate
3 MacArthur Place, Suite 1100
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info@placeworks.com
www.placeworks.com

PLACEWORKS

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR) for the Greenbriar Residential Development Project (proposed Project), State Clearinghouse No. 2024071235. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code. Section 21081.6 states:

(a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures

> submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMRP will serve to document compliance with adopted/certified mitigation measures that are formulated to minimize impacts associated with the proposed Project.

1.2 PROJECT LOCATION

The Project site is developed with an existing 164,908-square-foot office building, a three-story parking structure and surface parking lot at 1698 through 1700 Greenbriar Lane, City of Brea (Assessor's Parcel Number [APN] 319-102-34), and encompasses 9.7 acres in northeast Orange County. The Project site is surrounded by commercial and residential uses and is bounded by State Route 57 (SR-57) to the west, residential uses along Greenbriar Lane to the north, residential uses separated by Fullerton Creek drainage channel and South Associated Road to the east, and the Brea Plaza Shopping Center to the south. The City of Brea is in the northeast portion of Orange County, California, and bordered by La Habra to the northwest; Fullerton to the southwest and south; Placentia to the south; Yorba Linda to the southeast and east; unincorporated Orange County to the east, northeast, and north; Chino Hills in San Bernardino County to the northeast; and unincorporated Los Angeles County to the northwest

1.3 PROJECT DESCRIPTION

The proposed Project would require the demolition of the existing office building, parking structure, and parking lot prior to construction and operation of the residential community. The proposed Project would provide for up to 179 residential units on 6.87 acres of the approximately 9.7-acre site, and would result in approximately 505 new residents. The remainder of the site (2.82 acres) would include internal access roads and public utilities. The proposed Project would include 104,785 square feet of common landscape area (planting improvements), 7,569 square feet of private open space landscape area, and 35,423 square feet of common hardscape area. In addition, a passive park would be provided on the interior of the site, and ornamental landscaping throughout the site. The proposed Project would include 67 buildings consisting of three different architectural styles. Table 1, *Greenbriar Residential Development Project Land Use Summary*, provides a breakdown of the product summary and mix.

Table 1 Greenbriar Residential Development Project Land Use Summary

Product Summary and Mix	Number of Buildings	Number of Units
The Court	16	80
The Villas	37	73
The Yards	14	26
Residential Subtotal	**67**	**179**

Additionally, the Project site includes improvements to the fencing and walls, site access and parking, and infrastructure. Improvements to fencing and walls for the proposed Project includes installation of a 10-foot-tall, 12-inch-wide masonry wall along the entire western boundary adjacent to SR-57; installation of a 8-foot tall, 8 inch wide, masonry wall between the Brea Plaza Commercial area; a barrier from the Brea Plaza docking doors and commercial equipment; and includes interior accent walls, interior privacy walls, and a patio wall along Greenbriar Lane. Site access and parking improvements specifically include new pedestrian paths and crossings within the Project site; reconfiguring Greenbriar Lane and two new driveways would connect at "t-intersections;" and 51 new parking spaces and 6 electric vehicle parking stalls are provided as exterior parking stalls (in addition to 358 spaces provided by the garage parking) for a total of 413 parking stalls for the Project site. Infrastructure improvements would involve extending and connecting to utilities (sewer, water, storm drain, electricity, and gas) to accommodate the uses onsite; as well as, off-site utility connections would occur within Greenbriar Lane and the Brea Plaza Shopping Center site.

1.4 ENVIRONMENTAL IMPACTS

1.4.1 Impacts Considered No Impact or Less Than Significant

The EIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not be significantly impacts by the proposed Project in Chapter 5, *Environmental Analysis*, and Chapter 8, *Impacts Found Not to Be Significant*, and therefore, did not require mitigation. Impacts to the following environmental resources were found to be less than significant or no impact:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildlife

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The EIR concluded that the proposed Project could result in one or more potentially significant impacts in the following topic areas:

- Air Quality
- Cultural and Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Tribal Cultural Resources

However, the EIR also found that these impacts would be reduced, avoided, or substantially lessened through the implementation of mitigation measures, which are listed in Table 2, *Mitigation Monitoring Requirements*.

1.4.3 Unavoidable Significant Adverse Impacts

The EIR concluded that the proposed Project would not result in significant and unavoidable impacts to any topic areas, as identified in the EIR.

2. Mitigation Monitoring Requirements

2.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures, and plans, programs, and policies (PPPs) have been categorized in matrix format, as shown in Table 2. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures. To the extent permitted by law, if the Applicant cannot complete any PDF or mitigation measure and timing thereof, the City may specify another substituted measure, which (i) will have the same or superior result, (ii) will have the same or superior effect on the environment, and (iii) has a nexus to the Project. The Planning Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent/timing" based on substantial evidence and, if determined necessary, may refer said determination to the Planning Commission. Any costs associated with information required to make a determination of environmental equivalency/timing shall be borne by the Applicant.

2. Mitigation Monitoring Requirements

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Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.1 AESTHETICS					
PPP AE-1	The proposed Project is required to provide a minimum landscaped coverage of 15 percent of the net site area in accordance with Brea City Code Section 20.258.020, General Development Standards for the Mixed-Use Zoning Districts.	Project Applicant	Prior to issuance of building permits	City of Brea Planning Division and/or City of Brea Building and Safety Division	
PPP AE-2	All lighting, interior and exterior, shall be designed and located so as to confine all direct rays to the premises, per Brea City Code Section 20.220.040(L), Property Development Standards.	Project Applicant	Prior to issuance of building permits	City of Brea Planning Division and/or City of Brea Engineering Division	
PPP AE-3	In accordance with Section 20.258.030(D)(2), Specific Development Standards for all Mixed-Use Projects, of the Brea City Code, the architectural style and use of quality materials shall be consistent throughout the entire Project site.	Project Applicant	Prior to issuance of building permits	City of Brea Planning Division	
PPP AE-4	In accordance with Section 20.258.030(D)(3.g), Specific Development Standards for all Mixed-Use Projects, of the Brea City Code, multiple structures on a single site shall be designed to create a strong visual relationship between and among the structures, and architectural treatments of structures shall be consistent on all sides.	Project Applicant	Prior to issuance of building permits	City of Brea Planning Division	
PPP AE-5	Art in Public Places Sculpture. Pursuant to the City of Brea Art in Public Places Policy Manual, the applicant must submit a letter to City staff explaining efforts to be taken during construction to protect the existing art piece.	Project Applicant	Prior to issuance of building permits	City of Brea Planning Division	
5.2 AIR QUALITY					
PPP AIR-1	New buildings are required to achieve the current California Building Energy and Efficiency Standards (24 CCR Part 6) and California Green Building Standards Code (CALGreen) (24 CCR Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial updated with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.	Project Applicant	Prior to issuance of building permits	City of Brea Building and Safety Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
PPP AIR-2	Construction activities will be conducted in compliance with California Code of Regulations Title 13, Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.	Construction Contractor	During construction activities	City of Brea Building and Safety Division	
PPP AIR-3	Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to the following: • **Rule 403**, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. • **Rule 402**, Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." • **Rule 1113**, which limits the volatile organic compound content of architectural coatings. • **Rule 1403**, which governs requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.	Construction Contractor	During construction activities	City of Brea Building and Safety Division	
MM AQ-1	During construction, the construction contractor shall only use interior and exterior paints with a low VOC (volatile organic compound) content with a maximum concentration of 10 grams per liter (g/L) for building architectural coating to reduce VOC emissions. Prior to building permit issuance, all building and site plans shall note use of paints with a maximum VOC concentration of 10 g/L, and,, the construction contractor(s) shall ensure that all construction plans submitted to the City of Brea Community Development Department clearly show this requirement.	Construction Contractor	Prior to and during construction activities	City of Brea Building and Safety Division	

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
MM AQ-2	During construction the construction contractor shall, at minimum, use equipment that meets the United States Environmental Protection Agency's (EPA) Tier 4 (Final) emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, except for the Telebelts anticipated for use. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Final emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations. Prior to issuance of building permit, the Project engineer shall ensure that all plans clearly show the requirement for EPA Tier 4 Final emissions standards for construction equipment over 50 horsepower except for the Telebelts used for Project construction, Tier 4 Final models of which could not be verified as commercially available for purposes of this measure. During construction, the construction contractor shall maintain a list of all operating equipment associated with building demolition in use on the site for verification by the City. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.	Construction Contractor	Prior to and during construction activities	City of Brea Building and Safety Division	
5.3 CULTURAL RESOURCES AND PALEONTOLOGICAL RESOURCES					
PPP CUL-1	Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.	Qualified Archaeologist and Construction Contractor	During construction activities	City of Brea Building and Safety Division	
PPP CUL-2	The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation or any agency thereof (PRC Section 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.	Qualified Archaeologist and Construction Contractor	During construction activities	City of Brea Building and Safety Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
PPP CUL-3	Adverse impacts to paleontological resources from developments on public lands (state, county, city, and district) require reasonable mitigation. (PRC Section 5097.5)	Qualified Archaeologist and Construction Contractor	During construction activities	City of Brea Building and Safety Division	
PPP CUL-4	If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)	Tribal Monitor, Qualified Archaeologist, and Project Applicant	During construction activities	City of Brea Building and Safety Division	
MM CUL-1	If cultural resources are encountered during ground disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service) [NPS] 1983 shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant as determined by the site archeologist, additional work such as data recovery excavation may be warranted and will be reported to the City.	Qualified Archaeologist and Project Applicant	Prior to issuance of grading permits and during ground disturbing activities	City of Brea Building and Safety Division	
MM CUL-2	During ground-disturbing activities, a qualified paleontologist shall monitor all excavations below five feet. If unique paleontological resources are discovered during excavation and/or construction activities, construction shall stop within 50 feet of the find, and the qualified paleontologist shall be consulted to determine whether the resource requires further study. The paleontologist shall make recommendations to the City of Brea to protect the discovered resources. Any paleontological resources recovered shall be provided for curation at a local curation facility such as the Los Angeles County Natural History Museum, the John D. Cooper Center in Fullerton, or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study.	Qualified Paleontologist and Project Applicant	During ground disturbing activities	City of Brea Building and Safety Division	

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.4 ENERGY					
PPP E-1	New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.	Project Applicant	Prior to issuance of building permits	City of Brea Building and Safety Division	
PPP E-2	New single-family residential construction is required to comply with the California Building Energy and Efficiency Standard by either the performance or prescriptive pathway. The prescriptive pathway requires installation of photovoltaic (PV) systems for new single-family residential construction, along with other energy efficiency and renewable energy design requirements. Should a new single-family residential construction project use the performance pathway for compliance instead, solar may be included in the project design but does not have to meet the system sizing requirements prescribed in the prescriptive pathway but must incorporate additional energy efficiency or renewable energy generation in the project design to offset the omission or reduced size of a PV system.	Project Applicant	Prior to issuance of building permits	City of Brea Building and Safety Division	
PPP E-3	Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.	Project Applicant and the Construction Contractor	Prior to issuance of building permits	City of Brea Building and Safety Division	
PPP E-4	New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.	Project Applicant	Prior to issuance of building permits	City of Brea Building and Safety Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.5 GREENHOUSE GAS EMISSIONS					
PPP GHG-1	New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.	Project Applicant	Prior to issuance of building permits	City of Brea Building and Safety Division	
PPP GHG-2	California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).	Project Applicant and the Construction Contractor	Prior to issuance of building permits and during construction	City of Brea Public Works Division and/or City of Brea Building and Safety Division	
PPP GHG-3	New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.	Project Applicant	Prior to issuance of building permits	City of Brea Building and Safety Division	
PPP GHG-4	New single-family residential construction is required to comply with the California Building Energy and Efficiency Standard by either the performance or prescriptive pathway. The prescriptive pathway requires installation of photovoltaic (PV) systems for new single-family residential construction, along with other energy efficiency and renewable energy design requirements. Should a new single-family residential construction project use the performance pathway for compliance instead, solar may be included in the project design but does not have to meet the system sizing requirements prescribed in the prescriptive pathway but must incorporate additional energy	Project Applicant	Prior to issuance of building permits	City of Brea Building and Safety Division	

Table 2 Mitigation Monitoring Requirements

	Plans, programs, and policies (PPP) Mitigation Measure (MM)	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	efficiency or renewable energy generation in the project design to offset the omission or reduced size of a PV system.				
MM GHG-1	The project Applicant shall design and build all residential homes to be electric, meaning that electricity is the primary permanent source of energy for water heating; mechanical; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying. All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable. Prior to the issuance of building permits for new development projects within the Project site, the Project Applicant shall show provide documentation (e.g., building plans) to the City of Brea Building Division official or his/her designee, to verify implementation of this requirement. Prior to the issuance of the certificate of occupancy, the City of Brea shall verify implementation of the building electrification design requirement.	Project Applicant	Prior to issuance of building permits and during construction	City of Brea Building and Safety Division	
5.6 HAZARDS AND HAZARDIOUS MATERIALS					
PPP HAZ-1	Project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.	Project Applicant	During construction activities and operational activities.	City of Brea Building and Safety Division and/or other regulatory agencies as necessary	
PPP HAZ-2	Project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The proposed Project will be designed and constructed in accordance with the regulations of the Orange County Environmental Health Division, which serves as the designated Certified Unified Program Agency and which implements	Project Applicant	Prior to issuance of building permits and during construction	Orange County Environmental Health Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Plans, programs, and policies (PPP) Mitigation Measure (MM)	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	State and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention, (4) Above Storage Tank Program, and (5) Underground Storage Tank Program.				
PPP HAZ-3	Project-related underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Brea Fire Department, South Coast Air Quality Management District, and/or other regulatory agencies as necessary. Project-related use of existing USTs will also have to be conducted (i.e., used, maintained, and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).	Project Applicant	Prior to issuance of building permits, during construction, and operational activities	Regional Water Quality Control Board, Department of Toxic Substances Control, Brea Fire Department, South Coast Air Quality Management District, City of Brea Building and Safety Division, and/or other regulatory agencies as necessary	
PPP HAZ-4	Project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to: • South Coast Air Quality Management District's Rule 1403 • California Health and Safety Code (Section 39650 et seq.) • California Code of Regulations (Title 8, Section 1529) • California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead]) • Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])	Project Applicant	During construction activities	City of Brea Building and Safety Division and/or other regulatory agencies as necessary	

Table 2 Mitigation Monitoring Requirements

	Plans, programs, and policies (PPP) Mitigation Measure (MM)	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
MM HAZ-1	**Lead-Based Paint and Asbestos-Containing Materials.** Prior to issuance of demolition permits, the Project applicant shall conduct asbestos-containing material (ACM) and Lead Based Paint (LBP) surveys. The ACM and LBP surveys shall be conducted in accordance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) and South Coast Air Quality Management District (South Coast AQMD) rules. The results of the survey shall be submitted to the City prior to issuance of a demolition permit. If ACMs or LBPs are identified during the field surveys, an Operations and Maintenance (O&M) plan shall be implemented during the construction phase. • The ACM O&M plan shall be prepared by the Project applicant in line with the California Code of Regulations Title 8, Section 1529. • The LPB O&M plan shall be prepared by the Project applicant in line with the California Code of Regulations Title 8, Section 1532.1.	Project Applicant	Prior to issuance of demolition permits	City of Brea Building and Safety Division and/or other regulatory agencies as necessary	
5.7 LAND USE AND PLANNING					
No Mitigation Measures or Plans, Programs, and Policies are applicable.					
5.8 NOISE					
PPP NOI-1	Project-related construction activity will be limited to the hours of 7:00 am to 7:00 pm on weekdays and Saturdays. Construction is prohibited on Sundays. Project-related construction activity outside these hours would require City approval.	Project Applicant, Construction Contractor	During construction activities	City of Brea Building and Safety Division	
PPP NOI-2	The Project will comply with the City of Brea's stationary exterior noise standards, summarized in Section 8.20.050, Exterior Noise Standards, of the Brea City Code.	Project Applicant	During operational activities	City of Brea Building and Safety Division	
PPP NOI-3	The Project will comply with the City of Brea's vibration standards of 70 VdB at the property line of the sensitive receptor, as identified in Section 20.20.04, Vibration, of the Brea Zoning Code.	Construction Contractor	During construction	City of Brea Building and Safety Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
PPP NOI-4	The residential development will comply with the California Building Code, Part 2, Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels.	Project Applicant	Prior to issuance of a building permit	City of Brea Building and Safety Division	
PPP NOI-5	Residential exterior areas shall be designed to be sound attenuated against present and future transportation noise. New residential projects shall provide an acoustical analysis report by an acoustical engineer verifying proposed wall heights adjacent to SR-57 and commercial loading and unloading areas to satisfy the City General Plan's conditionally acceptable exterior noise standard of 65 dBA CNEL for land use compatibility and Section 8.20.050, Exterior Noise Standards, of the Brea City Code.	Project Applicant	Prior to issuance of a building permit	City of Brea Planning Division	
PPP NOI-6	The Project's covenants, conditions, and restrictions shall include a disclosure that the loading and unloading of goods may occur at adjacent commercial uses. The commercial use is subject to Section 20.258.030 (H)(3), Loading and Unloading Activities, of the Brea City Code, which states that in no event shall loading or unloading take place after 10:00 pm or before 7:00 am on any day of the week.	Project Applicant	During operational activities	City of Brea Planning Division	
PPP NOI-7	Residents of the Project shall be notified in writing before taking up residence adjacent to SR-57 that they will be living in an urban type of environment and that the noise levels may be higher than a typical residential area. The covenants, conditions, and restrictions of a residential project shall require that the residents acknowledge their receipt of the written noise notification. Their signatures shall confirm receipt and understanding of this information in accordance with Section 20.258.030 (H)(4), Noise Notification, of the Brea City Code.	Project Applicant	Prior to issuance of an occupancy permit. During leasing.	City of Brea Planning Division, Project Applicant	
PPP NOI-8	Noise-generating equipment (air conditioning units) shall be reviewed during plan check for location and screening, to the extent feasible, to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3), Noise Generating Equipment, of Brea City Code.	Project Applicant	Prior to issuance of a building permit	City of Brea Building and Safety Division	

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.9 POPULATION AND HOUSING					
No Mitigation Measures or Plans, Programs, and Policies are applicable.					
5.10 PUBLIC SERVICES					
PPP PS-1	New buildings are required to meet the fire regulations outlined in California Health and Safety Code (Sections 13000 et seq.).	Project Applicant	Prior to issuance of a building permit.	City of Brea Engineering Division, City of Brea Building and Safety Division, and/or City of Brea Fire Department	
PPP PS-2	The Project applicant is required to pay development impact fees (dispatch impact fees, fire impact fees, fire service fees).	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Building and Safety Division, and/or City of Brea Planning Division	
PPP PS-3	As part of the Project review process, the City of Brea Fire Department will require approval of Building Plan Check for Site Plan and Emergency Access. Additional design features to address the City of Brea Fire Department's requirements will be incorporated as conditions of approval for the Project.	Project Applicant	Prior to issuance of a building permit	City of Brea Fire Department	
PPP PS-4	Development associated with the proposed project will be designed, built, and operated in accordance with the City of Brea's City Code Chapter 15.08, Building Code, and Chapter 16.04, Brea Fire Code.	Project Applicant	Prior to issuance of a building permit	City of Brea Building and Safety Division, City of Brea Fire Department and/or City of Brea Engineering Division	
PPP PS-5	The Project applicant is required to pay dispatch impact fees and all other development impact and/or special assessment fees as deemed applicable by the City of Brea.	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Building and Safety Division, and/or City of Brea Planning Division	
PPP PS-6	The Project applicant will provide strategically placed cameras at the Project site that will integrate with the Brea Policy Department's Integrated Crime Center (ICC) cameras. The placement of the cameras will be coordinated with the Brea Police Department.	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Engineering Division, City of Brea Planning Division and/or City of Brea Police Department	
PPP PS-7	Pursuant to AB 2926, new development is required to pay development impact fees to assist in providing school facilities to serve students generated by new development.	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Building and Safety Division, and/or City of Brea Planning Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Plans, programs, and policies (PPP) Mitigation Measure (MM)	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
PPP PS-8	Pursuant to SB 50, new development is required to offset the costs associated with increasing school capacity, where the funds collected go to acquiring school sites, constructing new school facilities, and modernizing existing school facilities.	Project Applicant	Prior to issuance of a building permit	City of Brea Planning Division	
5.11 RECREATION					
PPP RES-1	The proposed Project is required to comply with Brea City Code Section 18.64.080 that establishes the subdivision regulations for the provision of park and recreational facilities through land dedication, installation of improvements, payment of in-lieu fee thereof, or a combination. New development is required to fund park and recreational development and improvements through the payment of park development fees.	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Community Services Division, and/or City of Brea Planning Division	
5.12 TRANSPORTATION					
PPP TRAF-1	**Development Impact Fees.** The proposed Project is required to pay development impact fees to the City of Brea pursuant to the City's AB 1600 Transportation Improvement Nexus Program (Ordinance 996). Based on a transportation improvement nexus program study conducted in 2011, the City Council adopted Resolution 2011-096, which updated the impact fees, effective February 4, 2012. Fair-share fees offset or mitigate the cumulative traffic impacts caused by new development. The program ensures all future development in the City of Brea contributes on a fair-share basis.	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Engineering Division, City of Brea Building and Safety Division, and/or City of Brea Planning Division	
PPP TRAF-2	**Right-of-Way Improvements.** Modifications to the roadway network, including driveways, curbs, and sidewalks, are subject to approval of the City of Brea. Construction work within the right-of-way of a public roadway requires the issuance of a permit by the City of Brea.	Project Applicant	Prior to issuance of occupancy permit	City of Brea Engineering Division	
PPP TRAF-3	**Sight Distance Improvements.** The proposed Project is required to implement the following traffic improvements as a condition of approval at Brea Glenbrook Club Driveway/Project Driveway No. 1 at Greenbriar Lane (Intersection No. 8) and Project Driveway No. 2 and Greenbriar Lane (Intersection No. 9) to maintain clear line of sight for driver's	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Engineering Division	

Table 2 Mitigation Monitoring Requirements

	Plans, programs, and policies (PPP) Mitigation Measure (MM)	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	exiting the Project site: • Trim and maintain foliage continuously within the corner sight distance limited use area up to 2.5 feet in height to remain consistent with Caltrans Highway Design Manual. • Landscaping and/or hardscapes (i.e. monument signs) are required to be designed such that a driver's clear line of sight is not obstructed.				
5.13 TRIBAL CULTURAL RESOURCES					
PPP TCR-1	Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.	Tribal Monitor, Qualified Archaeologist, and Project Applicant	During site-grading activities	City of Brea Building and Safety Division	
MM TCR-1	Prior to the commencement of any ground disturbing activity at the Project site, the Project Applicant shall retain a total of two Native American Monitors, each approved by the tribes that consulted on this Project pursuant to Assembly Bill AB52 (the "Tribe" or the "Consulting Tribe"), and in concurrence with the City of Brea as the CEQA lead agency. The Applicant shall coordinate with each of the Consulting Tribes to develop an executed contract to pay for tribal monitors to be present during ground-disturbing activities. Prior to the issuance of any permit necessary to commence a ground-disturbing activity, a copy of the executed contract shall be submitted to the City of Brea Community Development Department. • The Tribal monitors will only be present during on-site and off-site portions of the area included as part of the Project grading or improvement permits during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribes as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing,	Tribal Monitor and Project Applicant	Prior to issuance of grading permit and during ground-disturbing activities	City of Brea Planning Division and/or City of Brea Building and Safety Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitors will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitors have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. • Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Tribal monitors approved by the Consulting Tribes. If the resources are Native American in origin, the Consulting Tribes will have the on-site archeologist perform data recovery and secure the item(s) in their lab until the Project is completed on which consulting tribes will determine the best course of action. • If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of discovery, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). • Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). • If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate				

Table 2 Mitigation Monitoring Requirements

	Plans, programs, and policies (PPP) Mitigation Measure (MM)	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. • Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any qualifying historic archaeological resource deemed significant by a qualified archaeologist as a "historical resource" or "unique archaeological resource", shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.				
5.14 UTILITIES AND SERVICE SYSTEMS					
PPP USS-1	The Project will pay the Sanitary Sewer Connection Fees and Impact Fees collected by the City of Brea, which contribute to maintenance and installation of sewer improvements in the OCSD in accordance with Section 3.32.040, Sewer Service Fees and Charges, of the Brea City Code. Additionally, the Project will pay capital facilities fees to OCSD.	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Public Works Division, City of Brea Building and Safety Division, and/or City of Brea Planning Division	
PPP USS-2	The Project will pay the water impact fees, water connection fees, and fire service connection fees collected by the City of Brea, which covers costs to purchase water supplies and to operate and maintain the water distribution system in accordance with Ordinance 967.	Project Applicant	Prior to issuance of an occupancy permit	City of Brea Engineering Division, City of Brea Building and Safety Division, and/or City of Brea Planning Division	
PPP USS-3	Landscaping installed on-site shall conform to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase landscape water efficiency.	Project Applicant	Prior to issuance of a building permit	City of Brea Building and Safety and/or City of Brea Planning Division	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
PPP USS-4	Plumbing fixtures installed on-site shall conform to California Green Building Standards Code requirements to increase water efficiency and reduce urban per capita water demand.	Project Applicant	Prior to issuance of a building permit	City of Brea Building and Safety	
PPP USS-5	The Project would comply with the City's water conservation program during a drought or emergency situation, in accordance with Chapter 13.20, Water Management Program, of the Brea City Code.	Project Applicant	Prior to issuance of a building permit	City of Brea Engineering Division and/or City of Brea Building and Safety Division	
PPP USS-6	The Project will be constructed and operated in accordance with the Santa Ana Regional Water Quality Control Board Municipal Stormwater (MS4) Permit for Orange County. The MS4 Permit requires the proposed Project to prepare and implement a water quality management plan to: • Control release of contaminants into storm drain systems. • Educate the public about stormwater impacts. • Detect and eliminate illicit discharges. • Control runoff from construction sites. • Implement BMPs and site-specific runoff controls and treatments.	Project Applicant	Prior to issuance of a building permit and during construction	City of Brea Engineering Division and/or City of Brea Building and Safety Division	
PPP USS-7	California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the Project, or salvage for future use or sale and the amount (by weight or volume).	Project Applicant	Prior to issuance of a building permit and during construction	City of Brea Engineering Division and/or City of Brea Building and Safety Division	
PPP USS-8	The Project will abide by AB 341 and AB 1826. The Project will store and collect recyclable materials in compliance with AB 341. Green waste will be handled in accordance with AB 1826.	Project Applicant	Prior to issuance of a building permit and during construction	City of Brea Public Works Division, City of Brea Planning Division and/or City of Brea Building and Safety Division	

Table 2 Mitigation Monitoring Requirements

Plans, programs, and policies (PPP) Mitigation Measure (MM)		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
PPP USS-9	New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.	Project Applicant	Prior to issuance of a building permit	City of Brea Building and Safety Division	
8.2 Biological Resources					
PPP BIO-1	In compliance with the California Fish and Game Code, Migratory Bird Treaty Act (US Code, Title 16, Sections 703–712), birds and their active nests are protected; therefore, the trees on-site would be removed outside of the nesting season, either prior to February 15 or after August 15. If construction or other Project activities are scheduled to occur during the nesting bird and raptor season, a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed. If an active nest is identified, a qualified avian biologist shall establish an appropriately sized non-disturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist.	Project Applicant, and a Qualified Avian Biologist	Once an active nest is identified	City of Brea Building and Safety Division	

2. Mitigation Monitoring Requirements

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3. Report Preparation

3.1 LIST OF PREPARERS

City of Brea

Rebecca Pennington, Senior Planner

Joanne Hwang, AICP, City Planner

PlaceWorks

Nicole Vermilion, Principal

Jasmine Osman, Associate II

Angel Castro, Project Planner

3. Report Preparation

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CEQA FINDINGS OF FACT
REGARDING THE
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
Greenbriar Residential Development Project
STATE CLEARINGHOUSE NO. 2024071235

Exhibit A

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the proposed Project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA. The potential environmental effects of the proposed Greenbriar Residential Development Project (proposed Project) have been analyzed in a Draft Environmental Impact Report (DEIR) (State Clearinghouse [SCH] 2024071235) dated December 2024. A Final EIR has also been prepared that incorporates the DEIR and contains comments received on the DEIR, responses to the individual comments, revisions to the DEIR including any clarifications based on the comments and the responses to the comments, and the Mitigation Monitoring and Reporting Program for the proposed Project (MMRP). This document provides the findings required by CEQA for approval of the proposed Project.

A. STATUTORY REQUIREMENTS FOR FINDINGS

The CEQA (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Ca. Code Regs §§ 15000, *et seq.*) promulgated thereunder require the environmental impacts of a project to be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

> (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
>
> 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
>
> 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained

workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

B. CERTIFICATION

Having received, reviewed, and considered the EIR for the Greenbriar Residential Development Project, State Clearinghouse No. 2024071235, as well as other information in the record of proceedings on this matter, the City of Brea City Council adopts the following Findings (Findings) in its capacity as the legislative body for the City of Brea (City), which is the CEQA Lead Agency. The Findings set forth the environmental and other bases for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed Project.

In addition, the City of Brea City Council (City Council) hereby make findings pursuant to and in accordance with Section 21081 of the California Public Resources Code and State CEQA Guidelines Sections 15090 and 15091 and hereby certifies that:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

C. PROJECT ENVIRONMENTAL REPORT AND DISCRETIONARY ACTIONS

The Final EIR (FEIR) addresses the direct, indirect, and cumulative environmental effects of construction and operation activities associated with the proposed Project. The FEIR provides the environmental information necessary for the City to make a final decision on the requested discretionary actions for all phases of this Project. The FEIR was also intended to support discretionary reviews and decisions by other responsible agencies. Discretionary actions to be considered by the City may include, but are not limited to, the following:

- Certify that the FEIR for the proposed Project has been completed in compliance with CEQA and reflects the independent judgement and analysis of the City; find that the City Council has reviewed and considered the information contained in the FEIR prior to approving the proposed Project; adopt the Mitigation Monitoring and Reporting Program (MMRP), finding that the MMRP is adequately designed to ensure compliance with the mitigation measures during proposed Project implementation; and determine that the significant adverse effects of the proposed Project either have been reduced to an acceptable level, or are outweighed by the specific overriding considerations of the proposed Project as outlined in the CEQA Findings of Fact, as set forth herein.

- Approve the proposed Project and related discretionary actions needed for Project construction and operation.

II. PROCEDURAL COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City published a DEIR on December 13, 2024. An FEIR was prepared in February 2025 in compliance with CEQA requirements. The FEIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As authorized in State CEQA Guidelines Section 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. City staff from multiple departments, representing the lead agency, have directed, reviewed, and modified where appropriate all material prepared by the consultant. The FEIR reflects the City's independent analysis and judgement. The key milestones associated with the preparation of the EIR are summarized below. As presented below, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comments on the results of the environmental analysis presented in the DEIR.

A. PUBLIC NOTIFICATION AND OUTREACH

In conformance with CEQA, the State CEQA Guidelines, and the City of Brea CEQA Guidelines, the City of Brea conducted an extensive environmental review of the proposed Project.

- Completion of a Notice of Preparation (NOP) on July 31, 2024. The public review period extended from August 1, 2024, to September 3, 2024. The NOP and notice for the Scoping meeting was published in the *Brea Star-Progress* on July 31, 2024. The scoping meeting was held on August 21, 2024. The NOP was posted at the Orange County Clerk's office on July 31, 2024. Copies of the NOP were made available for public review at the City of Brea, the City's website, and at the Brea Library.

- Preparation of a Draft EIR (DEIR), which was made available for a 45-day public review period beginning December 13, 2024, and ending January 28, 2025. The scope of the DEIR was determined based on the CEQA Guidelines Appendix G Checklist, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City of Brea. Chapter 5 of the DEIR describes the issues identified for analysis in the DEIR. The Notice of Availability (NOA) for the DEIR was sent to interested persons and organizations, posted to the State Clearinghouse CEQAnet for distribution to public agencies, and posted at the City of Brea. The NOA was published in the *Brea Star-Progress* on December 12, 2024. The NOA was posted at the Orange County Clerk's office on December 13, 2024.

- The City of Brea prepared a Final EIR (FEIR), including the Responses to Comments to the DEIR, and the Findings of Fact. The FEIR/Response to Comments contains comments on the DEIR, responses to those comments, revisions to the DEIR, and appended documents.

- Public hearings on the proposed Project, including a Planning Commission study session, hearing and a City Council hearing.

- The City of Brea held public hearings on the proposed Project, including a Planning Commission hearing and a City Council hearing in spring 2025.

In summary, the City conducted all required noticing and scoping for the proposed Project in accordance with Section 15083 of the CEQA Guidelines, and conducted the public review for the EIR, which exceeded the requirements of Section 15087 of the CEQA Guidelines.

B. FINAL ENVIRONMENTAL IMPACT REPORT AND CITY COUNCIL PROCEEDINGS

The City prepared a FEIR, including Responses to Comments to the DEIR. The FEIR/Response to Comments contains comments on the DEIR, responses to those comments, revisions to the DEIR, and appended documents. A total of three comment letters were received. The three comment letters were from agencies (Juaneño Band of Mission Indians, Acjachemen Nation-Belardes, and Caltrans [comment letters A2 and A3]), and one comment letter was from the public.

The FEIR found that prior to mitigation, implementation of the proposed Project will result in potentially significant impacts to Air Quality, Cultural and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, and Tribal Cultural Resources. However, mitigation measures (MMs) have been developed to avoid or reduce all of these impacts to levels considered less than significant.

Members of the public can view searchable agendas for scheduled City Council meetings and access agenda-related City information and services directly on the following website: https://www.ci.brea.ca.us/511/City-Council.

The FEIR document will be posted for viewing and download with the previously posted DEIR prior to the City's consideration of the FEIR and proposed Project recommendations on the City's website.

A date for consideration of the FEIR and proposed Project recommendations at the City Council was set for the proposed Project, and notice of the meeting was provided consistent with the Brown Act (Government Code Sections 54950 et seq.). The City Council will take testimony on the proposed Project and may continue on its calendar to a subsequent meeting date in its discretion.

C. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed Project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the proposed Project.
- The DEIR and FEIR for the proposed Project.
- All written comments submitted by the public during the scoping meeting.
- All written comments submitted by agencies or members of the public during the public review comment period on the DEIR.

- All responses to written comments submitted by agencies or members of the public during the public review comment period on the DEIR.
- All written and verbal public testimony presented during a noticed public hearing for the proposed Project.
- The Mitigation Monitoring and Reporting Program.
- The reports and technical memoranda included or referenced in the FEIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and FEIR.
- The Resolutions adopted by the City of Brea in connection with the proposed Project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City of Brea, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

D. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the proposed Project are at the City of Brea–Planning Division, 1 Civic Center Circle, City of Brea. The City Planning Department is the custodian of the administrative record for the proposed Project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

E. Project Location

The City of Brea is bordered by the cities of La Habra to the northwest; Fullerton to the southwest and south; Placentia to the south; Yorba Linda to the southeast and east; unincorporated Orange County to the east, northeast, and north; Chino Hills (San Bernardino County) to the northeast; and unincorporated Los Angeles County to the northwest.

The 9.7-acre site (Assessor's Parcel Number [APN] 319-102-34) is located at 1698 through 1700 Greenbriar Lane in the City of Brea. The Project site is bounded by State Route 57 (SR-57) to the west, residential uses along Greenbriar Lane to the north, residential uses separated by Fullerton Creek drainage channel and South Associated Road to the east, and the Brea Plaza Shopping Center to the south.

F. PROJECT OBJECTIVES

Objectives for the Greenbriar Residential Development Project will aid decision makers in their review of the proposed Project and associated environmental impacts:

1. Revitalize the site by developing housing near other residential and commercial uses, thereby introducing new, high-quality residential uses in the City.

2. Redevelop the underutilized Project site by providing additional opportunities for residential growth on an infill parcel.

3. Improve the jobs-housing balance in the City by providing new housing within close proximity to jobs and services.

4. Provide additional housing opportunities in the City to meet its Regional Housing Needs Allocation.

5. Create a high-quality residential product that provides connectivity between the commercial uses at Brea Plaza and a transitional buffer for the existing residential neighborhood to foster a vibrant and interactive mixed-use environment.

G. PROJECT DESCRIPTION

The proposed Project would require the demolition of the existing office building, parking structure, and parking lot prior to construction and operation of the residential community. The proposed Project would provide for up to 179 residential units, including landscaping and common open space areas, on 6.87 acres of the approximately 9.7-acre site, and would result in approximately 505 new residents.[1] The remainder of the site (2.82 acres) would include internal access roads and public utilities. The proposed Project would include 67 buildings consisting of three different architectural styles. Table 1, *Greenbriar Residential Development Project Land Use Summary,* provides a breakdown of the product summary and mix.

Table 1 Greenbriar Residential Development Project Land Use Summary

Product Summary and Mix	Number of Buildings	Number of Units
The Courts	16	80
The Villas	37	73
The Yards	14	26
Residential Subtotal	67	179

[1] Assuming an average of 2.82 residents per unit, consistent with the household size reported in the City's 2021-2029 housing element, construction of 179 units would result in an increase of 505 residents.

III. FINDINGS AND FACTS REGARDING IMPACTS

A. FORMAT

Section 15091 of the CEQA Guidelines requires that a Lead Agency make a finding for each significant effect for the proposed Project. This section summarizes the significant environmental impacts of the proposed Project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed Project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This remainder of this section is divided into the following subsections:

Section III B, Issues Deemed "No Impact" or "Less Than Significant Impact," presents topical areas that would result in no impact or less than significant impacts, as detailed in Chapter 8 of the DEIR.

Section III C, Findings on "No Impact" and "Less Than Significant Impacts," presents environmental issues, as identified in Chapter 5 of the DEIR, which would result in no impact or less than significant impacts.

Section III D, Findings on Impacts Mitigated to Less Than Significant, presents significant impacts of the proposed Project that were identified in the FEIR, the mitigation measures identified in the Mitigation Monitoring Program, and the rationales for the findings.

Section IV, Alternatives to the Proposed Project, presents alternatives to the proposed Project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

Section V, Statement of Overriding Considerations, indicates that because there are no significant and unavoidable impacts, a Statement of Overriding Considerations is not warranted.

Section VI, Findings on Responses to Comments on the DEIR and Revisions to the FEIR, presents the City's findings on the response to comments and revisions to FEIR, and decision on whether a recirculated DEIR is necessary or not.

B. ISSUES DETERMINED TO BE LESS THAN SIGNIFICANT

Pursuant to CEQA Guidelines Section 15060(d) and 15063 that allow a lead agency to skip preparation of an Initial Study and begin work directly on the EIR process, a NOP was issued without an accompanying Initial Study. In accordance with Section 15128 of the CEQA Guidelines, as described in Chapter 8, *Impacts Determined to Be Less Than Significant*, of the DEIR, the City concluded that Project impacts related to the following topical environmental issues would result in no impact or would be less than significant with implementation of existing plans, programs, and policies (PPPs): Agriculture and Forestry Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, and Wildfire. Since the following environmental

issue areas were determined to have no impact or a less than significant impact, no findings for these issues are required.

1. Agricultural and Forestry Resources

The Project area has no agricultural or farm use on it, nor is there agricultural or farm use in its immediate proximity. The Project area is zoned C-G (General Commercial) with a P-D (Precise Development) overlay, and the Project site is developed with an office building, paved parking lot, a parking structure, and ornamental landscaping. The Project site is listed as Urban and Build-up Land and is not mapped as important farmland by the Division of Land Resource Protection. The proposed Project would not conflict with agricultural zoning or a Williamson Act contract. Furthermore, Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Vegetation on-site is limited to ornamental vegetation throughout the parking lot and landscaping areas. Since there is no important farmland or forestland on the Project site, Project construction would not result in the loss or conversion of farmland or forest land. No impact would occur.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to agricultural and forestry resources. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

2. Biological Resources

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential impacts to nesting birds:

PPP BIO-1 In compliance with the California Fish and Game Code, Migratory Bird Treaty Act (US Code, Title 16, Sections 703–712), birds and their active nests are protected; therefore, the trees on-site would be removed outside of the nesting season, either prior to February 15 or after August 15. If construction or other Project activities are scheduled to occur during the nesting bird and raptor season, a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed. If an active nest is identified, a qualified avian biologist shall establish an appropriately sized non-disturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist.

The Project area has been previously disturbed by the development of the former Mercury Insurance office building and associated structures. No Natural Community Conservation Plan/Habitat Conservation Plans (NCCP/HCP) apply to the Project site. Vegetation on the site is limited to ornamental trees and ornamental landscaped areas. The Project site and surrounding area are outside of any federally designated critical habitat and are currently disturbed and surrounded by urban development. The proposed Project would not impact any candidate, sensitive, or special status species. There is a 0.72-acre freshwater emergent wetland and pocket of riverine habitats on the eastern boundary of the Project site in Fullerton Creek. However, the proposed Project would

implement a variety of best management practices to reduce dust and pollutants to receiving waters, including the adjacent wetland.

There are several ornamental trees onsite, scattered throughout the parking lot and landscaped areas, which could be used for nesting by birds protected under the California Fish and Game Code Sections 3503 et seq. In compliance with the California Fish and Game Code, trees would be removed outside of nesting season, either prior to February 15 or after August 15. However, in the event construction or other Project activities occur during nesting bird and raptor season, a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed. If an active nest is identified, the qualified avian biologist would establish measures to ensure no impacts to nesting birds (see PPP BIO-1 above). Therefore, impacts to biological resources would be less than significant.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to biological resources. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

3. Geology and Soils

The Project site is not in an Alquist-Priolo Zone. There is no potential for ground rupture on the Project site. The Project site, as with the rest of southern California, is expected to experience strong seismic ground shaking. Compliance with the California Building Code (CBC) would reduce impacts from seismic ground shaking to less than significant. The Project site is not within a liquefaction or landslide zone. Compliance with the CBC and recommendations from the Geotechnical Evaluation report would reduce impacts from liquefaction or landslides to less than significant. Additionally, the proposed Project would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements, and implement best management practices (BMPs) before and during construction to control surface runoff and erosion to retain sediment on the Project site.

The Project site has low potential for lateral spreading. The Project site is not in an identified areas of ground subsidence due to groundwater pumping or oil extraction. Compliance with CBC would ensure impacts as a result of expansive soils would be less than significant. The proposed Project does not require the installation of a septic tank or alternative wastewater disposal system. All structures built for the Project would adhere to the CBC which provides minimum standards to protect property and public welfare. Impacts to geology and soils would be less than significant.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to geology and soils. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

4. Hydrology and Water Quality

The Project does not propose groundwater wells that would extract groundwater from an aquifer, nor would the proposed Project affect recharge capabilities for the Orange County subbasin because the site is fully developed.

Drainage and surface water discharges during construction and operation of the proposed Project would not violate any water quality standards or waste discharge requirements. However, site preparation and other soil-disturbing activities during construction of the Project could temporarily increase the amount of soil erosion and siltation entering the local stormwater drainage system. To minimize these potential impacts, the proposed Project would be required to comply with the NPDES Construction General Permit as well as BMPs to control erosion and prevent any discharge of sediments from the site. During the operation of the proposed Project, the Project would also implement BMPs. The proposed Project would not alter the course of a stream or river. The drainage of the proposed Project would generally follow the existing flows, and the proposed storm drain system would discharge into the existing flood control channel to the east of the Project site. The on-site flows would be collected via a series of catch basins and conveyed to three modular wetlands systems for treatment with a design flow rate for this system is 1.560 cubic feet per second (cfs) and the modular wetland system would have a design flow rate of 0.692 cfs per unit for a total design flow rate of 2.076 cfs, which exceeds the required storage volume. The Project would be implemented in accordance with the water quality management plan and abide by the requirements of the MS4 permit. The proposed Project would reduce the amount of impervious area on the site, and the proposed Project's storm drain flows would be less than the existing conditions; thus no hydromodification impacts to downstream receiving waters or flooding on- or off-site would occur. Additionally, since the proposed Project would reduce the amount of impervious area, and implement site design BMPs, the proposed Project would have a lower peak flow than the existing peak flow conditions; thus, the proposed Project would not exceed the capacity of existing or planned stormwater drainage systems.

The proposed Project is within the footprint of flood Zone X (0.2 percent/500-year flood hazard). A dam/reservoir failure inundation pathway is 1.8 miles east of the Project site. The site is approximately 18 miles northeast of the Pacific Ocean and is not in a tsunami inundation area. The Project site is generally flat, with no slopes near the site that are capable of generating a mudflow. The proposed Project would comply with the water quality and use requirements of water quality control plan and sustainable groundwater management plan through the implementation of BMPs. Therefore, impacts would be less than significant.

Finding. The proposed Project would have less than significant direct, indirect, and cumulative impacts relating to hydrology and water quality. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

5. Mineral Resources

The Project site is in Mineral Resource Zone (MRZ)-1, where significant mineral deposits are unlikely or not present. The Project site and its surrounding areas are not developed for mineral extractions. No mining sites are identified in the City of Brea General Plan. No impacts would occur.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to agricultural and forestry resources. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

6. Wildfire

The Project site is not within a within a fire hazard severity zone, and it would not expose occupants to pollutant concentrations from a wildfire or exacerbate wildfire risks. The proposed Project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the Project site and surrounding properties during construction and postconstruction. The proposed Project would be designed in accordance with the CBC and California Fire Code (CFC). Project design plans would be reviewed by Brea Fire department and fire suppression equipment specific to construction would be maintained on-site.

The proposed Project would require circulation improvements to nearby roadways; however, such improvements would be temporary, and the proposed Project would be designed and constructed in accordance with the CBC and the CFC. The Project site is flat, developed with primarily impervious surfaces and ornamental landscaped areas with pervious surfaces. It is not within a Fire Hazard Severity Zone and would be designed in accordance with CBC and CFC. Thus, the proposed Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope, prevailing winds, and other factors. Additionally, the Project site is not in an area designated as having a landslide potential, and the Project site is within Flood Zone X; therefore, it is unlikely that the site would be susceptible to downslope or downstream flooding or landslides as a result of post-fire slope instability. Impacts would be less than significant.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to wildfire. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

C. IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

Based on the environmental analysis in the chapter 5 topical sections of the DEIR, the City determined that the proposed Project would have less than significant impacts, including direct, indirect, and cumulative impacts, for the environmental issues summarized below.

Plans, programs, and policies (PPP) are listed and numbered in the DEIR, and include applicable local, state, and federal regulations that are required independently of CEQA review and also serve to prevent the occurrence of, or reduce the significance of, potential environmental effects.

The EIR concluded that all or some of the impacts of the proposed Project with respect to the following issues will be reduced to below a level of significance by implementing Project design features or existing plans, programs, and policies as detailed in Chapter 5 of the DEIR. Those issues include the following topical areas in their entirety or portions thereof: Aesthetics, Air Quality, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. CEQA Guidelines Section 15901 states that an EIR may not be certified for a Project that has one or more significant environmental effects unless one of three possible findings is made for each significant effect.

1. Aesthetics

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential aesthetics impacts:

PPP AE-1 The proposed Project is required to provide a minimum landscaped coverage of 15 percent of the net site area in accordance with Brea City Code Section 20.258.020, General Development Standards for the Mixed-Use Zoning Districts.

PPP AE-2 All lighting, interior and exterior, shall be designed and located so as to confine all direct rays to the premises, per Brea City Code Section 20.220.040(L), Property Development Standards.

PPP AE-3 In accordance with Section 20.258.030(D)(2), Specific Development Standards for all Mixed-Use Projects, of the Brea City Code, the architectural style and use of quality materials shall be consistent throughout the entire Project site.

PPP AE-4 In accordance with Section 20.258.030(D)(3.g), Specific Development Standards for all Mixed-Use Projects, of the Brea City Code, multiple structures on a single site shall be designed to create a strong visual relationship between and among the structures, and architectural treatments of structures shall be consistent on all sides.

PPP AE-5 *Art in Public Places Sculpture*. Pursuant to the City of Brea Art in Public Places Policy Manual, the applicant must submit a letter to City staff explaining efforts to be taken during construction to protect the existing art piece.

Impact 5.1-1: The proposed Project would not impact scenic vistas or conflict with applicable zoning governing scenic quality. [Thresholds AE-1 and AE-3]

Scenic Vistas

The Project site is fully developed and located in a highly urbanized portion of the City that is generally flat. Chino Hills State Park offers views throughout the park; however, Gilman Peak is called out as a "viewpoint of particular interest" and is denoted as a scenic viewpoint in Figure CR-4, "Scenic Resources," of the Community Resources Element of the Brea General Plan. Gilman Peak is approximately six miles east of the Project site. Due to the distance, varying topography, and highly urbanized nature of the City, views of and from Chino Hills State Park, particularly Gilman Peak, would not be impacted.

Brea Zoning Standards for Visual Character

The proposed Project would involve demolition of the existing office building, parking structure, and parking lot, and subsequent construction and operation of the residential community on the Project site. Three different residential building types on the site—The Courts, the Villas, and the Yards, would be three stories tall and the Villas would include a rooftop terrace. The Courts would be along on the western and southern boundaries of the site, and buildings would be up to 36 feet and 11 inches tall; the Yards would be in the central portion of the site and would be up to 41 feet and 5

inches tall; and the Villas would be along the northern, eastern, and central portions of the site and would be up to 48 feet and 11 inches tall.

The Mixed Use II Zone allows for a maximum building height of 60 feet. The tallest structures on the Project site would be the Villas, which would be up to 48 feet and 11 inches tall; therefore, the proposed Project would not exceed the maximum height allowed in the MU II Zone. Varying building materials and colors, variations in building rooflines, building pop-outs, and landscaping would be added, and art sculpture would provide visual relief and enhancement for residents on- and off-site.

Discussion

The proposed Project would replace the vacant Mercury Insurance office building, parking lot, and three-story parking structure with a high-quality residential neighborhood. Thus, the proposed Project would change the visual character of the Project site.

Single-family residential uses with one- to two-story structures can be found to the north and east, and the commercial uses to the south range from one- to two stories. To the west of SR-57 is Brea Mall, City Hall, and Embassy Suites, which vary in heights up to seven stories, and the three-story parking structure on the Project site.

The proposed Project would introduce taller structures to the Project area, and other, higher-density projects exist in the City. To minimize aesthetic impacts and ensure that the proposed Project would enhance the character and streetscape along Greenbriar Lane, the proposed Project would include several design elements, including hardscape and landscape features. For example, the architecture of the homes would be forward facing, with front doors and patios facing Greenbriar Lane; the proposed Project would include landscaping (to soften massing and provide shade) along the perimeter of the Project site as well as a 3.5-foot-tall block wall with stucco finishing along the northern perimeter of the site. The proposed driveways would be at either end of Greenbriar Lane to avoid headlights pointing at the existing residences along Greenbriar Lane; the new homes at the west end of Greenbriar Lane would be approximately 4.5 feet below street elevation and would be the same elevation as Greenbriar Lane just west of South Plum Avenue; and a new sidewalk would be constructed along Greenbriar Lane to improve pedestrian access in the area. The proposed Project would not exceed the maximum height allowed in the MU II Zone. These features would promote physical continuity and connections with the neighboring community.

The proposed Project would adhere to the development standards and design guidelines of the City of Brea Municipal Code[2] (see PPP AES-1 through PPP AES-4), General Plan policies, and the building design and materials would be subject to approval by the City. Overall, aesthetic impacts would not be adverse, as no scenic vistas or resources would be impacted on the Project site or from public locations, and the proposed Project is not incompatible with surrounding land uses and would not conflict with the City's Zoning standards. Therefore, impacts relating to aesthetics would be less than significant.

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[2] The proposed Project would require a variance for three development standards that are not being met (i.e., minimum street side setback, minimum rear setback, and minimum parking requirements). As such, the Applicant would either be required to update the Project plans to comply with the applicable development and/or obtain subsequent approval of a Minor Conditional Use Permit (MCUP) or any other available administrative permit for the requested modification of standards.

Finding. Compliance with existing PPPs would minimize adverse impacts of aesthetics to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to scenic vistas and zoning standards for visual appearance and character. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-2: The proposed Project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

State Route 57 (SR-57) is an eligible scenic highway (not officially designated) and bounds the Project site to the west. Development of the proposed Project would occur within the boundaries of the Project site and not damage scenic resources, including trees, rock outcroppings, and historic buildings in a scenic highway. No impact would occur.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to scenic resources within a state scenic highway. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-3: The proposed Project would generate additional light and glare. [Threshold AE-4]

Nighttime Light and Glare

The proposed Project could result in new sources of light and glare. The new structures' exterior glazing (e.g., windows and doors) could result in new sources of glare.

Despite new and expanded sources of nighttime illumination and glare, the proposed Project is not expected to generate a substantial increase in light and glare. Lights from vehicles would be limited, and new lighting sources would be directed so as not to spill outside the Project site. The proposed perimeter landscaping, fences and walls, and proposed structures would block glare from parked cars, traffic on surrounding roadways, and surrounding land uses. The proposed Project would adhere to the development standards and design guidelines of the Brea Municipal Code (see PPP AES-2) to minimize light and glare impacts from on-site lighting. Therefore, new sources of lighting associated with the proposed Project are considered less than significant.

Daytime Glare

The proposed Project introduces building material (glass and light-colored materials), fences, and vehicles parked and traveling along neighboring streets and traveling along neighboring streets that could cause daytime glare, but not to such an extent that they would result in a significant impact. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for residential uses. Therefore, daytime glare impacts from the proposed Project would be less than significant.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to light and glare. Accordingly, no changes or alterations to the proposed Project

were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

2. Air Quality

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential air quality impacts:

PPP AIR-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (24 CCR Part 6) and California Green Building Standards Code (CALGreen) (24 CCR Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial updated with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP AIR-2 Construction activities will be conducted in compliance with California Code of Regulations Title 13, Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP AIR-3 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to the following:

- **Rule 403**, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
- **Rule 402,** Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- **Rule 1113**, which limits the volatile organic compound content of architectural coatings.
- **Rule 1403**, which governs requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

Impact 5.2-1: The proposed Project is consistent with the applicable air quality management plan. [Threshold AQ-1].

Changes in population, housing, or employment growth projections have the potential to affect the Southern California Association of Governments' (SCAG) demographic projections and therefore the assumptions in South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan (AQMP). The Project would result in 179 residential units and

approximately 505 new residents. As discussed in Section 5.8, *Population and Housing*, the proposed Project's population and employment growth would be within SCAG's forecast growth projections for the City. Additionally, the Project would address the need for additional housing to accommodate population growth in the City.

Finally, the long-term emissions generated by the proposed Project would not produce criteria air pollutants that exceed the South Coast AQMD significance thresholds for Project operations (see Impact 5.2-3). South Coast AQMD's significance thresholds identify whether or not a Project has the potential to cumulatively contribute to the SoCAB's nonattainment designations. Because the proposed Project would not exceed the South Coast AQMD's regional significance thresholds and growth is consistent with regional growth projections, the proposed Project would not interfere with South Coast AQMD's ability to achieve the long-term air quality goals identified in the AQMP. Therefore, the proposed Project would be consistent with the AQMP, and this impact would be less than significant.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impact associated with consistency with the AQMP. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-2 For Impact 5.2-2, refer to Section D, *Findings on Significant Environmental Impacts That Can Be Reduced to Less Than Significant Level*.

Impact 5.2-3: Long-term operation of the proposed Project would not generate additional vehicle trips and associated emissions in exceedance of South Coast AQMD's threshold criteria. [Threshold AQ-2]

Buildout of the proposed Project would generate an increase in criteria air pollutant emissions from transportation (i.e., vehicle trips), area sources (e.g., landscaping equipment, architectural coating), and energy (i.e., natural gas used for heating and cooking). As shown in Table 5.2-9, *Project Regional Operation Emissions*, in Chapter 5.2, *Air Quality,* of the DEIR, the net change in maximum daily emissions from operation-related activities would be less than their respective South Coast AQMD regional significance threshold values. Therefore, impacts to the regional air quality associated with operation of the Project would be less than significant.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts from long-term operational air quality emissions. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-4: For Impact 5.2-4, refer to Section D, *Findings on Significant Environmental Impacts That Can Be Reduced to Less Than Significant Level*.

Impact 5.2-5: Operation of the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3].

Operational Phase Localized Emissions

The proposed Project would not constitute a major source of localized air pollutant emissions, including TACs, during operation. Land uses that have the potential to include substantial sources of emissions require a permit from South Coast AQMD, such as chemical processing or warehousing operations where substantial truck idling could occur on-site. As a residential development, the proposed Project does not fall within these categories of uses. While operation of the proposed Project could result in the use of standard on-site mechanical equipment such as heating, ventilation, and air conditioning units and occasional use of landscaping equipment for Project area maintenance, air pollutant emissions generated would be small. Therefore, net localized air quality impacts from Project-related operations would be less than significant.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of Carbon monoxide (CO) called hotspots. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact. The proposed Project would generate a maximum of 86 AM peak hour trips on weekdays and 103 midday peak hour trips on Saturday. Implementation of the Project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the Project

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impact from localized operational phase air quality emissions. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-6: The proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. [Threshold AQ-4]

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project with residential structures, would not fall within the types of uses that are associated with foul odors that constitute a public nuisance. During operation, the proposed Project would be typical of a residential development and would be limited to the Project site. During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. However, construction-related odor emissions would be temporary and intermittent and would not affect a significant number or people.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impact from odors. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

3. Cultural and Paleontological Resources

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential Cultural and Paleontological Resources impacts:

PPP CUL-1 Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

PPP CUL-2 The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation or any agency thereof (PRC Section 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.

PPP CUL-3 Adverse impacts to paleontological resources from developments on public lands (state, county, city, and district) require reasonable mitigation. (PRC Section 5097.5)

PPP CUL-4 If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)

Impact 5.3-1: Development of the Project would not impact an identified historic resource. [Threshold C 1]

A South Central Costal Information Center (SCCIC) records search for the Project site included review of all recorded cultural resources and reports within a half mile of the site. A Built Environment Resources Directory search included a review of data from the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), and the lists of California Historical Landmarks and California Points of Historical Interest. Based on the results of the records searches, no resources have been recorded within the Project site. The existing building on the Project site was constructed in 1976 and is therefore not of historic age.

The SCCIC records indicated that a total of 14 cultural resource reports cover areas within the half-mile radius, yet no cultural resources were identified within or near the Project site. The Brea General Plan Figure CR-6, "Historic Resources," shows that the nearest historic resource to the Project site is the locally designated "Practice House," approximately 0.6 mile to the west; there are no resources

on the Project site identified as City of Brea Historic Resources, CRHR, or NRHR (Brea 2003b). Construction would occur within the footprint of the Project site; therefore, no impact would occur.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to historic resources. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.3-2: For Impact 5.3-2, refer to Section D, *Findings on Significant Environmental Impacts That Can Be Reduced to a Less Than Significant Level.*

Impact 5.3-3: Grading activities could potentially disturb human remains, but compliance with existing regulations would ensure that impacts are less than significant. [Threshold C-3]

The Project site is currently developed and would require demolition, ground clearing, excavation, grading, and other construction activities to accommodate the proposed improvements on-site. In the unlikely event that soil-disturbing activities associated with the proposed Project result in the discovery of human remains, compliance with existing law would ensure that impacts to human remains would not be significant (Health and Safety Code Section 7050.5; CEQA Section 15064.5; PRC Section 5097.98) (see PPP CUL-4).

Finding. Compliance with existing PPPs would minimize adverse impacts to cultural resources to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to scenic vistas and visual appearance and character. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.3-4: For Impact 5.3-4, refer to Section D, *Findings on Significant Environmental Impacts That Can Be Reduced to a Less Than Significant Level.*

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4. Energy

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential Energy impacts:

PPP E-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP E-2 New single-family residential construction is required to comply with the California Building Energy and Efficiency Standard by either the performance or prescriptive pathway. The prescriptive pathway requires installation of photovoltaic (PV) systems for new single-family residential construction, along with other energy efficiency and renewable energy design requirements. Should a new single-family residential construction project use the performance pathway for compliance instead, solar may be included in the project design but does not have to meet the system sizing requirements prescribed in the prescriptive pathway but must incorporate additional energy efficiency or renewable energy generation in the project design to offset the omission or reduced size of a PV system.

PPP E-3 Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP E-4 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

Impact 5.4-1: Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

Short-Term Construction Impacts

Electrical Energy

Construction of the proposed Project would not require electricity to power most construction equipment. The majority of construction equipment during demolition and grading would be gas or diesel powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary and would fluctuate according to the phase of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Therefore, Project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed Project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered.

Energy consumption during construction (2026 through 2028) was calculated using the CalEEMod computer model, version 2022.1, and data from the EMFAC2021 and OFFROAD2021 databases. The results are shown in Table 5.4-6, *Construction-Related Fuel Usage*, in Chapter 5.4, *Energy,* of the DEIR.

The proposed Project would not result in wasteful, inefficient, or unnecessary use of energy during construction. It is anticipated that the construction equipment would be well maintained and meet the appropriate tier ratings per CALGreen or EPA emissions standards so that adequate energy efficiency level is achieved. Construction trips would not result in unnecessary use of energy since the Project area is centrally located and is served by numerous regional freeway systems that provide the most direct routes from various areas of the region. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less-efficient generators. Thus, energy use during construction of the proposed Project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant.

Long-Term Impacts During Operation

Electrical Energy

Electrical service to the proposed Project would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 5.4-7, *Electricity Consumption*, in Chapter 5.4, *Energy,* of the DEIR, the projected electricity consumption for the proposed Project is 656,184 kilowatt-hours (kWh) per year, which is a net decrease of 528,126 kWh per year compared to the average electricity consumption of the existing office building from the period 2021 to 2024 while it was vacant. The proposed Project's per capita electricity consumption is approximately 1,547 kWh per year, which is 1,041 kWh less than the residential per capita average for the county in 2022. Overall, the proposed Project would result in lower per capita electricity consumption when compared to existing consumption rates in the county and lower electricity consumption when compared to the existing building on the Project site. The proposed Project would be required to comply with the current Building Energy Efficiency Standards, CALGreen, and electricity provided by the utility would be in compliance with the State's Renewables Portfolio Standard (RPS) program under SB 100 (see PPP E-2). Therefore, the proposed Project would not result in a significant impact related to electricity.

Natural Gas Energy

The projected natural gas consumption for the proposed Project is 1,988,125 thousand British thermal units (kBtu) per year, as shown in Table 5.4-8, *Building Natural Gas Consumption*, of the DEIR. The per capita natural gas consumption for the proposed Project would be 5,053 kBtu per year, which is approximately 6,566 kBtu per year less than the county's average residential gas consumption per capita in 2022. The proposed Project would be built to meet the Building Energy Efficiency Standards, and it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the proposed Project would result in less than significant impacts with respect to natural gas usage. Furthermore, implementation of Mitigation Measure GHG-1 would reduce natural gas consumed by the proposed Project.

Transportation Energy

The proposed Project would consume transportation energy during operations from the use of motor vehicles. As seen in Table 5.4-9, *Proposed Project Annual Operation-Related Fuel Usage*, in Chapter 5.4, *Energy,* of the DEIR, the annual vehicle miles traveled (VMT) for the proposed Project is estimated to be 4,751,854 miles.

The proposed Project would construct new residential housing opportunities in an urbanized area with nearby amenities and public transit options. As an infill residential Project, the proposed Project would contribute to minimizing per capita VMT and transportation-related fuel usage. As shown in Table 5.4-9 of the DEIR, vehicles commuting to and from the proposed Project are expected to consume 192,878 gallons of fuel per year, which makes the per capita average for the proposed Project 382 gallons per year. This would be approximately 28 gallons less than the per capita county average of 410 gallons per year.

Additionally, because of State and federal vehicle fuel efficiency standards, the average fuel efficiency for vehicles used by residents or visitors of the proposed Project is anticipated to improve with each year as older and less fuel-efficient vehicles are retired and replaced with newer, more fuel-efficient vehicles or vehicles powered by alternative fuel sources (e.g., electricity, hydrogen). Moreover, incremental vehicle fleet turnover in future years would decrease reliance on fossil fuels and slowly shift a greater proportion of transportation energy needs to electricity, which will incrementally increase the proposed Project's reliance on renewable energy sources through the electricity utility's compliance with SB 100. This impact would be less than significant

Finding. Compliance with existing PPPs would minimize adverse impacts from energy to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact on consistency with the state and local plans for energy. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.4-2: The proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

California Renewables Portfolio Standard

The state's electricity grid is transitioning to renewable energy under California's Renewables Portfolio Standard (RPS) Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as Southern California Edison, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. The proposed Project would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen. Impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts of aesthetics to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to scenic vistas and visual appearance and character. Accordingly, no

changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

5. Greenhouse Gas Emissions

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential greenhouse gas (GHG) emissions impacts:

PPP GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP GHG-2 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

PPP GHG-3 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

PPP GHG-4 New single-family residential construction is required to comply with the California Building Energy and Efficiency Standard by either the performance or prescriptive pathway. The prescriptive pathway requires installation of photovoltaic (PV) systems for new single-family residential construction, along with other energy efficiency and renewable energy design requirements. Should a new single-family residential construction project use the performance pathway for compliance instead, solar may be included in the project design but does not have to meet the system sizing requirements prescribed in the prescriptive pathway but must incorporate additional energy efficiency or renewable energy generation in the project design to offset the omission or reduced size of a PV system.

Impact 5.5-1: Implementation of the proposed Project would not generate a net increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment. [Threshold GHG-1]

Implementation of the proposed Project would result in 179 new attached single-family residences. From these additional land uses, the proposed Project would generate up to 1,296 weekday vehicle trips and 1,577 Saturday vehicle trips

Project emissions during operation combined with amortized construction-related emissions are shown in Table 5.5-4, *Project-Related GHG Emissions,* in Chapter 5.5, *Greenhouse Gas Emissions*. The Project site is assumed to generate no GHG emissions because the existing office building is currently vacant. However, the Project site historically generated GHG emissions associated with its former use as an office building. Therefore, the estimate in Table 5.5-4 provides a conservative analysis of the proposed Project's impacts on GHG emissions. As shown in the table, GHG emissions from the proposed Project would not exceed South Coast AQMD's bright-line significance threshold. As a result, GHG emissions associated with the proposed Project are considered less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from GHG emissions to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact on GHG emissions. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.5-2: For Impact 5.5-2, refer to Section D, *Findings on Significant Environmental Impacts That Can Be Reduced to a Less Than Significant Level*.

6. Hazards and Hazardous Materials

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential hazards and hazardous materials impacts:

PPP HAZ-1 Project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

PPP HAZ-2 Project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The proposed Project will be designed and constructed in accordance with the regulations of the Orange County Environmental Health Division, which serves as the designated Certified Unified

Program Agency and which implements State and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention, (4) Above Storage Tank Program, and (5) Underground Storage Tank Program.

PPP HAZ-3 Project-related underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Brea Fire Department, South Coast Air Quality Management District, and/or other regulatory agencies as necessary. Project-related use of existing USTs will also have to be conducted (i.e., used, maintained, and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

PPP HAZ-4 Project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (Section 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)
- California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

Impact 5.6-1: Construction and operation of the proposed Project could involve use of hazardous materials; however, compliance with existing regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes would be minimized. [Thresholds H-1]

Operational Phase

The proposed Project would include residential uses and would not involve use of substantial quantities of hazardous materials. Hazardous materials used during operation of the proposed Project would be transported, used, stored, and disposed of in accordance with existing regulations and product labeling, thereby minimizing the hazard to the public and the environment. Federal and State regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials, as described in Section 5.6.1.1, *Regulatory Background,* of

the DEIR. With the exercise of normal safety practices, the proposed Project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

Construction

Hazardous materials (e.g., fuel, oils, solvents, paints) would be routinely transported, stored, and used at the Project site during construction, and may pose health and safety hazards to workers if the hazardous materials are improperly handled. The handling, use, transport, and disposal of hazardous materials during the construction phase of the Project would comply with existing regulations of several agencies—the United State Environmental Protection Agency, the Orange County Environmental Health Division, Occupational Safety and Health Administration, California Division of Occupational Safety and Health, and United State Department of Transportation. Construction activities would not involve a significant amount of hazardous materials. Project construction workers would be trained on the proper use, storage, and disposal of hazardous materials.

Construction activities would also be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the National Pollution Discharge Elimination System (NPDES) permit. The SWPPP would identify, construct, implement, and maintain best management practices for hazardous materials may include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing cleanout areas for cement, etc. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with the proposed Project, and the potential for accident or upset is less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from hazards and hazardous materials to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to hazards and hazardous materials. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-2: Project construction and operations would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. [Thresholds H-3]

The North Fullerton KinderCare is about 0.3 mile south of the Project site, and Heights Christian School is approximately 0.3 mile northeast of the Project site. Both schools are outside of the one-quarter-mile range, and therefore the Project site is not near an existing or proposed school. Additionally, the proposed Project is not a project type identified by South Coast AQMD as emitting toxic air contaminants. Therefore, the proposed Project would result in no impact.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to hazards and hazardous materials. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-3: For Impact 5.5-3, refer to Section D, *Findings on Significant Environmental Impacts That Can Be Reduced to a Less Than Significant Level*.

Impact 5.6-4: The Project site is not in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

The Project site is not within an airport land use plan or within two miles of a public use airport. Therefore, the proposed Project would not result in a safety or noise hazard for people residing at the Project site.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to hazards and hazardous materials. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-5: Project construction and operation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. [Threshold H-6]

The addition of Project residents would be expected to increase the volume of vehicles leaving the residential area in the event of an emergency, which could impede emergency vehicles from attempting to get into the residential development.

Though the City of Brea has an adopted an Emergency Operations Plan, the plan does not provide specific procedures or designate evacuation routes throughout the City because the details for specific evacuation events would vary depending on the location, magnitude, and nature of the emergency. Therefore, this analysis focuses on whether construction or operation of the proposed Project could generally interfere with or impede safe and orderly evacuation in the City.

As identified in DEIR Section 8.6, *Wildfire*, Carbon Canyon Road and State Route 57 (SR-57) are critical evacuation routes in Brea. The proposed Project is bounded by SR-57 but would not hinder access to the designated access route, as the proposed Project's construction and staging would be within the boundaries of the Project site. The proposed Project would require circulation improvements to nearby roadways, such impacts would be temporary, would not create a hazard, and would not significantly impact circulation and emergency routes.

The proposed Project would comply with zoning, building, and fire codes, and the Project applicant is required to submit appropriate plans for plan review prior to issuance of a building permit. Adherence to these requirements would ensure that the proposed Project would not have a significant impact on emergency response and evacuation plans. Impacts are less than significant.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to hazards and hazardous materials. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-6: Project construction and operations would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. [Threshold H-7]

The Project site is in a highly urbanized, built-out portion of the City of Brea. According to the California Department of Forestry and Fire Protection, the Project site is not within a Very High Fire Hazard Severity Zone. No impact would occur.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to hazards and hazardous materials. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

7. Land Use and Planning

Impact 5.7-1: Project implementation would not divide an established community. [Threshold LU-1]

The Project site encompasses a vacant office building and parking structure. There is no established community within the Project site. The proposed Project would not physically divide an established community, and no impact would occur.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to land use and planning. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-2: Project Implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

City of Brea General Plan and Zoning

The General Plan land use designation for the site is General Commercial, which is intended to create areas with a broad range of retail, office, and service-oriented business activities. The proposed Project would result in a change to the Mixed-Use II (MU-II) designation, providing opportunities for coordinated development of urban villages that offer a diverse range of complementary land uses in close proximity to one another. Redesignation of the Project site from General Commercial to MU-II would not result in physical impacts on the environment.

The residential density range for development in the MU-II zone is 6.1 to 40 units per acre, and the maximum allowed floor area ratio (FAR) is 2.00. The average project density on the 9.7-acre Project site is 18.4 units per acre, which would be within the residential density range for development in the MU-II. The proposed Project would not conflict with the MU-II zone's maximum height restriction of 60 feet—the highest point of the tallest residential buildings, the Villas, would be 48 feet and 11 inches tall. The proposed Project would place residential development near existing nonresidential development, which would be consistent with the purpose of the MU-II zoning designation, that is,

creating urban villages, placing land uses close to one another, and creating pedestrian linkages. Development in the MU-II zone is required to provide a minimum of 75 square feet per dwelling unit of common residential open space and a minimum of 50 square feet per dwelling unit of private open space. The proposed Project would includes 104,785 square feet of ornamental landscaping, 39,995 square feet of common open space landscape area and 35,423 square feet of common hardscape area. Therefore, the proposed Project would meet the open space requirements of the MU-II zone.

Furthermore, the proposed Project would be consistent with the Brea General Plan policies regarding mixed-use and infill projects (Policy CD-27.4), including but not limited to the following. Policies CD-1.2 and HE-6.6 call for a balance between the provision of jobs and housing as well as a closer link between housing and jobs, and the Project would include employment and residential uses in an area surrounded by commercial, institutional, and residential uses. Policies CD-1.7, CD-4.5, and HE-6.4 call for creating large interactive open and public spaces and pedestrian access that serve the entire community and promote healthy living and physical activity, and the proposed Project would include open space and a passive park. The proposed Project would be consistent with the policies of the General Plan. The proposed Project would not conflict with policies adopted to mitigate an environmental effect, and impacts are less than significant.

2024–2050 RTP/SCS: Connect SoCal

As described in Table 5.7-1, *SCAG's Connect SoCal Consistency Analysis,* in Chapter 5.7, *Land Use and Planning,* of the DEIR, the proposed project is generally consistent with the overarching goals of the RTP/SCS.

As discussed under Impact 5.7-2, the proposed Project would be consistent with goals and policies of the City's General Plan and SCAG's RTP/SCS. Impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts to land use and planning to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to land use and planning. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

8. Noise

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential aesthetics impacts:

PPP NOI-1 Project-related construction activity will be limited to the hours of 7:00 am to 7:00 pm on weekdays and Saturdays. Construction is prohibited on Sundays. Project-related construction activity outside these hours would require City approval.

PPP NOI-2 The Project will comply with the City of Brea's stationary exterior noise standards, summarized in Section 8.20.050, Exterior Noise Standards, of the Brea City Code.

PPP NOI-3 The Project will comply with the City of Brea's vibration standards of 70 VdB at the property line of the sensitive receptor, as identified in Section 20.20.04, Vibration, of the Brea Zoning Code.

PPP NOI-4 The residential development will comply with the California Building Code, Part 2, Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels.

PPP NOI-5 Residential exterior areas shall be designed to be sound attenuated against present and future transportation noise. New residential projects shall provide an acoustical analysis report by an acoustical engineer verifying proposed wall heights adjacent to SR-57 and commercial loading and unloading areas to satisfy the City General Plan's conditionally acceptable exterior noise standard of 65 dBA CNEL for land use compatibility and Section 8.20.050, Exterior Noise Standards, of the Brea City Code.

PPP NOI-6 The Project's covenants, conditions, and restrictions shall include a disclosure that the loading and unloading of goods may occur at adjacent commercial uses. The commercial use is subject to Section 20.258.030 (H)(3), Loading and Unloading Activities, of the Brea City Code, which states that in no event shall loading or unloading take place after 10:00 pm or before 7:00 am on any day of the week.

PPP NOI-7 Residents of the Project shall be notified in writing before taking up residence adjacent to SR-57 that they will be living in an urban type of environment and that the noise levels may be higher than a typical residential area. The covenants, conditions, and restrictions of a residential project shall require that the residents acknowledge their receipt of the written noise notification. Their signatures shall confirm receipt and understanding of this information in accordance with Section 20.258.030 (H)(4), Noise Notification, of the Brea City Code.

PPP NOI-8 Noise-generating equipment (air conditioning units) shall be reviewed during plan check for location and screening, to the extent feasible, to avoid creating a nuisance in accordance with Section 20.258.030 (K)(3), Noise Generating Equipment, of Brea City Code..

Impact 5.8-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along roadways in the vicinity of the Project site. Individual construction vehicle pass-bys and haul truck trips may create momentary noise levels (Lmax) of up to approximately 85 A-weighted decibels (dBA) at 50 feet from the vehicle, but these occurrences would generally be infrequent and short lived.

Construction generates temporary worker and vendor trips, and the number of trips vary by activity phase. Construction vehicles would generate up to 148 daily vendor and worker trips at their peak

during building construction. The Project would generate a maximum of 27 daily haul truck trips during building demolition. This increase in haul trucks and construction vehicles trips would result in a negligible noise increase of less than 1 dBA to the Community Noise Equivalent Level (CNEL) when compared to existing average daily trips—from 10,800 to 36,120—along nearby roadway segments in the Project vicinity. Therefore, noise impacts related to temporary construction vehicle trips would be less than significant.

Construction Noise

Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the Project site with different loads and power requirements.

The construction-related, aggregate sound levels—grouped by construction activity and shown in Table 5.8-8 of the DEIR—would not exceed the 80 dBA Equivalent Continuous Noise Level (L_{eq})(8hr) threshold at nearest sensitive receptors and would not result in hearing loss, sleep disruption, or impact public health. Therefore, Project construction noise impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from noise to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact from construction noise. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.8-2: Project implementation would result in long-term operation-related noise that would not exceed local standards. [Threshold N-1]

Stationary Noise

Mechanical Equipment

The proposed Project would have heating, ventilation, and air conditioning systems (HVAC). HVAC equipment typically generates noise levels of 72 dBA at a distance of 3 feet and would diminish at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation from ground and shielding effects). The nearest sensitive receptors are single-family homes to the north, approximately 60 feet, across Greenbriar Lane.. At these distances, HVAC noise would attenuate to approximately 46 dBA or less, which would not exceed the nighttime threshold of 50 dBA L_{50}. Furthermore, HVAC noise would only cause a 0.6 dBA increase over existing noise levels and would not result in a substantial increase over ambient conditions. This impact would be less than significant.

Outdoor Common Areas

The Project proposes an outdoor common area for residents and guests. The main components could be a fountain, a barbeque area with outdoor seating, and an open lawn area. Noise would consist mostly of people talking. It is over 200 feet from the nearest edge of the proposed outdoor common space to the nearest noise-sensitive receptors to the north and east. No amplified music or public address systems are proposed. In addition, proposed buildings of the Project would provide acoustical shielding. Therefore, noise associated with Project recreational activities would be localized and is not anticipated to be audible at the nearest sensitive receptors over existing noise levels. This impact would be less than significant.

Traffic Noise

To determine the Project-related traffic noise increase, the Opening Year with Project average daily traffic (ADT) volumes were compared to the Existing and Opening Year No Project ADT volumes, as shown in Table 5.8-9, *Summary of Traffic Noise Increases,* of the DEIR. As a result of the decrease in vehicle trips from demolition of the insurance building, the Project would result in a minimal increase in ADT volumes on most study roadway segments, resulting in a slight increase in traffic noise levels. Existing traffic noise levels on Greenbriar Lane, east of Associated Road, are less than 55 dBA; an increase of up to 3 dBA would not exceed the threshold of a 5 dBA increase in ambient noise environments of less than 60 dBA CNEL. Therefore, the proposed Project would not result in significant traffic noise level increases, and this impact would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts of aesthetics to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to scenic vistas and visual appearance and character. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.8-3: The project would create short-term groundborne vibration. [Threshold N-2]

Construction Vibration

Potential vibration impacts associated with development Projects are usually related to the use of heavy construction equipment during the demolition and grading phases of construction. Construction can generate varying degrees of ground vibration depending on the construction procedures and equipment. Construction equipment generates vibration that spreads through the ground and diminishes with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures. Pile driving is not proposed.

Vibration Annoyance

The City of Brea has established a vibration perceptibility threshold of 70 vibration decibels (VdB), discussed in Section 5.8.1.2, *Regulatory Background*, in Chapter 5.8, *Noise,* of the DEIR. Table 5.8-10,

Vibration Levels for Typical Construction Equipment (VdB), of the DEIR shows VdB levels at a reference distance of 25 feet and attenuated levels at the nearest sensitive receptors. As shown in that table, vibration decibels would attenuate to 68 VdB or less. Therefore, impacts would be less than significant.

Architectural Damage

The applicable Federal Transit Administration (FTA) threshold for the surrounding off-site commercial structures is 0.30 in/sec peak particle velocity (PPV), and the applicable FTA threshold for residential uses is 0.20 in/sec PPV. At a distance greater than approximately 20 feet, construction-generated vibration levels at the commercial buildings would be less than the 0.30 in/sec PPV threshold, and at a distance greater than approximately 25 feet, vibration levels would be less than the 0.20 in/sec PPV threshold.

The nearest off-site commercial structure is the Eyebrow Beauty building, approximately 55 feet south of the Project site, and the nearest residential structures are approximately 70 feet north of the Project site. Table 5.8-11, *Vibration Impact Levels for Typical Construction Equipment (in/sec PPV)*, of the DEIR, summarizes vibration levels at the various receptors. Vibration levels would not exceed the 0.30 and 0.20 in/sec PPV thresholds at the nearest commercial and residential receptors, respectively. Impacts would be less than significant.

Operational Vibration

The proposed Project would not create or cause any significant vibration impacts due to Project operations. This impact would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from noise and vibration to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact from construction and operational vibration. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.8-4: The proximity of the Project site to an airport would not result in exposure of future resident and/or workers to airport-related noise. [Threshold N-3]

The nearest airport or airstrip to the proposed Project is Fullerton Municipal Airport, approximately six miles to the southwest. At this distance, the Project would not expose future residents or workers to excessive aircraft noise. There would be no impact.

Finding. The proposed Project would have no significant direct, indirect, and cumulative impacts relating to noise. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

9. Population and Housing

There are no applicable programs, and policies (PPPs) for population and housing.

Impact 5.9-1: The proposed Project would not induce unplanned substantial population in Brea. [Threshold P-1]

Construction

Construction of the proposed Project would require contractors and laborers. The City expects that general construction labor would be available from the local and regional labor pool and would not result in substantial population growth because the construction workers would commute from their current homes. The proposed Project would not result in a long-term increase in employment from short-term construction activities

Operation

Population

As mentioned in Chapter 3, *Project Description* (of the DEIR), the construction of 179 units would result in approximately 505 new residents.[3] The current population in Brea is 47,886, and the Project would increase the City's population to 48,391 residents, an increase of 1.04 percent and would represent 6.4 percent of the City's forecast housing growth of 7,825 units from 2019 to 2050 (see Table 5.9-6 in the DEIR). The City's General Plan projected that the population in the City may increase to 50,483 at General Plan buildout. Therefore, an increase of 505 residents from the existing population would be within the City's planned growth.

Housing

As shown in Table 5.9-2 of the DEIR, there are 18,693 dwelling units in the City in 2023. The Project's 179 units would increase housing in the City by 0.95 percent and would represent 6.7 percent of the City's forecast housing growth of 2,660 units from 2019 to 2050. In addition, the City's General Plan projected that the housing units in the City may increase to 19,079 at the General Plan buildout. Therefore, an increase of 179 units from the existing housing units would be within the City's planned growth.

The proposed Project would be within SCAG's projected housing growth. The proposed Project addresses the need for additional housing to accommodate population growth in the City to accommodate the Regional Housing Needs Assessment.

Employment

The proposed Project is a residential development project, with no commercial uses. The proposed Project would not introduce new unplanned employment growth to the site.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to housing and population. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

[3] Population was calculated using household size (19,900) multiplied by the 2018 average household size of 2.75 for Brea (DOF 2023).

Impact 5.9-2: The proposed Project would not displace substantial housing units or people. [Threshold P-2]

Implementation of the proposed Project would not require the removal or relocation of any housing units. Therefore, the proposed Project would not necessitate the construction of replacement housing elsewhere.

Finding. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to housing and population. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

10. Public Services

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential public service impacts:

PPP PS-1 New buildings are required to meet the fire regulations outlined in California Health and Safety Code (Sections 13000 et seq.).

PPP PS-2 The Project applicant is required to pay development impact fees (dispatch impact fees, fire impact fees, fire service fees).

PPP PS-3 As part of the Project review process, the City of Brea Fire Department will require approval of Building Plan Check for Site Plan and Emergency Access. Additional design features to address the City of Brea Fire Department's requirements will be incorporated as conditions of approval for the Project.

PPP PS-4 Development associated with the proposed project will be designed, built, and operated in accordance with the City of Brea's City Code Chapter 15.08, Building Code, and Chapter 16.04, Brea Fire Code.

Impact 5.10-1: The proposed Project would introduce 179 new housing and 505 residents into the Brea Fire Department's service area, thereby increasing demand for fire protection and emergency services. [Threshold FP-1]

The proposed Project consists of 179 residential units, resulting in a population increase of 505 residents in the City. Therefore, the proposed Project would increase the demand for fire protection facilities and personnel within the Brea Fire Department's service boundaries. The nearest fire station to the Project site is Fire Station #3 at 2600 E Santa Fe Road.

Brea Fire Department notes that the proposed Project would result in an increase in service calls, which may require more fire personnel. However, the proposed Project would not necessitate the construction of new facilities, such as a fire station, or expanded facilities that could physically impact the environment.

The department employs a systematic approach to assess staffing needs as new developments arise in the City. Brea Fire Department would evaluate service levels and make necessary adjustments to fire

service facilities, personnel, and equipment, as needed, to meet the department's service standards. In addition, the proposed Project has calculated the minimum fire flow for the proposed Project according to Appendix B, Fire-Flow Requirements for Buildings, of the California Fire Code, which has been reviewed and verified by Brea Fire Department. Furthermore, the proposed development is within the planned growth outlined in the General Plan. Compliance with these regulations would reduce impacts regarding fire services.

The proposed Project would be required to participate in the development impact fee program and go through the project review process to ensure that the proposed Project is constructed under the applicable Fire Code and Health and Safety Code and that adequate fire services and infrastructure are available to accommodate the proposed Project. During the development review and permitting process, Brea Fire Department would review and approve building plans to ensure that adequate facilities within individual residential buildings and lots are provided to serve the needs of the Fire Department. The proposed Project is required to implement PPP PS-1 through PPP PS-4 to ensure adequate fire protection facilities are provided. Impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from public services to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact to fire facilities and services. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-2: The proposed Project would introduce 179 new housing and 505 residents into the Brea Police Department service boundaries, thereby increasing demand for police protection facilities and personnel. [Threshold PP-1]

The proposed Project would provide a perimeter wall on the south side of the Project site, eliminating one of the potential ingress points to the Project site. Though the southern wall could affect emergency response and deter preventive patrols, it would also minimize opportunistic burglaries, increase privacy, and act as a crime deterrent. In addition, the Brea Police Department (BPD) plans to launch an Integrated Crime Center in the spring of 2025. A key feature of the Integrated Crime Center will be a network of strategically placed cameras throughout the City to enhance surveillance and public safety. The proposed Project would be required to implement PPP PS-6 and provide additional cameras, which would help bolster efforts to maintain a secure environment for the community.

The BPD at Brea Civic and Cultural Center provides police protection services to Brea, including the Project site. The BPD anticipates that the proposed Project would lead to an increase in calls typically linked to residential areas, including traffic and parking complaints, domestic violence incidents, and various disturbances (Rodriguez 2024). The BPD states that there would be adequate services for the proposed Project. Currently, the BPD does not foresee any negative impacts on police services from the proposed Project. The BPD states that the proposed Project would equate to the demand of one full-time police officer at an estimated cost of $50,688.03 but would not necessitate an expansion of police station facilities or additional equipment (Rodriguez 2024). Although no physical expansion or construction of police facilities would occur, the proposed Project would also be required to pay dispatch impact fees (PPP PS-5).

Given the BPD's current capacity to provide adequate services and the dispatch impact fees mandated by the City, the proposed Project is not expected to lead to significant physical impacts that would necessitate additional or expanded police facilities. As a result, impacts are considered less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from public services to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact to police and emergency facilities and services. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-3: The proposed project would generate 41 students who would impact the school enrollment capacities of the Brea Olinda Unified School District. [Threshold SS-1]

The Project site is within the attendance boundaries of Country Hills Elementary School, Brea Junior High School, Brea Canyon High School, and Brea Olinda High School. Table 5.10-3, *Student Generation Summary*, of the DIER anticipates implementation of the proposed Project would generate approximately 25 elementary students, 7 junior high school students, and 13 high school students—a total of 45 additional students. The existing school facilities are anticipated to have adequate capacity for the additional students generated by the proposed Project without having to build new or expanded school facilities.

The increased demand for school facilities would be accommodated through the payment of development fees. The funding program established by SB 50 has been found by the legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995(h)). SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to demand mitigation of a Project's impacts on school facilities in excess of fees in Education Code Section 17620. Payment of impact fees as adopted by Brea Olinda Unified School District and in compliance with SB 50 would reduce CEQA impacts to an acceptable level.

Finding. Compliance with existing PPPs would minimize adverse impacts from public services to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact to school facilities and services. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-4: The proposed Project would not result in substantial impacts to library services. [Threshold LS-1]

The proposed Project is anticipated to increase the City's population by 505 residents. Therefore, the proposed Project would increase the demand for library services in the Orange County Public Library's (OCPL) system. Orange County's service standard is 0.2 square feet of library space per capita; therefore, the increase in population would require additional 101 square feet of library space. The required square footage would not warrant the construction of a new library or the expansion of

the Brea Branch Library. Additionally, OCPL's service standard is 1.5 book volumes per capita for residential communities; therefore, the increase in population would require an additional 758 book volumes. It should be noted that the OCPL also provides a wide range of electronic and digitized resources that do not require physical library space.

Generally, impact fees are assessed on new development to help pay for public infrastructure required to accommodate the new development. Funding for library services comes primarily from the property tax revenue, as well as library fines and fees collected from patrons, and state, federal, or government aid. As development occurs, property tax revenue should grow proportionally with the property tax collections. Additionally, access to online resources, including eBooks and audiobooks, are available on the OCPL system. Therefore, the proposed Project would not have a substantial impact associated with the provision of new or physically altered governmental facilities; impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from public services to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact to library facilities and services. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

11. Recreation

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential recreation impacts:

PPP REC-1 The proposed Project is required to comply with Brea Municipal Code Section 18.64.080 that establishes the subdivision regulations for the provision of park and recreational facilities through land dedication, installation of improvements, payment of in-lieu fee thereof, or a combination. New development is required to fund park and recreational development and improvements through the payment of park development fees.

Impact 5.11-1: The proposed Project would generate additional residents resulting in an increase in demand for parks and recreational services in the City; however, the proposed Project would not adversely affect the City's existing park and recreational facilities. [Threshold R-1]

The proposed Project would add 179 units, which would result in approximately 505 new residents to the City, creating demands for various recreational facilities such as neighborhood and regional parks. The increase in development would create a demand for an additional 2.5 acres of parkland.

Brea has a goal of 5 acres per 1,000 population for public parks and recreational facilities. According to the General Plan, the City designates 980 acres as parks and open space. Considering the City's total population of 47,725, the City provides 20.53 acres of parkland and recreational facilities per 1,000 population, exceeding its goal. The closest park to the Project site is the Greenbriar Park, across Greenbriar Lane from the proposed Project. The proposed Project would provide 31,859

square feet of open space, with 8,383 square feet designated for a passive park in the eastern portion of the Project site.

In addition, if deemed necessary by the City, the proposed Project may be conditioned to pay park development fees. Therefore, with the excess of parklands in the City, the private and public recreational facilities proposed by the proposed Project, and the payment of park fees (if necessary), Project implementation would result in a less than significant impact.

Finding. Compliance with existing PPPs would minimize adverse impacts from recreation to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact to recreational facilities and services. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.11-2: Project implementation would not result in environmental impacts to provide new and/or expanded recreational facilities. [Threshold R 2]

The proposed Project involves construction of 31,859 square feet of open space with 8,383 square feet designated for a passive park. Impacts from constructing these park/recreational facilities are addressed throughout the EIR (see Section 5.2, *Air Quality*, and Section 5.8, *Noise,* of the DEIR, which describe the air quality and noise construction impacts as a result of the proposed Project), and no additional adverse physical impacts on the environment would occur. The Project would not require new and/or expanded facilities other than those already included as part of the proposed Project. In addition, the proposed Project may be conditioned to pay park development fees if deemed necessary by the City. Therefore, a less than significant impact would occur.

Finding. Compliance with existing PPPs would minimize adverse impacts from recreation to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact from expanded recreational facilities. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

12. Transportation

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential transportation and traffic impacts:

PPP TRAF-1 **Development Impact Fees**. The proposed Project is required to pay development impact fees to the City of Brea pursuant to the City's AB 1600 Transportation Improvement Nexus Program (Ordinance 996). Based on a transportation improvement nexus program study conducted in 2011, the City Council adopted Resolution 2011-096, which updated the impact fees, effective February 4, 2012. Fair-share fees offset or mitigate the cumulative traffic impacts caused by new development. The program ensures all future development in the City of Brea contributes on a fair-share basis.

PPP TRAF-2 **Right-of-Way Improvements**. Modifications to the roadway network, including driveways, curbs, and sidewalks, are subject to approval of the City of Brea. Construction work within the right-of-way of a public roadway requires the issuance of a permit by the City of Brea.

PPP TRAF-3 **Sight Distance Improvements**. The proposed Project is required to implement the following traffic improvements as a condition of approval at Brea Glenbrook Club Driveway/Project Driveway No. 1 at Greenbriar Lane (Intersection No. 8) and Project Driveway No. 2 and Greenbriar Lane (Intersection No. 9) to maintain clear line of sight for driver's exiting the Project site:

- Trim and maintain foliage continuously within the corner sight distance limited use area up to 2.5 feet in height to remain consistent with Caltrans Highway Design Manual.
- Landscaping and/or hardscapes (i.e. monument signs) are required to be designed such that a driver's clear line of sight is not obstructed.

Impact 5.12-1: The proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

General Plan

The City's transportation network includes roadways and pedestrian, bicycle, and public transit facilities to allow for the movement of persons and goods in the City. The policies of the City of Brea General Plan Circulation Element that are applicable to the proposed Project are:

- **Policy CD-10.1.** Work continually with Caltrans to improve access to and from State Route 57.
- **Policy CD-10.4.** Work with Caltrans, the Orange County Transportation Authority, and surrounding jurisdictions to provide adequate capacity on regional routes for through traffic and to minimize cut-through traffic on the local street system.
- **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.

The proposed Project would provide adequate pedestrian connections from within the site to the existing sidewalks the Greenbriar Lane frontage, which currently provides protected pedestrian crossings on all legs. These pedestrian facilities provide safe and efficient connectivity for pedestrians to nearby adjacent land uses. Furthermore, the proposed Project includes a pedestrian access point at the southeast corner of the site that would provide direct pedestrian access to the Brea Plaza Shopping Center. Additionally, Associated Road and Birch Street are both identified as Class II Bike Lanes. The Project site is also within a mile of the Tracks at Brea, which is identified as an east-west corridor in the City of Brea General Plan.

Therefore, the proposed Project would comply with the policies of the General Plan's Circulation Element by providing amenities that would promote the use of active transportation in Brea. Impacts would be less than significant.

SCAG Connect SoCal Consistency

The proposed Project's consistency with the 2024 SCAG RTP/SCS, Connect SoCal, is detailed in Table 5.7-1, *SCAG's Connect SoCal Consistency Analysis*, of Section 5.7, *Land Use and Planning*, of the DEIR. The proposed Project would redevelop the underutilized site with housing that would provide new types of housing necessary to accommodate the demographic shifts in the City within a TPA. Therefore, the proposed Project would be consistent with Connect SoCal. Impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from recreation to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact on policies and plans addressing the circulation system. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.12-2: The proposed Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b), regarding policies to reduce vehicle miles traveled. [Threshold T-2]

The City of Brea has developed three types of screening criteria that can be applied to effectively screen projects from a full VMT assessment:

- **Step 1:** Transit Priority Area (TPA) Screening
- **Step 2:** Low VMT Area Screening
- **Step 3:** Project Type Screening

Step 1: Transit Priority Area Screening.

Based on the City of Brea Transportation Impact Analysis Guidelines, projects in a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. Table 5.12-4, *Transit Priority Screening Analysis*, of the DEIR, provides a consistency analysis with the TPA screening criteria exceptions. As shown in this table, all four appropriateness checks are satisfied.

To determine if the Project site is in a TPA, the North Orange County Collaborative VMT Traffic Study Screening Tool was utilized. Based on this tool, the Project site is in a TPA. Per the direction of City of Brea staff, a TPA can be established based on both existing or planned service levels of 15 minutes or less. Therefore, the proposed Project is determined to be situated within a TPA under Step 1.

Step 2: Low VMT Area Screening

Per the City of Brea Transportation Impact Analysis Guidelines, residential and office projects in a low-VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary (see Table 5.12-3 of the DEIR). To identify if the proposed Project is in a

low-VMT-generating area, the City of Brea's Low-VMT Area Map was utilized (see Appendix B of Appendix F1 of the DEIR). The proposed Project is identified as not in a low-VMT-generating zone. The Project site is in a "Higher than City Average" zone. Therefore, the proposed Project does not satisfy the screening criteria based on Step 2.

Step 3: Project Type Screening

Certain project types are eligible to screen from a project-level VMT assessment because they can be presumed to have a less than significant impact absent substantial evidence to the contrary because their uses are local serving in nature. These types of projects include:

- Local parks
- Local-serving retail uses less than 50,000 square feet
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Projects generating less than 110 daily vehicle trips

Projects generating less than 110 daily vehicle trips would have a less than significant impact. As shown in Table 5.12-2, the proposed Project would generate 492 fewer daily weekday trips when compared to the current land use designation. Since the proposed Project would generate a decrease in daily vehicle trips to and from the site, it can be assumed that the VMT would also be reduced; thus, the proposed Project would have no significant negative impact on the transportation system.

Therefore, in accordance with the City of Brea's Transportation Impact Analysis Guidelines, the proposed Project is exempt from a VMT assessment, and it is assumed that implementation of the proposed Project would not have the potential to result in a VMT impact. Therefore, impacts are less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from transportation to less than significant levels. The proposed Project would have no significant direct, indirect, and cumulative impact to Brea's traffic analysis and methodology. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.12-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Threshold T-3]

A site access evaluation was conducted to determine if there were potential conflicts associated with site access, including potential vehicle pedestrian conflicts.

Access to the proposed Project site would be provided via two full-access unsignalized driveways along Greenbriar Lane. Project Access Driveway No. 1, or "A" Drive, would be the future fourth (south) leg of the existing Brea Glenbrook Club Driveway/Greenbriar Lane intersection. Project Access Driveway No. 2, or "C" Drive, would be the future third (south) leg of the existing knuckle at Aurora Avenue and Greenbriar Lane. The shared access points between the Brea Shopping Plaza and the Project site would be eliminated; therefore, the proposed Project would eliminate cut-

through traffic on the Brea Plaza site to the south. The proposed Project would provide pedestrian connectivity between the Project site and Brea Plaza via a pedestrian walkway on the southeast portion of the Project site.

Spacing Between Driveways and Intersections

The forecast queues for the turning movements at the two Project access points do not identify queuing deficiencies along Greenbriar Lane along the Project frontage (see Appendix F2, of the DEIR). Therefore, impacts would be less than significant.

Driveway Signalization

As identified in the traffic analysis, the proposed driveway intersections would operate at an acceptable level of service under opening year with-Project conditions. Intersection No. 9 (Project Driveway No. 2 and Greenbriar Lane) is also a three-legged intersection that is planned to only have one stop control, allowing for efficient circulation on the public roadway. Therefore, signalization would not be recommended since the level of service would be satisfactory with Project conditions.

Turn Conflicts/Restrictions

As part of the proposed Project, Greenbriar Lane would be realigned from the Brea Glenbrook Club Driveway to Associated Road. This realignment would eliminate an unnecessary intersection (previously serving the Mercury Insurance lot) and allow for more efficient travel along Greenbriar Lane. Project Access Driveway No. 1, or "A" Drive, will be the future fourth (south) leg of the existing Brea Glenbrook Club Driveway/Greenbriar Lane intersection. As such, there are no turning conflicts, and neither driveway is recommended to have any access restrictions. Additionally, based on review of the site plan from an on-site circulation standpoint, there would not be significant conflicts between vehicles or with pedestrian/bicycles. Adequate radii is provided at both Project Driveways No. 1 and No. 2 to facilitate waste-management-vehicle turning movements. Vehicles and service vehicles can navigate the site safely and efficiently. Therefore, no hazards related to site design are identified.

Sight Distance

An intersection sight distance analysis has been conducted for both driveways along Greenbriar Lane (see Appendix F2, of the DEIR). The line of sight has been created utilizing the methodology for stopping sight distance to provide a more accurate representation of the sight distance. As such, according to the Orange County Highway Design Manual, the minimum stopping sight distance for a roadway classified as a local street is 150 feet for both horizontal and vertical curves. Additionally, per the Caltrans Highway Design Manual, the minimum stopping sight distance is based on the design speed of the major road, and the speed limit for Greenbriar Lane is 25 mph. With implementation of PPP TRAF-3, sight distance would be maintained and no impacts would occur.

Collision History

Table 5.12-1 in Section 5.12.1.2, *Existing Conditions*, of the DEIR, identified the number and type of collisions for each intersection per year in the vicinity of the Project site. However, no Project-specific impacts have been identified, and impacts are less than significant.

Caltrans Queuing Analysis

A queuing analysis was conducted to evaluate the queue lengths at Intersection No. 5 (SR-57 northbound ramps/shopping center driveway No. 2 at Imperial Highway) and Intersection No. 6 (Associated Road at Imperial Highway) (see Appendix F2, of the DEIR). As identified in the traffic analysis, adequate storage is provided for all reported turning movements under existing conditions, opening year without Project conditions, and opening year with Project conditions. Therefore, no hazards related to queuing are identified.

Emergency Access

Brea Fire Department Station #1 is 1.70 miles northwest of the Project site, and Station #2 is 1.05 miles northwest of the Project site. According to the Brea Fire Department, the standard goal for desired response time for emergency calls is 7.5 to 8.5 minutes and for non-emergencies it is 11 to 13 minutes (Mielke Pesqueira 2024). The surrounding roadways would continue to offer emergency access to the Project area and surrounding properties during and after construction. Moreover, the proposed Project would result in fewer trips than the former office use and would not result in inadequate emergency access, and impacts to adopted emergency response and evacuation plans are less than significant. Impacts to emergency services would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts from transportation to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impact on queuing, circulation, and emergency access. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

13. Tribal Cultural Resources

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential tribal cultural resources impacts:

PPP TCR-1 Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

Impact 5.13-1: The proposed Project would not cause a substantial adverse change in the significance of a historic tribal cultural resource. [Threshold TCR-1.i]

Historic Tribal Cultural Resources

As discussed in Section 5.3, *Cultural Resources*, of the Draft EIR, no resources under the NRHP and CRHR criteria have been recorded within the Project site. The existing building on the Project site was constructed in 1976 and not of historical age, so it does not meet the definition of a historic resource pursuant to CEQA. The closest locally designated historical resource ("Practice House") is

0.6 mile to the west. The proposed Project would not impact TCRs listed on any of the registers of historic resources.

A Sacred Land Files request was submitted to the Native American Heritage Commission (NAHC) to inquire about the presence/absence of sacred or religious sites in the vicinity of the Project site, and received a negative result on May 14, 2024. No tribal resources are known to exist on or near the Project site. Therefore, implementation of the proposed Project would not impact tribal cultural resources pursuant to Public Resources Code Section 21074(a)(1). No impact to historical resource would occur.

Finding. Compliance with existing PPPs would minimize adverse impacts of tribal cultural resources to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to historic tribal cultural resources. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.13-2: For Impact 5.13-2, refer to Section D, *Findings on Significant Environmental Impacts That Can Be Reduced to a Less Than Significant Level*.

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14. Utilities and Service Systems

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential utilities and service systems impacts:

PPP USS-1 The Project will pay the Sanitary Sewer Connection Fees and Impact Fees collected by the City of Brea, which contribute to maintenance and installation of sewer improvements in the OCSD in accordance with Section 3.32.040, Sewer Service Fees and Charges, of the Brea City Code. Additionally, the Project will pay capital facilities fees to OCSD.

PPP USS-2 The Project will pay the water impact fees, water connection, and fire service connection fees collected by the City of Brea, which covers costs to purchase water supplies and to operate and maintain the water distribution system in accordance with Ordinance 967.

PPP USS-3 Landscaping installed on-site shall conform to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase landscape water efficiency.

PPP USS-4 Plumbing fixtures installed on-site shall conform to California Green Building Standards Code requirements to increase water efficiency and reduce urban per capita water demand.

PPP USS-5 The Project would comply with the City's water conservation program during a drought or emergency situation, in accordance with Chapter 13.20, Water Management Program, of the Brea City Code.

PPP USS-6 The Project will be constructed and operated in accordance with the Santa Ana Regional Water Quality Control Board Municipal Stormwater (MS4) Permit for Orange County. The MS4 Permit requires the proposed Project to prepare and implement a water quality management plan to:

- Control release of contaminants into storm drain systems.
- Educate the public about stormwater impacts.
- Detect and eliminate illicit discharges.
- Control runoff from construction sites.
- Implement BMPs and site-specific runoff controls and treatments.

PPP USS-7 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the Project, or salvage for future use or sale and the amount (by weight or volume).

PPP USS-8 The Project will abide by AB 341 and AB 1826. The Project will store and collect recyclable materials in compliance with AB 341. Green waste will be handled in accordance with AB 1826.

PPP USS-9 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

Impact 5.14-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the Project. [Thresholds U-1, U-2 (part), and U-5]

Sewer Infrastructure

The proposed Project would increase wastewater flows compared to current conditions. The total estimated average dry weather sewer flow at the Project site with implementation of the proposed Project would be 0.041 million gallons per day (mgd), as shown in Table 5.14-3, *Greenbriar Site Sewer Flow,* in the DEIR. The estimated peak wet weather flow is 0.1185 mgd. The existing sewer lines would be used to convey flows from the proposed buildings.

The existing 8-inch sewer main at Greenbriar Lane would be used to convey flows from the proposed uses on-site, to the existing 12-inch sewer main on Associated Road to combine with flows from the surrounding area. The existing sewer system's has the capacity and ability to accept additional flows from the proposed Project, which were calculated using the existing flows in the existing sewer system without accounting for the loss of flows from the removal of the Mercury Insurance Complex.

The flow under peak wet weather conditions, including flows from the proposed Project, resulted in a depth-to-pipe-diameter ratio of 0.68 in the existing 8-inch sewer main in Greenbriar Lane, which is below the 0.75 design limit (see Appendix G1, in the DEIR). Additionally, the flow during peak wet weather conditions to the 12-inch sewer main on Associated Road resulted in a maximum depth-to-pipe-diameter ratio of 0.45, which is below the 0.75 design limit (see Appendix G1 in the DEIR). Therefore, all the existing sewer lines have adequate capacity to convey the proposed Project's wastewater flows in addition to existing flow, and impacts are less than significant.

OCSD Wastewater Treatment Capacity

Orange County Sanitation District's (OCSD) treatment plants treat a total of 180 million gallons per day (mgd). The proposed Project's sewer flows would be less than 1 percent of the City's total average dry weather flow of 4.8845 mgd and would represent less than 0.1 percent of the total daily flows of 180 mgd treated at OCSD's treatment plants. Overall, the projected flows for the proposed Project are less than the Mercury Insurance building flows. Therefore, there is adequate residual wastewater treatment capacity in the region for the wastewater generated by the proposed Project.

Furthermore, the City collects sewer charges to support the operations of the sewer system and needed capital improvements identified in the Sewer Master Plan. Additionally, the Project applicant would pay capital facilities fee charges to OCSD. Therefore, impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts of utilities and service systems to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating wastewater services. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.14-2: Water supply and delivery systems are adequate to meet Project requirements. [Thresholds U-2 (part) and U-4]

Water demand at the Project site is assumed to be zero because the existing office building is currently vacant. Although the Project site did have demand for potable water associated with its former use, the discussion below provides a conservative analysis of the proposed Project's impacts on water supply and delivery systems.

Water Supply and Demand

Table 5.14-6, *Existing and Proposed Water Use,* of the DEIR, shows that the proposed Project would result in a net increase in water use of approximately 53 acre-feet per year (afy). This estimate is also conservative because it is based on sewer generation rates, which are used for infrastructure sizing

and do not account for reductions in water use from new construction with low-flow plumbing fixtures and water conservation efforts. Additionally, the proposed Project would not generate a water demand equivalent to 500 residential units; therefore, a Water Supply Assessment pursuant to Senate Bill 610 is not required.

As shown in Table 5.14-5 of the DEIR, the City of Brea's Urban Water Management Plan (UWMP) forecasts an increase of 152 afy between 2025 and 2030 during a normal year, and the proposed Project's anticipated buildout in 2028. The increase of 53 afy would represent 35 percent of the anticipated increase in water demand forecasts for the City. As stated in the 2020 UWMP, the City is projected to meet all water demands through 2045 during normal, single dry, and multiple dry years due to the diversified supply and conservation measures. It should be noted that the 2020 UWMP assumes the Mercury Insurance building would remain in operation up until the year 2045. With this building out of operation, the demand needs projected in the UWMP are conservative and do not account for a supply surplus associated with the Mercury Insurance building going out of operation. Therefore, the City would be able to meet the water demands of the proposed Project in addition to existing and cumulative demands. Impacts would be less than significant.

Water Infrastructure

The proposed Project would require the installation of new and expanded water pipes in order to accommodate the increase in density on-site. The proposed system would be constructed in accordance with the City's requirements for pipe sizing, flows, pressure, and flow duration (i.e., fire flow protection, see Section 5.9, *Public Services,* of the DEIR). Furthermore, the City has established water rates to cover costs to purchase water supplies to operate and maintain the water distribution system. Therefore, impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts of utilities and service systems to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to water supply and delivery systems. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.14-3: Existing and proposed storm drainage systems are adequate to serve the drainage requirements of the proposed Project. [Threshold U-3]

The general drainage patterns of the proposed Project would remain consistent with the existing drainage patterns and would be collected and ultimately disposed to Loftus Channel. As part of the proposed Project there would be no detention pipes or detention areas. The Project site is currently almost fully impervious, and the proposed Project would increase the amount of pervious surface, thereby reducing stormwater runoff from the project site. To satisfy the Water Quality Management Plan requirements, a water quality diversion structure would be installed at the 18-inch pipe that would connect to three modular wetland systems for treatment before flowing into the 18-inch pipe and discharging into Loftus Channel.

- **Loftus Channel.** The Preliminary Hydrology Analysis concluded that the Loftus Channel reach along the Project site would have no negative impacts due to the additional peak flow rate from the proposed Project.

- **Greenbriar Lane.** The proposed flows to the existing 10-foot and 21-foot catch basins on top of the Loftus Channel box culvert are less than the existing levels. Currently, the existing flow rates for the 10-foot and 21-foot catch basins are 26.1 cubic feet per second (cfs) and 2.6 cfs respectively. Under the proposed Project, the 10-foot and 21-foot catch basins would have a flow rate of 24.7 cfs and 1.2 cfs respectively.

- **18-inch RCP.** Due to the Hydrology Analysis being a preliminary report, a detailed pressured flow hydraulic calculation was not performed. However, this calculation will be performed during the final engineering phase when the detailed designs are available (see DEIR Appendix G2).

Table 5.14-7, *Existing and Proposed Storm Drain Flows*, of the DEIR shows that there would be an overall decrease in storm drain flows compared to existing conditions.

For projects in north Orange County, hydrologic conditions of concerns are considered to exist if streams downstream from the Project are determined to be potentially susceptible to hydromodification impact. While the Project site is within a hydrologic conditions of concern area, due to the proposed Project decreasing the amount of impervious area on the Project site, the proposed Project's storm drain flows would be less than the existing conditions. Therefore, the proposed Project would have a beneficial impact on stormwater flows, and the proposed Project would not have hydromodification impacts to downstream receiving waters (see also Appendix G1, of the DEIR). Therefore, impacts would be less than significant.

Finding. Compliance with existing PPPs would minimize adverse impacts of utilities and service systems to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to storm drainage systems. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.14-4: Existing and/or proposed facilities would be able to accommodate Project-generated solid waste and comply with related solid waste regulations. [Thresholds U-6 and U-7]

The buildings at the Project site are not operational; therefore, the proposed Project would generate an increase in solid waste disposal. Therefore, the discussion below provides a conservative analysis of the proposed Project's impacts on solid waste disposal.

Table 5.14-8, *Greenbriar Residential Development Project Estimated Solid Waste Disposal*, of the DEIR, states that the proposed Project would generate an increase of approximately 746.5 tons per year. The Olinda Alpha Landfill would accept waste from the proposed Project. The increase in solid waste generated from the proposed Project would represent less than 1 percent of the maximum daily throughput. The increase in solid waste disposal would be accommodated by the landfill's remaining capacity

The proposed Project would comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, the proposed Project would comply with CALGreen, which requires recycling and/or salvaging for reuse a minimum of 65

percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). During operations, the proposed Project would comply with Assembly Bill (AB) 341 and AB 1826, which require multifamily residential land uses to have recycling and organic waste recycling.

Finding. Compliance with existing PPPs would minimize adverse impacts of utilities and service systems to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating solid waste. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.14-5: Existing energy infrastructure is adequate to meet Project requirements. [Thresholds U-9]

Energy

Electricity

Electrical service to the Project site would be provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As identified in Section 5.4, *Energy*, of the DEIR, the projected electricity consumption for proposed 179 residences is 656,184 kilowatt-hours (kWh) per year, which is a net decrease of 528,126 kWh per year when compared to the average electricity consumption of the existing, vacant, office building from the period 2021 to 2024. Furthermore, the proposed Project would include solar panels on the new buildings. Installation of solar panels would offset the proposed Project's demand for electricity. In addition, to facilitate the distribution of electrical service, the proposed Project might bring electrical service from existing lines on the east side of Associated Road to the Project site; however this would occur underground within existing paved streets and no impacts would occur. Hence, it is not anticipated that the proposed Project would warrant expansion of existing electrical facilities offsite to serve the Project site.

Natural Gas

As described in Chapter 5.4, *Energy*, of the DEIR, without fuel switching, the Project site would use 1,988,125 thousand-British thermal units (kBtu) per year. The per capita natural gas consumption for the proposed Project would be 5,053 kBtu per year, which is approximately 6,566 kBtu per year less than the County's average residential gas consumption per capita in 2022. SoCalGas is projected to supply 7,672 million therms in 2035 (76,720,000 kBtu). The proposed Project would be less than half a percent of the projected forecast. Additionally, SoCalGas's facilities would be adequate to meet the proposed Project needs.

Finding. Compliance with existing PPPs would minimize adverse impacts of utilities and service systems to less than significant levels. The proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to energy. Accordingly, no changes or alterations to the proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

D. IMPACTS MITIGATED TO LESS THAN SIGNIFICANT

The following summary describes impacts of the proposed Project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the EIR, these impacts would be considered less than significant.

1. Air Quality

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential air quality impacts:

PPP AIR-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (24 CCR Part 6) and California Green Building Standards Code (CALGreen) (24 CCR Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial updated with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP AIR-2 Construction activities will be conducted in compliance with California Code of Regulations Title 13, Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP AIR-3 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to the following:

- **Rule 403**, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
- **Rule 402,** Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- **Rule 1113**, which limits the volatile organic compound content of architectural coatings.
- **Rule 1403**, which governs requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

Impact 5.2-2: Construction activities associated with the proposed Project would generate short-term emissions that exceed South Coast AQMD's threshold criteria. [Threshold AQ-2]

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Demolition and site preparation activities produce fugitive dust emissions (coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$) from demolition and soil-disturbing activities, such as grading and trenching. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change. An estimate of maximum daily construction emissions by year for the proposed Project is provided in Table 5.2-8, *Maximum Daily Regional Construction Emissions,* of the DEIR. As discussed in Section 5.2.4.1, *Methodology*, of the DEIR, the mass emissions modeling prepared for this analysis assumed that all equipment identified in a given construction activity would operate for the full duration of that activity to capture potential overlapping use of equipment.

The South Coast Air Basin (SoCAB) is designated nonattainment for Ozone (O_3) and $PM_{2.5}$ under the California and National ambient air quality standards (AAQS), nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. According to South Coast AQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (South Coast AQMD 1993). As shown in DEIR Table 5.2-8, the maximum daily emissions for nitrogen oxides (NO_X), CO, SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. However, the construction-related volatile organic compound (VOC) emissions generated from overlapping building construction, asphalt paving, and architectural coating phases would exceed the South Coast AQMD regional significance threshold. Consequently, construction of the proposed Project could potentially contribute to the (O_3) nonattainment designation of the SoCAB in the absence of mitigation. This impact would be potentially significant prior to mitigation.

Mitigation Measure

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the proposed Project. The measures as provided include any revisions incorporated in the FEIR.

AQ-1 During construction, the construction contractor shall only use interior and exterior paints with a low VOC (volatile organic compound) content with a maximum concentration of 10 grams per liter (g/L) for building architectural coating to reduce VOC emissions. Prior to building permit issuance, all building and site plans shall note use of paints with a maximum VOC concentration of 10 g/L, and the construction contractor(s) shall ensure that all construction plans submitted to the City of Brea Community Development Department clearly show this requirement.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes

are identified in the form of the mitigation measure above. The City of Brea hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure AQ-1 would require the construction contractor to only use interior and exterior paints with a low VOC content with a maximum concentration of 10 grams per liter (g/L) for building architectural coating to reduce VOC emissions, and the site plans submitted to the City of Brea Community Development Department shall clearly show this requirement. Mitigation measure AQ-1 would reduce potential impacts of construction related short-term emissions to a level that is less than significant.

Impact 5.2-4: Construction activities associated with the proposed Project could expose sensitive receptors to substantial pollutant concentrations. [Thresholds AQ-2 and AQ-3]

This impact analysis describes changes in localized impacts from short-term construction activities. The proposed Project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of emissions shown in the regional emissions analysis in Table 5.2-8 of the DEIR, described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects.

Construction-Phase LSTs

Screening-level localized significance thresholds (LSTs) (pounds per day) are the amount of Project-related mass emissions at which localized concentrations (ppm or $\mu g/m^3$) could exceed the AAQS for criteria air pollutants for which the SoCAB is designated nonattainment. They are based on the acreage disturbed and distance to the nearest sensitive receptor. Thresholds are based on the California AAQS, which are the most stringent, established to provide a margin of safety in the protection of the public's health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other illness, and persons engaged in strenuous work or exercise. Table 5.2-10, *Construction Emissions Compared to the Screening-Level LSTs*, of the DEIR shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities at the Project area compared with the South Coast AQMD's screening-level LSTs thresholds. As discussed in DEIR Section 5.2.4.1, *Methodology*, the mass emissions modeling prepared for this analysis assumed that all equipment identified in given construction activity would operate for the full duration of that activity to capture potential overlapping use of equipment.

On-site emissions include fugitive dust emissions and exhaust emissions associated with operation of off-road construction equipment in addition to fugitive dust from the movement of dirt. As shown in the table, the maximum daily NO_x, CO, PM_{10}, and $PM_{2.5}$ construction emissions from on-site construction-related activities would be less than their respective South Coast AQMD screening-level LSTs.

Construction Health Risk

The proposed Project would elevate concentrations of toxic air contaminants (TACs), including diesel particulate matter (DPM) in the vicinity of sensitive land uses during temporary construction activities that would use offroad equipment operating on-site and at different levels depending on the type of activity. A site-specific construction health risk assessment (HRA) of TACs was prepared to quantify potential health risk emissions during construction (see DEIR Appendix B2). The pollutant concentration results of the analysis are shown on page 201 in Attachment B, *Air Dispersion Model Output*, of the construction HRA in DEIR Appendix B2, and health risk results are shown in DEIR Table 5.2-11, *Construction Health Risk Summary*. As shown, the proposed Project construction would exceed the South Coast AQMD health risk threshold of 10 cancer cases per one million people for the residential maximum exposed receptor (MER) but would not exceed the South Coast AQMD health risk threshold for other receptor types.

The results of the HRA are based on the maximum receptor concentration over the entire construction exposure duration for receptors.

- Cancer risk for the residential MER from construction activities would be an estimated 30 in a million, exceeding the 10 in a million significance threshold.
- For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for each MER type. Therefore, chronic noncarcinogenic hazards are less than significant.

Because cancer risks for the residential MER would exceed South Coast AQMD significance threshold, construction activities associated with the proposed Project would expose sensitive receptors to substantial pollutant concentrations, and this impact would be potentially significant prior to mitigation.

Mitigation Measure

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the proposed Project. The measure as provided include any revisions incorporated in the FEIR.

AQ-2 During construction, the construction contractor shall, at minimum, use equipment that meets the United States Environmental Protection Agency's (EPA) Tier 4 (Final) emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, except for the Telebelts anticipated for use. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Final emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations. Prior to issuance of building permit, the Project engineer shall ensure that all plans clearly show the requirement for EPA Tier 4 Final emissions standards for construction equipment over 50 horsepower except for the Telebelts used for Project construction, Tier 4 Final models of which could not be verified as commercially available for purposes of this measure. During construction, the construction contractor shall maintain a list of all operating equipment associated with building demolition in use on the site for

verification by the City. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Brea hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure AQ-2 would require the construction contractor the construction contractor shall, at minimum, use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 (Final) emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, and maintain a list of all operating equipment associated with building demolition in use on the site for verification by the City. Mitigation measure AQ-2 would reduce potential impacts to sensitive receptors to a level that is less than significant.

2. Cultural and Paleontological Resources

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential cultural and paleontological impacts:

PPP CUL-1 Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

PPP CUL-2 The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation or any agency thereof (PRC Section 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.

PPP CUL-3 Adverse impacts to paleontological resources from developments on public lands (state, county, city, and district) require reasonable mitigation. (PRC Section 5097.5)

PPP CUL-4 If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)

Impact 5.3-2: Development of the Project could impact archaeological resources. [Threshold C-2]

Only a small portion of Brea has been surveyed for archaeological resources, so the full extent of archaeological resources in Brea is not known. The Project site has been graded, paved, and developed with the former Mercury Insurance office building, parking lot, and parking structure. Therefore, the surface and subsurface have been previously disturbed. The Project site would require demolition, ground clearing, excavation, grading, and other ground-disturbing activities. Additionally, the Native American Heritage Commission's Sacred Land Files record search found no tribal resources on the site (see Section 5.12, *Tribal Cultural Resources,* of the DEIR).

Although the likelihood of discovering archaeological resources onsite is low given that the site is fully developed and there are no historic resources on-site, because the proposed Project would require ground-disturbing activities that may require excavations below the current foundations, it is possible that subsurface archaeological resources may be encountered. Therefore, the proposed Project could potentially unearth previously unknown/unrecorded archaeological resources.

Mitigation Measure

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the proposed Project. The measure as provided include any revisions incorporated in the FEIR.

CUL-1 If cultural resources are encountered during ground disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service) [NPS] 1983 shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant as determined by the site archeologist, additional work such as data recovery excavation may be warranted and will be reported to the City.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Brea hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure CUL-1 would require that a qualified archaeologist be called in the event cultural resources are discovered during ground-disturbing activities. If the discovered resources are significant, additional work may be warranted. Mitigation measure CUL-1 would reduce potential impacts to archeological and historic resources to a level that is less than significant.

Impact 5.3-4: Development of the Project could impact paleontological resources or unique geologic features. [Threshold C-4]

The Project site is underlain by late to middle Pleistocene Quaternary very old alluvial fan deposits (*Qvof*), which are considered to have high sensitivity for paleontological resources. The highly paleontologically sensitive La Habra formation, dating to the middle Pleistocene, is also present on the Project site underneath the Quaternary very old alluvial fan deposit (*Qvof*) sediments (Duke 2024). Therefore, the Project site is assessed as having high sensitivity for paleontological resources at depths of and exceeding six feet. If ground-disturbing activities would exceed these depths, there would be potential that natural landform beneath the Project site would be encountered during construction and that subsurface resources and/or paleontological resources would be discovered.

Mitigation Measure

The following mitigation measures were included in the DEIR and the FEIR and are applicable to the proposed Project. The measure as provided include any revisions incorporated in the FEIR.

CUL-2 During ground-disturbing activities, a qualified paleontologist shall monitor all excavations below five feet. If unique paleontological resources are discovered during excavation and/or construction activities, construction shall stop within 50 feet of the find, and the qualified paleontologist shall be consulted to determine whether the resource requires further study. The paleontologist shall make recommendations to the City of Brea to protect the discovered resources. Any paleontological resources recovered shall be provided for curation at a local curation facility such as the Los Angeles County Natural History Museum, the John D. Cooper Center in Fullerton, or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Brea hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure CUL-2 would require that a qualified paleontologist to be present onsite during all excavation activities below five feet. If resources are discovered during ground-disturbing activities, a 50-foot buffer would be set and the qualified paleontologist would recover the resource and deposited the resource at a local museum or repository. Mitigation Measure CUL-2 would reduce potential impacts to archeological and historic resources to a level that is less than significant.

3. Greenhouse Gas Emissions

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential greenhouse gas emissions impacts:

PPP GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting on January 1, 2023. The 2025 Building Energy Efficiency Standards were adopted in September 2024 and will become effective on January 1, 2026. The Building Energy and Efficiency Standards and CALGreen undergo a triennial update with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP GHG-2 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

PPP GHG-3 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

PPP GHG-4 New single-family residential construction is required to comply with the California Building Energy and Efficiency Standard by either the performance or prescriptive pathway. The prescriptive pathway requires installation of photovoltaic (PV) systems for new single-family residential construction, along with other energy efficiency and renewable energy design requirements. Should a new single-family residential construction project use the performance pathway for compliance instead, solar may be included in the project design but does not have to meet the system sizing requirements prescribed in the prescriptive pathway but must incorporate additional energy efficiency or renewable energy generation in the project design to offset the omission or reduced size of a PV system.

Impact 5.5-2: Implementation of the proposed Project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2]

Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board's (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's latest Climate Change Scoping Plan (2022 Scoping Plan) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and

individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Statewide strategies to reduce GHG emissions in the 2022 Climate Change Scoping Plan include: implementing SB 100, which expands the RPS to 60 percent by 2030; expanding the Low Carbon Fuel Standards to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementing the Sustainable Freight Action Plan; implementing the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons to 40 percent below 2013 levels by 2030 and black carbon emissions to 50 percent below 2013 levels by 2030; continuing to implement SB 375; creating a post-2020 Cap-and-Trade Program; and developing an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. In addition, new developments are required to comply with the current Building Energy Efficiency Standards and CALGreen. The proposed Project would comply with these GHG emissions reduction measures since they are statewide strategies.

Table 5.5-5, *Project Consistency with the 2022 Scoping Plan Priority Areas*, of the DEIR, contains a list of the GHG-reducing strategies from the 2022 Scoping Plan. The analysis describes the proposed Project's compliance and consistency with these strategies. As discussed in the table, the proposed Project would generally be consistent with the priority areas pertaining to transportation electrification and VMT reductions, but is not currently designed to be a 100 percent electric product (i.e., no natural gas appliances). Thus, although the proposed Project would adhere either directly or indirectly to statewide strategies, because it would not meet one of the three local action priority areas, it is considered potentially inconsistent with the Scoping Plan.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for Southern California region that details the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. This plan outlines a forecast development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments (SCAG 2024). In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The proposed Project would develop 179 new residences and would not generate a significant VMT impact. The proposed Project's consistency with the 2024 SCAG RTP/SCS, Connect SoCal, is detailed in Table 5.7-1, *SCAG's Connect SoCal Consistency Analysis*, of Section 5.7, *Land Use and Planning,* in the DEIR. The goals of Connect SoCal are related to housing, transportation technologies, equity, and resilience. The proposed Project site would redevelop the underutilized site with types of housing necessary to accommodate the demographic shifts in the City. Therefore, from a planning perspective, the proposed Project is slightly favorable, as it would provide housing units in proximity to commercial uses and employment opportunities (see Section 5.8, *Population and Housing,* of the DEIR). Therefore, the proposed Project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and this impact would be less than significant.

Mitigation Measure

The following mitigation measure were included in the DEIR and the FEIR, and are applicable to the proposed Project. The measure as provided include any revisions incorporated in the FEIR.

GHG-1 The Project Applicant shall design and build all residential homes to be electric, meaning that electricity is the primary permanent source of energy for water heating; mechanical; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying. All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable. Prior to the issuance of building permits for new development projects within the Project site, the Project Applicant shall show provide documentation (e.g., building plans) to the City of Brea Building Division official or his/her designee, to verify implementation of this requirement. Prior to the issuance of the certificate of occupancy, the City of Brea shall verify implementation of the building electrification design requirement.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Brea hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure GHG-1 would require that buildings on-site use electric appliances and have all-electric heating and water heating systems, ensuring consistency with the Scoping Plan priority area for building decarbonization. Mitigation measure GHG-1 would reduce potential impacts to applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs to a level that is less than significant.

4. Hazards and Hazardous Materials

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential hazards and hazardous materials impacts:

PPP HAZ-1 Project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

PPP HAZ-2 Project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The proposed Project will be designed and constructed in accordance with the regulations of the Orange County Environmental Health Division, which serves as the designated Certified Unified Program Agency and which implements State and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention, (4) Above Storage Tank Program, and (5) Underground Storage Tank Program.

PPP HAZ-3 Project-related underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Brea Fire Department, South Coast Air Quality Management District, and/or other regulatory agencies as necessary. Project-related use of existing USTs will also have to be conducted (i.e., used, maintained, and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

PPP HAZ-4 Project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (Section 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)

- California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

Impact 5.6-3: The Project site is on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and existing buildings may contain lead-based paint and asbestos-containing materials. [Thresholds H-2 and H-4]

As disclosed in the Phase I Environmental Site Assessment (ESA), the Project site was identified in the following databases: South Coast AQMD Facility Information Detail (FINDS), Enforcement & Compliance History Information (ECHO), Resource Conservation and Recovery Act Non-Generator/No Longer Regulated (RCRA NonGen/NLR), Underground Storage Tank Facilities (UST), Hazardous Waste Tracking System (HWTS), Hazardous Waste Information System (HAZNET), California Environmental Reporting System (CERS) Tanks, California Integrated Water Quality System (CIWQS), and CERS (see DEIR Appendix I1).

Underground Storage Tanks

The Project site currently has two diesel USTs on-site (2,000-gallon and a 3,000-gallon double-walled fiberglass) that were installed in 2001 to power on-site emergency generators. The Phase I ESA concluded that the USTs represent a material threat of a release of hazardous substances and are therefore considered an ASTM recognized environmental condition. ASTM standards are used to determine if there is a presence of hazardous substances or petroleum products (see Appendix I1 in the DEIR). Due to this, a limited Phase II ESA was prepared to rule out potential subsurface soil impacts related to the USTs, along with potential vapor intrusion to future on-site occupants (see Appendix I2 in the DEIR).

According to the limited Phase II, the Project site has reported concentrations of benzene and PCE that exceed the commercial soil gas screening levels in soil samples taken in close proximity to the two USTs on the Project site.

Benzene

The elevated benzene concentration was detected adjacent to the UST in the southwest corner of the site. The elevated benzene concentration was only 1.0 $\mu g/m^3$ above the screening level and would not be in an area directly under planned residential development. Due to the concentration being only slightly above the screening level, the pending removal of the USTs, and the location of planned development, the limited Phase II determined that benzene does not appear to be a potential vapor intrusion concern (see DEIR Appendix I2).

PCE

The limited Phase II concluded that the detection of Perchloroethylene (PCE) is considered an isolated occurrence in the immediate vicinity of the northern UST location and does not appear to extend to nearby boring locations. The source is likely from the use of a solvent-based cleaner during

UST installation or maintenance. The area where PCE was detected would be beneath a proposed road location, not beneath residential structures. Therefore, the Phase II ESA determined that PCE does not appear to be a potential vapor intrusion concern for the proposed Project.

Soil Contamination

No soil contamination was reported in any other samples collected near the two UST locations, indicating the source of the petroleum-related volatile organic compounds in soil vapor are likely from de minimis incidental spillage. Based on the soil samples collected and analyzed, there is no indication of any significant UST leakage or potential threat to groundwater. Removal of the UST would be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Unauthorized release of hazardous materials would require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Brea Fire Department, South Coast Air Quality Management District, and/or other regulatory agencies as necessary. Compliance with existing regulations would ensure that impacts from removal of the USTs are reduced to less-than-significant levels.

Lead-Based Paint and Asbestos-Containing Materials

The Phase I ESA noted that based on the age of the subject building, lead based paint (LBP) may exist, and asbestos-containing materials (ACMs) were previously confirmed in carpet mastic (see DEIR Appendix I1). Project-related demolition activities that have the potential to expose construction workers and/or the public to ACMs or LBP would be conducted in accordance with applicable regulations, including, but not limited to:

- California Health and Safety Code (Section 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529 [asbestos], Title 8, Section 1532.1 [Lead], and Title 24, Part 9 [California Fire Code])
- California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
- Code of Federal Regulations (CFR) (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead]).
- South Coast Air Quality Management District Rule 1403

These requirements all serve to limit the environmental impact of the transportation, use, and disposal of ACMs or LBP. However, demolition of the structures may release LBP and ACM, and without implementation of any mitigation measures, impacts are considered potentially significant.

Mitigation Measure:

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the proposed Project. The measure as provided include any revisions incorporated in the FEIR.

HAZ-1 **Lead-Based Paint and Asbestos-Containing Materials.** Prior to issuance of demolition permits, the Project applicant shall conduct asbestos-containing material (ACM) and lead-based paint (LBP) surveys. The ACM and LBP surveys shall be conducted in accordance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) and South Coast Air Quality Management District (South Coast AQMD) rules. The results of the survey shall be submitted to the City prior to issuance of a demolition permit. If ACMs or LBPs are identified during the field surveys, an Operations and Maintenance (O&M) plan shall be implemented during the construction phase.

- The ACM O&M plan shall be prepared by the Project applicant in line with the California Code of Regulations Title 8, Section 1529.
- The LPB O&M plan shall be prepared by the Project applicant in line with the California Code of Regulations Title 8, Section 1532.1.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Brea hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure HAZ-1 would require that ACM and LBP surveys to identify if an Operations and Maintenance (O&M) plan shall be completed for the Project site. Mitigation Measure HAZ-1 would reduce potential impacts to hazardous materials to a level that is less than significant.

5. Tribal Cultural Resources

The following are plans, programs, and policies (PPPs) that would reduce the proposed Project's potential tribal cultural resources impacts:

PPP TCR-1 Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

Impact 5.3-2: The proposed Project could impact undiscovered tribal cultural resources. [Threshold TCR-1.ii]

Prehistoric/Archeological Tribal Cultural Resources

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential

adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

Effective July 1, 2015, AB 52 added Tribal Cultural Resources (TCR) as a resource subject to review under CEQA. AB 52 requires meaningful consultation between lead agencies and California Native American tribes on potential impacts to TCRs, as defined in Public Resources Code Section 21074. A TCR is a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either on or eligible for inclusion in the California Historic Register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC Sections 21074[a][1–2]).

Sacred Lands File Search

The Project area is developed with an office building and associated structures, and surrounded by developed uses that include residential, commercial and recreational uses. The NAHC's Sacred Lands File record search received a negative result on May 14, 2024; thus, no tribal resources are known to exist on the Project site.

SB 18 and AB 52 Consultation

In accordance with SB 18 and AB 52, the City notified the local tribes identified by the NAHC and on the City's Tribal Consultation list about the proposed Project on June 27, 2024, to determine the potential for tribal cultural resources on-site and to determine if local knowledge of TCR is available about the Project area and surrounding area. The following tribes responded and requested consultation pursuant to AB 52 and SB 18:

- **Gabrieleno Band of Mission Indians–Kizh Nation (Kizh Nation).** The Kizh Nation requested to consult with the City pursuant to AB 52. The City and Kizh Nation consulted over email. The Kizh Nation provided language for Mitigation Measure TCR-1.

- **Gabrielino Tongva Indians of California (GTIOC).** The GTIOC requested to consult with the City pursuant to AB 52. The City scheduled consultation with the GTIOC on July 23, 2024. Following the meeting the GTIOC provided a treatment plan for TCRs.

- **Juaneño Band of Mission Indians, Acjachemen Nation-Belardes**. The Juaneño Band of Mission Indians, Acjachemen Nation-Belardes requested to consult after the permitted 30-day consultation period, on January 14, 2025.

Based on the records search, the potential to uncover tribal cultural resources for the site is low because of previous disturbance associated with the Project site, which is currently developed with an office building, and the surrounding residential, recreational and commercial development. However, because the proposed Project would require utility trenching and other ground-disturbing activities for construction, there is potential to uncover TCRs during ground-disturbing activities.

Ground-disturbing activities, such as utility trenching and grading, may encounter undisturbed native soils, and it is possible that subsurface TCRs could be discovered. The disturbance of these TCRs could cause a substantial adverse change in the significance of the resource(s) if not mitigated.

Mitigation Measure

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the proposed Project. The measures as provided include any revisions incorporated in the FEIR.

TCR-1 Prior to the commencement of any ground disturbing activity at the Project site, the Project Applicant shall retain a total of two Native American Monitors, each approved by the tribes that consulted on this Project pursuant to Assembly Bill AB52 (the "Tribe" or the "Consulting Tribe"), and in concurrence with the City of Brea as the CEQA lead agency. The Applicant shall coordinate with each of the Consulting Tribes to develop an executed contract to pay for tribal monitors to be present during ground-disturbing activities. Prior to the issuance of any permit necessary to commence a ground-disturbing activity, a copy of the executed contract shall be submitted to the City of Brea Community Development Department.

- The Tribal monitors will only be present during on-site and off-site portions of the area included as part of the Project grading or improvement permits during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribes as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitors will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitors have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.
- Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Tribal monitors approved by the Consulting Tribes. If the resources are Native American in origin, the Consulting Tribes will have the on-site archeologist perform data recovery and secure the item(s) in their lab until the Project is completed on which consulting tribes will determine the best course of action.
- If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of discovery, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).

- If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.
- Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any qualifying historic archaeological resource deemed significant by a qualified archaeologist as a "historical resource" or "unique archaeological resource", shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

CUL-1 If cultural resources are encountered during ground disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service) [NPS] 1983 shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant as determined by the site archeologist, additional work such as data recovery excavation may be warranted and will be reported to the City.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Brea hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure TCR-1 and CUL-1 would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Mitigation Measure TCR-1 would require that two Native American monitors be retained prior to ground-disturbing activities, and Mitigation Measure CUL-1 would require that a qualified archaeologist be called in the event cultural resources are discovered during ground-disturbing activities.

E. SIGNIFICANT UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

The EIR did not identify any significant unavoidable impacts for the Proposed Project.

IV. ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore, merit in-depth consideration, and which ones are infeasible.

A. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the EIR.

1. Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). Key factors in evaluating the feasibility of potential off-site locations for EIR project alternatives include:

- If it is in the same jurisdiction.
- Whether development as proposed would require a general plan amendment.
- Whether the project applicant could reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). (CEQA Guidelines Section 15126.6[f][1])

The Project applicant does not own or control other comparably sized and located properties in Brea. Though the Project requires the approval of a general plan amendment, zone change, development agreement, vesting tentative tract map, and precise development, objectives for the Project include providing residential uses on an infill parcel in proximity to residential and commercial uses.

In general, any development of the size and type proposed by the Project would have substantially the same impacts on aesthetics, air quality, cultural and paleontological resources, energy, greenhouse gas (GHG) emissions, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts were found to be less than significant or less than significant with mitigation incorporated.

It was determined, therefore, that it is unlikely that there is an alternative Project site that could potentially meet the objectives of the proposed Project and reduce significant impacts of the Project as proposed.

2. No Project/Vacant Site Alternative

This alternative assumes that no development would occur on the Project site and the existing office building and parking structure would be demolished. Given that the Project site is designated General Commercial, directly adjacent to residential and commercial uses, and within a highly urbanized portion of the City, it is unlikely that the landowner would spend the money to remove the structure and leave the Project site vacant and undeveloped. Additionally, this alternative would not meet any of the Project objectives, so it is considered infeasible and is rejected.

3. Existing General Plan/Zoning Alternative

This alternative assumes that the Project site would be redeveloped for land uses consistent with the Brea General Plan and Zoning. The Project site is currently zoned General Commercial (C-G) with a P-D Precise Development overlay and designated General Commercial. The C-G designation has a maximum floor area ratio (FAR) of 0.5. Therefore, the 9.7-acre site could be developed with a maximum of 211,266 square feet of commercial use. This alternative assumes that the existing Mercury Insurance building would be demolished, and underground storage tanks would be removed to accommodate the retail structures. The existing three-story parking structure could accommodate retail parking; therefore, it is assumed that this structure would be retained but the existing parking lot would be reconfigured. Under this alternative, it is assumed that Greenbriar Lane would not be reconfigured but a traffic signal would be warranted at Greenbriar Lane to accommodate retail traffic.

Based on the Institute of Traffic Engineers (ITE) Trip Generation Manual, 11th edition, a regional shopping center (Code 820 – Shopping Center) would generate a total of 7,037 weekday trips, 159 AM peak hour trips, and 510 PM peak hour trips[4]. The proposed Project generates a total of 1,296 daily trips and 86 AM peak hour and 103 PM peak hour vehicle trips. Therefore, this alternative would result in an increase in 5,741 weekday trips, 73 AM peak hour trips, and 407 PM peak hour trips compared to the proposed Project.

The increase in vehicle trips would warrant a full VMT assessment, as this alternative would not screen out of the City's VMT thresholds. Given the commercial use, this alternative would likely result in an increase in VMT compared to City of Brea General Plan buildout VMT per service population (VMT/SP) and result in a new significant unavoidable transportation impact. In addition, this alternative would generate substantially higher mobile source emissions (over 400 percent) compared to the proposed Project. GHG emissions under this alternative would exceed the South Coast AQMD Working Group threshold of 3,000 $MTCO_2e$, resulting in a new significant unavoidable GHG emissions impacts.

Therefore, this alternative is rejected because this alternative would not reduce the proposed Project's potentially significant impacts and would result in an increase in impacts, including new significant and unavoidable transportation and GHG impacts, compared to the proposed Project.

[4] Total trip generation includes pass-by reductions of 10 percent for AM, midday, and daily trips, and 29 percent for PM trips.

4. Single-Family Detached Land Use Alternative

This alternative assumes that the Project site would be developed as low-density residential with 50 detached single-family homes on 3,500-square-foot lots. While this alternative would create land uses that are more aligned with the residential neighborhoods surrounding the Project site to the north and east, this alternative is rejected and considered infeasible because it would not meet all of the Project objectives and would result in a substantial reduction in housing units compared to the proposed Project. Per Section 21159.26, Reductions in Housing Units as Mitigation Discouraged, of the CEQA Statues, "A public agency may not reduce the proposed number of housing units as a mitigation measure or project alternative for a particular significant effect on the environment if it determines that there is another feasible specific mitigation measure or project alternative that would provide a comparable level of mitigation." Therefore, this alternative is rejected.

B. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the proposed Project but avoid or substantially lessen any of the significant effects of the proposed Project.

Table 7-1, *Buildout Statistical Summary*, of the DEIR identifies citywide information regarding dwelling unit, population, and employment projections and the jobs-to-housing ratio for each of the alternatives.

1. No Project (Office Land Use) Alternative

The No Project Alternative assumes that the proposed project would not be adopted, and no development would occur on-site. The Project site would remain as is—no demolition would occur, no residential development, and no increase in associated residents—and the existing 164,908-square-foot office building would be reused for office uses.

The No Project (Office Land Use) Alternative would avoid or lessen the proposed Project's impacts to cultural and paleontological resources, hazards and hazardous materials, land use and planning, public services, recreation, and tribal cultural resources. This alternative would result in greater impacts to aesthetics, air quality, energy, GHG emissions, population and housing, and transportation. Noise and utilities and service systems impacts would be similar to that of the proposed Project.

The No Project (Office Land Use) Alternative would retain the site in its current state, and it would be reused for office uses. Therefore, none of the Project objectives would be achieved under this alternative. This alternative would not provide any of the benefits that would accompany the implementation of the proposed Project, including revitalizing the site by developing housing near other residential and commercial uses, redeveloping an underutilized infill parcel by providing additional residential uses, improving the jobs-housing balance in the City, providing additional housing (including affordable housing) to meet the City's Regional Housing Needs Allocation, and providing residential uses within proximity to commercial uses.

Finding

This alternative is rejected because it would not provide any of the project benefits that would occur with the implementation of the proposed project, investments to the site, such as landscaping, providing housing (including affordable housing) to meet the City's Regional Housing Needs Allocation, increasing the number of housing units in the City to improve the jobs-housing balance, and the Project site would remain underutilized. As a result, specific economic, legal, social, technological, or other considerations make infeasible this project alternative for the reasons identified in the FEIR.

2. Alternate Residential Design Alternative

The Alternate Residential Design Alternative would entail up to 179 units in apartment buildings, which would be smaller in size than the units of the proposed Project. The multifamily residential buildings would be three- to four-story walk-up structures with a density of approximately 40 units per acre. The site would include surface parking. The residential buildings would be positioned throughout the 9.7-acre site, with recreational amenities located in the center of the site. Access to the site would be similar to the proposed Project at Greenbriar Lane and Associated Road. As with the proposed Project, the existing 164,908-square-foot office building, parking structure, and parking lot would be demolished, and the general plan amendment, zone change, development agreement, and precise development would be required. A conditional use permit would also be required for this alternative to accommodate the multifamily units, per Chapter 20.11, Permitted Land Uses, of the Brea Municipal Code.

The Alternate Residential Design Alternative would slightly lessen the proposed Project's air quality, energy, GHG emissions, recreation, and transportation impacts. This alternative would result in similar construction impacts to air quality, energy, and noise, and would result in similar impacts to aesthetics, cultural and paleontological resources, hazards and hazardous materials, land use and planning, noise, population and housing, public services, tribal cultural resources, and utilities and service systems.

The Alternate Residential Design Alternative would develop 179 apartment units as opposed to 179 attached single-family units and would place the apartment building adjacent to the Brea Plaza Shopping Center site, so the remainder of the Project site could be used for open space with recreational uses. Therefore, this alternative would meet all of the Project objectives.

Finding

This alternative has been identified as "environmentally superior" to the proposed Project, as it would meet all of the Project objectives while slightly lessening the proposed Project's impacts. However, this alternative does not meet the Project objectives to the extent that the proposed Project does because the proposed Project creates a high-quality residential product that provides a better transitional buffer for the existing residential neighborhood than this alternative would. Additionally, while this alternative lessens some of the environmental impacts of the proposed Project, it does not avoid them. As a result, specific economic, legal, social, technological, or other considerations, make infeasible this project alternative for the reasons identified in the FEIR.

V. FINDINGS ON RESPONSES TO COMMENTS ON THE DEIR AND REVISIONS TO THE FEIR

The Final EIR contains response to comments, clarifications, revisions, and corrections to the DEIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided written responses to each comment made by a public agency, as set forth in Section 2 of the FEIR, pursuant to State CEQA Guidelines Section 15088(b), and revisions and corrections to the DEIR are found in Section 3 of the FEIR.

CEQA requires that a lead agency recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review, but before certification. "Information" includes changes in the proposed Project. Recirculation is not required where the new information added to the EIR merely clarifies, amplifies, or makes insignificant modifications in an adequate EIR.

New information is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the proposed Project or a feasible way to mitigate or avoid such an effect. "Significant new information" includes a disclosure showing that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; or
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Since the Draft EIR was circulated, there were minor changes to the site plan for the proposed Project. These changes resulted in minor reconfiguration of the buildings at the southwest corner of the site to accommodate changes to the utility connections, which reduced the number of parking spaces from 413 spaces to 397 spaces. The updated sewer, water (hydraulics), hydrology, and water quality studies were included in the Final EIR. The minor changes to the site plan did not change the total unit count or development footprint evaluated in the EIR; therefore, no changes to the other technical studies were warranted. City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the proposed Project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be

mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed Project against its unavoidable environmental risks when determining whether to approve the proposed Project. If the benefits of the proposed Project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines § 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines § 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

Because the proposed Project would not result in any significant and unavoidable impacts, as substantiated in the DEIR and FEIR, the adoption of a statement of overriding considerations is not warranted and does not apply to the proposed Project.

ATTACHMENT N

CITY OF BREA

PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR ENVIRONMENTAL IMPACT REPORT NO. 2024-01, VESTING TENTATIVE TRACT MAP NO. 2024-01, GENERAL PLAN AMENDMENT NO. 2024-02, ZONE CHANGE NO. 2024-02, DEVELOPMENT AGREEMENT NO. 2024-01, AND PRECISE DEVELOPMENT NO. 2024-02: TO ALLOW DEMOLITION OF AN EXISTNG OFFICE BUILDING, THREE-LEVEL PARKING STRUCTURE, SURFACE PARKING AND ASSOCIATED LANDSCAPE AREAS, AND CONSTRUCTION OF A NEW RESIDENTIAL DEVELOPMENT CONSISTING OF 179 SINGLE-FAMILY UNITS (DETACHED AND ATTACHED) WITH A PRIVATE RECREATIONAL AREA LOCATED AT 1698-1700 GREENBRIAR LANE.

NOTICE IS HEREBY GIVEN, pursuant to State Law, that a public hearing will be held by the Planning Commission to determine whether or not the subject request shall be approved under the provisions of State Law and the Brea City Code as follows:

DATE AND TIME OF HEARING: **Tuesday, March 11th, 6:00 p.m.**
All interested persons may appear and be heard at that time.

PLACE OF HEARING: Brea Civic & Cultural Center, Council Chambers
1 Civic Center Circle, Brea, CA 92821

REQUEST: The Applicant, Lennar Homes of California, Inc., is requesting the following entitlements: Environmental Impact Report (EIR) No. 2024-01, Vesting Tentative Tract Map (TTM) No. 2024-01, General Plan Amendment (GPA) No. 2024-02, Zone Change (ZC) No. 2024-02, Development Agreement (DA) No. 2024-01 and Precise Development (PD) No. 2024-02 to allow the demolition of an existing 164,908 square foot office building, a three-level parking structure, surface parking and associated landscape areas, and construction of a new residential development consisting of 179 single-family units (detached and attached) with a private recreational area.

LOCATION: The project site is 9.7 acres in size, and is located west of South Associated Road, south of Greenbriar Lane, and north of the Brea Plaza Shopping Center, at 1698-1700 Greenbriar Lane. The project site has a General Plan Land Use designation of General Commercial and a Zoning designation of C-G General Commercial.

ENVIRONMENTAL: As authorized by the State of California Environmental Quality Act (CEQA) Guidelines, based on preliminary review, the City determined that it would prepare an Environmental Impact Report (EIR) for the proposed project. An EIR has been prepared as a "Project EIR," as defined by Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). This EIR examines the environmental impacts of the project and focuses on the changes in the environment that would result from the development project. The EIR examines all phases of the project, including planning, construction, and operation. The EIR can be accessed through the following link: Projects in Process | Brea, CA - Official Website

IF YOU CHALLENGE THE PROJECT AND RELATED ENVIRONMENTAL DETERMINATIONS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE, DELIVERED TO THE COMMISSION AT, OR PRIOR TO, THE PUBLIC HEARING.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING planner@cityofbrea.gov.

COMMUNITY DEVELOPMENT DEPARTMENT

Joanne Hwang, AICP, City Planner

AREA MAP

N

ATTACHMENT O

Outlook

proposed Lennar 180-unit single family units near Glenbrook

From: Jane McNaughton
Sent: Thursday, March 6, 2025 11:13 AM
To: Brea Planning <planner@cityofbrea.gov>
Subject: proposed Lennar 180-unit single family units near Glenbrook

Having watched the recent presentation of the proposed Lennar building project, it concerns me greatly that they have not provided nearly enough **parking** spots for the project. Neighboring communities (Glenbrook) should not have to accommodate poorly planned projects by having excessive parking in our adjacent areas.
In addition, there was some discussion as to water mains, and I would like to remind you that the **water** mains in Glenbrook have been bursting regularly so may not be able to handle the increased demands of the new builds without tremendous improvement as well as inconvenience to surrounding communities during those upgrades.
Could you also address the plans for the infrastructure to improve **electric** capacity, as this is also a major problem for this corner of Brea during warmer months. I can't imagine the grid being able to handle 180+ tesla charging stations.

Thank you,
Jane McNaughton
Glenbrook Resident

City of Brea

Planning Commission Communication

Informational/Project Updates

Meeting	Agenda Group
Tuesday, March 11, 2025, 6:00 PM	ADMINISTRATIVE ITEMS Item: 4B.

RECOMMENDATION

Staff recommends that the Planning Commission receive and file the Planning Division Updates, dated March 3, 2025 (Attachment A).

RESPECTFULLY SUBMITTED:

Joanne Hwang, AICP, City Planner

Attachments

Planning Update - Updated 03.03.2025.pdf

City of Brea

Project Updates

March 3, 2025

BREA PLANNING DIVISION

CONTENTS

- **IN PROCESS/UNDER REVIEW**

Story Map ID	Project Name	Address
1	Lambert Road Office Condo Tentative Parcel Map	700-800 W. Lambert Road
2	Amazon Facility	275 Valencia Avenue
3	Albertson's Distribution Center Office Building	200 N. Puente Street
4	Loading Dock Addition	750 Challenger Street
5	New Industrial Building	424 Berry Way
6	Affordable housing development (Preliminary Plan Review)	323 N. Brea Blvd
7	Brea Plaza Apartments	1639 E. Imperial Highway
8	Greenbriar residential development	1698-1700 Greenbriar Lane
9	New residential development (Preliminary Plan Review)	112 Bracken Street
10	Urban Lot Split (Preliminary Plan Review)	125 E. Olinda Place
11	A 2nd story ADU height increase	401 Sycamore Avenue
12	Sievers Avenue Tentative Parcel Map	411 Sievers Avenue
13	Affordable Senior Housing Project (Preliminary Plan Review)	SEC Mercury Lane & Berry Street
14	Pace & Pint on-site alcohol	1040 E. Imperial Hwy Suite F2
15	A 2nd story ADU modification of standards	414 Sievers
16	Raising Canes Drive-through	200 S. State College Boulevard
17	Mills Act Contract	420 S. Madrona Avenue
18	7-Eleven off-site alcohol sale	3310 E. Imperial Highway
19	Main Event	245 W. Birch Street
20	420 Apollo office use	420 Apollo Street, Unit A
21	7-Eleven off-site alcohol sale	295 W. Central Avenue
22	Service Champions parking lot	625 Columbia Street

BREA PLANNING DIVISION

Last Updated March 3, 2025

• APPROVED/ENTITLED

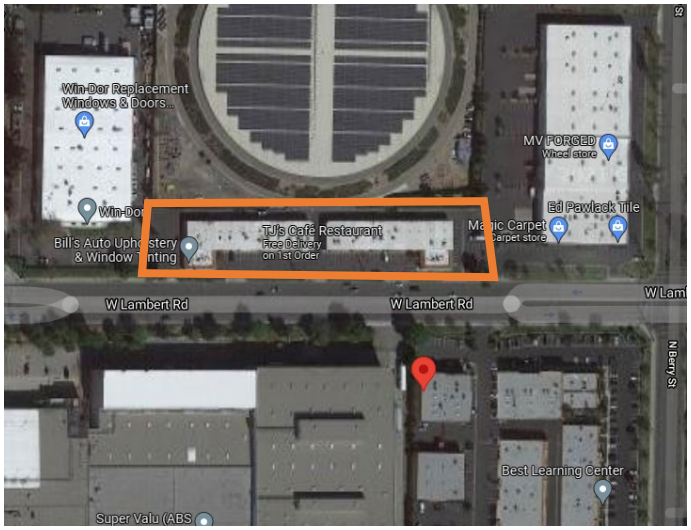
Story Map ID	Project Name	Address
1	Mercury Lane Apartments	SE corner of Mercury Lane and Berry Street
2	Brea 265 Specific Plan	Valencia Ave; Lambert Rd; Carbon Canyon Rd; Rose Dr
3	Brea 265 Tentative Tract Map	Valencia Ave; Lambert Rd; Carbon Canyon Rd; Rose Dr
4	Accessory Dwelling Unit	527 E. Elm Street
5	Industrial Building	2727 E. Imperial Highway
6	Brea Mall Mixed Use Project	100 Brea Mall Road
7	Gaslight Square Redevelopment	255 E. Imperial Highway
8	Southlands Church Fence Height	2950 E. Imperial Highway
9	Boiling Crab – Outdoor Patio and On-site Alcohol	120 S. Brea Boulevard #106
10	Brea Plaza Remodel (Buildings E-G)	1639 E. Imperial Highway
11	Wireless Co-location	145 S. State College Boulevard
12	California Spine Institute	721 E. Imperial Highway
13	Dr. Squatch Fence Height	114 N. Berry Street
14	Wireless Facility Modification	185 E. Alder Street
15	New Wireless Facility	724 N. Brea Boulevard
16	Brea Plaza Sign Program Amendment	1639 E. Imperial Highway
17	Imperial Mariner tentative parcel map	915, 955, 975 W. Imperial Hwy
18	Light Industrial Building	3200 Nasa Street
19	South Brea Townhomes	685 S. Brea Boulevard
20	Imperial Mariner parking reduction	915, 955, 975 W. Imperial Hwy
21	AT&T Wireless Rooftop Facility	380 W. Central Avenue
22	Pet Aquamation	580 W. Lambert Road
23	Sushi Club on-site alcohol	437 S. Associated Road
24	Shake Shack on-site alcohol	103 W. Imperial Highway #C
25	Increase in wall height	839 Mango Street
26	Bruxie's on-site alcohol	215 W. Birch Street
27	Finney's Crafthouse & Kitchen exterior modification	215 S. Brea Boulevard
28	Ausletics fitness studio	2868 E. Imperial Highway
29	Our Nest on-site alcohol	732 N. Brea Boulevard
30	Reduction in required parking spaces	440 S. Brea Boulevard
31	Saint Matthew Ecumenical Catholic Church	500 E. Imperial Highway

- **REPEALED/DENIED (within one year)**

N/A

In-Process/Review

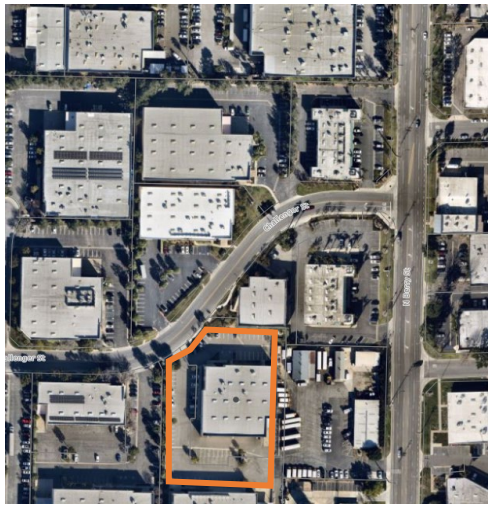
LAMBERT ROAD OFFICE CONDO TENTATIVE PARCEL MAP ***(MAP ID: 1)***		
Case Type:	• Tentative Parcel Map •	**PROJECT MAP:**
Project No.:	• TPM 2021-189; **Accela No.: PLN-2021-00061**	
Project Location:	• Accessor's Parcel Number (APN): 296-223-13 • 700-800 W Lambert Road	
Project Description:	• The applicant is proposing to convert two existing 12-unit buildings (total 24 units) into 24 office condominium units. No new construction is proposed; existing unit boundaries, floor plans and floor areas will not change.	
Project Planner:	• Esteban Rubiano (estebanr@cityofbrea.gov)	
Applicant:	• 801 Lambert LLC, A California Limited Liability Company (Mark Blumenthal)	
Application submittal Date:	• October 25, 2021	
Current Status:	• Application was deemed complete on October 12, 2023. • Planning Commission review TBD pending applicant response.	



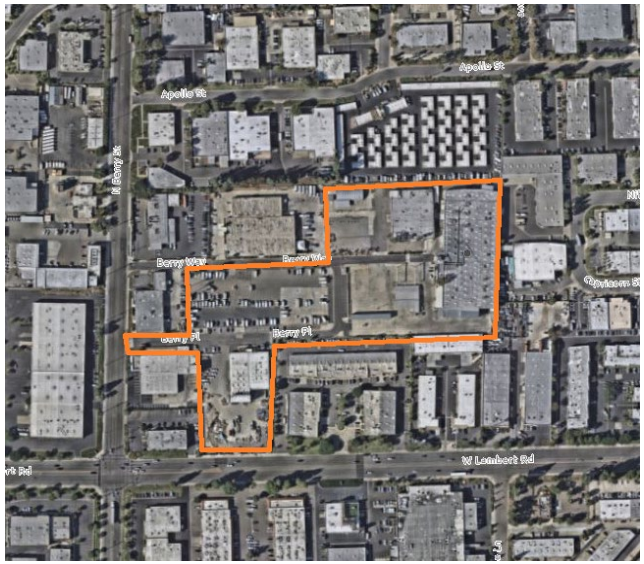
AMAZON FACILITY ***(MAP ID: 2)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2022-09; **ACCELA No. PLN 2022-00042**	
Project Location:	• Assessor's Parcel Number (APN): 320-233-17 • 275 W. Valencia	
Project Description:	• The Project proposes to demolish the existing 3-story, 637,503 square-foot, 60-foot high office building (previously occupied by Bank of America) and construct a new 181,500 square-foot, 44-foot high warehouse building that will be used as Amazon's parcel delivery facility.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Tim Reed of Ware Malcomb	
Application submittal Date:	• May 31, 2022	

Current Status:	• Pending EIR Process
	  ○ EIR NOP was issued on July 13, 2023, and the public comment period ended on August 11, 2023.
	  ○ EIR Scoping Meeting was held on July 24, 2023.
	  ○ EIR NOA was issued on October 30, 2024 – the Draft EIR was available for public review starting November 6, 2024 and the public review period closed on January 6, 2025.	

ALBERTSON'S DISTRIBUTION CENTER OFFICE BUILDING ***(MAP ID: 3)***		
Case Type:	• Conditional Use Permit, Precise Development, Administrative Remedy	**PROJECT MAP:**
Project No.:	• CUP No. 2023-02; PD No. 2023-01; AR No. 2023-03; **ACCELA No: PLN-2023-00027**	
Project Location:	• Assessor's Parcel Number (APN): 296-231-12 • 200 N Puente St	
Project Description:	• The applicant is proposing a new two-story office building for an Albertson's distribution center.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• John Doan	
Application submittal Date:	• April 25, 2023	
Current Status:	• Pending resubmittal from the applicant.	

LOADING DOCK ADDITION ***(MAP ID: 4)***		
Case Type:	• Plan Review	**PROJECT MAP:** 
Project No.:	• PR 2023-05; **ACCELA No: PLN-2023-00031**	
Project Location:	• Assessor's Parcel Number (APN): 296-223-19 • 750 Challenger Street	
Project Description:	• The applicant is proposing to add a secondary loading dock and restripe parking stalls.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Esther Yang	
Application submittal Date:	• April 27, 2023	
Current Status:	• Pending resubmittal from the applicant	

NEW INDUSTRIAL BUILDING ***(MAP ID: 5)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2024-01; **ACCELA No: PLN-2024-00009**	
Project Location:	• Assessor's Parcel Number (APN): 296-251-04 • 424 Berry Way	
Project Description:	• The Applicant is proposing to demolish existing industrial buildings located at the eastern portion of the parcel and construct a new 147,500 sq. ft. warehouse.	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Rexford Industrial, Berry, LLC.	
Application submittal Date:	• February 6, 2024	
Current Status:	• Pending resubmittal from the applicant	



AFFORDABLE HOUSING DEVELOPMENT ***(MAP ID: 6)***		
Case Type:	• Preliminary Plan Review; Density Bonus	**PROJECT MAP:**
Project No.:	• PPR No. 2024-01, DB No. 2024-01; **ACCELA No: PLN-2024-00014/PLN-2024-00031**	
Project Location:	• Assessor's Parcel Number (APN): 296-301-02 • 323 N. Brea Blvd.	
Project Description:	• The Applicant is proposing a new multi-family affordable/permanent supporting housing development, which could include between 28 and 40 dwelling units.	
Project Planner:	• Marie Dao, Senior Management Analyst (maried@cityofbrea.net)	
Applicant:	• Tish Kelly of Jamboree Housing Corp.	
Application submittal Date:	• March 12, 2024	
Current Status:	• Preliminary comment letter was issued on April 10, 2024. No further action will be taken. The Applicant may submit a full application if they want to pursue the project. • Density Bonus application was approved February 25, 2025.	

BREA PLAZA APARTMENTS ***(MAP ID: 7)***		
Case Type:	• General Plan Amendment, Zone Change, Precise Development, and Conditional Use Permits, Environmental Impact Report Addendum	**PROJECT MAP:**
Project No.:	• GPA No. 2024-01, ZC No. 2024-01, PD No. 2024-01, CUP No. 2024-03, 04 and 05; **ACCELA No: PLN-2024-00017**	
Project Location:	• Assessor's Parcel Number (APN): 319-102-25 • 1639 East Imperial Highway	
Project Description:	• The applicant is proposing a General Plan Amendment and a Zone Change to amend the project site's General Plan and Zoning Designation from General Commercial to Mixed Use II, and construct a new residential development consisting of a four-story, 120-unit apartment building with a private terrace atop a two-level parking structure with 95 spaces, a surface parking area with 51 parking spaces, a modification of the off-street parking requirements based on a shared parking analysis and a comprehensive sign program amendment	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Jahn Nguyen of AO	
Application submittal Date:	• March 19, 2024	
Current Status:	• Scheduled for the March 11, 2025 Planning Commission meeting.	

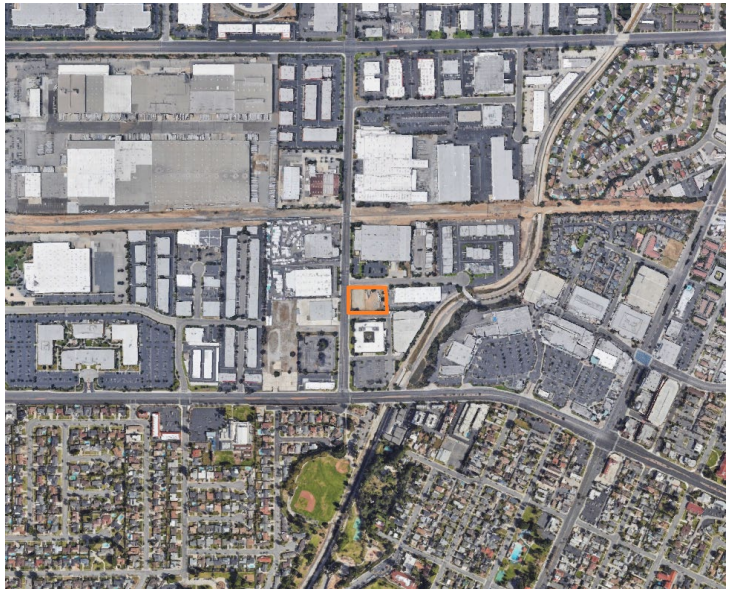
GREENBRIAR RESIDENTIAL DEVELOPMENT ***(MAP ID: 8)***		
Case Type:	• General Plan Amendment, Zone Change, Plan Review, Development Agreement, Precise Development, Tentative Tract Map, Environmental Impact Report	**PROJECT MAP:**
Project No.:	• GPA No. 2024-02, ZC No. 2024-02, PR No. 2024-03, DA No. 2024-01, PD No. 2024-02, VTTM No. 2024-01, EIR No. 2024-01; **ACCELA No: PLN-2024-00020**	
Project Location:	• Assessor's Parcel Number (APN): 319-102-34 • 1698-1700 Greenbriar Lane	
Project Description:	• The Applicant is proposing to demolish existing office building and a parking structure and construct 179 single-family attached dwelling unit development.	
Project Planner:	• Rebecca Pennington, Senior Planner (rebeccap@cityofbrea.gov)	
Applicant:	• Gary Jones of Lennar Homes of California, Inc.	
Application submittal Date:	• March 26, 2024	
Current Status:	• Scheduled for the March 11, 2025 Planning Commission meeting.	

NEW RESIDENTIAL DEVELOPMENT ***(MAP ID: 9)***		
Case Type:	• Preliminary Plan Review	**PROJECT MAP:**
Project No.:	• PPR No. 2024-02; **ACCELA No: PLN-2024-00018**	
Project Location:	• Assessor's Parcel Number (APN): 296-332-17 • 112 Bracken Street	
Project Description:	• The Applicant is proposing to construct a 4 unit, for-sale residential development with one ADU attached for one of the units.	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Eric Gonsalves of The Cirrus Company, LLC	
Application submittal Date:	• March 26, 2024	
Current Status:	• 1st round of preliminary comment letter was issued on April 25, 2024. Subsequently, at the request of the applicant, a 2nd round of review was conducted and the 2nd preliminary comment letter was issued on October 31, 2024. No further action will be taken. The Applicant may submit a full application if they want to pursue the project.	

URBAN LOT SPLIT – PRELIMINARY PLAN REVIEW ***(MAP ID: 10)***		
Case Type:	• Preliminary Plan Review	**PROJECT MAP:**
Project No.:	• PPR No. 2024-03; **ACCELA No: PLN-2024-00021**	
Project Location:	• Assessor's Parcel Number (APN): 315-051-03 • 125 E Olinda Place	
Project Description:	• The Applicant is proposing to subdivide the existing vacant lot into 2 lots using the Urban Lot Split provisions and construct 2 units on each lot.	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Jordan Byers	
Application submittal Date:	• April 9, 2024	
Current Status:	• Preliminary comment letter was issued on May 9, 2024. No further action will be taken. The Applicant may submit a full application if they want to pursue the project.	

A 2nd STORY ADU HEIGHT INCREASE ***(MAP ID: 11)***		
Case Type:	• Certificate of Compatibility	**PROJECT MAP:**
Project No.:	• CC No. 2024-01; **ACCELA No: PLN-2024-00027**	
Project Location:	• Assessor's Parcel Number (APN): 284-223-01 • 401 Sycamore Avenue	
Project Description:	• The Applicant is requesting an increase in maximum height of a 2nd story ADU from 16 feet to 23 feet	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Jasmeet Gill Kennington	
Application submittal Date:	• June 11, 2024	
Current Status:	• Pending resubmittal from the applicant	

SIEVERS AVENUE TENTATIVE PARCEL MAP ***(MAP ID: 12)***		
Case Type:	• Tentative Parcel Map	**PROJECT MAP:**
Project No.:	• Tentative Parcel Map No. 2024-135; **ACCELA No: PLN-2024-00036**	
Project Location:	• Assessor's Parcel Number (APN): APNs 284-251-26, 284-251-27, 284-251-040, 284-251-041 • 411 Sievers Avenue	
Project Description:	• The Applicant is proposing to subdivide/reorganize 5 existing lots into 4 new lots	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Michael Jelensky	
Application submittal Date:	• July 23, 2024	
Current Status:	• Under review	

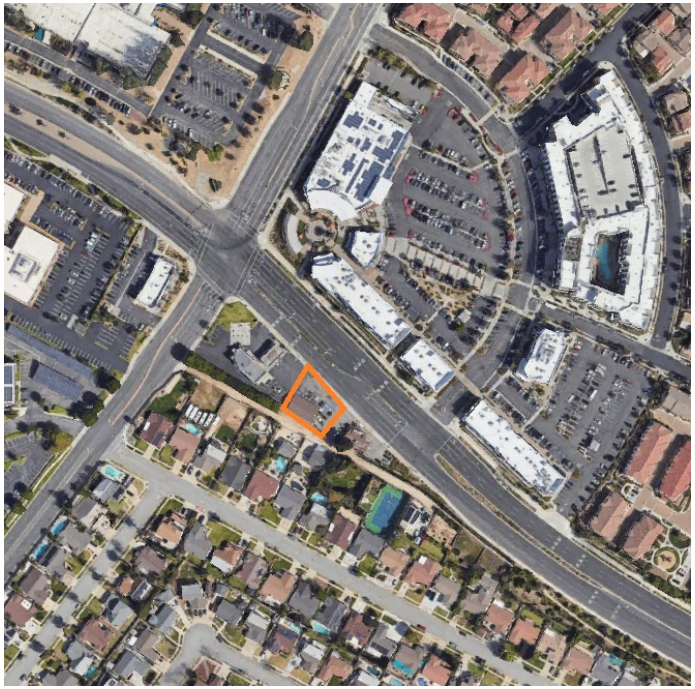
AFFORDABLE SENIOR HOUSING PROJECT ***(MAP ID: 13)***		
Case Type:	• Preliminary Plan Review	**PROJECT MAP:** 
Project No.:	• PPR No. 2024-04; **ACCELA No: PLN-2024-00057**	
Project Location:	• Assessor's Parcel Number (APN): 296-143-01 • SEC of Mercury Lane and Berry Street	
Project Description:	• The Applicant is requesting a substantial conformance review of a new 85-unit, 5-story affordable senior housing project with the previously approved project at the project site (Mercury Lane workforce housing project – a 114-unit apartment)	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Todd Cottle	
Application submittal Date:	• October 29, 2024	
Current Status:	• Preliminary comment letter was issued on November 27, 2024. No further action will be taken. The Applicant may submit a full application if they want to pursue the project.	

PACE & PINT ON-SITE ALCOHOL ***(MAP ID: 14)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2024-05; **ACCELA No: PLN-2024-00051**	
Project Location:	• Assessor's Parcel Number (APN): 284-252-21 • 1040 E. Imperial Hwy, Suite F2	
Project Description:	• The Applicant is proposing on-site beer service at an existing retail store (Snails Pace)	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Raul Cueva	
Application submittal Date:	• October 21, 2024	
Current Status:	• Pending resubmittal from the applicant	

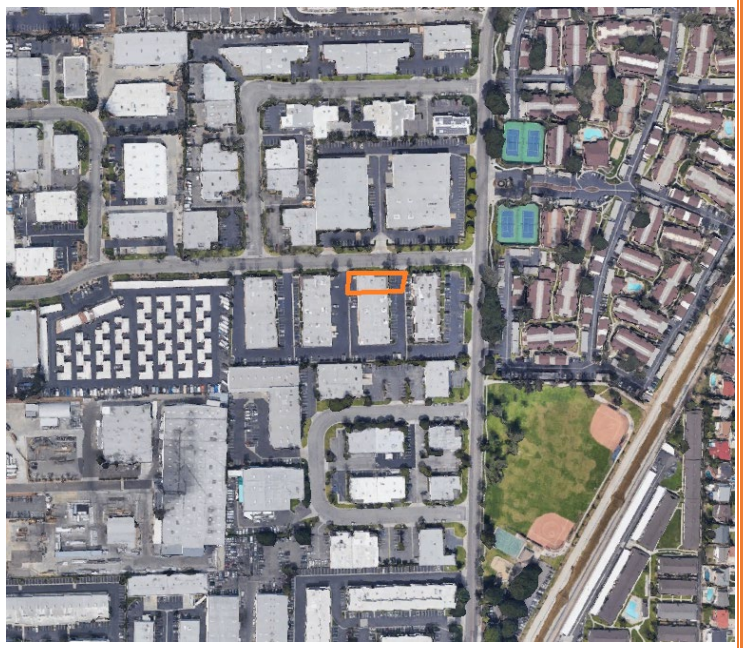
A 2nd STORY ADU MODIFICATION OF STANDARDS ***(MAP ID: 15)***		
Case Type:	• Certificate of Compatibility	**PROJECT MAP:**
Project No.:	• CC No. 2024-02; **ACCELA No: PLN-2024-00063**	
Project Location:	• Assessor's Parcel Number (APN): 284-252-21 • 414 Sievers Avenue	
Project Description:	• The Applicant is requesting modification of standards (i.e. height, design standards related to exterior staircase) for a new 2nd story ADU	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Tony Vega	
Application submittal Date:	• December 4, 2024	
Current Status:	• Pending resubmittal from the applicant	

RAISING CANES DRIVE-THROUGH ***(MAP ID: 16)***		
Case Type:	• Conditional Use Permit, Plan Review, Precise Development	**PROJECT MAP:**
Project No.:	• CUP No. 2024-08, PR No. 2024-06, PD No. 2024-04; **ACCELA No: PLN-2024-00067**	
Project Location:	• Assessor's Parcel Number (APN): 319-103-26 • 200 S. State College Boulevard	
Project Description:	• The Applicant is requesting a new drive-through restaurant (Raising Canes)	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Raising Canes	
Application submittal Date:	• December 17, 2024	
Current Status:	• Pending resubmittal from the applicant	

MILLS ACT CONTRACT ***(MAP ID: 17)***		
Case Type:	• Mills Act Contract	**PROJECT MAP:**
Project No.:	• MA No. 2025-01; **ACCELA No: PLN-2025-00004**	
Project Location:	• Assessor's Parcel Number (APN): 284-241-06 • 420 S. Madrona Avenue	
Project Description:	• The Applicant is requesting to enter into a Mills Act Contract with the City	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Jeff Jordan	
Application submittal Date:	• January 28, 2025	
Current Status:	• Pending resubmittal from the applicant	

7-ELEVEN OFF-SITE ALCOHOL SALE ***(MAP ID: 18)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-01; **ACCELA No: PLN-2025-00003**	
Project Location:	• Assessor's Parcel Number (APN): 336-203-13 • 3310 E. Imperial Highway	
Project Description:	• The Applicant is requesting to expand the existing off-site alcohol sale from beer and wine (ABC Type 20) to full alcohol (ABC Type 21)	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Dayna Epley of 7-Eleven	
Application submittal Date:	• January 28, 2025	
Current Status:	• Tentatively scheduled for March 25, 2025 Planning Commission meeting.	

MAIN EVENT ***(MAP ID: 19)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-02 and CUP No. 2025-03; **ACCELA No: PLN-2025-00005**	
Project Location:	• Assessor's Parcel Number (APN): 296-362-25 • 245 W. Birch Street	
Project Description:	• The Applicant is requesting an on-site full alcohol sale (Type 47) and a new comprehensive sign program for a new business, Main Event	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Main Event Entertainment	
Application submittal Date:	• February 4, 2025	
Current Status:	• Pending resubmittal from the applicant	

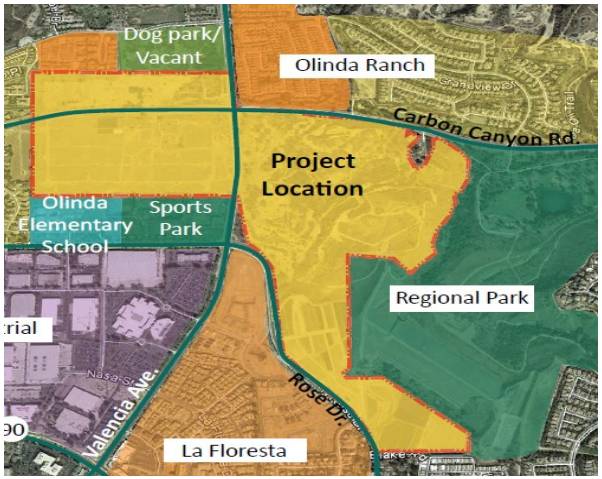
420 APOLLO OFFICE USE ***(MAP ID: 20)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-04; **ACCELA No: PLN-2025-00006**	
Project Location:	• Assessor's Parcel Number (APN): 296-251-20 • 420 Apollo Street, Unit A	
Project Description:	• The Applicant is requesting to establish an office use within an existing industrial complex	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• F.P.L Evergreen LLC	
Application submittal Date:	• February 4, 2025	
Current Status:	• Under review	

7-ELEVEN OFF-SITE ALCOHOL SALE ***(MAP ID: 19)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-06; **ACCELA No: PLN-2025-00011**	
Project Location:	• Assessor's Parcel Number (APN): 304-042-13 • 295 W. Central Avenue	
Project Description:	• The Applicant is requesting to expand the existing off-site alcohol sale from beer and wine (ABC Type 20) to full alcohol (ABC Type 21)	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Dayna Epley of 7-Eleven	
Application submittal Date:	• February 24, 2025	
Current Status:	• Under review	

SERVICE CHAMPIONS PARKING LOT ***(MAP ID: 20)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2025-02; **ACCELA No: PLN-2025-00012**	
Project Location:	• Assessor's Parcel Number (APN): 296-222-01 • 625 Columbia Street	
Project Description:	• The Applicant is requesting to construct a new parking lot and a driveway entrance for the project site	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Service Champions	
Application submittal Date:	• February 26, 2025	
Current Status:	• Under review	

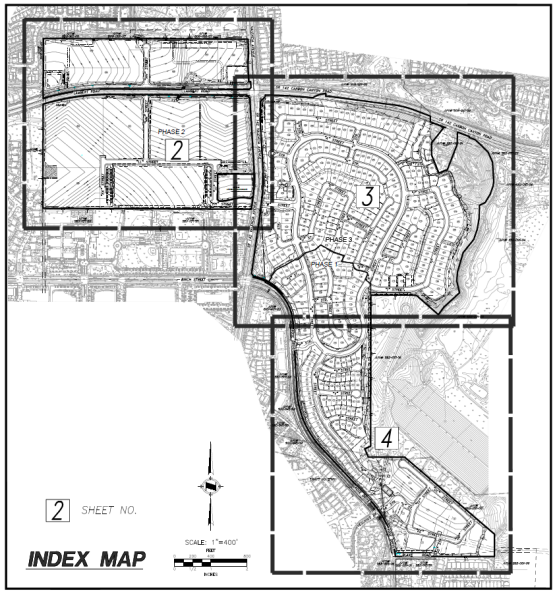
Approved/Entitled

MERCURY LANE APARTMENTS ***(Map ID: 1)***		
Case Type:	• Planned Community Master Plan, Zone Change, Development Agreement, Environmental Impact Report	**RENDERING:**
Project No.:	• PCMP No. 19-01, ZC No. 19-01, DA No 19-01, FEIR 19-01	
Project Location:	• Assessor's Parcel Number (APN): 296-141-05 • Southeast corner of Mercury Lane and Berry Street	
Project Description:	• The project is a new 5-story building with 114 workforce residential units.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant	• Dwight Manely	
Approval Dates:	• Planning Commission recommended approval of the project to the City council on April 28, 2020 • City Council approved the project on June 2, 2020	
Current Status:	• In building permit plan check process	

BREA 265 SPECIFIC PLAN ***(MAP ID 2)***		
Case Types:	• Specific Plan, General Plan Amendment, Zone Change, and Development Agreement	**PROJECT MAP:** 
Project No.:	• **ACCELA No. PLN-2020-00011;** ENV No. 22-01, GPA No. 22-01, ZC No. 22-01, DA No. 22-01, SP No. 22-01	
Project Location:	• Accessor's Parcel Map (APN): 322-031-24; 322-031-23; 322-031-31; 322-031-04; 322-031-12; 322-031-01; 322-031-10; 322-031-15; 322-031-14; 322-031-13; 322-031-13; 3200-070-02l; 322-072-02; 322-031-21; 322-03-121; 322-031-19; 320-071-29; 320-073-07 • The 262-acre site, commonly known as Brea 265, is generally bounded by Lambert Road/Carbon Canyon Road to the north, Carbon Canyon Regional Park to the east, Birch Street and Rose Drive to the South, and residential uses to the west.	
Project Description:	• The project includes the following: (1) General Plan Amendment to change the General Plan Land Use designation of the site from Hillside Residential and Low Density Residential to Brea 265 Specific Plan; (2) Zone Change to change the zoning of the site from HR and R-1 to Brea 265 Specific Plan; (3) Specific Plan for the adoption of a new specific plan providing up to 1,100 residential dwelling units, parks and recreational amenities, and open space and right of way improvements; (4) Tentative Tract Map for the subdivision of the project site for residential, parks and open space uses; and (5) Development Agreement defining terms of development by vesting the City's approval and specifying public benefits and improvements	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• AERA ENERGY	
Approval Dates:	• Planning Commission recommended approval of the project to the City Council on May 24, 2022. • City Council reviewed the SP, GPA, ZC, and DA for the Project on June 21, 2022. The project was continued to July 19, 2022, where it was approved by City Council.	
Current Status:	• N/A	

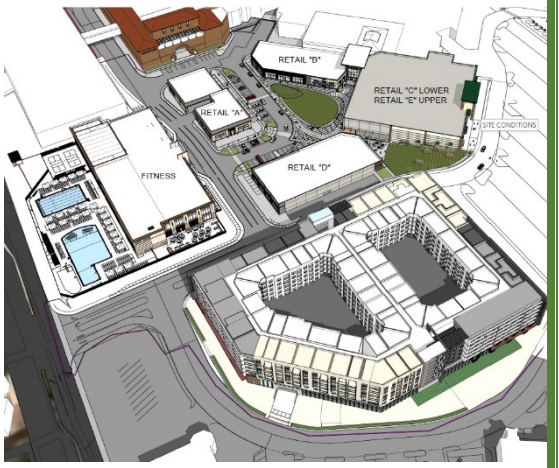
BREA 265 TENTATIVE TRACT MAP ***(MAP ID: 3)***	
Case Types:	• Tentative Tract Map
Project No.:	• **ACCELA No. PLN 2020-00011;** TTM 16423
Project Location:	• Accessor's Parcel Map (APN): 322-031-24; 322-031-23; 322-031-31; 322-031-04; 322-031-12; 322-031-01; 322-031-10; 322-031-15; 322-031-14; 322-031-13; 322-031-13; 3200-070-02l; 322-072-02; 322-031-21; 322-03-121; 322-031-19; 320-071-29; 320-073-07 • The 262-acre site, commonly known as Brea 265, is generally bounded by Lambert Road/Carbon Canyon Road to the north, Carbon Canyon Regional Park to the east, Birch Street and Rose Drive to the South, and residential uses to the west.
Project Description:	• A Tentative Tract Map for the subdivision of the project site for residential, parks and open space uses. The TTM would implement the approved Brea 265 Specific Plan.
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)
Applicant:	• AERA ENERGY
Approval Dates:	• Planning Commission approved the TTM for the project on September 27, 2022.
Current Status:	• N/A

PROJECT MAP:

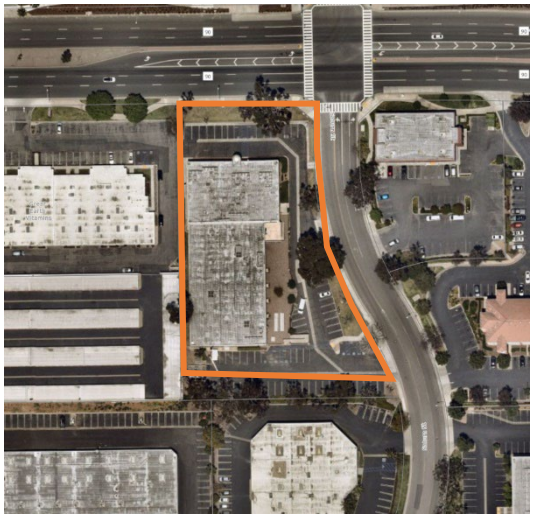


ACCESSORY DWELLING UNIT AT 527 E ELM STREET ***(MAP ID: 4)***		
Case Type:	• Certificate of Compatibility	**PROJECT MAP:**
Project No.:	• CC No. 2022-01; **ACCELA No. PLN 2022-00019**	
Project Location:	• 527 E. Elm Street • Assessor's Parcel Number (APN): 284-213-36	
Project Description:	• The project establishes a new 1,496 square foot detached ADU.	
Project Planner:	• Planning Division (planner@cityofbrea.gov)	
Applicant:	• Frederick Talactac	
Approval Dates:	• Planning Commission approved the project on October 25, 2022.	
Current Status:	• Under construction	

INDUSTRIAL BUILDING ***(MAP ID: 5)***		
Case Type:	• Plan Review, Environmental Impact Report Addendum	**PROJECT MAP:**
Project No.:	• PR No. 2022-04; EIR No. 5-81 Addendum No. 1; **ACCELA No. PLN 2022-00012**	
Project Location:	• 2727 E. Imperial Highway • Assessor's Parcel Number (APN): 320-091-66	
Project Description:	• The project includes demolition of an existing office building and development of a new warehouse with related site improvements. The building would be a total of 113,700 SF.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Prologis	
Approval Dates:	• Brea Community Development Director approved the project on March 27, 2023.	
Current Status:	• Demolition complete; under building permit review process	

BREA MALL MIXED USE PROJECT ***(MAP ID. 6)***		
Project:	• EIR, General Plan Amendment, Zone Change, Development Agreement, Precise Development Plan, Tentative Parcel Map, and Conditional Use Permits	**PROJECT MAP:** 
Project No.:	• EIR 20-01, GPA No. 20-01; ZC No. 20-01, DA No. 20-01, TPM 22-113, PD No. 20-02, and CUP Nos. 20-06, 22-17, 22-18 and 22-19 **ACCELA No. PLN 2021-00008**	
Project Location:	• 100 Brea Mall; • Assessor's Parcel Number (APN): 319-101-37 19-100-26, -62, -63, -64, -71, -73, -75 -76, -79, -89 and 319-103-22 (Note: GPA No. 2020-01 and ZC No. 2020-01 apply to the entire Brea Mall site)	
Project Description:	• The project includes: (1) General Plan Amendment to change the General Plan Land Use designation of the Project site and the Brea Mall from Regional Commercial to Mixed Use I; (2) Zone Change to change the zoning designation of the site from Major Shopping Center (C-C) with a Precise Development (P-D) overlay to Mixed Use I (MU-I); (3) Development Agreement to define the terms of development proposed by vesting the City's approval while specifying public benefits and improvements; (4) Precise Development Plan to demolish the former Sears building and surface parking lot and allow a new mixed-use development that includes retail, restaurants, for-rent residential apartments, a resort-type fitness center and an outdoor gathering space; (5) Tentative Parcel Map for subdivision; and (6) Conditional Use Permits for shared parking, to establish the Brea Mall sign program, to allow on-site alcohol consumption of beer, wine and distilled spirts within dining establishments and to allow a fitness center	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Simon Properties	
Approval Dates:	• Planning Commission Study Session (Project Preview) was held on September 27, 2022. • Planning Commission Public Hearing (Project Introduction) was held on October 25, 2022. • Planning Commission recommended approval of the project to the City Council on December 13, 2022. • City Council Public Hearing (1st reading) was held on May 2, 2023. • City Council approved the project during the 2nd reading on May 16, 2023.	
Current Status:	• Under construction	

GASLIGHT SQUARE REDEVELOPMENT ***(MAP ID: 7)***		
Case Type:	• Precise Development, Conditional Use Permit, General Plan Amendment, Zone Change, Conditional Use Permit	**PROJECT MAP:**
Project No.:	• PD No. 22-01; CUP No. 22-03; GPA No. 22-02; ZC No. 22-02; CUP 22-13 (Amend CUP 90-20); **ACCELA No. PLN 2022-00011**	
Project Location:	• 255 E. Imperial Highway • Assessor's Parcel Number (APN): 319-292-31, 319-292-33, 319-292-35, 319-292-36	
Project Description:	• The Project retains two of the existing five buildings that are currently used for medical uses. The remaining three commercial buildings totaling 18,286 square feet would be demolished and a new 2,000 square foot drive-through restaurant with an outdoor seating area and a 6,000 square foot commercial building consisting of 2,400 square feet of restaurant and 3,600 square feet of medical or retail space would be constructed.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Dwight Manley	
Approval Dates:	• Planning Commission Public Hearing (Intro to Project) held on January 24, 2023. • Planning Commission recommended approval of the project to City Council on April 11, 2023. • City Council Public Hearing (1st reading) held on May 16, 2023. • City Council approved the project during the 2nd reading on June 6, 2023.	
Current Status	• Under construction	

SOUTHLANDS CHURCH FENCE HEIGHT ***(MAP ID: 8)***		
Case Type:	• Administrative Adjustment	**PROJECT MAP:** 
Project No.:	• AR 2023-01; **ACCELA No. PLN 2022-00027**	
Project Location:	• 2950 E. Imperial Highway • Assessor's Parcel Number (APN): 336-631-21	
Project Description:	• The Project increases the height of the fence along Imperial Highway from 30 inches to 42 inches.	
Project Planner:	• Planning Division (planner@cityofbrea.net)	
Applicant:	• Southlands Church	
Approval Dates:	• Community Development Director approved the application on February 1, 2023	
Current Status	• In building permit plan check process	

BOILING CRAB OUTDOOR PATIO AND ON-SITE ALCOHOL ***(MAP ID: 9)***		
Case Type:	• Plan Review; Conditional Use Permit	**PROJECT MAP:**
Project No.:	• PR 2023-03; **ACCELA No. PLN 2023-00017** • CUP No. 2023-07; **ACCELA No: PLN-2023-00039**	
Project Location:	• 120 S. Brea Boulevard, Suite 106 • Assessor's Parcel Number (APN): 296-364-25	
Project Description:	• The Project include a new outdoor patio and on-sale beer and wine alcohol license at a sit-down restaurant (Boiling Crab).	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Aejandra Zoquipa	
Approval Dates:	• Community Development Director approved the PR application on June 6, 2023 • Planning Commission approved the CUP application on September 12, 2023	
Current Status	• Under construction	

BREA PLAZA REMODEL (BUILDINGS E – G) ***(MAP ID: 10)***		
Case Type:	• Conditional Use Permit, Precise Development	**PROJECT MAP:**
Project No.:	• CUP No. 2022-23; PD No. 2022-12; **ACCELA No: PLN-2022-00078**	
Project Location:	• Assessor's Parcel Number (APN): 319-391-01 • 1639 E Imperial Hwy	
Project Description:	• The project includes demolition of a 18,425 square foot theater (Building F) and remodeling Buildings E & G for retail ground floor use and a new second floor for office use. Building E would add 7,787 square feet to the ground floor and a new 6,500 square foot second floor with a 3,028 square foot outdoor patio, and a new loading area to the rear of the building. Building G would add a new 8,480 square foot second floor with a 1,048 square foot outdoor patio.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Waad J. Nadhir	
Approval Dates	• The Planning Commission approved the application on August 8, 2023	
Current Status:	• Under construction	

WIRELESS FACILITY CO-LOCATION ***(MAP ID: 11)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR 2023-07; **ACCELA No: PLN-2023-00047**	
Project Location:	• Assessor's Parcel Number (APN): 319-331-12 • 145 S. State College Boulevard	
Project Description:	• The project modifies an existing wireless facility to add additional antennas and support equipment.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Meghan Graham	
Approval Dates	• The Community Development Director approved the application on October 10, 2023.	
Current Status:	• Building permit ready to issue	

*CALIFORNIA SPINE INSTITUTE (**MAP ID: 12**)*		
Case Type:	• Conditional Use Permit, Administrative Remedy	**PROJECT MAP:**
Project No.:	• CUP No. 2023-05; AR No. 2023-04; **ACCELA No: PLN-2023-00030**	
Project Location:	• Assessor's Parcel Number (APN): 319-314-07 • 721 E Imperial Hwy	
Project Description:	• The project includes a second story addition to an existing office building along with related site improvements.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Raed Ali and Eric Lin	
Approval Dates	• December 12, 2023	
Current Status:	• Under Building plan check process	

DR. SQUATCH FENCE HEIGHT ***(MAP ID: 13)***		
Case Type:	• Administrative Remedy	**PROJECT MAP:**
Project No.:	• AR No. 2024-01 **ACCELA No: PLN-2024-00007**	
Project Location:	• Assessor's Parcel Number (APN): 296-141-01 • 114 N. Berry Street	
Project Description:	• The project increases the height of a new screening fencing from 7 feet to 8 feet.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Christopher Clay	
Approval Date	• February 6, 2024	
Current Status:	• Under construction	

WIRELESS FACILITY MODIFICATION ***(MAP ID: 14)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR 2023-02; **ACCELA No: PLN-2023-00012**	
Project Location:	• Assessor's Parcel Number (APN): 284-333-42 • 185 E. Alder	
Project Description:	• The applicant is proposing to modify an existing wireless facility to replace antennas and ancillary equipment.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Stephanie Rudolph	
Approval Date	• March 22, 2024	
Current Status:	• Under Building plan check process	

NEW WIRELESS FACILITY ***(MAP ID: 15)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2024-02; **ACCELA No: PLN-2024-00019**	
Project Location:	• Assessor's Parcel Number (APN): 319-291-14 • 724 N. Brea Boulevard	
Project Description:	• The applicant is proposing a new roof mounted wireless facility for Dish Wireless.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Brian De La Ree of Butler America	
Approval Date	• April 25, 2024	
Current Status:	• Building permit ready to issue	

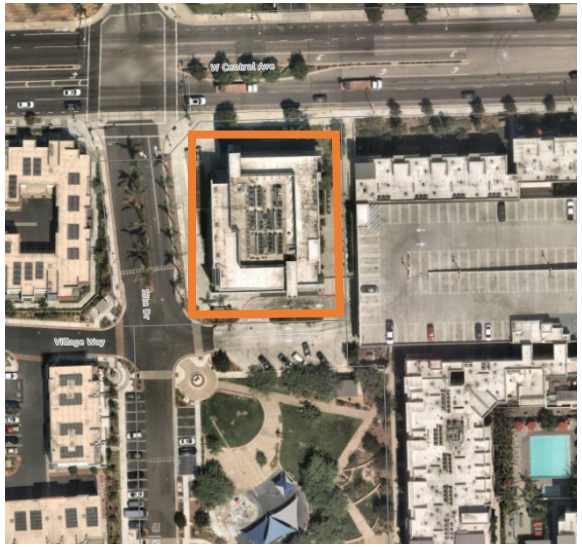
BREA PLAZA SIGN PROGRAM AMENDMENT ***(MAP ID: 16)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP 2023-10; **ACCELA No: PLN-2023-00054**	
Project Location:	• Assessor's Parcel Number (APN): 319-102-25 • 1639 East Imperial Highway	
Project Description:	• The project amends the existing comprehensive sign program for Brea Plaza shopping center.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Jahn Nguyen	
Approval Date	• May 14, 2024	
Current Status:	• Under construction	

IMPERIAL MARINER TENTATIVE PARCEL MAP ***(MAP ID: 17)***		
Case Type:	• Tentative Parcel Map	**PROJECT MAP:**
Project No.:	• TPM No. 2022-179; **ACCELA No: PLN-20224-00016**	
Project Location:	• Assessor's Parcel Number (APN): 296-342-05 and 296-114-01 • 915, 955, 975 W. Imperial Hwy	
Project Description:	• The applicant is proposing to subdivide the existing property into four parcels.	
Project Planner:	• Rebecca Pennington, Senior Planner (rebeccap@cityofbrea.gov)	
Applicant:	• James McGrade of Imperial Mariner, LLC	
Approval Date	• June 25, 2024	
Current Status:	• Under final map review process	

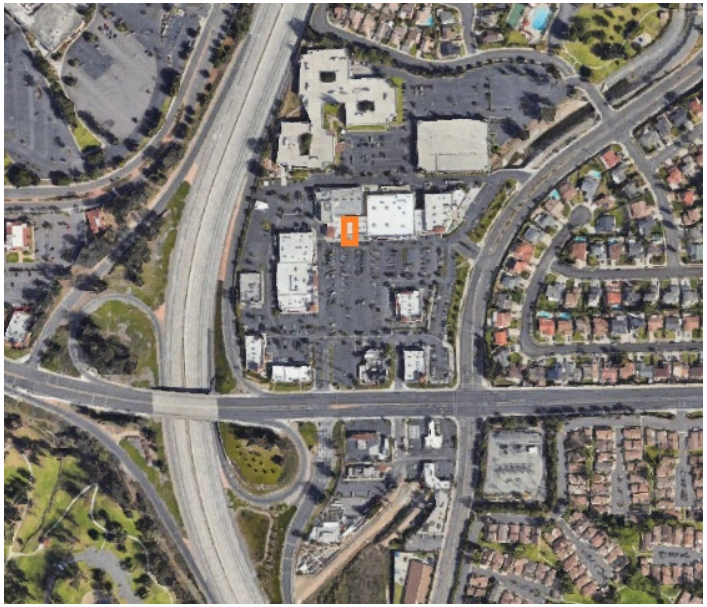
LIGHT INDUSTRIAL BUILDING ***(MAP ID: 18)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR 2023-08; **ACCELA No: PLN-2023-00049**	
Project Location:	• Assessor's Parcel Number (APN): 320-303-11 • 3200 Nasa Street	
Project Description:	• The applicant is proposing to construct a new 56,000 square-foot industrial building.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Dennis Roy	
Approval Date	• July 1, 2024	
Current Status:	• Under building plan check process	

SOUTH BREA TOWNHOMES ***(MAP ID: 19)***		
Case Type:	• Precise Development, Tentative Tract Map, Density Bonus, Tree Removal Permit	**PROJECT MAP:**
Project No.:	• PD 2023-03, TPM 2023-01, DB 2023-01 and TRP 2023-01; **ACCELA No: PLN-2023-00081**	
Project Location:	• Assessor's Parcel Number (APN): 284-282-06 • 685 S. Brea Boulevard	
Project Description:	• The project includes demolition of the existing retail building and construction of a new 32-unit, 3 story residential development.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Patrick Chien of City Ventures	
Approval Date:	• July 23, 2024	
Current Status:	• Under building plan check process	

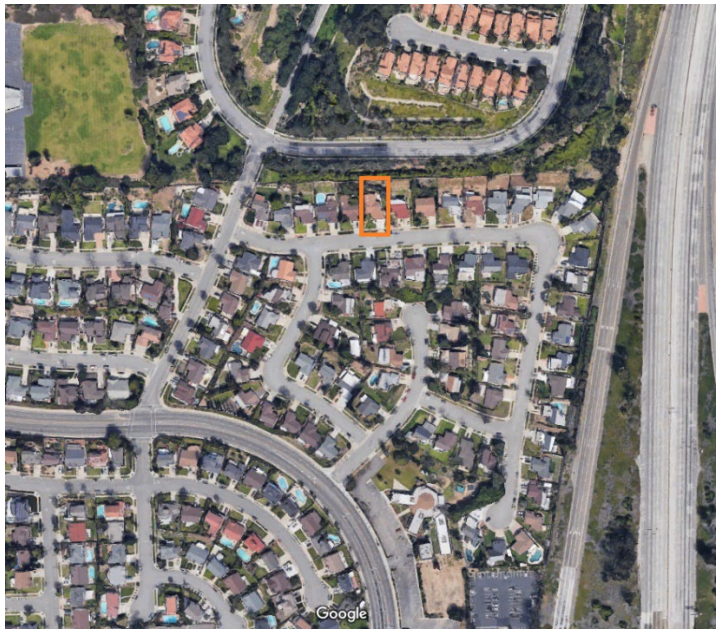
IMPERIAL MARINER PARKING REDUCTION ***(MAP ID: 20)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-04; **ACCELA No: PLN-2024-00028**	
Project Location:	• Assessor's Parcel Number (APN): 296-342-05 and 296-114-01 • 915, 955, 975 W. Imperial Hwy	
Project Description:	• The project includes establishing a reduced required parking for the existing office/medical complex to accommodate additional medical office uses	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• James McGrade of Imperial Mariner, LLC	
Approval Date:	• August 6, 2024	
Current Status:	• N/A	

AT&T WIRELESS ROOFTOP FACILITY ***(MAP ID: 21)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2022-12; PR No. 2022-13; **ACCELA No: PLN-2022-00074**	
Project Location:	• Assessor's Parcel Number (APN): 296-241-10 • 380 W Central Ave	
Project Description:	• The project includes a new rooftop wireless communication facility and screening on an existing commercial office building.	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• New Cingular Wireless PCS, LLC dba AT&T Wireless	
Approval Date:	• August 22, 2024	
Current Status:	• Under building permit plan check process	

PET AQUAMATION BUSINESS ***(MAP ID: 22)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2022-15; **ACCELA No. PLN 2022-00053**	
Project Location:	• 580 W Lambert Road, Unit E • Assessor's Parcel Number (APN): 296-081-07	
Project Description:	• The project includes establishing a pet aquamation (cremation) facility with mobile after-life care veterinary services. No live animals are proposed on-site.	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Dr. Annie Forslund (Home Pet Euthanasia of Southern California)	
Approval Date:	• September 24, 2024	
Current Status:	• Under construction	

SUSHI CLUB ON-SITE ALCOHOL ***(MAP ID: 23)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:** 
Project No.:	• MCUP No. 2024-05; **ACCELA No: PLN-2024-00039**	
Project Location:	• Assessor's Parcel Number (APN): 319-391-01 • 437 S. Associated Rd.	
Project Description:	• The project includes on-site beer and wine service at a new restaurant (Sushi Club)	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebana@cityofbrea.net)	
Applicant:	• Jason Kho	
Approval Date:	• October 2, 2024	
Current Status:	• Restaurant in operation	

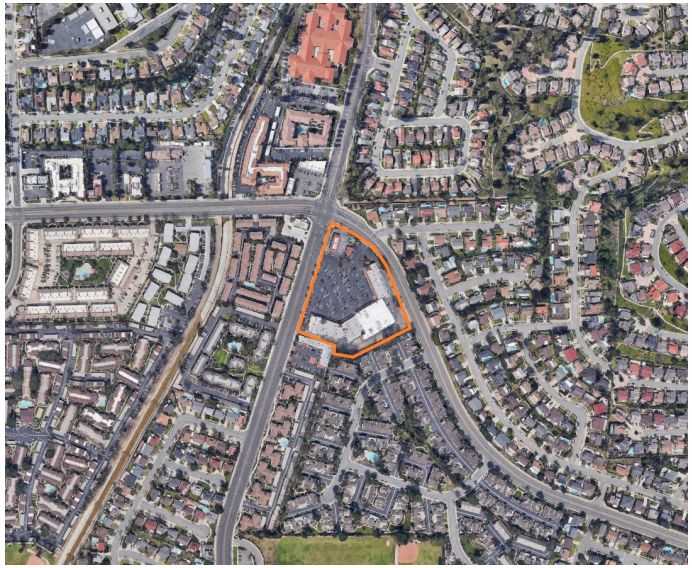
SHAKE SHACK ON-SITE ALCOHOL ***(MAP ID: 24)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-07; **ACCELA No: PLN-2024-00041**	
Project Location:	• Assessor's Parcel Number (APN): 296-376-08 • 103 W. Imperial Hwy #C	
Project Description:	• The project includes on-site beer and wine service at a new restaurant (Shake Shack)	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Nicole Bolio of Shake Shack	
Approval Date:	• October 18, 2024	
Current Status:	• Restaurant in operation	

INCREASE IN WALL HEIGHT ***(MAP ID: 25)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-06; **ACCELA No: PLN-2024-00040**	
Project Location:	• Assessor's Parcel Number (APN): 319-051-06 • 839 Mango St.	
Project Description:	• The project includes increase in the height of wall within the front yard up to 5 feet along the east property line	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Eric Lavold	
Approval Date:	• October 2, 2024	
Current Status:	• Under construction	

BRUXIE ON-SITE ALCOHOL ***(MAP ID: 26)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-01; **ACCELA No: PLN-2024-00029**	
Project Location:	• Assessor's Parcel Number (APN): 296-632-27 • 215 W. Birch Street	
Project Description:	• The project includes on-site beer and wine service at the existing restaurant (Bruxie)	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Kelly Bullarney of Bruxie	
Approval Date	• October 21, 2024	
Current Status:	• N/A	

FINNEY'S CRAFTHOUSE & KITCHEN EXTERIOR MODIFICATION ***(MAP ID: 27)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2024-04; **ACCELA No: PLN-2024-00038**	
Project Location:	• Assessor's Parcel Number (APN): 296-376-17 • 215 S. Brea Blvd.	
Project Description:	• The project would modify the exterior façade and signage on the existing building to accommodate for a new restaurant, Finney's Crafthouse & Kitchen	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Marion Gonzales	
Approval Date:	• November 14, 2024	
Current Status:	• Under construction	

AUSLETICS FITNESS STUDIO ***(MAP ID: 28)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-09; **ACCELA No: PLN-2024-00047**	
Project Location:	• Assessor's Parcel Number (APN): 336-631-29 • 2868 E. Imperial Highway	
Project Description:	• The project would establish a new fitness studio.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Snez Velijanovska	
Approval Date	• November 14, 2024	
Current Status:	• Business in operation	

OUR NEST ON-SITE ALCOHOL ***(MAP ID: 29)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:** 
Project No.:	• CUP No. 2024-07; **ACCELA No: PLN-2024-00054**	
Project Location:	• Assessor's Parcel Number (APN): 319-170-03 • 732 N. Brea Boulevard	
Project Description:	• The project includes on-site full alcohol service at a new restaurant (Our Nest)	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Jonpaul Ugay	
Approval Date	• December 10, 2024	
Current Status:	• Restaurant under construction	

REDUCTION IN REQUIRED PARKING SPACES ***(MAP ID: 30)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-08; **ACCELA No: PLN-2024-00045**	
Project Location:	• Assessor's Parcel Number (APN): 284-243-09 & 10 • 440 S. Brea Blvd.	
Project Description:	• The project allows a reducing the minimum required parking spaces to accommodate a new dentist office	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Sultram Han	
Approval Date	• December 17, 2024	
Current Status:	• N/A (business T.I. is under building permit process)	

SAINT MATTHEW ECUMENICAL CATHOLIC CHURCH ***(MAP ID: 31)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2024-06; **ACCELA No: PLN-2024-00052**	
Project Location:	• Assessor's Parcel Number (APN): 284-211-31 • 500 E. Imperial Highway	
Project Description:	• The project establishes a new church.	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Tony Russo	
Approval Date	• January 28, 2025	
Current Status:	• N/A	

REPEALED/DENIED

(Within one year)

N/A