George Taylor Louden AIA

Modern Historical Architecture Preservation

Historical Cultural Resources Assessment Report: Hangar Building

527 West Almond Avenue & 180 South Cypress Street; Orange CA

Proposed Adaptive Reuse Development for the Friends Church Orange

Design Consult for Proposed Adaptive Reuse & New Construction Development:

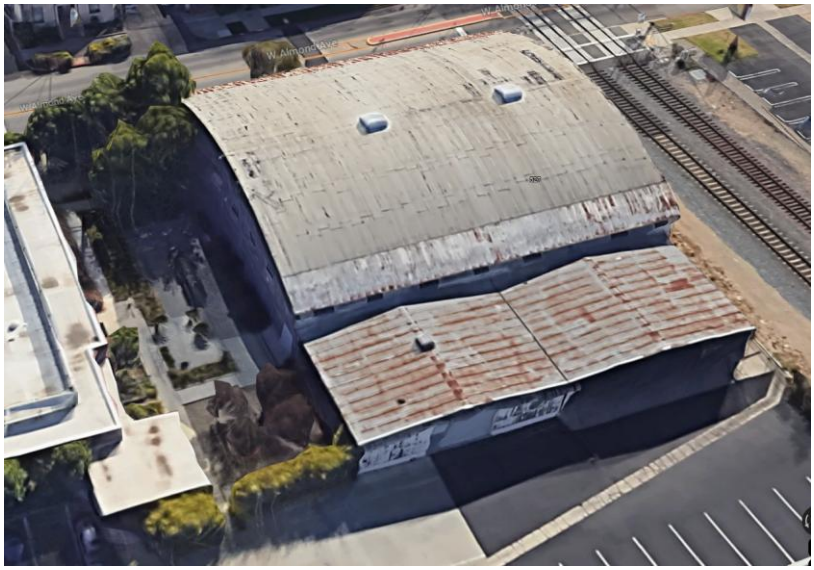

Figure #1: Cover image of Hangar Building context, aerial view towards the southwest

Figure #2: South façade at Almond Avenue, prior to recent repainting in 2025;

Figure # 3: west façade existing conditions, primary façade along the railroad, photo date 2024

Requirements defined by the City of Orange: “Minimum elements that are to be included in a historic resource assessment report include:”

1. A brief description of significance/eligibility as a historic resource for those properties already identified as contributors to the historic district
2. A description of the property and its current conditions
3. A description of the proposed project
4. Evaluation of project conformance with the *Secretary of the Interior's Standards for Historic Preservation*, particularly the Rehabilitation Standards
5. Evaluation of project conformance with the Old Towne Historic Preservation Design Standards
6. Additional recommendations, as deemed necessary by the consultant or staff

Appendix:

6a Site historic resource context photographs

6b George Taylor Louden AIA c.v.; author of Historic Resources Assessment Report

1 A brief description of significance/eligibility as a historic resource for those properties already identified as contributors to the historic district

A brief description of significance/eligibility:

The Hangar Building structure is listed as a historic resource and contributing structure in the Old Towne Orange Historic District, designated as a Contributing Structure to multiple local and National Register Historic Districts by the City as a historically and culturally significant resource. The site of the Hangar is incorporated within multiple local Historic Districts.

Notably, the building qualifies as a relatively intact example of a commercial/ industrial structure with sufficient material integrity for the following attributes: The Hangar Building is one of the few remaining examples of a Packing House/ transportation warehouse related structure. Pertaining to the building type, this is one of the oldest industrial structures extant in the city, and representative of the city of Orange's early agrarian agricultural economy. Now a railroad main line, the historic presence of the railroad spur track along the west façade is emblematic of the original commercial use of this property and historic district.

This Report understands the Hangar Building constitutes a "historic resource" under local criteria as a City of Orange Contributing Structure of historic significance located within multiple City of Orange Historic District Overlays. These Districts include:

- Old Towne Orange Historic District;
- Local Olde Towne Historic District;
- National Register Plaza Historic District.

The East Building is not designated as a contributing structure to the designated Historic Districts nor as an individually designated structure. Consequently, there is no preservation assessment or criteria required for any of the minor scope of work elements proposed to be performed at the East Building structure or related site improvements.

Noted: Throughout this HRAR we abbreviate Secretary of the Interior's Standards for Historic Preservation as (SoiS)

2 A description of the property and its current conditions

A description of the Hangar structure property and its current site conditions:

This Proposed Adaptive Reuse project development of an existing commercial structure known as “The Hangar” for the Friends Church Orange is located at 527 West Almond Avenue in the City of Orange. This tall one -story structure provides a clear interior height of 17 feet from the reinforced concrete floor slab to the bottom steel chords of the exposed steel bowstring trusses. The overall roof height is 28’-9.” A tall height, eight- bay square footprint with a seventeen-foot tall single story structure has a reinforced concrete slab on grade with reinforced concrete curbs supporting steel posts and trusses terminating at façades and aligning with the bottom chord of all steel frame trusses.

A later modification of the west façade is documented in permit number 1002-081 dated 4/19/2010, and with a valuation of $10,000. This calls for a “removal of 11’- 6” of the west wall façade due to an encroachment issue (specifically, a Railroad Setback) of the Hangar Building into the railroad right-of-way.” The railroad main line is adjacent to the west façade of the Hangar Building. Adjacent to the eastern façade is an existing one story commercial structure (named in this project as the East Building,) separated from the Hangar Building (named in this project as the West Building) by an outdoor landscaped courtyard. This East structure is not a listed historical resource, providing ancillary program interior spaces for the Hangar project.

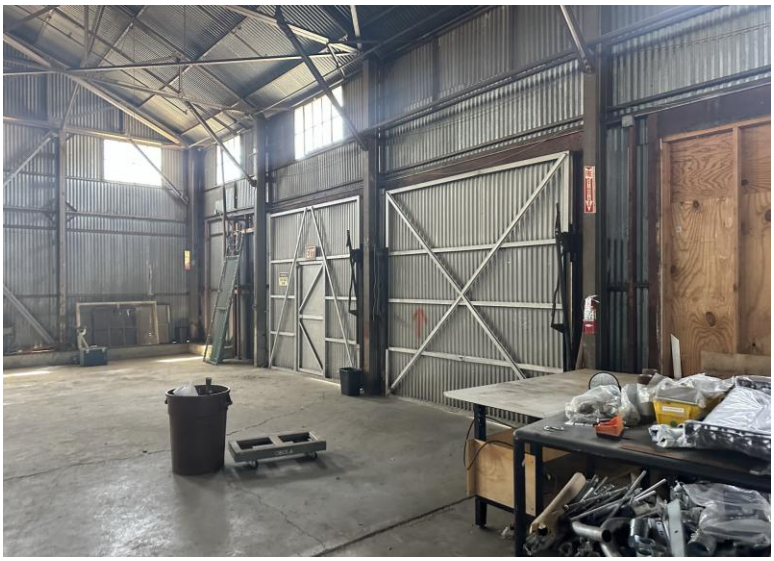

Figure # 4: Structural reconstruction of Hangar Building, southwest façade of interior wall surface interior cross bracing.

This southwest façade is the façade element that was permitted, disassembled and reconstructed 11’-6” towards the east to mitigate the encroachment for the railroad Right-Of-Way. Note the newer steel framing around doors and different diagonal framing and post details in this 2010 alteration, as opposed to the 1925 original.

The exterior façades and perimeter interior walls of the Hangar Building are sheathed with corrugated steel panels, often with painted surfaces. These panels show evidence of later alterations, notably a low one-story structure added to the north facade and a mezzanine level at the northeastern interior portion of the overall structure. A majority of the east, south and west facades possess original steel frames and window sashes. Interior spaces of the Hangar and its northern addition are generally open, exhibiting nearly all of the exposed original structure and corrugated metal siding finishes. In each structural bay are centered windows in a tripartite frame formed of steel framing. The windows are single pane glazing set in steel frames and muntins, both fixed and operable awning units. At the exterior perimeter of the steel windows are painted wooden frames at the head, jambs and sills holding a wire cloth mesh screen. Windows are not typically in operable condition. Some original windows have been replaced by metal louvred panels, ill-fitting at the rough openings.

Current conditions of the exterior façade show damages at lower levels from vehicular traffic and some areas of metal finish degradation. In late 2024 the south facing façade was painted. The Hangar Building radiused bowstring roof has areas of built-up roofing material. The northern addition roof has metal panels at a low-slope pair of roof gables. The north elevation addition has a different metal panel façade profile than the original corrugated panels present at the Hangar Building. These wall panels are set above the CMU pony wall at grade continuing to the east façade. These elevations coincide with the areas of the mezzanine floor interior plan addition to the Hangar Building.

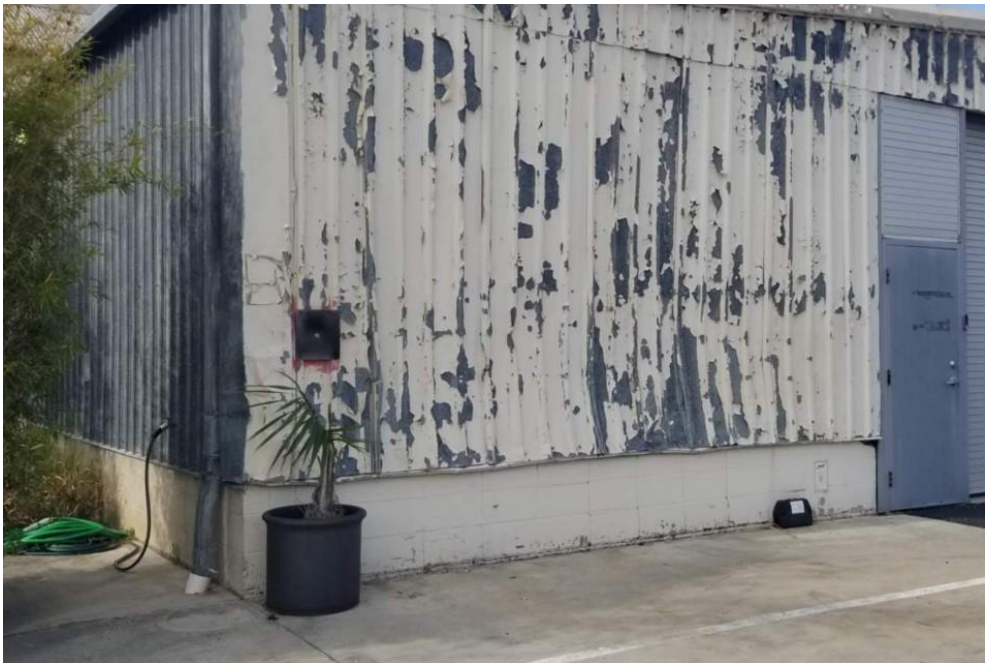

Figure # 5: north and east façade existing conditions, 2024. Noted vehicular damages.

Figure #6: east façade detail of the original bi-parting sliding doors, view from courtyard.

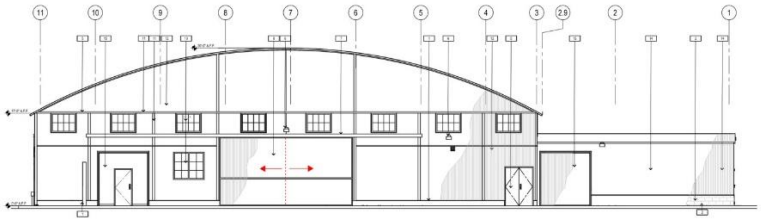

Figure # 7: east secondary façade existing conditions; AO Drawing shows original location of bi-parting sliding corrugated metal door panels noted with red directional arrows.

Figure # 8: secondary east façade showing proposed design; AO Architects color and material board, proposed East façade modifications. Storefront aluminum windows at the first floor level relate to the north façade addition and mezzanine level beyond.

It is noted that all material referenced in the material sample boards have been thoughtfully selected to not attempt to replicate the exact historic look and appearance.

The intent is to reference a building type category of a Warehouse architectural language or vocabulary. As an example, the new metal storefront design proposes an aluminum stick system at the north ground level addition. Details and sight lines of the muntins and frames cross section match the dimensions and appearances and look similar to traditional original steel windows elsewhere on the façade.

Figure # 9: primary south façade detail, oblique view to the west. Noted condition of corrugated metal wall panels above cast-in-place concrete curb walls. Noted deteriorated condition of wire mesh screening set in wooden frames and then applied to the face of the steel frame windows.

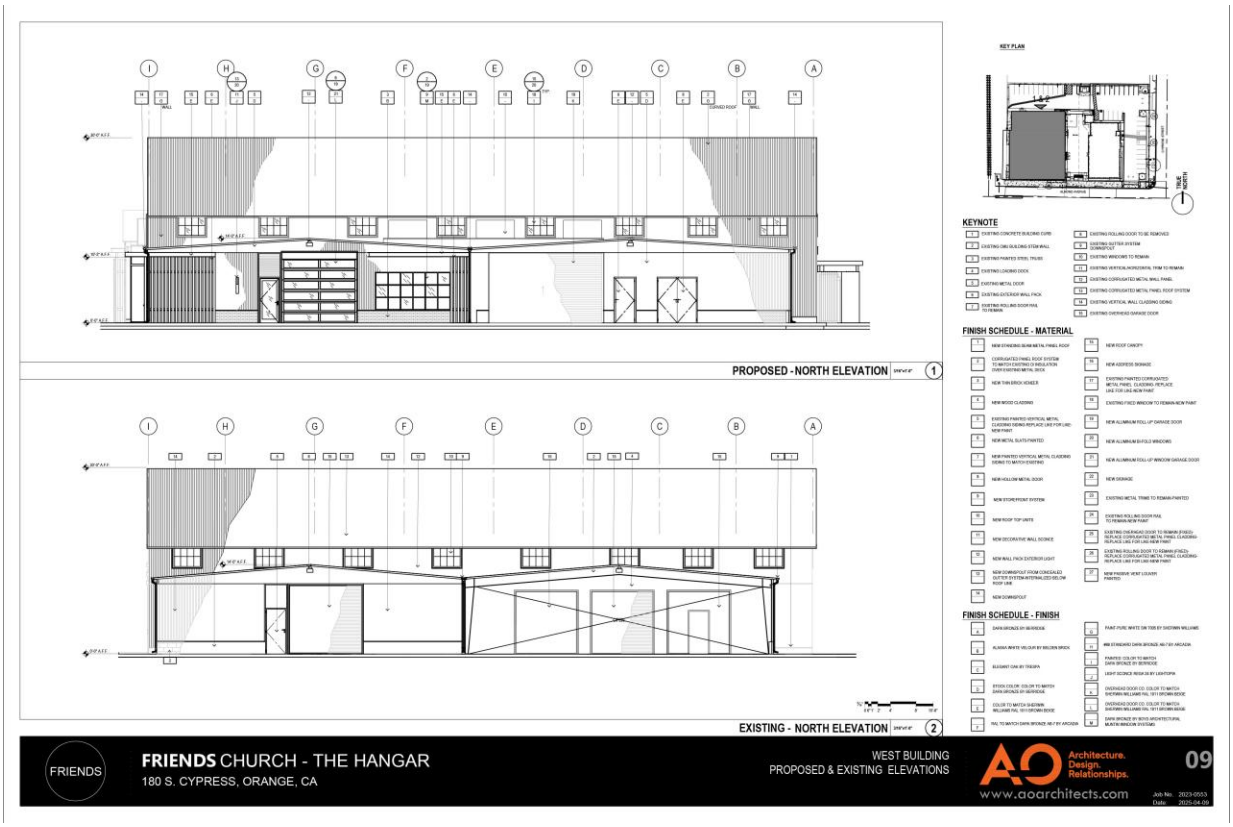

Figure # 10: Hangar Building AO Architects drawing sheet 09; secondary north façade: existing and proposed elevations.

Figure # 11: north façade addition, view to southwest; ramped loading dock is proposed to be filled in. Rear wall is the original Hangar Building corrugated metal panel façade.

Figure # 12: north façade addition, view to south; ramped slope floor is proposed to be filled in. Rear wall at left is the original north façade of the Hangar Building corrugated metal panel façade. If the north addition were proposed to have this wall removed to accommodate new program use, these original corrugated panels could be retained for re-use elsewhere if necessary.

3 A Description of the proposed project

Project Description:
The Friends Church Orange proposes to construct their church related programs within the existing Hangar Building- effectively creating interior structures within the exterior structure. This Project proposes to rehabilitate the existing Hangar Building for an adaptive reuse of this original structure built c 1925. This Project design intent is to rehabilitate the building's original south and west façades, including a later addition of a loading dock structure along the north façade. A recessed loading dock ramp will be filled up to finish grade elevation.

This Historic Resource Assessment Report (HRAR) focuses on two structures: the c1925 Hangar Building, named as the West Building for the purposes of the Report, and the adjacent separate single story commercial structure at the address 180 South Cypress Street, named as the East Building for this Project. A hardscape courtyard connects the two structures, providing an opportunity to create an accessway from the courtyard and to the program spaces within the Hangar Building. This proposed new primary entrance door and transom windows are located at the midpoint of eastern façade at a previously original opening location with sliding doors visible at the corrugated façade panels. A non-original construction of a mezzanine level occupies the northeast corner level of the structure. This will be incorporated into two -level spaces for new program elements and new window types and functions. These reflect the Adaptive Reuse programmatic requirements at this secondary façade location.

A Conditional Use Permit is required to allow a Change in Use for an Assembly occupancy to serve the growing needs of the Friends Church Orange. The spatial qualities of the interior volumes create unusual opportunities for an adaptive reuse as a church within an exterior building envelope consisting of a corrugated metal façade and radial roof form. Rehabilitation and patching of the corrugated façade panels to match the existing original metal panels that are in a fair and functional condition is recommended. Where it is not feasible to repair, replication to match the original appearance will be recommended action.

The church owns the adjacent brick veneered “East Building” for proposed ancillary program spaces and interior remodeling. Various site improvements include an exterior courtyard between the two structures. Civil improvements, landscaping, irrigation and site lighting are proposed to enhance the primary entrance doors.

Figure # 13: View east from the courtyard area showing the East Building. A majority of the west façade of this building design is faced with brick masonry.

The Architects Orange prepared a Schematic Basis of Design document dated January 31, 2025; An Existing Condition Assessment and Conversion Basis Reports are prepared by Consulting Engineers are referenced and incorporated in this Report.

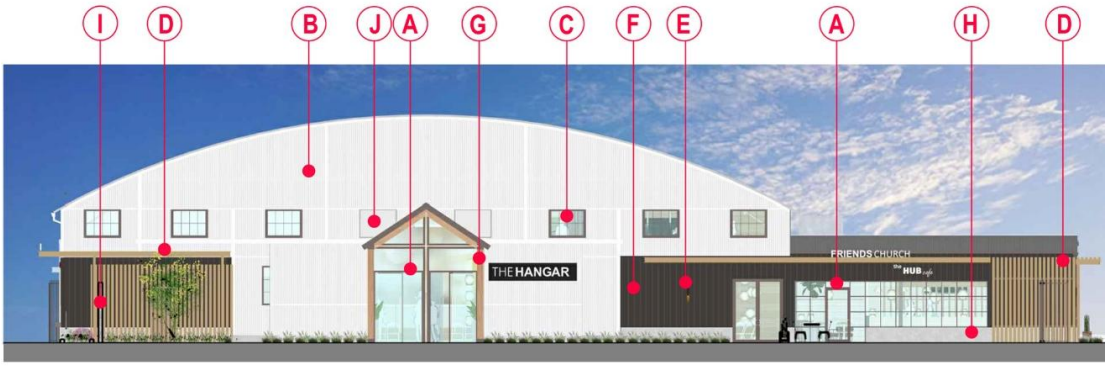

Figure # 14: East secondary façade, showing proposed design alterations and AO Architects proposed East façade fenestration modifications.

A coffee shop has an aluminum metal storefront window system proposed at the ground floor level of the northern addition. There are a total of 8 original second floor level “clerestory” windows at each of the four facades. At the east elevation as shown two new primary entrance doors are placed at the mid point of the façade. There are two original windows that are proposed to retain the original steel frame in place, as a “blind” window. Alteration of this east façade and mezzanine floor level has a beneficial reciprocal use for window replacement where louvres may be replaced.

4 Evaluation of project conformance with the *Secretary of the Interior's Standards for Historic Preservation*, particularly the Rehabilitation Standards

The Standards for Rehabilitation comprise overall preservation standards, defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving the portions and features of the property which are significant…."

The Secretary of the Interior's Standards for Rehabilitation:

1. **A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.**
2. **The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.**
3. **Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.**
4. **Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.**
5. **Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.**
6. **Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.**
7. **Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.**
8. **Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.**
9. **New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.**
10. **New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.**

Detail and Analysis

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

East Façade fenestration reconstruction of entrance for proposed new entrance doors:

Referencing the Secretary's Standards for Rehabilitation, this conforming work is allowed for a proposed adaptive reuse design. The absence of any threshold or curb at this central bay of the east facade indicates that the proposed new doorway opening at the elevation bay is in fact where an original opening existed prior to this later wall enclosure shown here.

Figure # 15: Detail of the base of steel columns and a concrete curb at east façade interior wall. Noted that the curb terminates at the location of the original doorway opening in the east façade an atypical detail.

Refer to AO drawing sheet 11; A further justification for alterations to these secondary East and North facing façades is the introduction of proposed primary entrance doors with transom window units above. These entrance doors follow the location of two previous sliding panel entrances to the Hangar interior and the later construction of an elevated mezzanine floor level. At the ground floor level a proposed coffee shop at the east and north façade elevations has an aluminum storefront window

system to accommodate the proposed program. Neither of these proposed adaptive reuse program alterations is located at a street visible, primary façade.

The Rehabilitation standards allow for an adaptive reuse strategy for a new program. The precedent conditions of this proposed alteration are appropriate per the SoiS for a “efficient contemporary use.”

The proposed new primary entrance door and transom windows are located at the midpoint of the eastern façade. Noted that the detail of the steel base plates supporting the existing steel posts, seated on the concrete curb of the east façade interior wall. Noted that the raised concrete curb terminates at the location of this original doorway opening and threshold.

The location of the proposed new doorway requires removal of two upper level clerestory windows while retaining the steel frame surround. These windows may be retained for reuse elsewhere as needed. This allows for this primary entrance leading from the interior courtyard in this adaptive reuse scheme. Proposed alterations at the east elevation entrance retains the original fenestration pattern along that elevation. This includes the upper level windows and retaining an original sliding panel opening for the main entrance at the original location.

Figure # 16: Enlarged east façade proposed design material conditions elevation

Noted are the “blind” mezzanine level windows framed locations at either side of the proposed primary church entrance doors and gabled window feature above.

Figure # 17: east façade existing conditions elevation

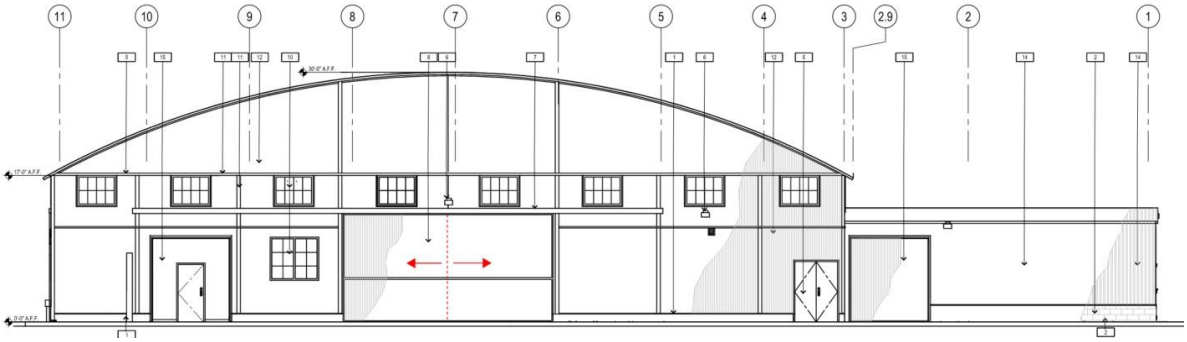

Figure # 18: east façade existing conditions elevation for comparative review.

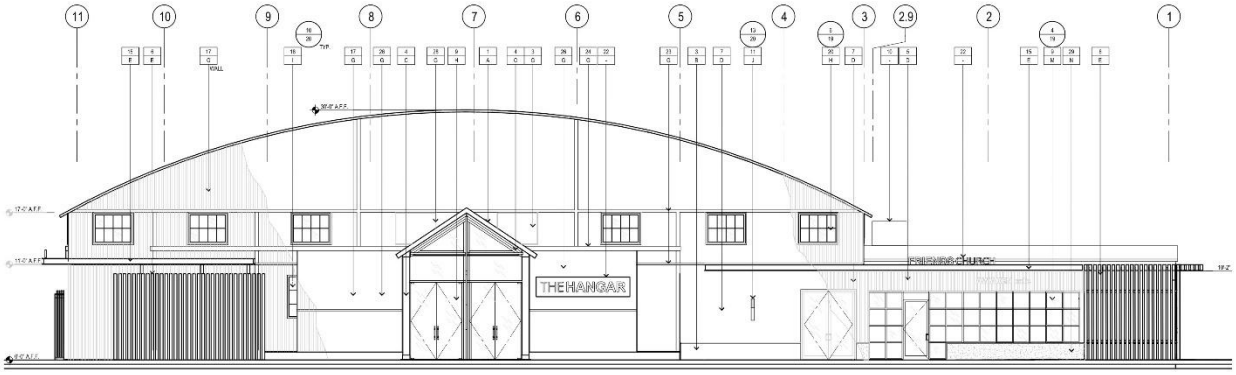

Figure #19: east façade proposed design conditions elevation for comparative review. Refer to the existing window conditions seen in the existing condition elevation, Figure 18 above.

Figure #20: east façade proposed design graphic conditions elevation for comparative review.

The east façade alteration as proposed; the main entrance doors and transom lites are set outside of the original Hangar Building exterior façade. All of the existing clerestory windows remain at areas except at the mezzanine location and will be rehabilitated in their existing original façade locations. Ground floor level storefront windows modify the north loading dock ramp area beyond and the mezzanine area above. Noted that the east elevation is not a primary street facing façade.

The two windows either side of the proposed entrance doorway may be laylights to gain natural overhead interior lighting in the vestibule. The Coffee shop at the northern portion of the east façade (at the far right) represent an alteration of the northern loading dock façade and not of the Hangar Building.

We recommend retaining the two existing sliding door panels, allowing for the new entry which is a precedent of the original location of the entranceway reconstruction. It may be perceived as a bit quirky with the juxtaposition of sliding door facade panels and window, but we believe it is consistent with the warehouse narrative and the sense of progression of program and function per SoiS #3,

"Each property will be recognized as a physical record of its time, place, and use." This marks the entrance to the adaptive reuse of the Hangar Building as the Friends Church Orange Reuse.

SoiS #1,3, 9, 10

<u>Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:</u>

Proposed East Façade fenestration, coffee shop and primary Church entrance:

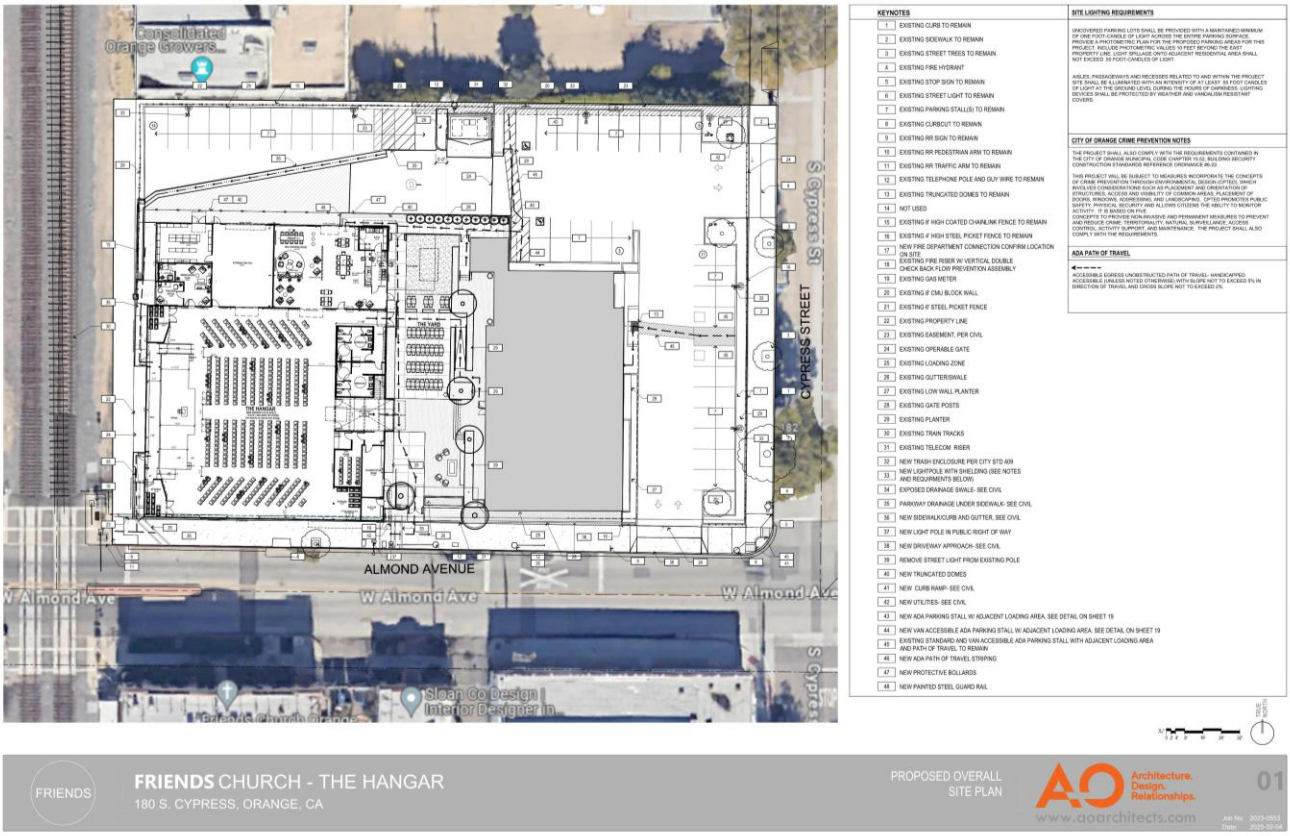

Figure # 21: Proposed overall site plan AO Architects sheet number 01

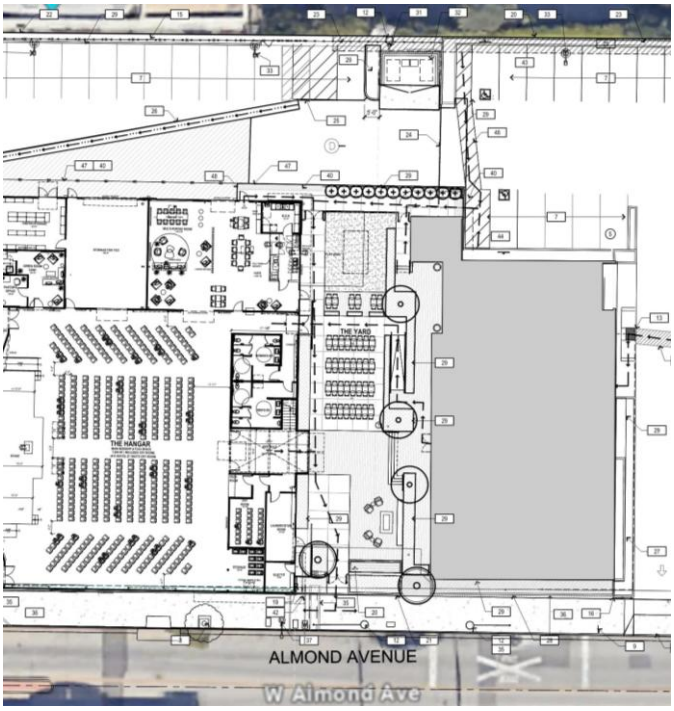

Figure # 22 Detail plan at courtyard

A further justification for alterations to this secondary east façade is the introduction of a primary entrance glazed door units in that Secondary façade. The location of a later alteration to the Hangar interior is by the later construction of a mezzanine floor level. At the ground floor level a proposed coffee shop at the east and north elevations- neither of which is located at a street visible, Primary façade- the Rehabilitation standards allow for an adaptive reuse strategy.

Figure # 23: Interior volume with the later alteration of the northeast mezzanine, view southeast; later addition of a Mezzanine floor level is visible at the lower left of image.

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

proposed East and North Façade fenestration alterations, non-street visible facades:

Our recommendations for the review of the Hangar Building Adaptive Reuse is that the primary, street visible facades include the south and west facades. Proposed new fenestrations including windows and doors are located at the east and north façades. These proposed openings in the secondary façades are not visible from the street facing façade, creating justification for the adaptive reuse of the Hangar. Another significant justification is the evidence of a previous entrance doorway, also at the mid point of the east façade. At this location there is an absence in the typical raised concrete base elevation, and commensurate with the lack of base at the exterior façade.

SoiS #1,3,9

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

Proposed East Façade fenestration, coffee shop:

At the ground floor level a proposed coffee shop at the east and north elevations- neither of which is located at a street visible, primary façade- the Rehabilitation standards allow for an adaptive reuse strategy for a new program use. The introduction of a visibly different fenestration- in this case a storefront system that allows for an opening that engages with the interior courtyard- is not located at a street- visible façade. Further, the glazed storefront wall appearance at the northern portion of the eastern façade is in alignment with the later, non-original interior mezzanine construction that enhances the exterior appearance. At this location the proposed modification is compatible with and yet differentiated from the majority of the steel industrial window sash units throughout the Hangar Building.

Figure #24: Mezzanine level seen at the left side rear, northeast corner behind a pipe railing.

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

Proposed East Façade fenestration, Fully Glazed doors at original opening:

A similar preservation design concept of compatibility and differentiation exists at the proposed primary entrance This represents an interior facing elevation. In prior reviews AO stated there would be allowance to modify, see drawing sheet 20, where the entry is a frameless "Herculite" glazed system. If frames are deemed necessary, then they should match the metal storefront system being proposed at the coffee shop.

SoiS #1,3,9,10

Figure #25: primary south façade detail, oblique view to west. Noted condition of corrugated metal wall panels above cast-in-place concrete pony walls. Noted condition of wire mesh screening set in wooden frames applied to face of the steel frame windows.

SoiS #1,3,9

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

Proposed East Façade fenestration, Aluminum Finishes of storefront doors at original openings:

The transom windows shown above the proposed paired primary entrance doors specifications may be acceptable to change, especially given the bronze anodized aluminum storefront finishes currently detailed. If the Planning Department requirement is to retain the proposed materials, the difference we recommend the application of the SoiS #9 where: "The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features…"

This proposed entranceway feature references the large scale sliding doorway panels that were previously operable, particularly at the southern facade and at the east facade where the panels had been removed as discussed previously at the proposed location of the paired doors. Given the architectural features and large opening sizes of the sliding paneled doors visible elsewhere on the facades would appear to indicate that the scale of the proposed entrance way would be appropriate for other original doorways.

Figure #26:

Proposed Façade fenestration, south, west and east window replacements with metal louvred panels: reverse later louvres if not needed and reconstruct metal windows to match existing.

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

There is consideration that the later replacement of original steel windows with existing metal louvred units where a mechanical function may be a Title 24 benefit. Nearly all of the remaining examples of the original rectangular steel window sashes and frames including three-over-one awning windows; these windows are all proposed to be repaired and rehabilitated.

Figure # 27: primary south façade detail, oblique view to west. Noted condition of wire mesh screening set in wooden frames applied to face of the steel frame windows.

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

Proposed Façade fenestration, existing metal mesh screens set in frames,

At the original rectangular steel window sashes and frames the existing mesh screens set in wooden frames are not compatible units and do not warrant rehabilitation. To achieve the beneficial Title 24 compliance without altering the visual appearance of the muntin bars as seen from the exterior side. A secondary glazed "storm window" detail is proposed at the interior side of the original window units.

Figure # 28: primary south façade detail of corrugated metal panels and trim where repair and rehabilitation are required actions.

Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:

Proposed repair, rehabilitation or replacement at façade corrugated metal panels:

Figure # 29: secondary east façade overview.

SoiS #3, 5, 6

Material deterioration of the south and east exterior facades in particular is notable. At times in multiple locations where rusted conditions have resulted in material loss of original façade finish integrity. The south façade was recently painted completed prior to commencement of preparation for this HRAR. Otherwise, the need for facade panel replacement can be assessed with documentary photographs. The Rehabilitation Standards allow for matching corresponding with original material and profile where the materially secure conditions warrant. Refer to HRAR Figure #2 for the site photograph of the south façade at Almond Avenue prior to the recent painting. At the project site the design project team assessed that some locations of material loss could exceed areas of sufficient material integrity, where areas of patching become a greater extent than original material.

The Secretary's *Standards* prioritize repair and/ or rehabilitation of existing materials rather than complete replacement. Existing metal panels at locations that are visibly too deteriorated for repair/rehabilitation can justify controlled removal when there becomes less original material remaining than bondo or similar synthetic patching compound. A Field Report is recommended to create a façade survey that describes the various conditions and types of material failure and a justification as to why replacement is appropriate over rehabilitation. A replacement patch or “dutch" repair would need to match exactly in profile, dimensions and finish to insure acceptance.

The project design intent is to rehabilitate the original corrugated metal façade with limited alterations of the exterior façade. It is a project requirement that replacement corrugated metal siding will match the material profiles and dimensions of the original materials to match existing. To generate custom profiled materials that sufficiently match the existing original could prove to be an infeasible effort.

That could particularly be the case when there are areas of original façade and roof panels that originally were not custom work but instead were an off-the-shelf standard profile. It is essential to blend areas of the matching profiles, repairs of the original material, and areas of sound original materials of the corrugated exterior skin. It is highly recommended to research the adequate matching of the exterior wall system detail.

Figure #30:

Excerpts from the Material Board,

Detail material options at pony wall finish at the metal wall panels:

<u>Proposed alterations in conformance with Secretary of the Interior's Standards Rehabilitation:</u>

<u>SoiS #9, 10</u>

There are "pony" walls proposed at the north and east elevations along the perimeter walls of the Hangar Building . These are proposed to be constructed with CMU masonry units with a steel trowel applied plaster finish. This approach will be appropriately differentiated when considered in comparison with the 1925 construction of the board-formed concrete finish. There are no veneer/ thin brick masonry units in the original Hangar Building. In this HRAR figure 3 clearly shows the south façade; the concrete base poured in place with the corrugated metal panel facades above. Caption states: "Note poured in place concrete base, corrugated steel façade." There is not any brick present at the footings or base of perimeter walls nor is any planned. However at the north facade addition a different construction detail is evident: Concrete Masonry Units are the pony wall that continue up from a foundation to the metal façade panels above. In this case the metal panels are not corrugated, but flat panels. This differentiation helps to indicate the differing addition from the 1925 Hangar Building original. The proposed new east opening was addressed in our previous response to comments.

Detail of the concrete curb at steel posts, seated on the concrete curb of the east façade interior wall. Noted that the curb terminates at the location of this formally original opening.

Figure #31 : "Existing East Building" west facing façade at landscaping courtyard area adjacent to the Hangar Building. Minimal alterations are proposed for the exterior facades.

A/O architects states their addition of a thin brick veneer at the east facade/ coffee shop alteration of the repairs existing CMU cripple wall; this is noted on the inside facing elevations. If the desire is to retain the proposed materials difference as a brick masonry unit we would recommend the application of the SoiS #9 where: "The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features…." The concept would be to use the eastern facade at the mezzanine and the lower ceiling areas and program spaces where there are different functions and alterations and additions that could warrant the "Differentiated" use of this facade treatment. We recommend that the east and north facades of the Hangar Building represent Secondary facades and the south and west façade represent the Primary facades. It appears that the concept of compatibility would be less compliant with the SoiS than would compliance with differentiation in the north and east facades of this Adaptive Reuse project.

Summary: The Hangar Building has changed over time and represents different program functions and appearances. Most changes may be defined as minimal, however the existing additions to the north and modifications to the interior space build-outs that incorporate the Church and their Adaptive Reuse programs require careful application of the SoiS Rehabilitation standards.

A focus of this HRAR in the application of the SoiS number 9 where: “The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features…”

SoiS number 1 **Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.**

Noted Reference Examples in this HRAR:

>Rehabilitation of Hangar roof trusses and related steel framing;

>Steel Framed Windows at the original Hangar Building;

>Corrugated metal siding at exterior and interior façades of the Hangar Building.: Repair and match existing corrugated siding

>The essential form of the Hangar Building includes the radius of the roof form and massing and the square footprint of the structure.

SoiS #1,3,9

5 Evaluation of project conformance with the Old Towne Historic Preservation Design Standards

Section 17.38.030 D. is added to the Orange Municipal Code to provide as follows: “D. Continuation of Uses Made Non-Conforming by 2009 General Plan Update. The 2009 General Plan Update re-designated the allowable uses on numerous properties throughout the City. Notwithstanding other provisions of this Code, those industrial properties within the Katella Avenue Corridor, Lemon Street Corridor and Old Towne and Santa Fe Depot focus areas, the use of which was re-designated by the 2009 General Plan Update and as a result the use existing at the time of the adoption of the 2009 General Plan Update became non-conforming, shall be permitted to continue unless such nonconforming use is discontinued voluntarily or involuntarily for a period exceeding 12 consecutive months provided that such property meets all of the following conditions:

Source:

ORDINANCE NO. 12-09 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ORANGE ADDING SECTIONS 17.38.030 AND 17.38.040 OF THE ORANGE MUNICIPAL CODE RELATING TO USES MADE NONCONFORMING DUE TO GENERAL PLAN UPDATE AND TERMINATION OF NONCONFORMING USES.

Any use which has been discontinued past the applicable expiration period shall be set for hearing before the Planning Commission in accordance with Section 17.38.040 of this Code or its successor.” Section 17.38.040 D. is added to the Orange Municipal Code to provide as follows: “D. No property shall lose its right to continue as a nonconforming use unless and until the Community Development Director has made a determination that the property has been or was

discontinued for such a period as to lose its legal nonconforming status as set forth in this Code. In the event of such a determination, the Community Development Director shall set the matter for hearing before the Planning Commission and notify the property owner of the time and place of the hearing,

Evaluation of project conformance with the Secretary of the Interior's Standards for Historic Preservation, particularly the Rehabilitation Standards

Evaluation of project conformance with the Old Towne Historic Preservation Design Standards

Additional recommendations, as deemed necessary by the consultant or staff:

6 Additional recommendations, as deemed necessary by the consultant or staff

These evaluations for compliance with the SoiS were developed to consider in detail what are Distinctive features and where compliance exists in proposed modifications.

We recommend an Appendix that would be useful for back up detail, codes, exhibits, and the recommended site context photography for the broader understanding of the Proposed structure, site context and Historic Districts.

6A Appendix: Photographic Documentation of existing structures describing site context at 527 West Almond Avenue, 180 South Cypress Street and The Hangar Building

6B Appendix: c.v. of Author:

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END OF NOTES: Planning Comments Response Memorandum, 17 OCTOBER 2025