# AGENDA

# Planning Commission

July 06, 2026

## 5:30 PM Regular Session

**City Council Chamber**
**300 E. Chapman Avenue**
**Orange, CA 92866**


Hayden Beckman
Planning Manager

Connor Hyland
Senior Assistant City Attorney

Jennifer Scudellari
Executive Assistant

ISAIAH LESLIE
Chair

SHANNON TUCKER
Vice Chair

DAVID VAZQUEZ
Commissioner

RUBY MALDONADO
Commissioner

ALISON VEJAR
Commissioner

TIM McCORMACK
Commissioner

VACANT
Commissioner


Welcome to the Planning Commission meeting. Regular meetings of the City of Orange Planning Commission are held the first and third Monday of each month at 5:30 p.m.

### Agenda Information

The agenda contains a brief general description of each item to be considered. Written materials relating to an item on the agenda that are provided to the Planning Commission after agenda packet distribution and within 72 hours before it is to consider the item will be made available for public inspection in the City Clerk's Office located at 300 E. Chapman Avenue, Orange, during normal business hours; at the Planning Commission meeting; and made available on the City's website.

### Public Participation

Planning Commission meetings may be viewed on Spectrum Cable Channel 3 and AT&T U-verse Channel 99 or streamed live and on-demand on the City's website at www.cityoforange.org.

Pursuant to Government Code Section 54954.3, members of the public may address the Planning Commission on any agenda items or matters within the jurisdiction of the governing body by using any of the following methods:

**1) In-person**

To speak on an item on the agenda, complete a speaker card indicating your name, address, and identify the agenda item number or subject matter you wish to address. The card should be given to City staff prior to the start of the meeting. General comments are made during the "Public Comments" section at the beginning of the meeting. Public Comments are limited to three (3) minutes per speaker unless a different time limit is announced. It is requested that you state your name for the record, then proceed to address the Commission. All speakers shall observe civility, decorum, and good behavior.

*(Continued on page 2)*

**2) Written Public Comments via eComment**

Members of the public can submit their written comments electronically for Planning Commission consideration by using the eComment feature on the Agenda page of the City's website at www.cityoforange.org. To ensure distribution to the Planning Commission prior to consideration of the agenda, we encourage the public to submit written comments by 3:00 p.m. the day of the meeting. All written comments will be provided to the Commissioners for consideration and posted on the City's website after the meeting.

**3) Public Comments via recorded voicemail message**

Finally, the public can record their comments by calling (714) 744-7271 no later than 4:00 p.m. the day of the meeting. Recorded messages will not be played at the meeting, but will be provided to the Planning Commission and the caller's position will be summarized in the minutes.

Please contact the City Clerk's Office at (714) 744-5500 with any questions.

ADA Requirements: In compliance with the Americans with Disabilities Act, if you need accommodations to participate in this meeting, contact the Clerk's office at (714) 744-5500. Notification at least 48 hours in advance of meeting will enable the City to make arrangements to assure accessibility to this meeting.

***REMINDER: Please silence all electronic devices while Planning Commission is in session.***

## APPEAL PROCEDURE

Any final determination by the Planning Commission may be appealed, and such appeal must be filed within 7 business days after the Planning Commission action. This appeal shall be made in written form to the Community Development Department, accompanied by an initial appeal deposit of $1,000.00.

The City Clerk, upon filing of said appeal, will set petition for public hearing before the City Council at the earliest date. All owners of property located within 300 feet of the project site will be notified by the City Clerk of said hearing. For additional information, please call (714) 744-7220.

If you challenge any City of Orange decision in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on this agenda or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

## 1. OPENING/CALL TO ORDER

## 1.1 PLEDGE OF ALLEGIANCE

Chair Isaiah Leslie

## 1.2 ROLL CALL

## 2. PUBLIC COMMENTS

At this time, members of the public may address the Commission on matters not listed on the Agenda which are within the subject matter jurisdiction of the Commission, provided that NO action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker.

## 3. CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine by the Planning Commission and will be enacted by one motion. There will be no separate discussion of said items unless members of the Planning Commission, staff or the public request specific items removed from the Consent Calendar for separate action.

**3.1. Approval of meeting minutes of the City of Orange Planning Commission Regular Meeting held on April 20, 2026 and June 1, 2026.**

**Recommended Action:**

Approve minutes as presented.

**Attachments:** Staff Report
April 20, 2026 Regular Meeting Minutes
June 1, 2026 Regular Meeting Minutes

## 4. PUBLIC HEARINGS

**4.1. A Public Hearing to consider a request to allow the sale of beer, wine, and distilled spirits (Type 47 ABC License) for on-site consumption in conjunction with the operation of a restaurant and bar with outdoor seating located at 237 W. Chapman Avenue and finding of CEQA Exemption (Conditional Use Permit No. 25-0014).**

**Recommended Action:**

1. Conduct and close the Public Hearing.
2. Adopt Planning Commission Resolution No. 14-26 approving Conditional Use Permit No. 25-0014, to allow the sale of beer and wine for on-site consumption in conjunction with a new State of California Department of Alcoholic Beverage Control Type 47 License (On Sale General - Eating Place) at a new restaurant and outdoor seating located at 237 W. Chapman Avenue.
3. Find the request categorically exempt from the California Environmental Quality Act (CEQA) in accordance with the State CEQA Guidelines Section 15301 (Class 1 - Existing Facilities).

**Attachments:** Staff Report
Attachment 1 Planning Commission Resolution No. PC 14-26
Attachment 2 Vicinity Map
Attachment 3 Project Plans
Attachment 4 Justification Letter
Attachment 5 Planning Commission Evaluation Map
Attachment 6 Restaurant Menu

**4.2. A Public Hearing to consider a proposal to operate a new charter elementary school with a maximum enrollment of 864 students within two existing buildings and construct two new play areas within an existing parking lot on a property located at 1937 and 2011 W. Chapman Ave. and finding of CEQA exemption (PA25-0156: Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156).**

**Recommended Action:**

1. Conduct and close the Public Hearing.
2. Adopt Planning Commission Resolution No. 15-26 approving Planning Application No. 25-0156 (Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156), to allow an 864-student charter elementary school and related site improvements on an existing commercial site located at 1937 and 2011 W. Chapman Ave.
3. Find the request categorically exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15301 of the State CEQA Guidelines.

**Attachments:** Staff Report
Attachment 1 Draft Planning Commission Resolution No. PC 15-26
Attachment 2 Applicant Letter of Justification dated June 29, 2026
Attachment 3 Project Plans
Attachment 4 Vicinity Map
Attachment 5 Applicant Community Outreach Memorandum
Attachment 6 Traffic Impact Analysis
Attachment 7 Site Photos

## 5. ADJOURNMENT

The next Regular Planning Commission Meeting will be held on Monday, July 20, 2026 at 5:30 p.m., in the Council Chamber.

I, Jennifer Scudellari, Executive Assistant for the City of Orange, hereby declare, under penalty of perjury, that a full and correct copy of this agenda was posted pursuant to Government Code Section 54950 et. seq., at the following locations: Orange Civic Center kiosk and Orange City Clerk's Office at 300 E. Chapman Avenue, Police facility at 1107 N. Batavia, Orange Main Public Library at 407 E. Chapman Avenue, and uploaded to the City's website www.cityoforange.org.

Date posted: July 2, 2026

# Agenda Item

## Planning Commission

**Item #:** 3.1. 7/6/2026 **File #:** 26-0369

**TO:** **Chair and Members of the Planning Commission**

**THRU:** **Hayden Beckman, Planning Manager**

**FROM:** **Jennifer Scudellari, Executive Assistant**

## 1. SUBJECT

Approval of meeting minutes of the City of Orange Planning Commission Regular Meeting held on April 20, 2026 and June 1, 2026.

## 2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

## 3. RECOMMENDED ACTION

Approve minutes as presented.

## 4. ATTACHMENTS

- April 20, 2026 Regular Meeting minutes
- June 1, 2026 Regular Meeting minutes

# Agenda Item

## Planning Commission

**Item #:** 3.1. 7/6/2026 **File #:** 26-0369

**TO:** **Chair and Members of the Planning Commission**

**THRU:** **Hayden Beckman, Planning Manager**

**FROM:** **Jennifer Scudellari, Executive Assistant**

## 1. SUBJECT

Approval of meeting minutes of the City of Orange Planning Commission Regular Meeting held on April 20, 2026 and June 1, 2026.

## 2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

## 3. RECOMMENDED ACTION

Approve minutes as presented.

## 4. ATTACHMENTS

- April 20, 2026 Regular Meeting minutes
- June 1, 2026 Regular Meeting minutes

**MINUTES - DRAFT**

# City of Orange

**Planning Commission**

April 20, 2026

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The Planning Commission of the City of Orange, California convened on April 20, 2026, at 5:30 p.m. in a Regular Meeting in the Council Chamber, 300 E. Chapman Avenue, Orange, California.

## 1. OPENING/CALL TO ORDER

Chair Leslie called the meeting to order at 5:35 p.m.

## 1.1 PLEDGE OF ALLEGIANCE

Commissioner Alison Vejar led the flag salute.

## 1.2 ROLL CALL

**Present:** Tucker, Vazquez, Maldonado, Vejar, McCormack, and Leslie
**Absent:** Martinez

## 2. PUBLIC COMMENTS

None.

## 3. CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine by the Planning Commission and will be enacted by one motion. There will be no separate discussion of said items unless members of the Planning Commission, staff or the public request specific items removed from the Consent Calendar for separate action.

**3.1. Approval of meeting minutes of the City of Orange Planning Commission Regular Meeting held on February 19, 2026.**

ACTION: Approved minutes as presented.

## Approval of the Consent Calendar

A motion was made by Commissioner Vejar, seconded by Commissioner McCormack, to approve the Consent Calendar. The motion carried by the following vote:

**Ayes:** Tucker, Vazquez, Maldonado, Vejar, McCormack, and Leslie
**Noes:** None
**Absent:** Martinez

## 4. COMMISSION BUSINESS

**4.1. 2025 General Plan Annual Progress Report to the State of California.**

Senior Planner, Arlen Beck, presented a summary of the proposed 2025 General Plan Annual Progress Report to the State of California.

Responding to Commissioner inquiry, staff explained the receive and file process vs. recommending approval by City Council. Staff also provided information on the alcohol permit process.

The Commission received and filed the report.

## 5. PUBLIC HEARINGS

**5.1. A Public Hearing to consider a request to establish a Planned Unit Development (PUD) and subdivide a 2.02-acre parcel into 11 single-family homes at 647 N. Rancho Santiago Boulevard and finding of CEQA Exemption (ZC No. 1318, TTM No. 0052, CUP No. 3203, DR No. 5119, and MNSP No. 1137).**

Planning Manager, Hayden Beckman, presented a summary of the proposed project. Responding to Commissioner inquiry, staff confirmed the site is zoned R1-10, the max floor area ratio (FAR) is .6. With the application of a PUD, a higher FAR average is proposed.

Applicant David Blumenthal provided an overview of the project.

Chair Leslie opened the Public Hearing at 5:51 p.m.

Public Speakers

Michael Aulicino, Nick Wong, and Carrol Pearson spoke in favor of the project.

Chair Leslie closed the Public Hearing at 6:05 p.m.

Staff commented on the existing fence at the project site and on the expectations of a construction management plan once the project enters the plan check process.

Staff further confirmed the City does not have an environmental concern from a traffic standpoint and the project was not subject to DRC review.

The applicant confirmed he will work with neighbors to abate concerns about construction dust and noise.

A motion was made by Commissioner Vazquez, seconded by Commissioner Vejar to:

1. Adopt Planning Commission Resolution No. 11-26 entitled: A Resolution of the Planning Commission of the City of Orange recommending City Council approval of Zone Change No. 1318, Tentative Tract Map No. 0052, Conditional Use Permit No. 3203, Design Review No. 5119, and Major Site Plan Review No. 1137, rezoning the property located at 647 N. Rancho Santiago Boulevard to Single Family Residential 10,000 square feet - PUD No. 3203 (R1-10 [PUD 3203]) to establish an 11-unit planned unit development.
2. Find the request categorically exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15183 of the State CEQA Guidelines (Projects consistent with a Community Plan, General Plan, or Zoning).

The motion carried by the following vote:

**Ayes:** Tucker, Vazquez, Maldonado, Vejar, McCormack, and Leslie
**Noes:** None
**Absent:** Martinez

## 6. ADJOURNMENT

There being no further business, the meeting was adjourned at 6:18 p.m.

The next Regular Planning Commission Meeting will be held on Monday, May 4, 2026 at 5:30 p.m., in the Council Chamber.

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Hayden Beckman
Planning Manager

**MINUTES - DRAFT**

# City of Orange

**Planning Commission**

June 01, 2026

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The Planning Commission of the City of Orange, California convened on June 1, 2026, at 5:30 p.m. in a Regular Meeting in the Council Chamber, 300 E. Chapman Avenue, Orange, California.

## 1. OPENING/CALL TO ORDER

Chair Leslie called the meeting to order at 5:32 p.m.

## 1.1 PLEDGE OF ALLEGIANCE

Commissioner McCormack led the flag salute.

## 1.2 ROLL CALL

**Present:** Tucker, Vazquez, Martinez, Maldonado, Vejar, McCormack, and Leslie
**Absent:** None

## 2. PUBLIC COMMENTS

None.

## 3. CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine by the Planning Commission and will be enacted by one motion. There will be no separate discussion of said items unless members of the Planning Commission, staff or the public request specific items removed from the Consent Calendar for separate action.

**3.1. Approval of meeting minutes of the City of Orange Planning Commission Regular Meeting held on April 6, 2026.**

ACTION: Approved minutes as presented.

## Approval of the Consent Calendar

A motion was made by Commissioner Martinez, seconded by Commissioner Vejar, to approve the Consent Calendar. The motion carried by the following vote:

**Ayes:** Tucker, Vazquez, Martinez, Maldonado, Vejar, McCormack, and Leslie
**Noes:** None
**Absent:** None

## 4. COMMISSION BUSINESS

**4.1. General Plan Conformance finding for Fiscal Year 2026-2027 through 2030-2031 Five-Year Capital Improvement Program and finding of CEQA exemption per CEQA Guidelines Section 15378.**

A motion was made by Commission Vejar, seconded by Commissioner Martinez to:
1. Find that the projects identified within the proposed five-year Capital Improvement Program are consistent with the City's General Plan.
2. Find that the action is not a project per State CEQA Guidelines Section 15378, and therefore categorically exempt from the provisions of the California Environmental Quality Act (CEQA).
The motion carried by the following vote:
**Ayes:** Tucker, Vazquez, Martinez, Maldonado, Vejar, McCormack, and Leslie
**Noes:** None
**Absent:** None

## 5. PUBLIC HEARINGS

**5.1. Public Hearing to consider a request to construct a new wireless communications facility for AT&T Wireless, located adjacent to the west (rear) property line of 744 N Eckhoff St. (APN 386-521-19), and a finding of CEQA exemption (Minor Site Plan Review, PA25-0104).**

Planning Technician Lauren Briggs presented a summary of the proposed project.

Chair Leslie opened the Public Hearing at 5:49.
There being no public comment, Chair Leslie closed the Public Hearing at 5:50.
Applicant David Elliott provided an overview of the project.
Staff responded to questions from Commissioners regarding the project's specific location and an adjacent existing wireless facility.

A motion was made by Commissioner Vazquez, seconded by Commissioner McCormack to:
1. Adopt Planning Commission Resolution No. PC 12-26, approving PA25-0104 (Conditional Use Permit No. PA25-0104 and Minor Site Plan Review No. PA25-0104), to construct and operate a new stealth ground-mounted wireless communication facility on a 70-foot-tall mono-eucalyptus tower consisting of 12 panel antennas, 16 remote radio units, one GPS antenna, four DC9 and one DC50 surge suppression unit with ancillary supporting equipment within a new 636-square-foot equipment enclosure located at APN 386-521-19.
2. Find the request categorically exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15303 of the State CEQA Guidelines.
The motion carried by the following vote:
**Ayes:** Tucker, Vazquez, Martinez, Maldonado, Vejar, McCormack, and Leslie
**Noes:** None
**Absent:** None

## 6. ADJOURNMENT

There being no further business, the meeting was adjourned at 5:58 p.m.

The next Regular Planning Commission Meeting will be held on Monday, June 15, 2026 at 5:30 p.m., in the Council Chamber.

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Hayden Beckman
Planning Manager

# Agenda Item

## Planning Commission

**Item #:** 4.1. 7/6/2026 **File #:** 26-0385

**TO:** Chair and Members of the Planning Commission

**THRU:** Hayden Beckman, Planning Manager

**FROM:** Alyssa Jurkevics, Planning Technician

## 1. SUBJECT

A Public Hearing to consider a request to allow the sale of beer, wine, and distilled spirits (Type 47 ABC License) for on-site consumption in conjunction with the operation of a restaurant and bar with outdoor seating located at 237 W. Chapman Avenue and finding of CEQA Exemption (Conditional Use Permit No. 25-0014).

## 2. SUMMARY

The applicant proposes to serve beer, wine, and distilled spirits under a California Department of Alcoholic Beverage Control (ABC) Type 47 license (On-Sale General-Eating Place) at a new restaurant, The Win-Dow, with outdoor seating located at 237 W. Chapman Avenue in the Old Towne Orange Historic District. The restaurant project involves the adaptive re-use and rehabilitation of a historic service station site, commonly known as the former location of Hoffman Radiator at the corner of Chapman Avenue and Lemon Street.

## 3. RECOMMENDED ACTION

1. Conduct and close the Public Hearing.

2. Adopt Planning Commission Resolution No. 14-26 approving Conditional Use Permit No. 25-0014, to allow the sale of beer and wine for on-site consumption in conjunction with a new State of California Department of Alcoholic Beverage Control Type 47 License (On Sale General - Eating Place) at a new restaurant and outdoor seating located at 237 W. Chapman Avenue.

3. Find the request categorically exempt from the California Environmental Quality Act (CEQA) in accordance with the State CEQA Guidelines Section 15301 (Class 1 - Existing Facilities).

## 4. PROJECT BACKGROUND

| Property Information | |
|---|---|
| Applicant | Candice Jordan |
| Property Owner | Sixth & Pine Development, LLC. |
| Property Location | 237 W. Chapman Avenue |
| Existing General Plan Land Use Element Designation | Old Towne Mixed Use 15 Specific Plan (O |

| | |
|---|---|
| Existing Zoning Classification | Old Towne Mixed Use-15 (OTMU-15)(SP) |
| Old Towne | Yes |
| Specific Plan/PC | Sante Fe Depot Specific Plan |
| Site Size | 10,937 S.F Gross (0.25 Acres) |
| Circulation | The project site is located at the northeast North Lemon Street and West Chapman A the site includes pedestrian access on N. L southeast corner of property facing West C |
| Existing Conditions | The project site occupies a flat rectangular northeast corner of West Chapman Avenu Lemon Street. It was improved with a supe 1924 by the Standard Oil Company. The si of two historic freestanding utilitarian buildi around an irregularly shaped asphaltic surf Building A located at the rear (northeastern as the auto services building with an attach While Building B located at the front (south the property served as the filling station wit canopies. |
| Surrounding Land Uses and Zoning | **North:** OTMU-15 (SP) There is a one-story commercial building located at 121 N. Lem |
| | **South:** Old Towne Mixed Use-24 (OTMU-2 historic commercial building occupied by re located at 240 W. Chapman Avenue. |
| | **East:** OTMU-15 (SP) Existing one-story his building occupied by a restaurant and bar, Chapman Avenue. |
| | **West:** OTMU-15 (SP) Existing surface par |
| Previous Applications/Entitlements | Design Review No. 25-0025 for the adaptiv two existing vacant buildings designated as within the Old Towne Historic District to ac new restaurant with walk-up window servic known as The Win~Dow, approved by Des Committee on June 3, 2026. |

## 5. PROJECT DESCRIPTION

The applicant proposes to sell beer, wine, and distilled spirits at a new restaurant, The Win~Dow, with a State of California Department of Alcoholic Beverage Control (ABC) Type 47 License (On-Sale General-Eating Place). In total, the restaurant will provide 225 dining seats and 16 bar seats, which are all located outdoors, and an activity/play area for patrons. The hours of operation for The Win~Dow are Sunday through Thursdays from 10:00 a.m. to 11:00 p.m., and Fridays and Saturdays

from 10:00 a.m. to 12:00 a.m.

# 6. PROJECT ANALYSIS

The sale of alcohol at a restaurant use is logical and appropriate given the site's location in Old Towne Historic District, and the Santa Fe Depot Specific Plan area which is a destination for dining and public gatherings. Alcoholic beverage sales are a customary accessory use for many casual and formal dining establishments. The outdoor nature of the alcohol service area warrants consideration of a CUP given the proposed alcohol sales in relation to nearby existing alcohol licenses, sensitive receptors, and crime statistics. Three items were identified for this project, and analysis is provided below.

**Item 1 - Census Tract Concentration:**

For information purposes, staff identified the following facilities selling alcoholic beverages that are located within a 600-foot proximity to the restaurant's entrance (See Attachment 4 - Planning Commission Evaluation Map). The business is located within Census Tract 759.01. This Census Tract is considered overconcentrated with On-sale Licenses.

| Alcohol Licenses in Census Tract 759.01 | | |
|---|---|---|
| License Type | Allowed | Existing |
| *On-Sale Licenses* | 5 | 31 |
| *Off-Sale Licenses* | 2 | 4 |

**Item 2 - Sensitive Receptors**

The OMC requires a CUP for the sale of alcoholic beverages to ensure there will be no adverse impact on surrounding land uses and to prevent the availability of alcoholic beverages to minors. When reviewing alcohol permits, OMC Chapter 17.30 details specific land uses that are sensitive to alcohol activities but does not establish any required distances for these uses. The ABC investigation requires applicants to identify the sensitive land uses within 600 feet of the site. The following sensitive receptors are within the vicinity of the subject property:

Sensitive Receptors

| Establishment Name | Address | Distance to Project Site |
|---|---|---|
| *Senior Citizen Center* | 170 S. Olive Street | 200 - 300 feet |
| *Chamber of Commerce* | 34 Plaza Square | 50 - 600 feet |
| *Veterans Memorial at Depot Park* | 100 N. Atchinson Street | 50 - 600 feet |
| *Plaza Park* | The Plaza | 50 - 500 feet |
| *Hilbert Museum of California Art* | 167 N. Atchison Street | 50 - 500 feet |
| *United States Postal Service* | 308 W. Chapman Avenue | 50 - 100 feet |
| *Plaza Bible Church* | 240 W. Chapman Ave | 60 feet |
| *Single-Family Dwellings* | S. Cypress Street and W. Almond Avenue | 50 - 300 feet |
| *Multi-Family Dwellings* | 173 S. Lemon Street 1-7 | 500 feet |

| | | |
|---|---|---|
| *Multi-Family Dwellings* | 210 W. Maple Avenue | 200 -300 feet |
| *Multi-Family Dwellings* | 138 - 152 N. Olive Street | 70 feet |
| *Single-family & Multi-Family Dwellings* | N. Lemon Street | 100 - 300 feet |

**Item 3 - Crime Statistics for Reporting District**

Orange Police Department (OPD) crime statistics show the subject site is located within a high crime area, because reported crimes are more than 20% above the average of reported crimes citywide. The table below shows the OPD crime statistics for RD-32e compared to the citywide average.

| Reporting District | Reported Crimes and Arrests | Citywide Average Crimes and Arrests Per District | Percent Difference |
|---|---|---|---|
| *32E* | 247 | 68 | 263% |

**Crime Statistics 2025**

The sale of alcohol at a restaurant in this location is not expected to contribute to crime in the area or create an undue burden on public safety resources with the recommended conditions of approval. Staff does not anticipate that the use will create a negative impact on neighboring land uses, because the proposed operation, as conditioned, is compatible with the mix of uses within the surrounding area, has defined hours, will be adequately staffed, and the primary use will be a restaurant.

Project Conditions

The applicant's request for a Type 47 ABC License provides the City with an opportunity to impose standards and conditions of approval for restaurants serving alcoholic beverages in conjunction with food to protect the health, safety, and general welfare of the nearby neighborhood and overall community which include, but are not limited to:

- A one-year review of the subject site and operations to identify uniquely adverse issues such as curfew, loitering, vandalism, criminal activity, noise, or nuisance (Condition No. 6).
- Gross sales of alcohol shall not exceed non-alcohol sales (Condition No. 8).
- Alcohol shall only be consumed within the defined licensed dining areas (Condition No. 11).
- Alcoholic beverages are only to be served in conjunction with food (Condition No. 18).
- Food service must be made available until closing time on each day of operation (Condition No. 19).
- Live entertainment, disk jockey, or dancing on the premises is prohibited (Condition No. 32).

## 7. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Table 17.08.020 and Sections 17.10.030.C and 17.30.030 authorize the Planning Commission to review and take action on a request for a Conditional Use Permit to

allow the sale of alcoholic beverages for on-site consumption in conjunction with a restaurant.

## 8. PUBLIC NOTICE

On Thursday, June 25, 2026, the City sent a Public Hearing Notice to a total of 140 property owners/tenants within a 300-foot radius of the project site and persons specifically requesting notice. The project site has been posted in 1 location with the notification on that same date.

## 9. ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301 (Class 1 - Existing Facilities) because the request consists of licensing the sale of distilled spirits in addition to beer and wine within an proposed restaurant that will be occupying existing vacant buildings. No public review is required.

## 10. ADVISORY BOARD ACTION

None required.

## 11. ATTACHMENTS

- Attachment 1 Planning Commission Resolution No. PC 14-26
- Attachment 2 Vicinity Map
- Attachment 3 Project Plans
- Attachment 4 Justification Letter
- Attachment 5 Planning Commission Evaluation Map
- Attachment 6 Restaurant Menu

# Agenda Item

## Planning Commission

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**TO:** Chair and Members of the Planning Commission

**THRU:** Hayden Beckman, Planning Manager

**FROM:** Alyssa Jurkevics, Planning Technician

## 1. SUBJECT

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## 2. SUMMARY

The applicant proposes to serve beer, wine, and distilled spirits under a California Department of Alcoholic Beverage Control (ABC) Type 47 license (On-Sale General-Eating Place) at a new restaurant, The Win-Dow, with outdoor seating located at 237 W. Chapman Avenue in the Old Towne Orange Historic District. The restaurant project involves the adaptive re-use and rehabilitation of a historic service station site, commonly known as the former location of Hoffman Radiator at the corner of Chapman Avenue and Lemon Street.

## 3. RECOMMENDED ACTION

1. Conduct and close the Public Hearing.

2. Adopt Planning Commission Resolution No. 14-26 approving Conditional Use Permit No. 25-0014, to allow the sale of beer and wine for on-site consumption in conjunction with a new State of California Department of Alcoholic Beverage Control Type 47 License (On Sale General - Eating Place) at a new restaurant and outdoor seating located at 237 W. Chapman Avenue.

3. Find the request categorically exempt from the California Environmental Quality Act (CEQA) in accordance with the State CEQA Guidelines Section 15301 (Class 1 - Existing Facilities).

## 4. PROJECT BACKGROUND

| Property Information | |
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| Applicant | Candice Jordan |
| Property Owner | Sixth & Pine Development, LLC. |
| Property Location | 237 W. Chapman Avenue |
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from 10:00 a.m. to 12:00 a.m.

# 6. PROJECT ANALYSIS

The sale of alcohol at a restaurant use is logical and appropriate given the site's location in Old Towne Historic District, and the Santa Fe Depot Specific Plan area which is a destination for dining and public gatherings. Alcoholic beverage sales are a customary accessory use for many casual and formal dining establishments. The outdoor nature of the alcohol service area warrants consideration of a CUP given the proposed alcohol sales in relation to nearby existing alcohol licenses, sensitive receptors, and crime statistics. Three items were identified for this project, and analysis is provided below.

**Item 1 - Census Tract Concentration:**

For information purposes, staff identified the following facilities selling alcoholic beverages that are located within a 600-foot proximity to the restaurant's entrance (See Attachment 4 - Planning Commission Evaluation Map). The business is located within Census Tract 759.01. This Census Tract is considered overconcentrated with On-sale Licenses.

| Alcohol Licenses in Census Tract 759.01 | | |
|---|---|---|
| License Type | Allowed | Existing |
| *On-Sale Licenses* | 5 | 31 |
| *Off-Sale Licenses* | 2 | 4 |

**Item 2 - Sensitive Receptors**

The OMC requires a CUP for the sale of alcoholic beverages to ensure there will be no adverse impact on surrounding land uses and to prevent the availability of alcoholic beverages to minors. When reviewing alcohol permits, OMC Chapter 17.30 details specific land uses that are sensitive to alcohol activities but does not establish any required distances for these uses. The ABC investigation requires applicants to identify the sensitive land uses within 600 feet of the site. The following sensitive receptors are within the vicinity of the subject property:

Sensitive Receptors

| Establishment Name | Address | Distance to Project Site |
|---|---|---|
| *Senior Citizen Center* | 170 S. Olive Street | 200 - 300 feet |
| *Chamber of Commerce* | 34 Plaza Square | 50 - 600 feet |
| *Veterans Memorial at Depot Park* | 100 N. Atchinson Street | 50 - 600 feet |
| *Plaza Park* | The Plaza | 50 - 500 feet |
| *Hilbert Museum of California Art* | 167 N. Atchison Street | 50 - 500 feet |
| *United States Postal Service* | 308 W. Chapman Avenue | 50 - 100 feet |
| *Plaza Bible Church* | 240 W. Chapman Ave | 60 feet |
| *Single-Family Dwellings* | S. Cypress Street and W. Almond Avenue | 50 - 300 feet |
| *Multi-Family Dwellings* | 173 S. Lemon Street 1-7 | 500 feet |

| | | |
|---|---|---|
| *Multi-Family Dwellings* | 210 W. Maple Avenue | 200 -300 feet |
| *Multi-Family Dwellings* | 138 - 152 N. Olive Street | 70 feet |
| *Single-family & Multi-Family Dwellings* | N. Lemon Street | 100 - 300 feet |

**Item 3 - Crime Statistics for Reporting District**

Orange Police Department (OPD) crime statistics show the subject site is located within a high crime area, because reported crimes are more than 20% above the average of reported crimes citywide. The table below shows the OPD crime statistics for RD-32e compared to the citywide average.

| Reporting District | Reported Crimes and Arrests | Citywide Average Crimes and Arrests Per District | Percent Difference |
|---|---|---|---|
| *32E* | 247 | 68 | 263% |

**Crime Statistics 2025**

The sale of alcohol at a restaurant in this location is not expected to contribute to crime in the area or create an undue burden on public safety resources with the recommended conditions of approval. Staff does not anticipate that the use will create a negative impact on neighboring land uses, because the proposed operation, as conditioned, is compatible with the mix of uses within the surrounding area, has defined hours, will be adequately staffed, and the primary use will be a restaurant.

Project Conditions

The applicant's request for a Type 47 ABC License provides the City with an opportunity to impose standards and conditions of approval for restaurants serving alcoholic beverages in conjunction with food to protect the health, safety, and general welfare of the nearby neighborhood and overall community which include, but are not limited to:

- A one-year review of the subject site and operations to identify uniquely adverse issues such as curfew, loitering, vandalism, criminal activity, noise, or nuisance (Condition No. 6).
- Gross sales of alcohol shall not exceed non-alcohol sales (Condition No. 8).
- Alcohol shall only be consumed within the defined licensed dining areas (Condition No. 11).
- Alcoholic beverages are only to be served in conjunction with food (Condition No. 18).
- Food service must be made available until closing time on each day of operation (Condition No. 19).
- Live entertainment, disk jockey, or dancing on the premises is prohibited (Condition No. 32).

## 7. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Table 17.08.020 and Sections 17.10.030.C and 17.30.030 authorize the Planning Commission to review and take action on a request for a Conditional Use Permit to

allow the sale of alcoholic beverages for on-site consumption in conjunction with a restaurant.

## 8. PUBLIC NOTICE

On Thursday, June 25, 2026, the City sent a Public Hearing Notice to a total of 140 property owners/tenants within a 300-foot radius of the project site and persons specifically requesting notice. The project site has been posted in 1 location with the notification on that same date.

## 9. ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301 (Class 1 - Existing Facilities) because the request consists of licensing the sale of distilled spirits in addition to beer and wine within an proposed restaurant that will be occupying existing vacant buildings. No public review is required.

## 10. ADVISORY BOARD ACTION

None required.

## 11. ATTACHMENTS

- Attachment 1 Planning Commission Resolution No. PC 14-26
- Attachment 2 Vicinity Map
- Attachment 3 Project Plans
- Attachment 4 Justification Letter
- Attachment 5 Planning Commission Evaluation Map
- Attachment 6 Restaurant Menu

## RESOLUTION NO. PC 14-26

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ORANGE APPROVING CONDITIONAL USE PERMIT NO. 25-0014 TO ALLOW THE SALE OF BEER, WINE, AND DISTILLED SPIRITS FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH A NEW STATE OF CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL (ABC) TYPE 47 LICENSE (ON SALE GENERAL – EATING PLACE) AT A NEW RESTAURANT AND BAR WITH OUTDOOR SEATING, LOCATED AT 237 W. CHAPMAN AVENUE.**

**APPLICANT: CANDACE JORDAN**

**WHEREAS**, the Planning Commission has authority per Orange Municipal Code (OMC) Table 17.08.020 and Sections 17.10.030.C and 17.30.030 to take action on Conditional Use Permit No. 25-0014, for an California Department of Alcoholic Beverage Control (ABC) Type 47 License (On-Sale General-Eating Place) allowing the sale of distilled spirits for a new restaurant and bar with outdoor seating located at 237 W. Chapman Avenue; and

**WHEREAS**, the application for Conditional Use Permit No. 25-0014 was filed by the applicant in accordance with the provisions of the OMC; and

**WHEREAS**, the application for Conditional Use Permit No. 25-0014 was processed in the time and manner prescribed by state and local law; and

**WHEREAS**, Conditional Use Permit 25-0014 is Categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301 (Class 1 – Existing Facilities), as the project consists of licensing the sale of alcoholic beverages at an existing tenant space and results in no expansion of use beyond the adaptive reuse to the structure; and

**WHEREAS**, the Planning Commission conducted one duly advertised public hearing on July 6, 2026, at which time interested persons had an opportunity to testify either in support of or opposition to Conditional Use Permit No. 25-0014 upon property described in the following in the County of Orange, State of California:

> LOT 20 AND THE WEST 26 FEET OF LOT 19, IN BLOCK “D”, MAP OF TOWN OF ORANGE, IN THE CITY OF ORANGE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGES 630 AND 631, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission approves Conditional Use Permit No. 25-0014, for an ABC Type 47 License (On-Sale General-Eating Place) at a proposed new restaurant and bar with outdoor seating located at 237 W. Chapman Avenue based on the following findings:

**SECTION 1 – FINDINGS**

*General Plan Finding:*

1. *The project must be consistent with the goals and policies stated within the City's General Plan.*

   The project is consistent with the goals and policies stated in the City's General Plan Land Use and Economic Development Elements in that the service of beer, wine, and distilled spirits for on-site consumption within a restaurant promotes commercial enterprise, supports a revenue-generating business, and encourages the creation of successful commercial businesses in Old Towne. Permitting an existing restaurant to serve general alcohol in conjunction with meals allows the establishment to be competitive with other restaurants in the area that are already permitted to sell alcoholic beverages. Authorizing general alcohol service within the restaurant and bar with outdoor seating may help to retain the restaurant, thereby maintaining the economic vitality of the area. Police Department review of the license and recommended conditions support the General Plan Public Safety Element Goals that require the City to maintain an adequately manned and equipped police force, maintain crime prevention programs designed to protect residents and property from crime, and involve the Police Department in the development review process.

*Conditional Use Permit Findings:*

1. *A Conditional Use Permit shall be granted upon sound principles of land use and in response to services required by the community.*

   Consideration has been given as to whether the proposed use will detrimentally affect adjacent land uses. The proposed use provides an opportunity to those residents and visitors desiring to purchase alcohol with food at a restaurant. It will occur on a site that has been zoned for a mix of restaurant, retail, service and residential uses, and the subject property is adjacent to similar uses around a commercial destination that serves City residents as well as visitors. The sale of alcohol including distilled spirits is accessory to the restaurant and will occur only when a complete restaurant menu is available. This is a service typically expected by the public in association with a restaurant.

   Strong consideration was given to the manner in which the business will operate under the provisions of this Conditional Use Permit. As conditioned, its operation is not anticipated to create a nuisance to the community or a burden on police services. Consideration was given to the fact the census tract exceeds the allowed number of licenses for on-sale establishments, and the location of the restaurant is in a high crime area and conditions have been placed on the project to compensate for potential detrimental effects that could be caused by alcohol

service. As conditioned, service of an on-sale general alcohol license should not contribute to the crime rate in the Reporting District.

2. *A Conditional Use Permit shall not be granted if it will cause deterioration of bordering land uses or create special problems for the area in which it is located.*

   The request to serve general alcohol with food at the restaurant is not anticipated to have adverse impacts on surrounding land uses or create a special problem, because the site is located in the Santa Fe Depot Specific Plan area and designated as Old Towne Mixed Use 15 (OTMU-15)(SP) zone, which is intended to function as a mixed-use restaurant, retail, service and residential district. While there are apartment residences within 600 feet of the site, these residents do not have direct access to the restaurant service area and the sale of alcohol would be accessory to the primary function of the restaurant. Specific project features combined with conditions of approval address potential detrimental effects that could be caused by modified alcohol service. Project conditions require food service with alcohol service at all times, restrict areas of consumption to the dining areas and outdoor seating area, limit alcoholic beverage promotions, restrain certain methods of dispensing alcoholic beverages, address graffiti and litter removal, and require employee training. Potential undesired side effects of overconsumption of alcohol are not anticipated to occur at a restaurant where food service is the primary function.

3. *A Conditional Use Permit must be considered in relationship to its effect on the community or neighborhood plan for the area in which it is located.*

   The location of the restaurant is in the Old Towne Orange Historic District and the Sante Fe Depot Specific Plan near the intersection of West Chapman Avenue and South Lemon Street, a main commercial corridor near the where entertainment, shopping, and dining establishments are expected to be concentrated. The proposed accessory alcohol service at the restaurant will support the success of the restaurant and the continuation of an active mixed-use district. The proposed alcohol service is not anticipated to have an adverse impact on neighboring land uses and the community, because conditions of approval have been designed to minimize the potential for adverse effects on sensitive land uses in the immediate area.

4. *A Conditional Use Permit, if granted, shall be made subject to those conditions necessary to preserve the general welfare, not the individual welfare of any particular applicant.*

   The conditions of approval for the Conditional Use Permit are put forth with the purpose of preserving the general welfare of the community. The Orange Police Department conditions include a review of the restaurant operation and police records for excessive calls one year after the beginning of the sale of alcoholic beverages. If the Police Department finds that the restaurant is not operating as required, or if there is a history of criminal or nuisance behavior, the Department will recommend that the Planning Commission reconsider this application. Other conditions have been placed on the project to reduce crime-inducing activities by requiring food service with alcohol service at all times, prohibiting alcoholic beverage promotions, restraining certain methods of dispensing alcoholic beverages, addressing graffiti and litter removal, and requiring employee training.

**SECTION 2 – ENVIRONMENTAL REVIEW**

The proposed project is categorically exempt from the provisions of CEQA per State CEQA Guidelines Section 15301 (Class 1 – Existing Facilities) because the request consists of licensing the sale of distilled spirits in addition to beer and wine at a restaurant and bar with outdoor seating occupying previously vacant historic buildings and results in no expansion of use beyond the adaptive reuse of the structures at the time of the City's determination. No public review is required for a categorical exemption.

**SECTION 3 – CONDITIONS OF APPROVAL**

**BE IT FURTHER RESOLVED** that the following conditions are imposed with approval:
*General Conditions:*

1. Any future change in the nature and operation of the use approved by Conditional Use Permit (CUP) No. 25-0014 shall require an application for a new or amended CUP.
2. The applicant agrees, as a condition of City's approval of CUP No. 25-0014, to indemnify, defend, and hold harmless, at applicant's expense, the City, its officers, agents, and employees (City) from and against any claim, action, or proceeding brought against the City, including, but not limited to, any claim, action or proceeding commenced within the time period provided in Government Code Section 66499.37 to attack, review, set aside, void or annul the City's approval, to challenge the determination made by the City under the California Environmental Quality Act (CEQA) or to challenge the reasonableness, legality or validity of any condition attached hereto. City shall promptly notify applicant of any such claim, action or proceeding to which the City receives notice and to cooperate fully with the applicant in the defense thereof. Applicant shall reimburse the City for any and all costs and expenses, including, but not limited to, court costs and attorney's fees that the City may be required to pay, including any expenses ordered by a court or expenses incurred through the Office of the City Attorney in connection with said claim, action or proceeding. City may, in its sole discretion, participate in the defense of any claim, action or proceeding but such participation shall not relieve applicant of the obligations of this condition. In the event the applicant is required to defend City in connection with such claim, action or proceeding, City shall have the right to approve counsel to so defend the City, approve all significant decisions concerning the manner in which the defense is conducted and approve any all settlements, which approval(s) shall not be unreasonably withheld. The obligations set forth herein remain in full force and effect throughout all stages of litigation including any and all appeals of any lower court judgment rendered in the proceeding. Further, applicant agrees to indemnify, defend and hold harmless the City for all costs and expenses incurred in enforcing this provision.
3. The applicant shall comply with all federal, state, and local municipal laws, including local City ordinances and regulations. Any violations of these laws in conjunction with this use may be a cause for revocation of this permit.
4. Prior to the operation of the business, the applicant shall file for, a business license with the Business License Division. Failure to obtain the required business license may be cause for revocation of this approval.

*Operational Conditions:*

5. In conjunction with the ongoing operation of the business, the premises shall comply with all requirements placed upon it by the State Alcoholic Beverage Control (ABC) Board.
6. This CUP shall be reviewed one year from the date of approval and may be reviewed each year thereafter. The review shall be conducted jointly by the community Development director and Police Chief or designees. The purpose of this review shall be to identify uniquely adverse issues such as curfew, loitering, vandalism, criminal activity, noise, or nuisance resulting from approval of the CUP. If such issues are identified, the CUP shall be presented to the Planning Commission for their consideration of conditions, modifications or revocation.
7. The activity level of the business shall be monitored by the Police Department to establish the level of police services used for the business. Should the of police services demonstrate that the applicant has not controlled excessive, or unnecessary activity resulting in high use of police services then the CUP shall be reviewed for consideration of further conditions, modifications or revocation.
8. The quarterly gross sales of alcoholic beverages shall not exceed the gross sales of merchant items that include food within the convenience store during the same time period. The license shall at all times maintain records which reflect separately the gross sales of food and the gross sales of alcoholic beverages of the licensed business. Said records shall be kept no less frequently than on a quarterly basis and shall be made available.
9. The use of the business is considered a restaurant. No changes to the floor plan will occur unless a revised floor plan is approved by the Community Development Department.
10. The sale of distilled spirits in addition to beer and wine for consumption off the premises shall be prohibited.
11. All alcohol shall be consumed on the subject site within the defined licensed premises.
12. Signs shall be posted on all exits of the premises, which prohibit alcoholic beverages from leaving the confines of the premises.
13. The premises shall be maintained as a bona fide restaurant and shall provide a menu containing an assortment of foods normally offered in such restaurants.
14. The business hours shall be limited to Sunday – Thursday 7:00 a.m. to 11:00 p.m. and Friday and Saturday 7:00 a.m. to 12:00 a.m. These hours do not restrict employees from being on the premises before opening for preparations and deliveries or after closing for clean-up. Clean-up may not be conducted by patrons.
15. At no time shall there be a fee for entrance/admittance into the premises.
16. Employees and/or contract security personnel shall not consume any alcoholic beverages prior to or during their work shift. Any and all security officers provided shall comply with all state and local ordinances regulating their services, including, without limitation, Chapter 11.5 of Division 3 of the California Business and Profession Code.

17. The applicant agrees to indemnify, hold harmless, and defend the City, its officers, agents, and employees from any and all liability or claims that may be brought against the City arising out of its approval of this permit, save and expect that caused by the City's active negligence.

*Alcohol and Food Service Conditions:*

18. Alcoholic beverages are only to be served in conjunction with food.
19. Food service, with an available menu, shall be made available until closing time on each day of operation.
20. Alcoholic beverages shall be served by restaurant employees permitted by law to serve alcohol.
21. Alcoholic beverages shall be sold and served in containers, which are distinguishable from other non-alcoholic beverages sold at the premise.
22. There shall be no bar or lounge area upon the licensed premises maintained for the purposes of the sale, service, or consumption of alcoholic beverages directly to patrons for consumption.
23. There should be no time when alcoholic beverages are sold at a ratio of two for one; no "stacking" of beverages, which means the serving of two alcoholic beverages at one time to the same customer; and no sales to an "empty chair", which means that each customer must be physically present at the time of the order of any alcoholic beverage.
24. There shall be no promotions encouraging intoxication or drinking contests.
25. There shall be no requirement to purchase a minimum number of drinks.
26. No alcoholic beverages shall be sold from any temporary locations on the premises such as ice tubs, barrels, or any other such containers.
27. The petitioner shall not employ or permit any persons to solicit or encourage others, directly or indirectly, to buy them drinks in the licensed premises under any commission percentage salary or other profit.

*Patio Conditions:*

28. The patio shall be enclosed and any gates located on the premises shall remain closed during business hours except for the gates located along Chapman Avenue and Lemon Street, which may remain open to provide pedestrian access and shall be maintained in compliance with all applicable emergency egress requirements. Sign(s) shall be posted on all patio gate(s) indicating "Emergency Exit Only".
29. An employee shall be able to monitor the patio from inside the business at all times to monitor alcohol.

*Special Events:*

30. No portion of the premises shall be deemed to be "private" for the purposes of dispensing alcoholic beverages to selected patrons, where the permittee recognizes any form of

membership cards, keys, or passes which would entitle the holder entry or preferential admittance or exclusive use of any portion of the mentioned premises.

31. The use of a promoter (such as a night-club operator) or sub-leasing the premises to be used in conjunction with dancing and/or live entertainment is prohibited.
32. There shall be no live entertainment (including karaoke), disc jockey, or dancing permitted on the premises at any time. Amplified sound over a built-in system designed for background music shall not be audible in such a manner to disturb the peace, quiet, and comfort of neighboring occupants, or any reasonable person residing or working in the area.
33. There shall be no special promotional events held on the property, unless a written request for such is received and approved by the Community Development Director and the Police Department's Vice Unit at least one week in advance of the event.

*Coin Operated Machines:*

34. There shall be no pool tables or coin-operated games or machines maintained on the premises at any time.

*Security and Exterior:*

35. The premises shall be equipped with lighting of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons on or about site.
36. Any music or amplified sound on the premises, including an outdoor patio area, shall not be audible beyond the premises in such a manner as to disturb the peace, quiet and comfort of neighboring occupants or any reasonable person residing or working in the area.
37. The permittee shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control.
38. There shall be no exterior advertising for alcoholic beverages of any kind or type. This includes advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages that are clearly visible to the exterior shall constitute a violation of this condition.
39. Exterior doors and windows, as well as the interior of the business, shall be protected by an approved alarm system, which shall detect an attempted entry or presence of people within the business during closing hours.
40. The premises shall be provided with an interior night light to illuminate the interior and an unobstructed view shall be maintained through storefront windows to provide police patrol officers the ability to observe unlawful activity within the business.
41. The permittee shall maintain on the premises a written security policy and procedures manual addressing at a minimum the following items: handling obviously intoxicated persons; establishing a reasonable ratio of employees to patrons, based upon activity level, in order to monitor alcoholic beverage sales and patron behavior; handing patrons involved in fighting or arguing; handling loitering about the building and in the immediate adjacent area that is owned, leased, rented, or used under agreement by the permittee(s); verifying age/checking identification of patrons; warning patrons of reaching their

drinking limit/potential intoxication and refusing to serve; calling the police regarding observed or reported criminal activity.

42. The applicant shall comply with all federal, state, municipal laws and/ or ordinances. Any violations of these laws in connection with this use may be a cause for revocation of this permit.

*Training:*

43. All employees of the permittee who sell or serve alcoholic beverage products shall be required to complete a training program in alcoholic beverage compliance, crime prevention techniques, and the handling of violence. For new employees, such training program must be completed within 30 days of the date of hire. The permittee shall maintain an active list of the employees who have completed the training. The list shall be furnished, upon request, to any sworn police office or member of the Community Development Department. The employees must provide the Orange Police Department a copy of the completed Alcohol Management Program certificate.

*Miscellaneous:*

44. Graffiti shall be removed from the exterior walls, doors, windows, and any additional part of the property (including signage, etc.) within 72 hours of the time the City of Orange Notice of Violation is received by the business operator.

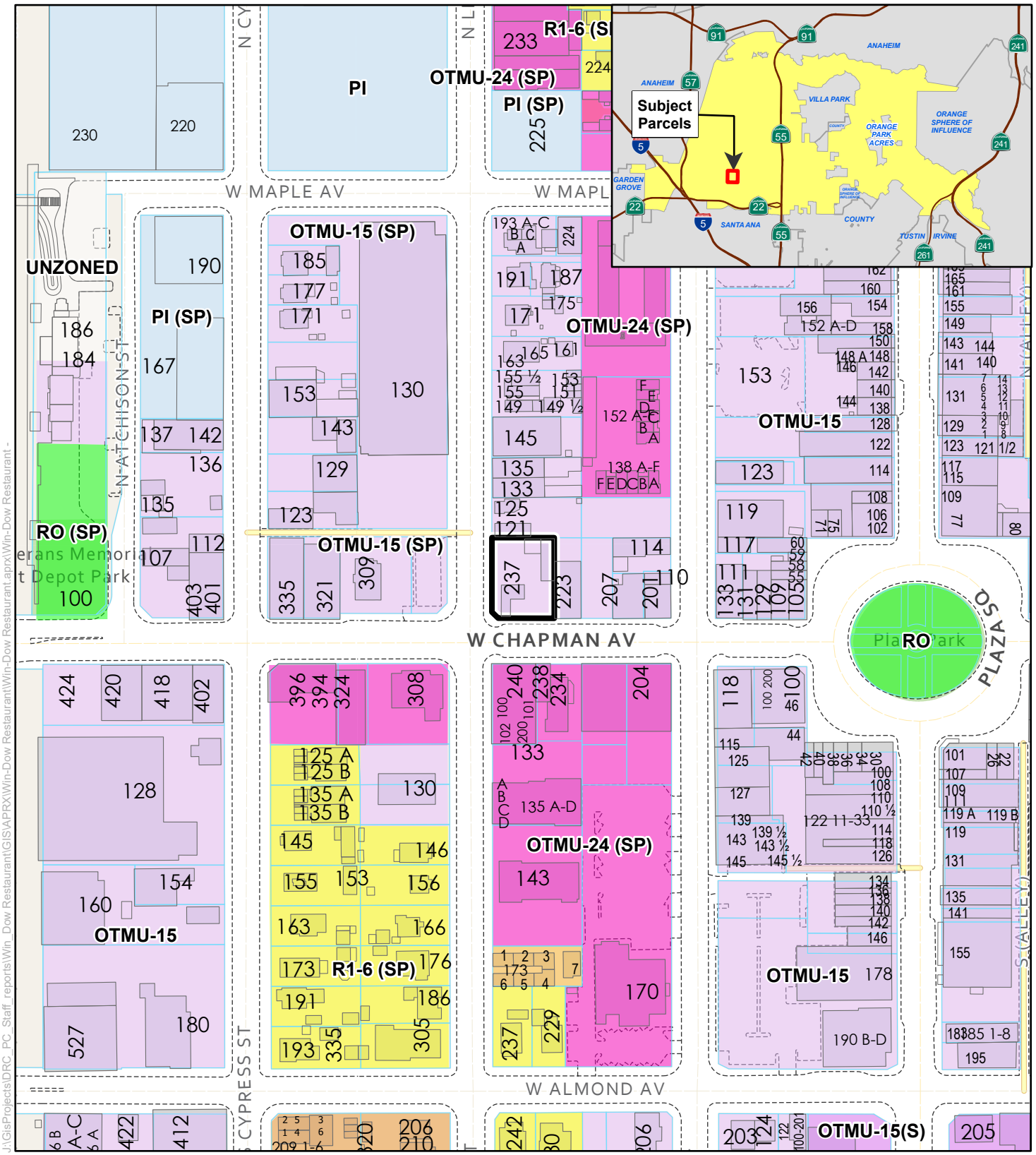
**ADOPTED** this 6th day of July 2026

_____
Isaiah Leslie, Planning Commission Chair

I hereby certify that the foregoing Resolution was adopted by the Planning Commission of the City of Orange at a regular meeting thereof held on the 6th day of July 2026, by the following vote:

AYES:
NOES:
RECUSED:
ABSENT:

_____
Hayden Beckman
Planning Manager




City of Orange
Geographic Information System

**Legend**

- Parcels
- Subject Parcels

**Project Number:** CUP25-0014
**Address:** 237 W Chapman Ave.
**Zoning:** OTMU-15

N
W E
S

0 100 200 Feet

6/25/2026

Source: City of Orange (2026)

237 W CHAPMAN AVE.

# VICINITY MAP

THE
WIN-DOW

**AMERICAN GONZO** - THE WIN-DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

PLANNING REVIEW PACKAGE 07-03-2025
PLANNING REVIEW PACKAGE 11-14-2025
PLANNING REVIEW PACKAGE 01-22-2026
PLANNING REVIEW PACKAGE 03-11-2026 REV 05-27-2026

Architecture.
Design.
Relationships.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**PRIMARY RECORD**

Primary # 30-159845
HRI # 039211, 111526
Trinomial ORA
NRHP Status Code 1D

Other Listings:
Review Code: Reviewer: Date:

Page 1 of 3 *Resource Name or #: (Assigned by Recorder) CHAPMAN_W_237__APN_039-173-10

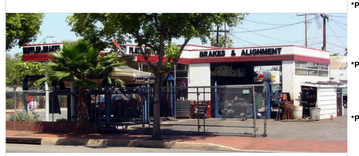
P1. Other Identifier: See Bl3 Remarks

*P2. Location: Not for Publication Unrestricted
*a. County: Orange and (P2b and P2c or P2d. Attach a location map as necessary.)
*b. USGS 7.5' Quad: Date: T ; R ; 1/4 of 1/4 of Sec ; B.M.
c. Address: 237 - W CHAPMAN AVE , # City: Orange Zip: 92866
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data:

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries. Continues on Pg.3.)
Materials: Frame - Metal siding
This structure consists of two projecting bays, each supported by columns. The roof of each of these bays is in the curvalinear style with banding typical of Moderne structures.

*P3b. Resource Attributes: (List attributes and codes) (HP6)--Commercial building

*P4. Resources Present: Building Structure Object Site Element of District District Other (Isolates, etc.)




P5b. Description of Photo: (View, date, accession #) 2005

*P6. Date Constructed/ Age and Source:
1925
Historic Prehistoric Both

*P7. Owner and Address:

*P8: Recorded by: (Name, affiliation, and address)
D. Gest, P. LaValley, D. Matsumoto
Chattel Architecture
13417 Ventura Blvd.
Sherman Oaks, CA 91423

*P9. Date Recorded: May, 2005

*P10. Survey Type: (Describe) Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Orange County Assessor Records (2005), Chattel Architecture (2005) Historic Resources Survey. AEGIS (1991) Historic Building Inventory Update. Heritage Orange County, Inc. (1982) Orange Historic Survey.

*Attachments: NONE Location Map Continuation Sheet(s) Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

DPR 523A (1/95) *Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # 30-159845
HRI # 039211, 111526
*NRHP Status Code 1D

Page 2 of 3 *Resource Name or #: (Assigned by Recorder) CHAPMAN_W_237__APN_039-173-10

B1. Historic Name: Super Service Station
B2. Common Name:
B3. Original Use: COM B4. Present Use: COM
*B5. Architectural Style: Art Moderne
*B6. Construction History: (Construction date, alterations, and date of alterations) Date of Construction: 1925 Historic Prehistoric Both

*B7. Moved? No Yes Unknown Date: Original Location:
*B8. Related Features:
*B9. Architect or Builder: Unknown
*B10. Significance: Theme: Architecture Area: City of Orange Property Type: Gas station
Period of Significance: Old Towne: Interwar Development (c. 1921 - 1941) Applicable Criteria: AC
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity. Continues on Pg.4.)
Structural Integrity: Good Condition - No apparent change to original structure.
Site Integrity:
Opportunities:
What is currently an auto repair shop was originally a small gas station and, in fact, one of the first in Orange. This originally served several businesses, including the Super Service Station and California Tire Credit Service.

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References:
Orange Daily News.

B13. Remarks: (Continues on Pg.3.)
Status change since 1991 Survey: None.
Previously known in 1997 listing as: 235-237 W. Chapman.

(Sketch Map with North arrow required.)

*B14. Evaluator: Robert Chattel
*Date of Evaluation: September, 2005
(This space reserved for official comments.)

DPR 523B (1/95) *Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

Primary # 30-159845
HRI # 039211, 111526
Trinomial ORA

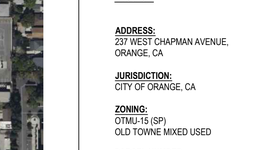
Page 3 of 3 *Resource Name or #: (Assigned by Recorder) CHAPMAN_W_237__APN_039-173-10

Recorded by:
D. Gest, P. LaValley, D. Matsumoto
Chattel Architecture
13417 Ventura Blvd.
Sherman Oaks, CA 91423

Date Recorded: May, 2005
Continuation Update

Years Surveyed: 1982, 1991, 2005
Listed in National Register: 1997
General Plan: OTMIX-15 # of Buildings: 1
Planning Zone: SP # of Stories: 1
Lot Acre: 0.2544 # of Units: 1
Principal Building Sqft: 1100

Description of Photo: 1991



B6. Construction History (Continued from Pg.2):

B13. Remarks (Continued from Pg.2):

P3a. Description (Continued from Pg.1):

DPR 523L (11/98) *Required Information

| SHEET NUMBER | SHEET TITLE |
|---|---|
| **ARCHITECTURAL** | |
| | COVER SHEET |
| 00 | SHEET INDEX & PROJECT INFORMATION |
| 0.1 | PROJECT NOTES & CITY OF ORANGE NOTES |
| 01 | EXISTING SITE PLAN |
| 02 | PROPOSED SITE PLAN |
| 03 | PROPOSED SEATING PLAN |
| 04 | EXISTING & PROPOSED FLOOR PLAN BLDG 'A' |
| 05 | EXISTING & PROPOSED FLOOR PLAN BLDG 'B' |
| 06 | PROPOSED ROOF PLANS |
| 07 | PROPOSED & EXISTING SOUTH & WEST-BLDG 'A' ELEVATIONS |
| 08 | PROPOSED & EXISTING NORTH & EAST- BLDG 'B'-ELEVATIONS |
| 09 | PROPOSED & EXISTING SOUTH & WEST- BLDG 'B'-ELEVATIONS |
| 10 | BUILDING SECTIONS |
| 11 | PROPOSED LANDSCAPE PLAN |
| 12 | PROPOSED EXTERIOR LIGHTING PLAN |
| 13 | DETAILS |
| 14 | TRASH ENCLOSURE DETAILS |
| 15 | EXTERIOR RENDERINGS |
| 16 | EXISTING EXTERIOR PHOTOS |
| 17 | EXISTING INTERIOR PHOTOS |
| 18 | COLOR & MATERIAL |
| 19 | SITE PHOTOMETRICS |
| **CIVIL** | |
| SP-1 | TITLE SHEET |
| SP-2 | PRELIMINARY GRADING PLAN |
| SP-3 | PRELIMINARY UTILITY PLAN |

# CITY OF ORANGE DOCUMENTS


PROJECT LOCATION
W Palm Ave
W Maple Ave
W Acacia Ave
W Almond Ave
E Almond Ave
N Batavia St
S Batavia St
N Pixley St
S Pixley St
N Cypress St
S Cypress St
N Olive St
S Olive St
N Grand St
S Grand St
N Cleveland St
S Cleveland St
N Shaffer St
S Shaffer St
N Cleveland St
S Cleveland St
N Cleveland St
S Cleveland St
N Cleveland St
S Cleveland

144 N. Orange Street, Orange, CA 92866 T 714.639.9860 aoarchitects.com

November 14, 2025

**The Win~Dow and a Bar** (Restaurant) – Orange

Location: 237 W Chapman Ave, Orange, CA

## Re: Project Narrative

American Gonzo Restaurants (AGR) is proposing to locate their newest restaurant in Old Towne Orange. The emerging restaurant concept was established in 2019 in Venice Beach and has successfully opened four locations across the southland with a desire to bring their fifth location to Orange.

The fast-casual concept is a destination for classic smash burgers and fried chicken sandwiches with an iconic walk-up ordering and pick-up window akin to food service in beach-like settings. It is known as an all-age welcoming establishment in a 'pull-up-a-stool' casual environment setting. The location selected is the former site of the now Historically registered Hoffman Radiator in Old Towne Orange and is of particular interest to AGR The uniqueness of the site provides the brand with an opportunity for a much larger park-like setting with alfresco casual dining and light recreation.

This space has been vacant for many years and is a key location serving as a welcoming gateway to Old Towne Orange. The two existing buildings will house the main kitchen and food production operations (Building A), while the smaller service building will operate as a full bar (Building B) with the approval of liquor sales, as part of this project's submittal scope. There are no interior guest dining spaces, apart from the covered open-air canopies that will remain in-place. The adaptive re-use or change of use does require a proposed third structure to be added to the site to house guest restrooms.

The project consists of an adaptive re-use of the two existing 1925 buildings. Building A is a masonry/wood service bay type building and Building B is a steel panel frame 'service station'. Both are equipped with large overhead metal canopies that formerly served as exterior automotive service bays. As a contributing property to the City of Orange Historic districts, it is important to the client and design team that the historic nature and art deco architectural style be preserved, and re-use of the site be handled with care while celebrating the essence of the long-standing operation as an automotive repair shop for most of its 100 years of existence.

A full historical assessment has been conducted highlighting key architectural features that are to remain or be carefully modified to allow for this change of use without disrupting the significant character of the site or structures therein. The Secretary of Interiors Guidelines are adhered by rigorous review and design influence from Historic Resources Group (HRG), a respected consultant by the City of Orange Planning Department. The remainder of the site transformation from a service lot to pedestrian centric dining 'park' is key to the site improvement scope.

The proposed design consists of a fully gated space with lush inground landscaping, dining amenities such as umbrellas, lighting, play area for children as well as a small bocce ball court. In addition, the project proposes; minor grading, code required improvements, utilities upgrades, New Trash enclosure and a re-use of the existing vehicular entry drive for delivery and trash pick-up. Parking is not a part of this scope as the project falls within the Old Towne District under the current zoning ordinance thus, onsite parking is not required.

This property is located within the Santa Fe Depot Specific Plan and adheres to those objectives, policies and guidelines through thoughtful adaptive reuse, placemaking and community services and programs beyond a typical fast-casual restaurant establishment. Incorporating historic rehabilitation to protect the historic environment of the site and implementing modern sustainable environmental practices will make this project a true place maker that will boost community synergy at the gateway to our beloved Old Towne Orange.

### Architectural Basis of Design

The Site is considered a Contributing Site of historical significance as it is located within the City of Oranges' three Historical District Overlays:

- Plaza Historic District
- Local Old Towne Historic District
- Old Towne Orange Historic District

All efforts will be made to conform to the City of Orange Historic Review and Historic Preservation Design Standards (HPDS) where applicable. HRG has been engaged to review and guide the project through the proper approach to historic renovations/rehabilitation for adaptive re-use. Historically significant elements that contribute to the former use and historic past will be carefully considered and the design solutions proposed will align to minimize impact to the historical property and historical features.

Windows and Doors

Existing fenestration structure will remain intact or modified within the approved governing guidelines. The key elevations will remain in close-to-existing conditions with modifications specifically due to energy code and adaptive re-use needs for food service use. These modifications include insulated glass within existing steel trim windows/doors with new operable windows that complement the existing building elements.

Roll-up doors will be proposed in the southwest Building B Easterly canopy (former repair bay) to replace the security gates that were added more recently than the original buildings construction. The proposed doors will be specified to be reminiscent of automotive roll-up glass and metal doors appropriate in automotive use. A similar application was successfully utilized at Philz Coffee in Old Towne orange.

Exterior Finishes:

Exterior finishes will remain intact and be properly rehabilitated to seal the building from weather and energy efficiency to meet the strict State of California Cal Green requirements. The Art-deco style will remain intact and hold as significant to the existing architectural design of the structures. Rehabilitation will repair damaged areas and structures painted within a similar color palette maintaining the existing look and feel of the site.

Site:

Intentional transformation for the grounds includes a minimalist design approach utilizing decomposed granite surfacing, preservation of some, but not all, existing concrete pads where accessibility is achievable. The empty lift pit will remain under the southwest canopy of Building B to preserve the narrative of the historic use of the site.

Mechanical Equipment:

New condenser units for Building A will be ground mounted and screened to maintain roof parapet heights thus do not require roof screening. Building B will have a new roof equipment platform on the lower east side of the roof and screened to meet planning view requirements. The screen will be constructed in similar materials, color and architectural style to complement the existing art-deco language.

Please refer to the design drawings and details as well as the Historical Assessment report for further information surrounding Basis of Design.

## The Win~Dow and a Bar – Orange; Use Narrative

From its inception in 2019, The Win~Dow has existed as a casual smash-burger concept that originated as a side product of the higher-end steakhouse American Beauty in Venice, CA. Its primary value revolves around providing high-quality, affordable food within a community-focused, unpretentious environment. The inclusion of a full-service bar is unique to this location and provides a synergetic 'oasis' to the large quarter acre outdoor venue. The space embraces an all-ages destination with play areas and light recreation, creating an almost park-like setting for everyday use and serving as a potential private special event venue.

The proposed space would operate seven days a week with closures limited to certain holidays or public closures during special events such as corporate events buy-outs.

Dining is primarily alfresco (outdoor) with some seating under existing canopies with provisions of movable umbrellas and heaters throughout.

Seating Counts:

Table seating: 225
Bar Seating: 16
Fire Pit Seating: 24

Activities:
Activities include fire pits, a play area for children/parents, and a ping-pong table further defining the space as an interactive park-like setting.

There is the desire to have low level music that meets the sound ordinance in the Downtown district restrictions. Potential low volume acoustic live music may be a consideration as well.

Operations:
The gated perimeter will have three main access points one at the existing location on Chapman and two added to the Lemon St side. These access gates are intended to remain fully open during operating hours.

The Restaurant will provide the traditional Win~Dow menu offerings and operate as a walk-up order and pick-up point on the south end of Building A. The bar building will have operable windows that allow for walk up service as well as bar seating with direct service.

Hours of Operation:
Restaurant:
Sunday-Thursday: 10 am – 11 pm
Fridays/Saturdays: 10 am – 12 am

Hours of Alcohol Service:
Same as above.

Employee Count:
Expected number of employees per shift: 20 employees
Expected number of employees total: 70 - 75 employees

Alcohol management:
How alcohol will be displayed on premise: Back Bar Display
How alcohol will be stored on premise: In beer cooler + liquor storage

AGR and AO Architects appreciate the time the city has provided this project and the team of professionals to ensure the design is developed and aligned with the input from the City of Orange's planning department. This collective effort is leading toward a dynamic destination-centric project that would be a great addition to the Old Towne Orange Plaza and historical community fabric.

Respectfully:

Jeff Rabbitt, Architect
AO Architects

1. SECURITY AND DESIGN MEASURES THAT EMPLOY DEFENSIBLE SPACE CONCEPTS SHALL BE UTILIZED IN DEVELOPMENT AND CONSTRUCTION PLANS. THESE MEASURES INCORPORATE THE CONCEPTS OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED), WHICH INVOLVES CONSIDERATIONS SUCH AS PLACEMENT AND ORIENTATION OF STRUCTURES, ACCESS AND VISIBILITY OF COMMON AREAS, PLACEMENT OF DOORS, WINDOWS, ADDRESSING, AND LANDSCAPING. CPTED PROMOTES PUBLIC SAFETY, PHYSICAL SECURITY AND ALLOWS CITIZENS THE ABILITY TO MONITOR ACTIVITY. IT IS BASED ON FIVE CONCEPTS TO PROVIDE NON-INVASIVE AND PERMANENT MEASURES TO PREVENT AND REDUCE CRIME: TERRITORIALITY, NATURAL SURVEILLANCE, ACCESS CONTROL, ACTIVITY SUPPORT, AND MAINTENANCE. THE PROJECT SHALL ALSO COMPLY WITH THE REQUIREMENTS CONTAINED IN THE CITY OF ORANGE MUNICIPAL CODE CHAPTER 15.52, BUILDING SECURITY CONSTRUCTION STANDARDS REFERENCE ORDINANCE #6-22.
2. BEGINNING ON JANUARY 1, 2026, EACH CALIFORNIA CITY IS REQUIRED BY STATE LAW TO ENFORCE THE 2025 EDITION OF CALIFORNIA BUILDING STANDARDS CODES (A.K.A., TITLE 24 OF THE CALIFORNIA CODES OF REGULATIONS). ALL PROJECTS SUBMITTED BEFORE OR ON DECEMBER 22, 2025, ARE PERMITTED TO COMPLY WITH THE 2022 EDITION OF THE CALIFORNIA BUILDING STANDARDS CODE.

-PROVIDE "GREEN CODE CHECKLIST". AND THE GREEN MEASURES ASSOCIATED WITH THE PROJECT SHALL BE CLEARLY SPECIFIED AS TO WHAT SHEET OF PLANS ARE SHOWN.

-PROVIDE DESIGN DATA ON THE FIRST SHEET:

a. SCOPE OF WORKS (DESCRIPTION OF USE)

b. OCCUPANCY GROUPS

c. TYPE OF CONSTRUCTION

d. SPRINKLER BUILDING

e. FLOOR AREA

f. HEIGHT

g. NUMBER OF STORIES

h. ALLOWABLE FLOOR AREA

i. APN (ASSESSOR PARCEL NUMBER).

DISABLED ACCESS

a. SHOW (PROVIDE) THE ACCESSIBLE NEW AND EXISTING PARKING (INCLUDING VAN ACCESSIBLE PARKING) AND REFERENCE DETAIL OF THE STANDARD ACCESSIBLE PARKING, PATH OF TRAVEL TO BUILDING AND TO PUBLIC WAY (5% SLOPED AND 2% CROSS), RAMP AND SIGNAGE ON THE SITE PLAN.

b. SHOW ON THE PLAN ACCESSIBLE RESTROOM AND THE CROSS-REFERENCE OF THE STANDARD ACCESSIBLE RESTROOM DETAIL.
PROVIDE ACCESSIBLE FOR CASH REGISTER COUNTER OR RECEPTION DESK

c. PROVIDE SPECIFICATIONS FOR THE DOOR HARDWARE TO COMPLY WITH DISABLED ACCESS REQUIREMENTS. (LEVER TYPE, PUSH-PULL, PANIC, ETC)

d. PROVIDE AND DETAIL TACTILE EXIT SIGNAGE AND LOCATIONS.

EGRESS

a. SUBMIT AN EXIT PLAN THAT LABELS AND CLEARLY SHOWS COMPLIANCE WITH ALL REQUIRED EGRESS FEATURES SUCH AS, BUT NOT LIMITED TO, COMMON PATH OF TRAVEL, REQUIRED NUMBER OF EXITS, OCCUPANT LOAD, REQUIRED WIDTH, CONTINUITY, TRAVEL DISTANCE, ETC. CBC 1001.1.

3. PRIOR TO ISSUANCE OF ANY GRADING PERMIT OR BUILDING PERMIT, THE APPLICANT MUST SUBMIT IMPROVEMENT PLANS TO THE WATER DIVISION FOR REVIEW AND APPROVAL FOR ANY NEW FIRE HYDRANTS, DOMESTIC WATER SERVICES, FIRE SERVICES, LANDSCAPE SERVICES, BACKFLOW PREVENTION DEVICES, AND ANY OTHER PROPOSED IMPROVEMENTS OR RELOCATIONS AFFECTING THE PUBLIC WATER SYSTEM FACILITIES.
4. PRIOR TO ISSUANCE OF ANY GRADING PERMIT, THE APPLICANT MUST CONSTRUCT ALL PUBLIC AND/OR PRIVATE IMPROVEMENTS TO THE SATISFACTION OF THE WATER DIVISION. THE APPLICANT MAY BE REQUIRED TO ENTER INTO AN AGREEMENT WITH THE CITY OF ORANGE, AND POST SECURITY IN A FORM AND AMOUNT ACCEPTABLE TO THE CITY ENGINEER AND/OR WATER DIVISION TO ENSURE CONSTRUCTION OF SAID IMPROVEMENTS.
5. PRIOR TO ISSUANCE OF ANY GRADING PERMIT OR BUILDING PERMIT, THE APPLICANT WILL BE RESPONSIBLE FOR THE INSTALLATION AND/OR RELOCATION OF THE PROPOSED OR EXISTING PUBLIC WATER SYSTEM FACILITIES TO A LOCATION AND OF A DESIGN PER THE IMPROVEMENT PLANS APPROVED BY THE WATER DIVISION.
6. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY, THE APPLICANT WILL BE RESPONSIBLE FOR THE INSTALLATION OF NECESSARY FIRE HYDRANTS AND FIRE SERVICES AS APPROVED BY THE FIRE DEPARTMENT AND WATER DIVISION.
7. PRIOR TO ISSUANCE OF BUILDING PERMIT, THE WATER DIVISION WILL APPROVE THE TYPE AND LOCATION OF LANDSCAPING SERVICES, FIRE SERVICES, AND BACK-FLOW PREVENTION DEVICES FOR PROPOSED CITY SERVICES.
8. PRIOR TO ISSUANCE OF BUILDING PERMIT, THE APPLICANT MUST SUBMIT CONSTRUCTION DOCUMENTS THAT SHOW THAT AN EIGHT-FOOT MINIMUM CLEARANCE IS PROVIDED BETWEEN CITY WATER MAINS, LATERALS, SERVICES, METERS, FIRE HYDRANTS, SIGNS, OR TREES OR OTHER SUBSTANTIAL SHRUBS AND PLANTS AS REQUIRED BY THE WATER DIVISION. THE WATER DIVISION WILL REVIEW AND APPROVE THE CONSTRUCTION DOCUMENTS.
9. PRIOR TO ISSUANCE OF BUILDING PERMIT, FOR THE FIRST PHASE OF WORK, THE APPLICANT WILL BE RESPONSIBLE FOR OBTAINING APPROVAL OF ALL NECESSARY ENCROACHMENT PERMITS FROM AFFECTED AGENCIES FOR ALL PUBLIC WATER CONSTRUCTION WORK.
10. PRIOR TO APPROVAL OF A WATER IMPROVEMENT PLAN, THE APPLICANT MUST SATISFY ALL WATER MAIN CONNECTION, PLAN CHECK, AND INSPECTIONS CHARGES AS DETERMINED BY THE WATER DIVISION.
11. PLANS SUBMITTED DURING PLAN CHECK MUST SHOW THAT THE WATER IMPROVEMENT PLANS ARE CONSISTENT WITH THE FIRE SUPPRESSION PLANS AND OR FIRE MASTER PLAN. THE APPLICANT'S CONSULTANT PREPARING THE WATER IMPROVEMENT PLANS MUST COORDINATE THEIR PLANS WITH THE CONSULTANT PREPARING THE FIRE SUPPRESSION PLANS AND/OR FIRE MASTER PLAN SO THAT THEIR DESIGNS CONCUR.
12. PLANS SUBMITTED DURING PLAN CHECK MUST SHOW THAT THE MINIMUM SEPARATION REQUIREMENTS ARE MET AND THAT EACH OF THE VARIOUS DESIGNER'S PLAN SETS MATCH. THE APPLICANT'S CONSULTANT PREPARING THE IMPROVEMENT AND UTILITY PLANS MUST COORDINATE THEIR PLANS WITH THE CONSULTANTS PREPARING THE LANDSCAPE, ARCHITECTURAL, SURFACE WATER QUALITY MANAGEMENT, FIRE MASTER AND/OR FIRE SUPPRESSION PLANS SO THAT ALL DESIGNS ARE CONSISTENT.
13. PRIOR TO ISSUANCE OF BUILDING PERMIT, THE APPLICANT MUST SUBMIT CONSTRUCTION DOCUMENTS MUST SHOW THAT THE INSTALLATION OF SEWER MAINS IN THE VICINITY OF WATER MAINS IS DONE PER THE DEPARTMENT OF PUBLIC WORKS WATER DIVISION STANDARD NO. 113 AND WILL BE APPROVED BY THE WATER DIVISION.
14. PRIOR TO ISSUANCE OF BUILDING PERMIT, THE APPLICANT MUST SUBMIT CONSTRUCTION DOCUMENTS MUST SHOW THAT A SIX FOOT MINIMUM HORIZONTAL CLEARANCE AND A ONE FOOT MINIMUM VERTICAL CLEARANCE WOULD BE MAINTAINED BETWEEN CITY WATER MAINS, LATERALS, SERVICES, METERS, FIRE HYDRANTS AND ALL OTHER UTILITIES EXCEPT SEWER. THE WATER DIVISION WILL REVIEW AND APPROVE THE CONSTRUCTION DOCUMENTS.
15. PRIOR TO ISSUANCE OF BUILDING PERMITS THE APPLICANT SHALL IDENTIFY THE LOCATION OF THE GREASE INTERCEPTOR AND PROVIDE EVIDENCE TO THE BUILDING OFFICIAL THAT THE DESIGN MEETS AND IS CONSISTENT WITH THE CITY\'S LATEST ADOPTED BUILDING CODES.
16. PRIOR TO APPROVAL OF GRADING OR BUILDING PERMITS, THE APPLICANT SHALL SUBMIT A NONPRIORITY PROJECT WQMP FOR REVIEW AND APPROVAL TO THE PUBLIC WORKS DEPARTMENT THAT:

DESCRIBES THE PROJECT SITE,

DESCRIBES THE POTENTIAL PROJECT POLLUTANTS,

INCORPORATES THE APPLICABLE SITE DESIGN, ROUTINE SOURCE AND STRUCTURAL CONTROL BMPS AS DEFINED IN THE MODEL WATER QUALITY MANAGEMENT PLAN (MWQMP) AND TECHNICAL GUIDANCE DOCUMENT (TGD),

GENERALLY DESCRIBES THE LONG-TERM OPERATION AND MAINTENANCE REQUIREMENTS FOR STRUCTURAL CONTROL BMPS,

IDENTIFIES THE ENTITY THAT WILL BE RESPONSIBLE FOR LONG-TERM OPERATION, MAINTENANCE, REPAIR AND/OR REPLACEMENT OF THE BMPS,

A COPY OF THE FORMS TO BE USED IN CONDUCTING MAINTENANCE AND INSPECTION ACTIVITIES,

INCLUDES RECORD KEEPING REQUIREMENTS (FORMS TO BE KEPT FOR 5 YEARS).

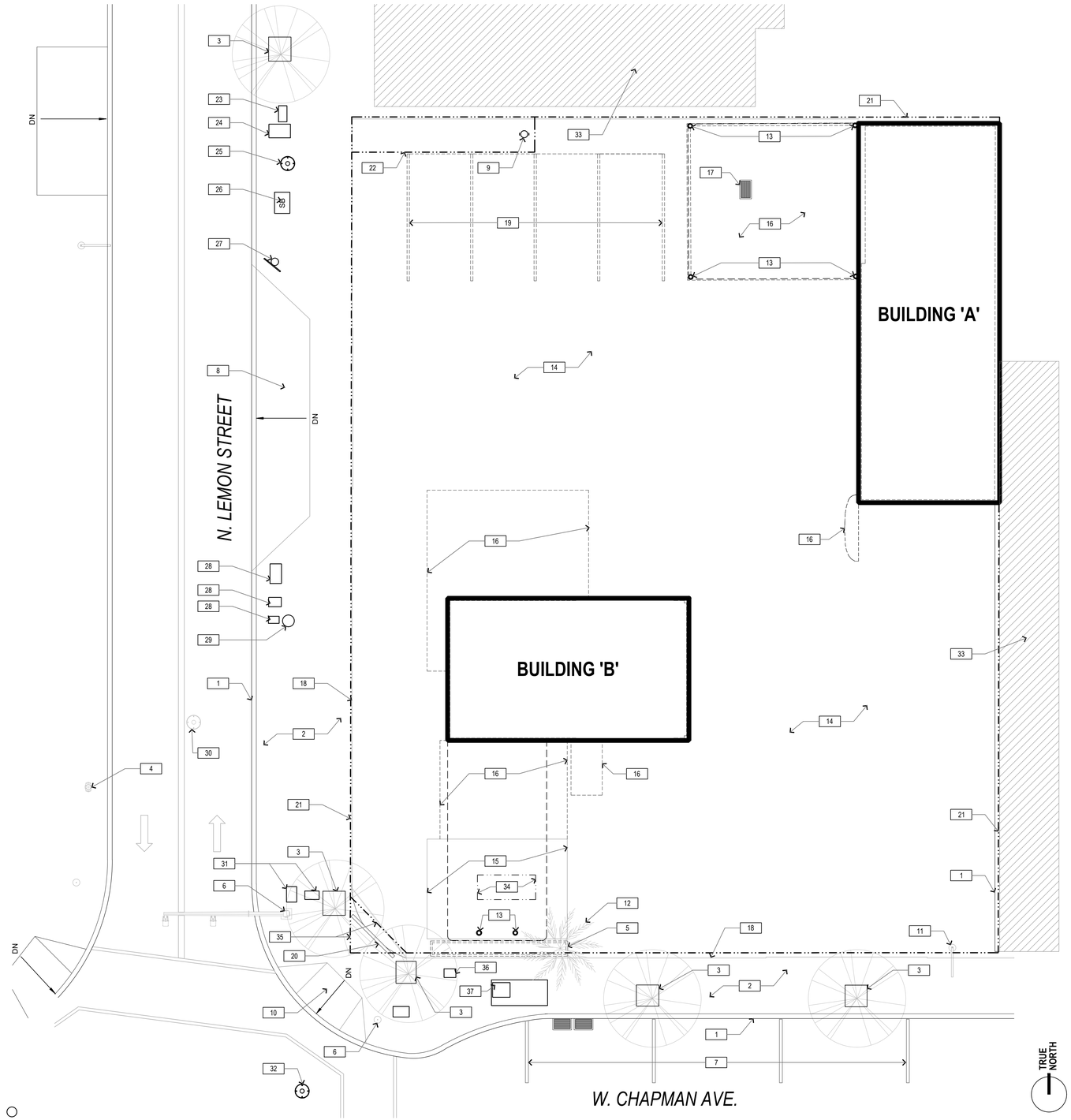
## CONDITIONS OF APPROVAL

EXCERPT FROM THE PHASE II ENVIRONMENTAL SITE ASSESSMENT REPORT DATED OCTOBER 7, 2023 PREPARED BY GEO-CAL, INC.
THE GEOPHYSICAL INVESTIGATION:

"THE GEOPHYSICAL SURVEY DID NOT SHOW DATA CONSISTENT WITH THE PRESENCE OF STEEL UNDERGROUND STORAGE TANKS (UST'S)."

"A BACKFILLED EXCAVATION WAS IMAGED BY GPR CORRESPONDING TO THE NOTICEABLE ASPHALT PATCH LOCATED TO THE EAST OF THE BUILDING A. NO MAGNETIC OR ELECTROMAGNETIC ANOMALY WAS DETECTED IN THIS AREA THAT COULD INDICATE THIS IS LIKELY WHERE FORMER STEEL UST'S WERE REMOVED FROM."

## UST INFORMATION




## KEYNOTES

| | |
|---|---|
| 1 | EXISTING CURB |
| 2 | EXISTING SIDEWALK |
| 3 | EXISTING STREET TREES/TREE WELL TO REMAIN |
| 4 | EXISTING FIRE HYDRANT |
| 5 | EXISTING PLANTER TO BE REMOVED |
| 6 | EXISTING TRAFFIC SIGNAL W/ STREET LIGHT TO REMAIN |
| 7 | EXISTING STREET PARKING SPACE(S) TO REMAIN |
| 8 | EXISTING CURBCUT |
| 9 | EXISTING TELEPHONE POLE AND GUY WIRE TO REMAIN |
| 10 | EXISTING CURB RAMP |
| 11 | EXISTING OVERHEAD SIGN TO REMAIN |
| 12 | EXISTING PALM TREE TO REMAIN |
| 13 | EXISTING CANOPY POSTS TO REMAIN |
| 14 | EXISTING ASPHALT TO BE REMOVED |
| 15 | EXISTING CONCRETE TO REMAIN |
| 16 | EXISTING CONCRETE TO BE REMOVED |
| 17 | EXISTING DRAIN TO BE REMOVED |
| 18 | EXISTING WROUGHT IRON FENCE TO BE REPLACED LIKE FOR LIKE |
| 19 | EXISTING PARKING STRIPING TO BE REMOVED |
| 20 | EXISTING MONUMENT SIGN TO REMAIN. PROTECT IN PLACE. |
| 21 | EXISTING PROPERTY LINE |
| 22 | EXISTING UTILITY EASEMENT FOR UNDERGROUND ELECTRICAL AND COMMUNICATION SYSTEMS |
| 23 | EXISTING CABLE RISER |
| 24 | EXISTING CABLE PULLBOX |
| 25 | EXISTING TELEPHONE MANHOLE |
| 26 | EXISTING ELECTRIC RISER |
| 27 | EXISTING PARKING SIGN |
| 28 | EXISTING WATER METER |
| 29 | EXISTING UTILITY VENT |
| 30 | EXISTING TELEPHONE MANHOLE |
| 31 | EXISTING UTILITY PULLBOX |
| 32 | EXISTING UTILITY MANHOLE |
| 33 | EXISTING NEIGHBORING BUILDING, NOT IN SCOPE |
| 34 | EXISTING COVERED EMPTY AUTO SERVICE PIT, TO REMAIN |
| 35 | EXISTING EASEMENT FOR STREET AND PUBLIC UTILITY |
| 36 | EXISTING STREET LIGHT PULLBOX |
| 37 | EXISTING STORM DRAIN MANHOLE |

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

**EXISTING SITE PLAN**

SCALE: 1/8" = 1'-0"

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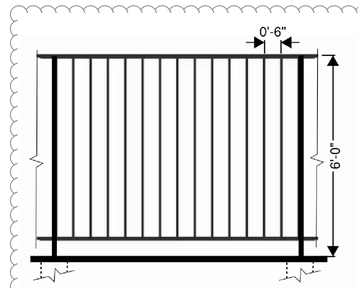
01

Job No. 2024-1055
Date: 2026-03-11




## KEYNOTES

| | |
|---|---|
| 1 | NEW LOADING ZONE STRIPING |
| 2 | SCREENED EQUIPMENT YARD |
| 3 | EXISTING SIDEWALK |
| 4 | NEW GROUND MOUNTED GAS HEATERS |
| 5 | NEW 6' HIGH WROUGHT IRON FENCING - SEE 1/- THIS SHEET |
| 6 | NEW POTTED PLANTS WITH IRRIGATION |
| 7 | NEW PRECAST CONCRETE GRAVITY GREASE INTERCEPTOR |
| 8 | NEW TRASH ENCLOSURE, PER CITY OF STANDARDS 409. SEE SHEET 13 FOR DETAILS OF CITY STANDARDS |
| 9 | NEW 6' HIGH WROUGHT IRON SLIDING GATE |
| 10 | NEW FIRE KNOX BOX, MOUNTED PER CITY FIRE STANDARDS |
| 11 | EXISTING EASEMENT FOR STREET AND PUBLIC UTILITY |
| 12 | NEW IN GROUND PLANTER WITH BROWN MULCH |
| 13 | EXISTING CANOPY POSTS TO REMAIN |
| 14 | EXISTING PROPERTY LINE |
| 15 | EXISTING CONCRETE TO REMAIN |
| 16 | NEW CONCRETE |
| 17 | NEW ORCA BRICK CLAY EXTERIOR PAVERS |
| 18 | NEW CHILDREN'S PLAY AREA WITH BROWN BARK MULCH NUGGETS |
| 19 | EXISTING MONUMENT SIGN TO REMAIN |
| 20 | NEW DECOMPOSED GRANITE COMPACTED OVER LEVELED SITE; WITH STABILIZER TO PREVENT EROSION AND RUN OFF |
| 21 | EXISTING TELEPHONE POLE AND GUY WIRE TO REMAIN |
| 22 | EXISTING HISTORIC OVERHEAD SIGN TO REMAIN |
| 23 | ELECTRICAL TRANSFORMER |
| 24 | NEW GROUND MOUNTED SIGN |
| 25 | NEW FIRE PIT |
| 26 | BUILDING ADDRESS LOCATION |
| 27 | EXISTING PUBLIC FIRE HYDRANT |
| 28 | NEW PAINTED FIXED AND SEALED DIAMOND PLATE COVER OVER EXISTING AUTO SERVICE PIT. |
| 29 | EXISTING UTILITY EASEMENT |
| 30 | NEW PING PONG TABLE |
| 31 | EXISTING DRIVE APRON |
| 32 | NEW 6' HIGH WROUGHT IRON SWINGING GATE |
| 33 | NEW QUEUING LINE GUARD RAIL |
| 34 | NEW 6' HIGH PAINTED CMU WALL |




NOTE: WROUGHT IRON PICKET FENCING, PAINT TO MATCH: SHERWIN WILLIAMS - GREENBELT (SW 6927)

**PERIMETER FENCING** (1)
SCALE: NTS

## LEGEND

- NEW HEATERS
- POTTED PLANTS WITH IRRIGATION
- IN GROUND LANDSCAPE PLANTER WITH BROWN MULCH
- BROWN BARK MULCH NUGGETS
- 6'-0" HIGH CMU WALL

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

**PROPOSED SITE PLAN**
SCALE: 1/8" = 1'-0"

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02

Job No. 2024-1055
Date: 2026-05-27




## SEAT COUNTS

DINING SEATS (A): (TABLE)
225 SEATS

BAR SEATING (B):
16 SEATS

FIRE PIT SEATING (C):
24 SEATS

## LEGEND

- MOVEABLE CRATE
- MOVEABLE SERVER STATION
- TRASH & RECYCLING RECEPTACLE
- TABLE AND CHAIR WITH FIXED LID UMBRELLA
- TABLE AND CHAIRS
- NEW FIXED BENCH
- NEW FIXED BENCH
- NEW FIXED FIRE PIT
- NEW HEATERS
- MOVABLE UMBRELLAS

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

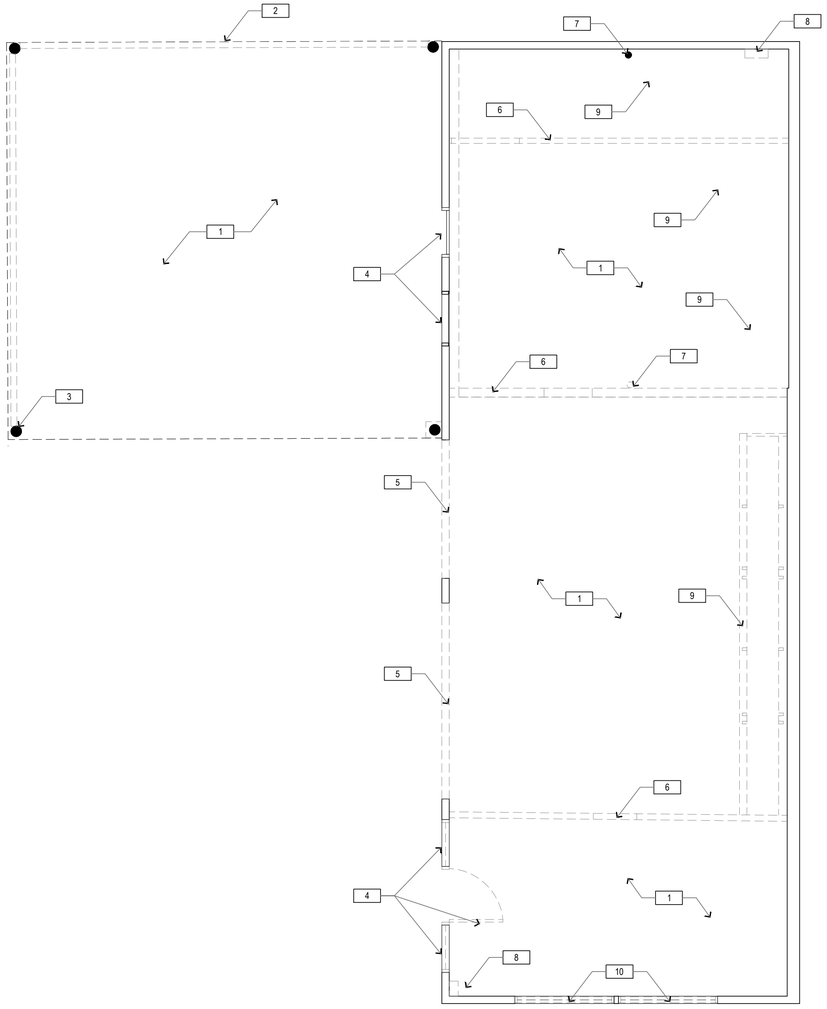
## PROPOSED SEATING PLAN

SCALE: 1/8" = 1'-0"

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03

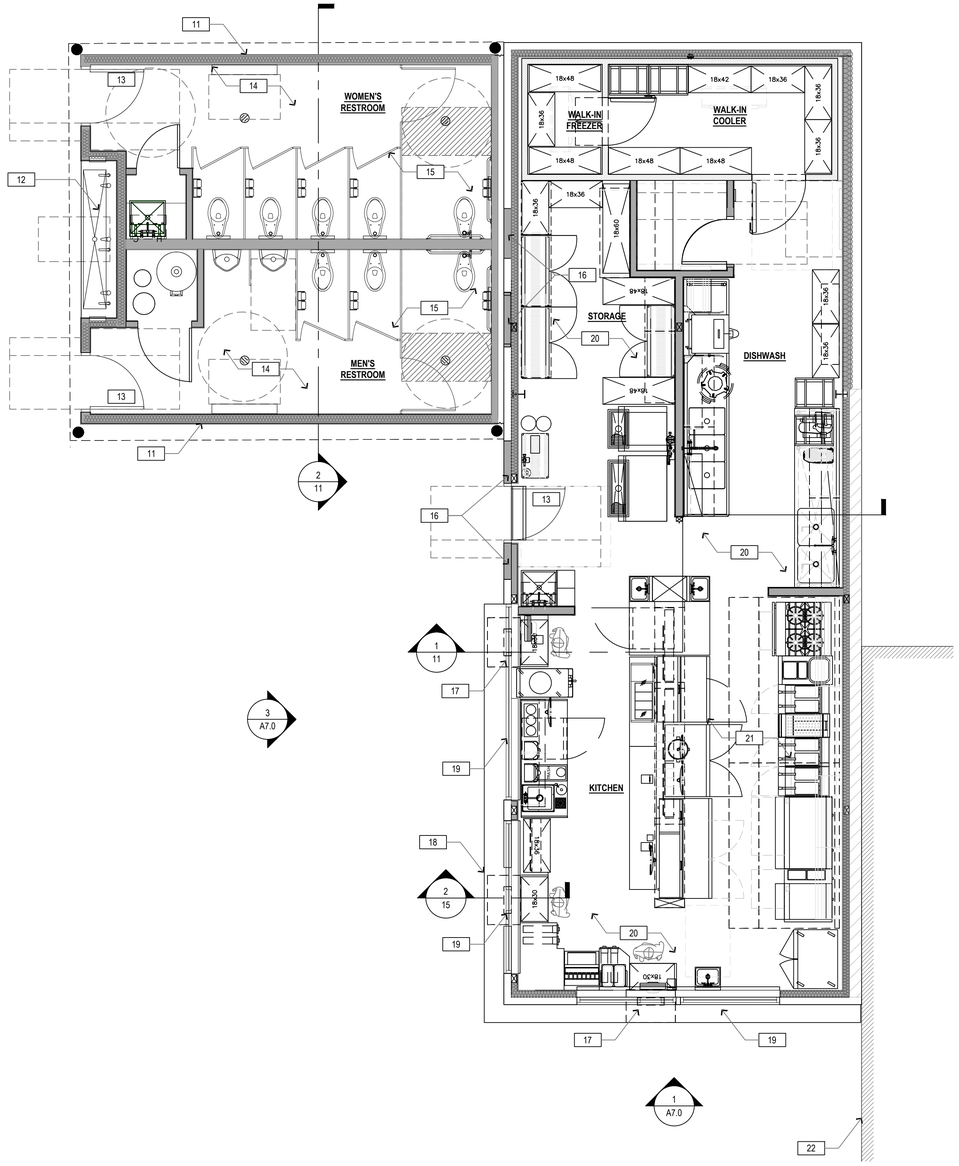
Job No. 2024-1055
Date: 2026-05-27




## EXISTING BUILDING 'A' FLOOR PLAN

SCALE: 1/4" = 1'-0"

TRUE NORTH



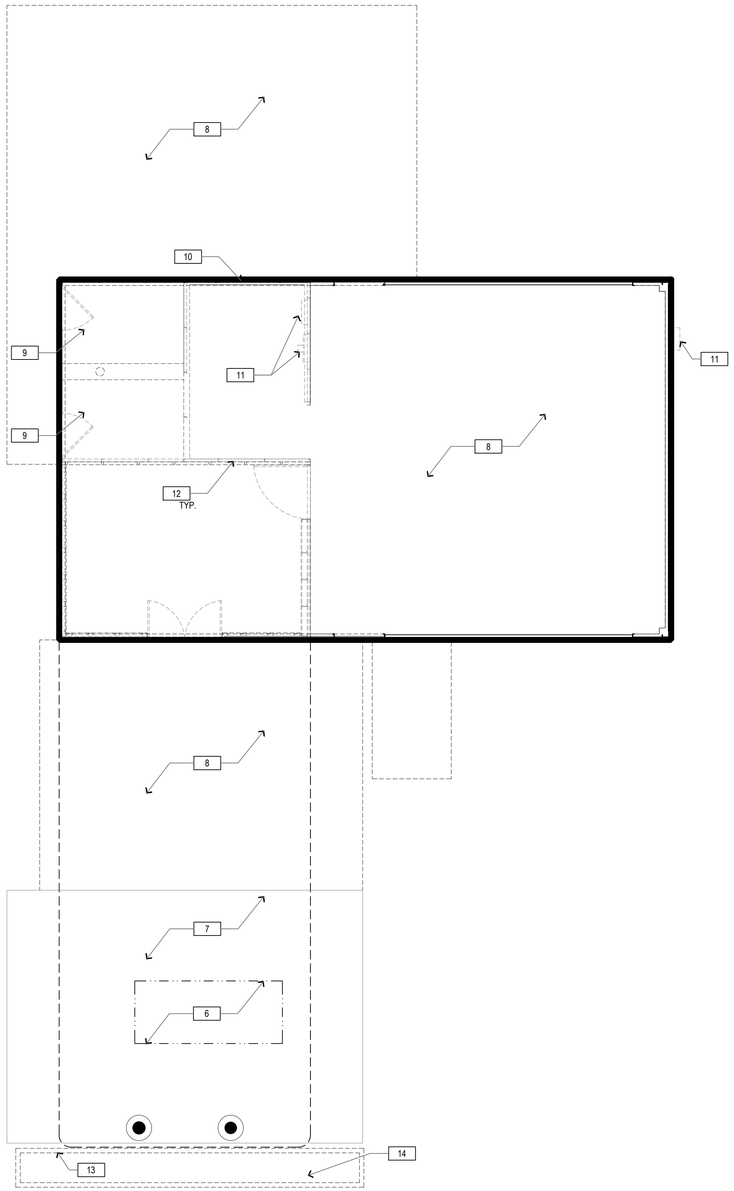

## PROPOSED BUILDING 'A' FLOOR PLAN

SCALE: 1/4" = 1'-0"

TRUE NORTH

## KEYNOTES

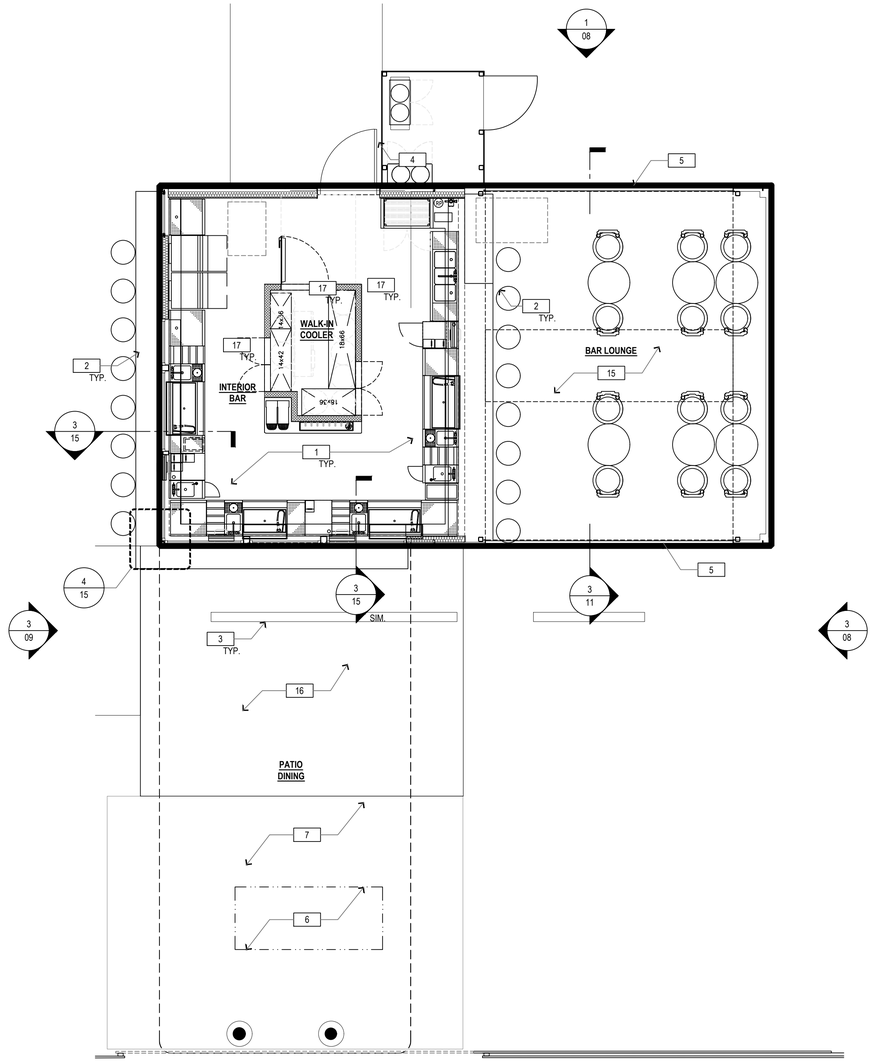
| | |
|---|---|
| 1 | (E) CONC.SLAB TO REMAIN. PREPPED AS REQUIRED TO RECEIVE NEW FLOOR FINISH |
| 2 | EXISTING CANOPY ABOVE TO REMAIN. REPAIR AND REFINISH AS REQUIRED. |
| 3 | EXISTING ROUND CANOPY COLUMNS TO REMAIN AND REFINISHED, TYPICAL OF (4) |
| 4 | EXISTING DOOR AND WINDOW TO BE REMOVED |
| 5 | EXISTING GARAGE DOORS TO BE REMOVED |
| 6 | EXISTING INTERIOR WALLS TO BE REMOVED |
| 7 | EXISTING COLUMN TO BE RELOCATED |
| 8 | EXISTING UTILITIES TO BE REMOVED |
| 9 | EXISTING EQUIPMENT TO BE REMOVED |
| 10 | EXISTING WINDOW OPENINGS TO REMAIN AND REUSED |
| 11 | NEW EXTERIOR MASONRY WALL |
| 12 | NEW EXTERIOR SHARED LAVATORY COUNTER |
| 13 | NEW EXTERIOR DOOR |
| 14 | NEW FLOORING O/ EXISTING FLOOR SLAB |
| 15 | NEW RESTROOM PLUMBING FIXTURES, ACCESSORIES AND PARTITIONS |
| 16 | NEW EXTERIOR WALL FILL |
| 17 | NEW PICK-UP WINDOW WITH INSULATED GLAZING |
| 18 | NEW EXTERIOR PICK-UP / ORDER COUNTER |
| 19 | NEW TEMPERED GLAZING |
| 20 | NEW EPOXY FLOORING |
| 21 | NEW KITCHEN EQUIPMENT TYPICAL THROUGHOUT |
| 22 | EXISTING ADJACENT BUILDING |




## EXISTING BUILDING 'B' FLOOR PLAN

SCALE: 1/4" = 1'-0"

TRUE NORTH



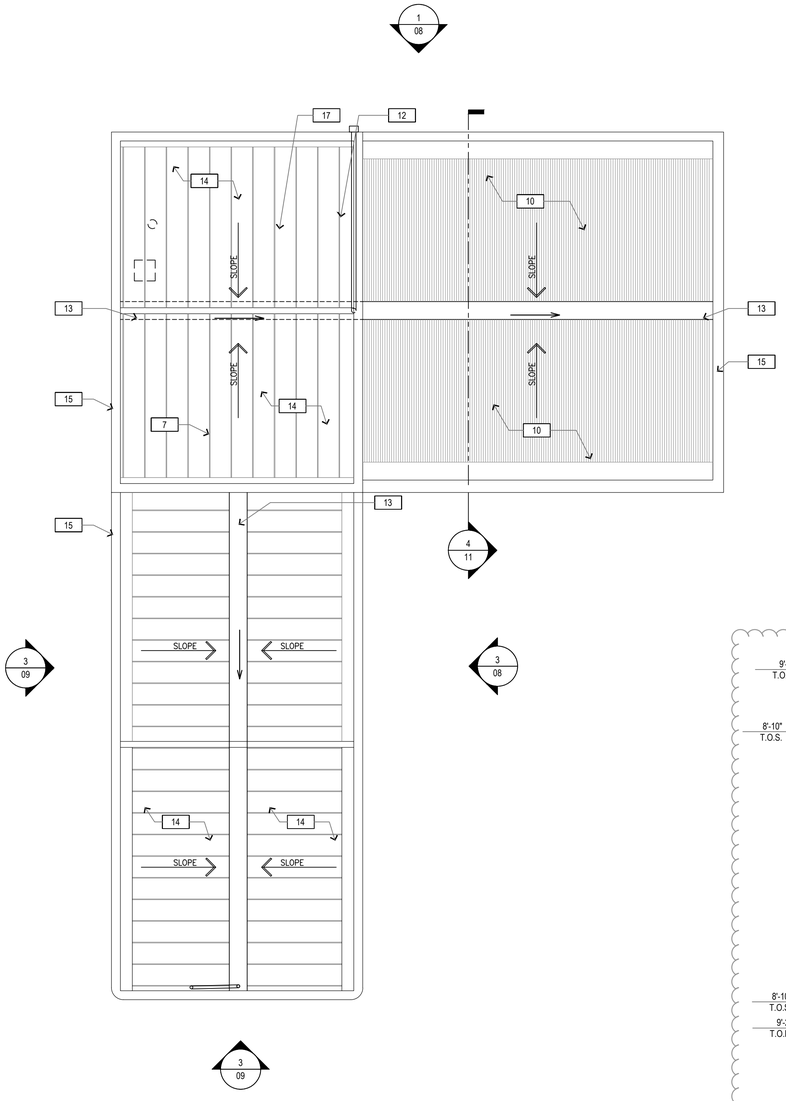

## PROPOSED BUILDING 'B' FLOOR PLAN

SCALE: 1/4" = 1'-0"

TRUE NORTH

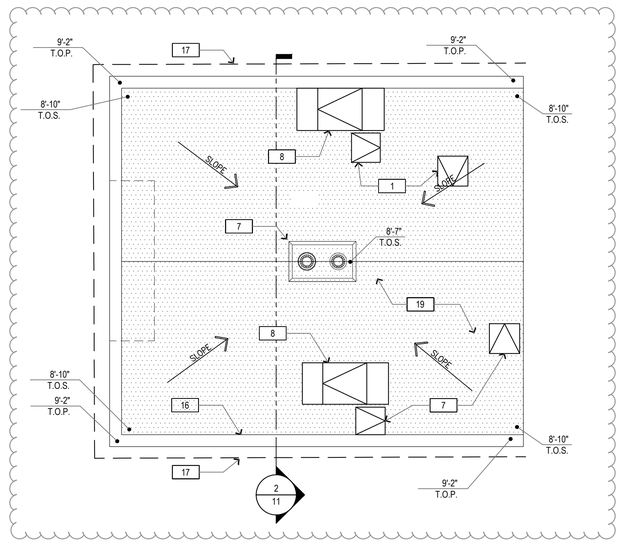
## KEYNOTES

| | |
|---|---|
| 1 | NEW BAR EQUIPMENT |
| 2 | NEW BAR STOOLS AT BAR TOP |
| 3 | NEW ORDER QUEUE RAILING |
| 4 | NEW EXTERIOR DOOR |
| 5 | NEW GARAGE STYLE DOORS |
| 6 | EXISTING COVERED EMPTY AUTO SERVICE PIT TO REMAIN |
| 7 | EXISTING CONCRETE TO BE PROTECTED IN PLACE |
| 8 | EXISTING CONCRETE TO BE REMOVED |
| 9 | (E) RESTROOM DOORS TO BE REMOVED AND REPLACED WITH WINDOWS |
| 10 | EXISTING WINDOW TO BE REMOVED |
| 11 | EXISTING UTILITIES TO BE REMOVED |
| 12 | EXISTING INTERIOR WALLS TO BE REMOVED |
| 13 | EXISTING PLANTER TO BE REMOVED |
| 14 | EXISTING PALM TREE TO BE REMOVED |
| 15 | NEW EXTERIOR PAVERS |
| 16 | NEW POURED IN PLACE CONCRETE |
| 17 | NEW EPOXY FLOORING |



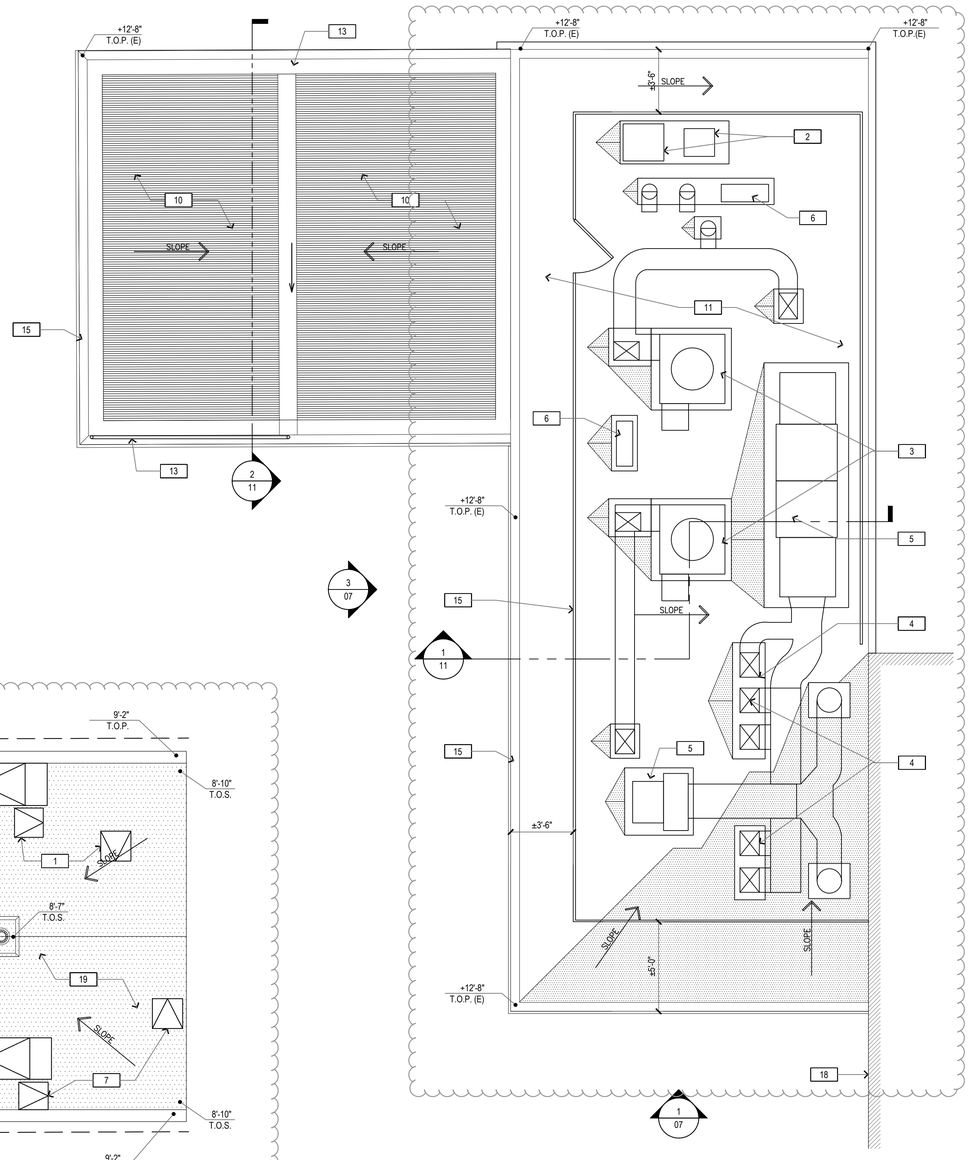

## PROPOSED BUILDING 'B' ROOF PLAN

SCALE: 1/4" = 1'-0"




## LOWER DECK PLAN OVER RESTROOMS

SCALE: 1/4" = 1'-0"



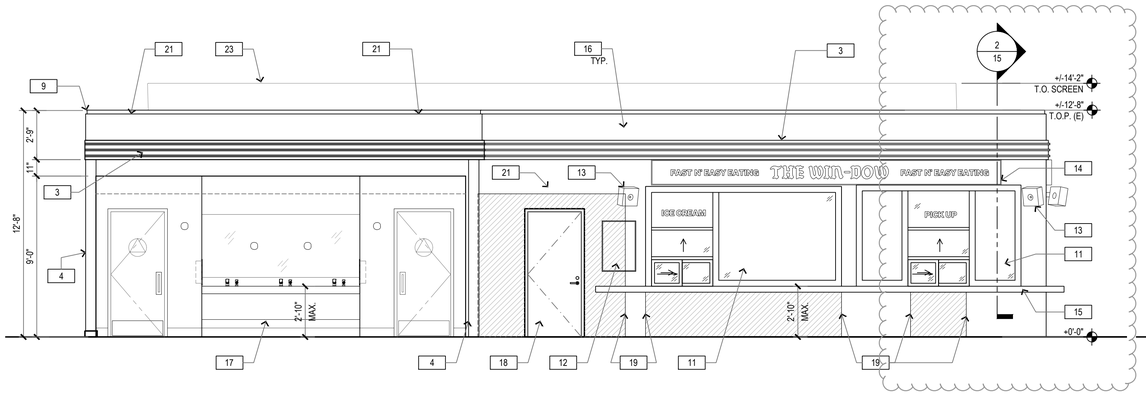

## PROPOSED BUILDING 'A' ROOF PLAN

SCALE: 1/4" = 1'-0"

## KEYNOTES

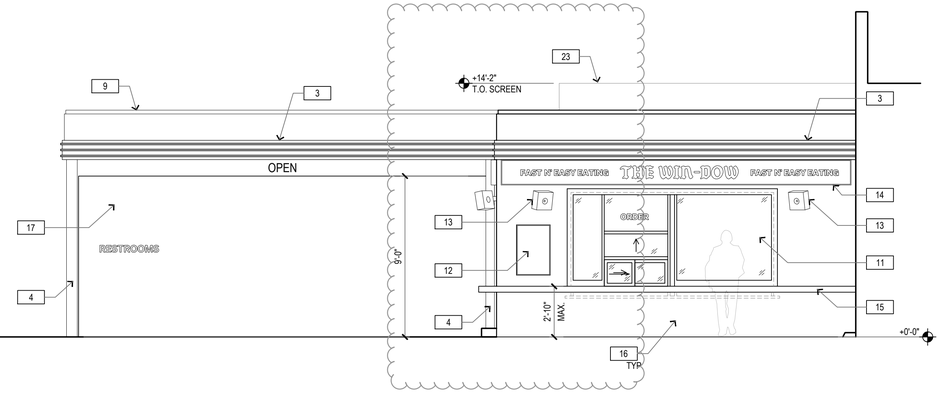
| | |
|---|---|
| 1 | NEW ROOF HATCH |
| 2 | NEW COOLER CONDENSING UNITS |
| 3 | NEW RTU FOR KITCHEN |
| 4 | NEW MAKE-UP AIR FOR HOODS |
| 5 | NEW KITCHEN EXHAUST FAN |
| 6 | NEW HEAT PUMP EQUIPMENT FOR RESTROOMS |
| 7 | NEW ROOF DRAIN |
| 8 | NEW FAN COIL UNIT FOR RESTROOMS |
| 9 | NEW ROOF TOP SCREEN |
| 10 | EXISTING CORRUGATED ROOF TO REMAIN, PATCH AND REPAIR AS NEEDED |
| 11 | EXISTING ROOF TO REMAIN, PATCH AND REPAIR AS NEEDED |
| 12 | LINE OF CANOPY ABOVE |
| 13 | EXISTING ROOF GUTTER AND DRAIN TO REMAIN. PATCH AND REPAIR AS NEEDED |
| 14 | EXISTING STANDING STEAM ROOF TO REMAIN. PATCH AND REPAIR AS NEEDED |
| 15 | EXISTING LOW PARAPET WITH COPING TO REMAIN. PATCH AND REPAIR AS NEEDED. |
| 16 | NEW LOW PARAPET |
| 17 | NEW FAN COIL UNIT FOR BAR (BELOW ROOF) |
| 18 | EXISTING ADJACENT BUILDING |

TRUE NORTH




## BUILDING 'A' - PROPOSED WEST ELEVATION 3

SCALE: 1/4" = 1'-0"



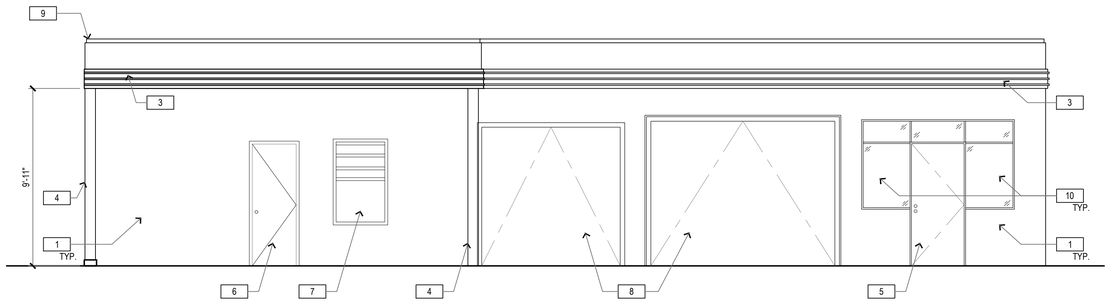

## BUILDING 'A' - PROPOSED SOUTH ELEVATION 1

SCALE: 1/4" = 1'-0"

NOTE:
ALL SIGNAGE SHOWN ON PLANS REPRESENT DESIGN INTENT ONLY AND WILL BE SUBMITTED UNDER SEPARATE REVIEW AND APPROVAL

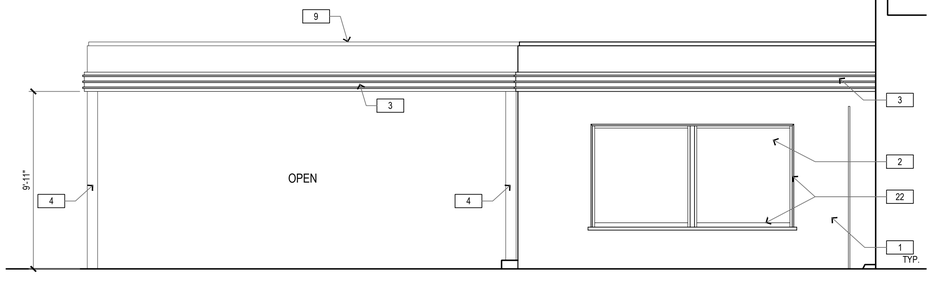
## KEYNOTES

| | |
|---|---|
| 1 | EXISTING PLASTER CLAD WOOD STUD WALL, TO REMAIN. PATCH AND REPAIR TO ORIGINAL STATE |
| 2 | EXISTING WOOD FRAMED WINDOWS CURRENTLY BOARDED UP |
| 3 | EXISTING DECORATIVE METAL CORNICE , TO REMAIN. RESTORE, CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH |
| 4 | EXISTING METAL CANOPY COLUMN POSTS, TO REMAIN. CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH |
| 5 | EXISTING WOOD DOOR, TO BE REMOVED. IF HISTORICALLY ORIGINAL, STORE ON SITE IN CLEAN AND DRY ENVIRONMENT. |
| 6 | EXISTING DOOR TO REMAIN AND BE SECURED IN PLACE. |
| 7 | EXISTING WALL NICHE SHELF |
| 8 | EXISTING TILT UP WOODEN GARAGE DOORS AND FRAME TO BE REMOVED IN ENTIRETY |
| 9 | (E) METAL CANOPY TO REMAIN. RESTORE, CLEAN & PRIME TO RECEIVE NEW PAINT FINISH. |
| 10 | EXISTING SINGLE PANE NON-TEMPERED GLAZING AND FRAME TO BE REMOVED |
| 11 | NEW WOOD FRAMED WINDOW AND ORDER WINDOW TO BE PLACED IN EXISTING OPENING |
| 12 | MENU BOARD |
| 13 | ORDER ANNOUNCEMENT SPEAKERS |
| 14 | BRANDING SIGN |
| 15 | ORDER COUNTER |
| 16 | NEW PAINT ON ENTIRE STRUCTURE |
| 17 | NEW RESTROOM STRUCTURE, INDEPENDENT OF CANOPY POSTS AND UNDERSIDE |
| 18 | NEW DOOR AND WALL INFILL TO MATCH EXISTING PLASTER |
| 19 | NEW DELINEATION STRIP, MARKING ORIGINAL ARCHITECTURAL FEATURES NOW INFILLED |
| 20 | NOT USED |
| 21 | NEW DOWN LIGHTS |
| 22 | EXISTING NON HISTORIC WOOD 2X'S AND PLYWOOD TO BE REMOVED |
| 23 | NEW MECHANICAL SCREEN BEYOND |



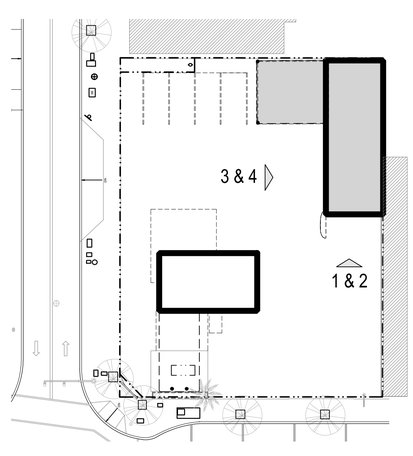

## BUILDING 'A' - EXISTING WEST ELEVATION 4

SCALE: 1/4" = 1'-0"




## BUILDING 'A' - EXISTING SOUTH ELEVATION 2

SCALE: 1/4" = 1'-0"




## SITE KEY PLAN

NOT TO SCALE

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

## PROPOSED AND EXISTING SOUTH & WEST BUILDING 'A' EXTERIOR ELEVATIONS

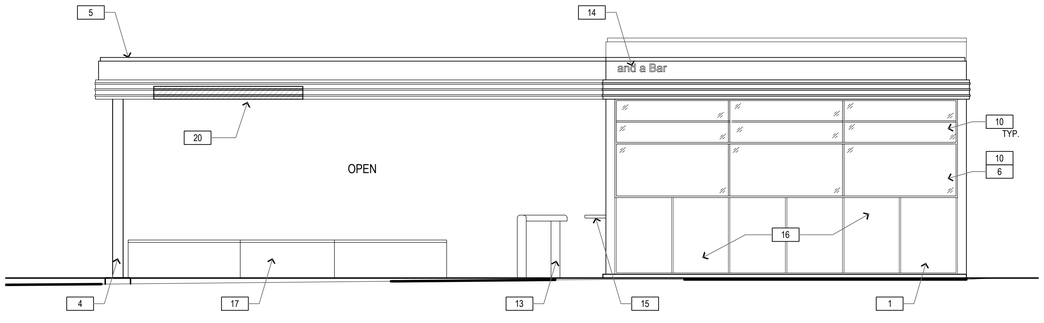
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## KEYNOTES

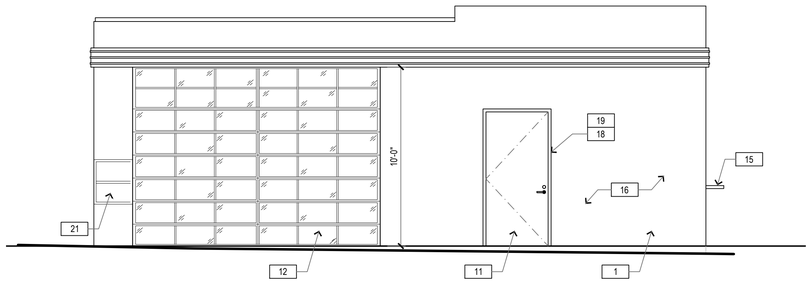
| | |
|---|---|
| 1 | EXISTING METAL PANEL WALL, TO REMAIN. PATCH AND REPAIR TO ORIGINAL STATE |
| 2 | EXISTING BOARDED UP WINDOW FRAME |
| 3 | EXISTING DECORATIVE METAL CORNICE , TO REMAIN. RESTORE, CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH |
| 4 | EXISTING METAL CANOPY COLUMN POSTS, TO REMAIN. CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH |
| 5 | (E) METAL CANOPY TO REMAIN. RESTORE, CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH. |
| 6 | EXISTING SINGLE PANE NON-TEMPERED GLAZING TO BE REMOVED AND REPLACED WITH NEW TEMPERED GLAZING IN EXISTING METAL FRAME |
| 7 | EXISTING WINDOW TO BE REMOVED |
| 8 | EXISTING ELECTRICAL LINES AND BOXES TO BE REMOVED |
| 9 | EXISTING METAL SECURITY GATE TO BE REMOVED |
| 10 | NEW TEMPERED GLAZING TO BE INSERTED IN EXITING METAL FRAME |
| 11 | NEW DOOR |
| 12 | NEW VERTISTACK GARAGE DOOR |
| 13 | NEW GROUND MOUNTED QUEUE LINE RAILING |
| 14 | BRANDING SIGN |
| 15 | ORDER COUNTER |
| 16 | NEW PAINT ON ENTIRE STRUCTURE |
| 17 | NEW SEATING AREA BOOTH |
| 18 | NEW METAL PANEL WALL INFILL |
| 19 | NEW DELINEATION STRIP, MARKING ORIGINAL ARCHITECTURAL FEATURES NOW INFILLED |
| 20 | NEW RESTORED MISSING METAL CORNICE PIECE, TO MATCH ORIGINAL |
| 21 | EXISTING METAL ARCHITECTURAL FEATURE TO REMAIN |




### BUILDING 'B' - PROPOSED EAST ELEVATION 3

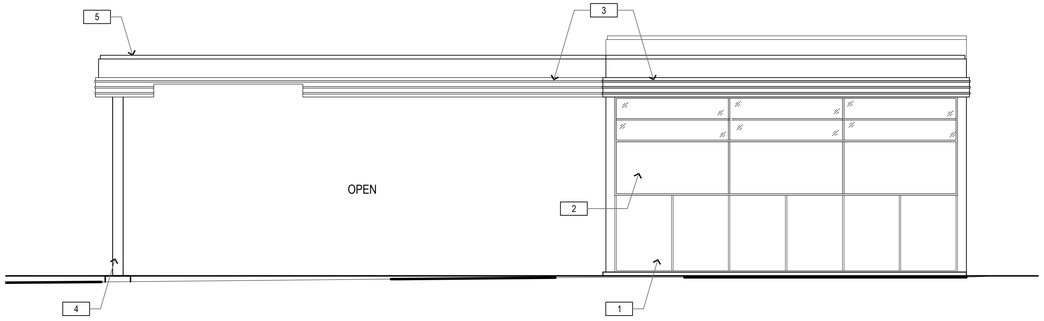
SCALE: 1/4" = 1'-0"

NOTE:
ALL SIGNAGE SHOWN ON PLANS REPRESENT DESIGN INTENT ONLY AND WILL BE SUBMITTED UNDER SEPARATE REVIEW AND APPROVAL



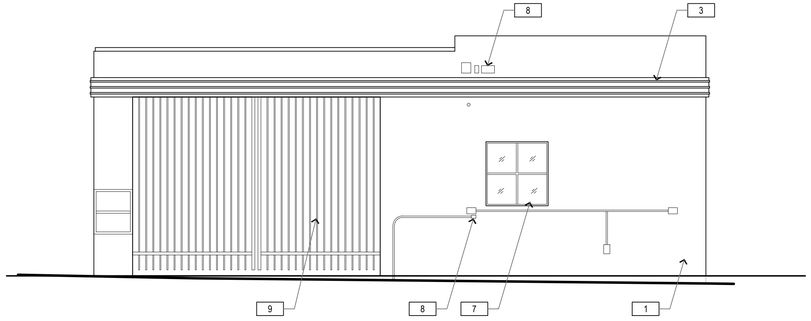

### BUILDING 'B' - PROPOSED NORTH ELEVATION 1

SCALE: 1/4" = 1'-0"



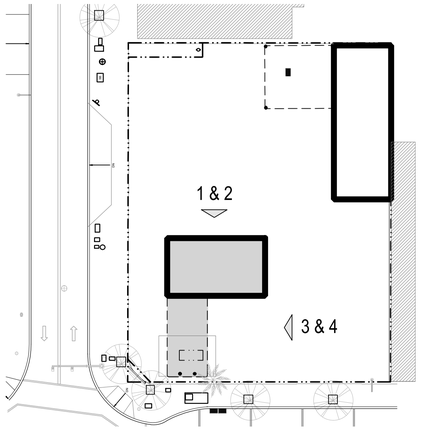

### BUILDING 'B' - EXISTING EAST ELEVATION 4

SCALE: 1/4" = 1'-0"




### BUILDING 'B' - EXISTING NORTH ELEVATION 2

SCALE: 1/4" = 1'-0"




### SITE KEY PLAN

NOT TO SCALE

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

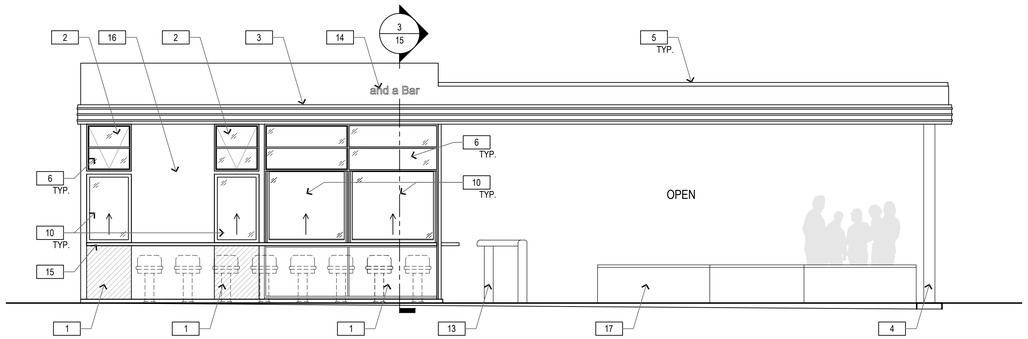
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## PROPOSED AND EXISTING SOUTH & WEST BUILDING 'B' EXTERIOR ELEVATIONS

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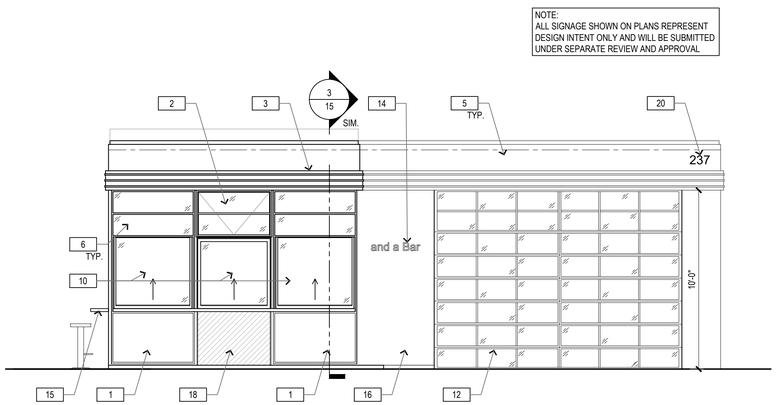
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Job No. 2024-1055
Date: 2026-05-27



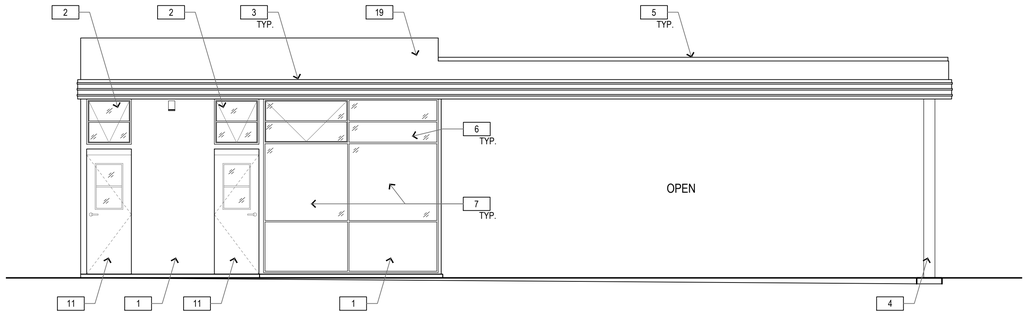

## BUILDING 'B' - PROPOSED WEST ELEVATION 3

SCALE: 1/4" = 1'-0"



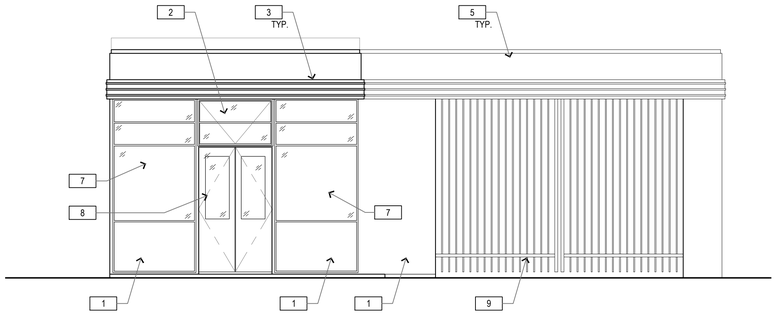

## BUILDING 'B' - PROPOSED SOUTH ELEVATION 1

SCALE: 1/4" = 1'-0"



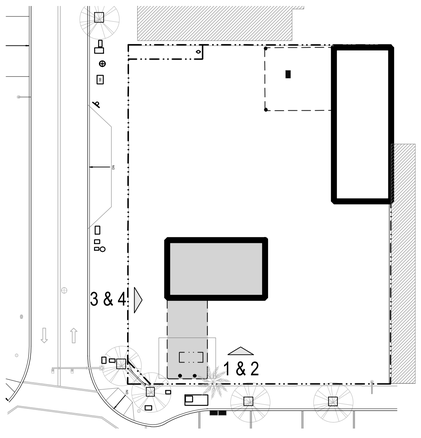

## BUILDING 'B' - EXISTING WEST ELEVATION 4

SCALE: 1/4" = 1'-0"




## BUILDING 'B' - EXISTING SOUTH ELEVATION 2

SCALE: 1/4" = 1'-0"




## SITE KEY PLAN

NOT TO SCALE

## KEYNOTES

| | |
|---|---|
| 1 | EXISTING METAL PANEL WALL, TO REMAIN. PATCH AND REPAIR TO ORIGINAL STATE |
| 2 | EXISTING HOPPER STYLE WINDOW TO REMAIN |
| 3 | EXISTING DECORATIVE METAL CORNICE , TO REMAIN. RESTORE, CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH |
| 4 | EXISTING METAL CANOPY COLUMN POSTS, TO REMAIN. CLEAN & PRIME TO RECEIVE NEW PAINT FINISH |
| 5 | (E) METAL CANOPY TO REMAIN. RESTORE, CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH |
| 6 | EXISTING SINGLE PANE NON-TEMPERED GLAZING TO BE REMOVED AND REPLACED WITH NEW TEMPERED GLAZING IN EXISTING METAL FRAME |
| 7 | EXISTING WINDOW GLAZING TO BE REMOVED |
| 8 | EXISTING DOORS TO BE REMOVED AND STORED ON SITE IN CLEAN AND DRY AREA. TO BE PROTECTED |
| 9 | EXISTING METAL SECURITY GATE TO BE REMOVED |
| 10 | NEW TEMPERED SINGLE HUNG WINDOW TO BE INSTALLED BEHIND (E) METAL DOOR FRAME. |
| 11 | EXISTING NON-HISTORIC DOORS TO BE REMOVED |
| 12 | NEW VERTISTACK GARAGE DOOR |
| 13 | NEW GROUND MOUNTED QUEUE LINE RAILING |
| 14 | BRANDING SIGN |
| 15 | ORDER COUNTER |
| 16 | NEW PAINT ON ENTIRE STRUCTURE |
| 17 | NEW SEATING AREA BOOTH |
| 18 | NEW METAL PANEL WALL INFILL |
| 19 | BUILDING SIGNAGE ON THE CHAPMAN AVE SIDE TO MEET CITY OF ORANGE ADDRESS STANDARDS |
| 20 | NEW ADDRESS SIGNAGE PER THE CITY OF ORANGE STANDARDS |

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

## PROPOSED AND EXISTING SOUTH & WEST BUILDING 'B' EXTERIOR ELEVATIONS

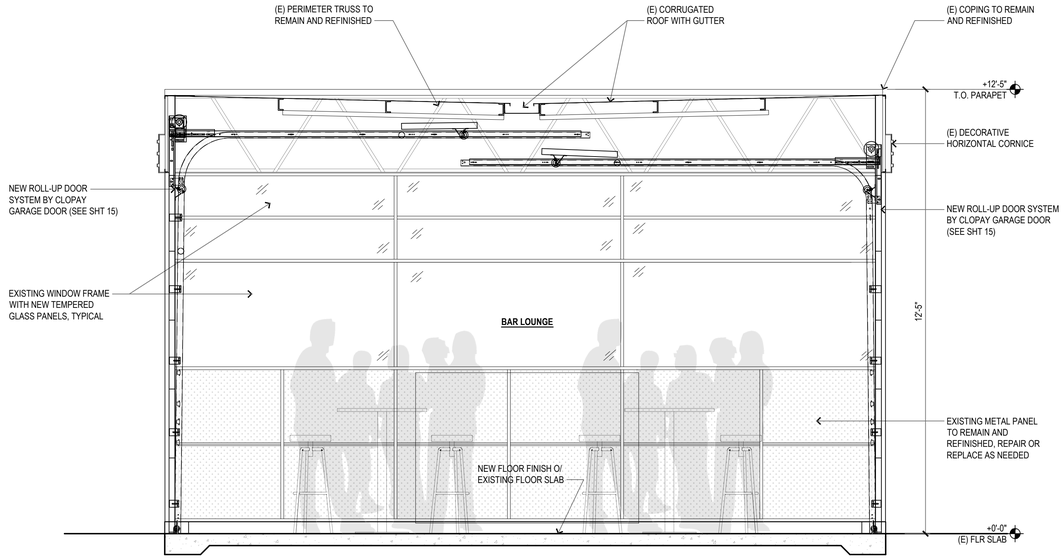
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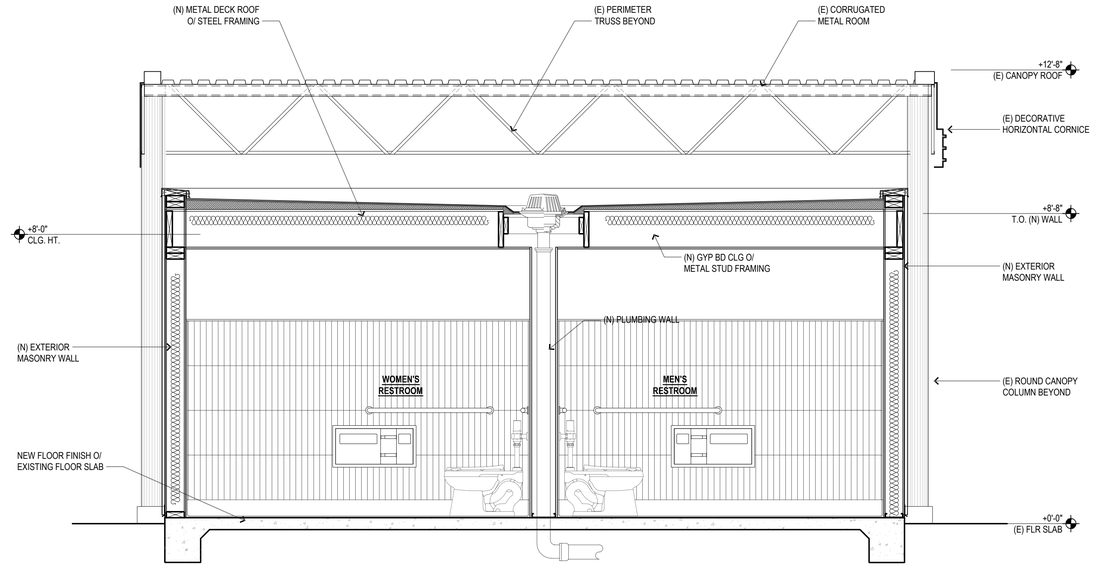
Job No. 2024-1055

Date: 2026-05-27



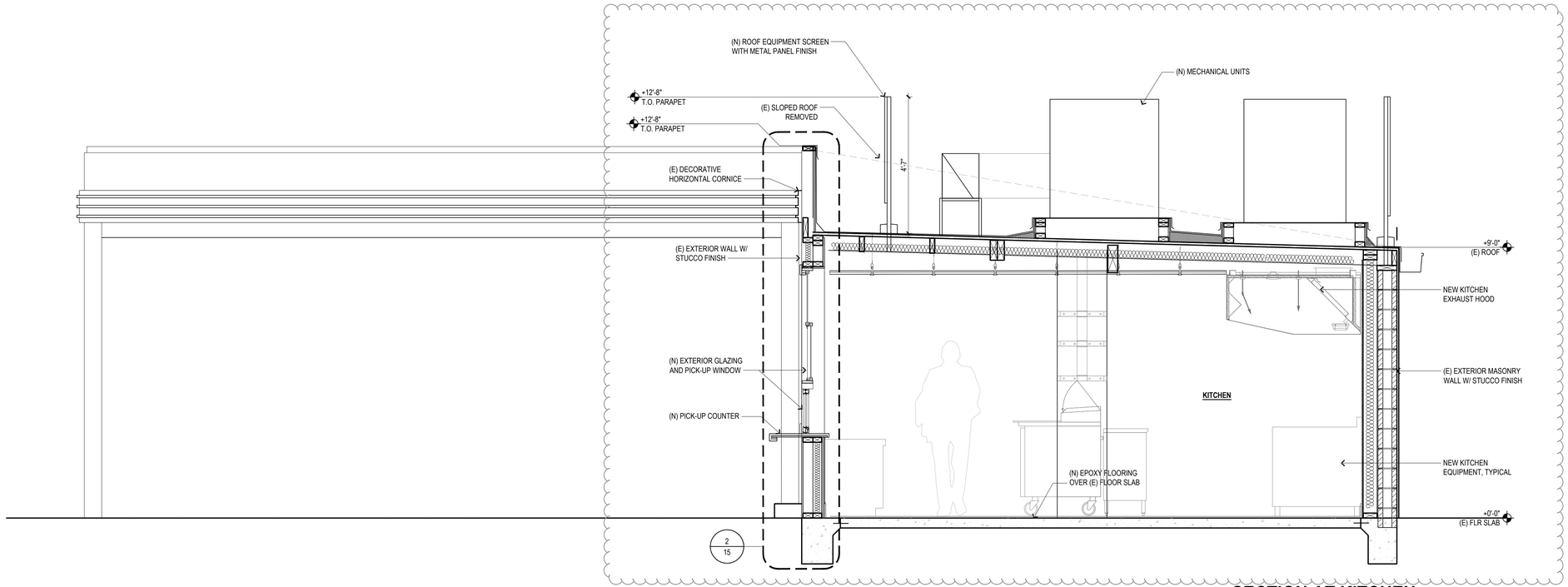

## SECTION AT PATIO BAR 3

SCALE: 1/2" = 1'-0"




## SECTION AT RESTROOM 2

SCALE: 1/2" = 1'-0"




## SECTION AT KITCHEN 1

SCALE: 1/2" = 1'-0"

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

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BUILDING SECTIONS

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## VISUAL LANDSCAPE LEGEND


1-A / Acacia Stenophylla


1-B / Agonis Flexuosa


2-A / Phoenix Zahidi


2-B / Washingtonia


2-C / Bismarckia Nobilis


3 / Draceana


3 / Yucca Jewel


3 / Arenga Engleri


3 / Syagrus Weddelliana


3 / Lepidozamia Peroffskyana


3 / Chamaerops Cerifera


4 / Hesperaloe


4 / Lomandra


4 / Ischyrolepis Subverticillata

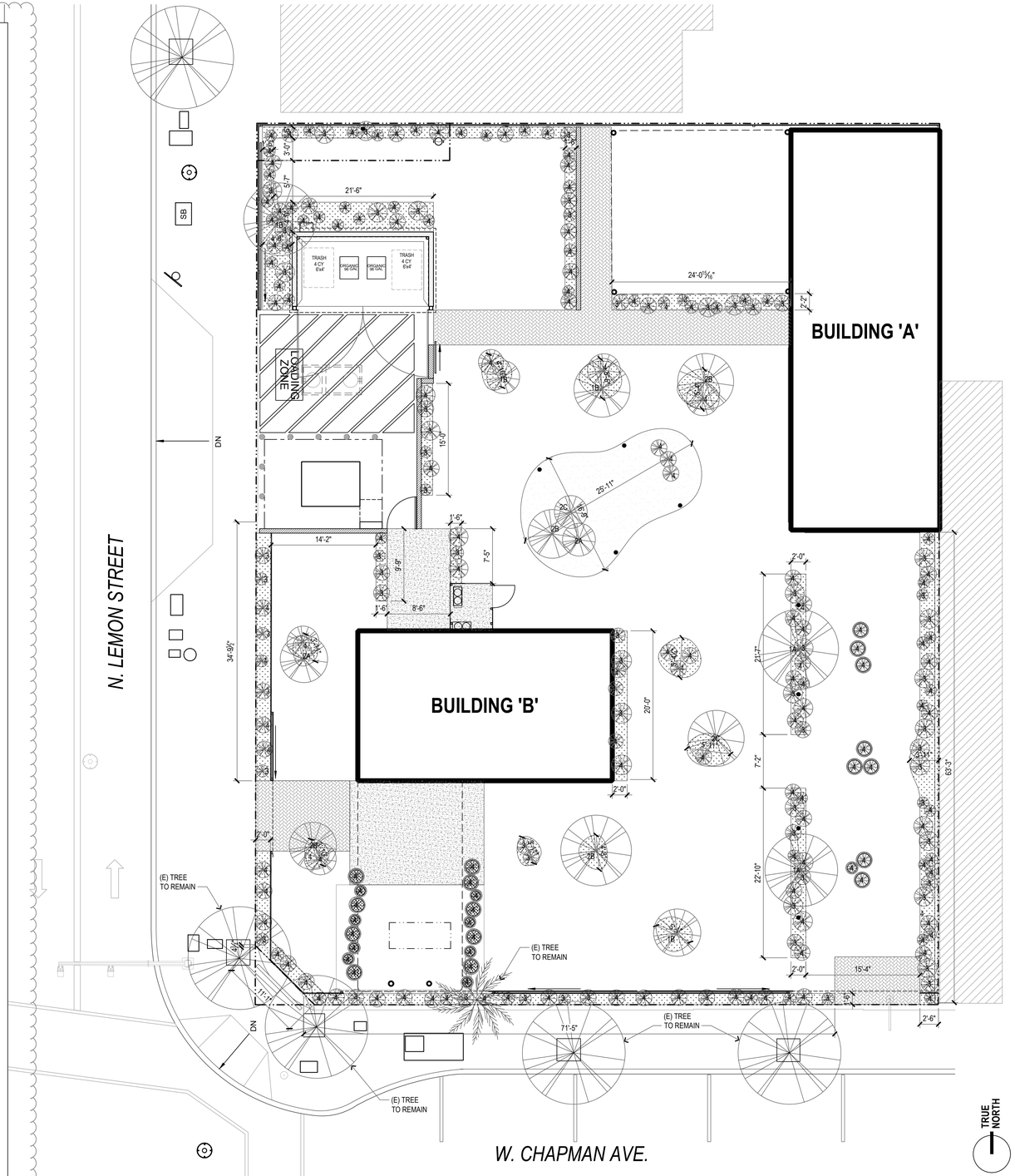

4 / Sesleria


4 / Muhlebergia


4 / Bouteloua 'Blond Ambition'


4 / Epiloboum 'Coral Canyon'


4 / Achillea Teracotta




## LANDSCAPE KEY

| KEY | TYPE | NAME | DESCRIPTION | QTY | SIZE |
|---|---|---|---|---|---|
| 1A | TREE | ACACIA STENOPHYLLA | MED. WILLOW-LIKE | 2 | 2'-0" |
| 1B | TREE | AGONIS FLEXUOSA | LARGE WILLOW-LIKE | 4 | 2'-0" |
| | | | | | |
| 2A | TREE (PALM) | PHOENIX ZAHIDI | PALM TREE | 2 | |
| 2B | TREE (PALM) | WASHINGTONIA | TALL PALM TREE | 5 | 12'-0" |
| 2C | TREE (PALM) | BISMARCKIA NOBILIS | PALM TREE | 2 | ROOT |
| | | | | | |
| 3 | MID-SIZED FOLIAGE | DRACEANA | SCULPTURAL FOLIAGE | 6 | 15 GAL |
| 3 | MID-SIZED FOLIAGE | YUCCA JEWEL | PALM-LIKE SHAPED YUCCA | 6 | 25 GAL |
| 3 | MID-SIZED FOLIAGE | ARENGA ENGLERI | SMALL FOLIAGE PALM | 6 | 15 GAL |
| 3 | MID-SIZED FOLIAGE | SYAGRUS WEDDELLIANA | SMALL FOLIAGE PALM | 6 | 15 GAL |
| 3 | MID-SIZED FOLIAGE | LEPIDOZAMIA PEROFFSKYANA | CYCAD | 8 | 15 GAL |
| 3 | MID-SIZED FOLIAGE | CHAMAEROPS CERIFERA | SMALL FOLIAGE PALM | 8 | |
| 4 | GRASS/GRASS-LIKE | HESPERALOE | GRASS-LIKE FLOWERING PLANT | 20 | 3 GAL |
| 4 | GRASS/GRASS-LIKE | LOMANDRA | GRASS-SILVER LESS THAN 3'-0" | 30 | 5 GAL |
| 4 | GRASS/GRASS-LIKE | BOUTELOUA BLONDE-AMBITION | NATIVE GRASS LESS THAN 3'-0" | 10 | 5 GAL |
| 4 | GRASS/GRASS-LIKE | EPILOBOUM CORAL CANYON | NATIVE FLOWERING FUCHSIA LESS THAN 3'-0" | 20 | 3 GAL |
| 4 | GRASS/GRASS-LIKE | ACHILLEA TERACOTTA | FLOWERING YARROW LESS THAN 3'-0" | 20 | 3 GAL |
| 4 | GRASS/GRASS-LIKE | ISCHYROLEPIS SUBVERTICILLATA | GRASS LESS THAN 3'-0" | 30 | 5 GAL |
| 4 | GRASS/GRASS-LIKE | SESLERIA | SHORT GRASS GROUNDCOVER LESS THAN 3'-0" | 30 | 1 GAL |
| 4 | GRASS/GRASS-LIKE | MUHLEBERGIA | GRASS LESS THAN 3'-0" | 16 | 1 GAL |

TOTAL PLANT COUNT: 182

## LANDSCAPE NOTES

1. LANDSCAPE ON THE SOUTH AND WEST PERIMETER SHALL NOT EXCEED A HEIGHT OF MORE THAN THREE FEET.
2. ANY TREE TYPE LANDSCAPE BEING CONSIDERED MUST HAVE A FOLIAGE CANOPY ABOVE SIX FEET FROM THE GROUND.

## LEGEND

- POTTED PLANTS WITH IRRIGATION
- IN GROUND LANDSCAPE PLANTER WITH BROWN MULCH
- BROWN BARK MULCH NUGGETS
- EXTERIOR PAVERS- ORCA BRICK CLAY; DUNE
- BOCCI BALL PIT
- CMU WALL

THE WIN~DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

**PROPOSED LANDSCAPE PLAN**

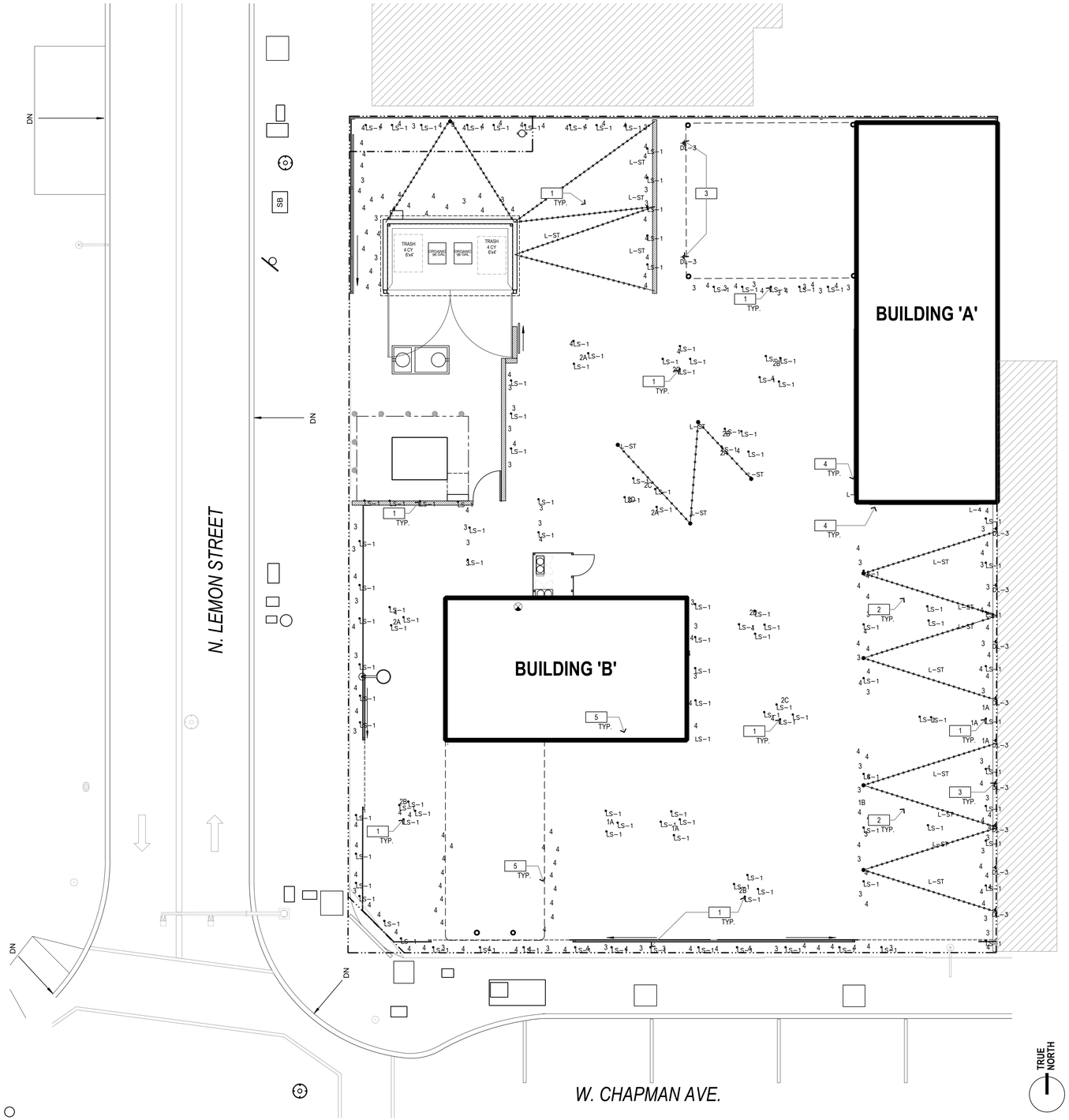
SCALE: 1/8" = 1'-0"

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Job No. 2024-1055
Date: 2026-05-27




## KEYNOTES

1. LOW LANDSCAPE LIGHT
2. TIVOLI STRING LIGHTS
3. OUTDOOR WALL SCONCE
4. OUTDOOR LED TAPE LIGHT
5. CANOPY MOUNTED MISTERS

## LEGEND

LS–1 — LOW LANDSCAPE LIGHT

L–ST — TIVOLI STRING LIGHTS

DL–3 — OUTDOOR WALL SCONCE

L–4 — OUTDOOR LED TAPE LIGHT

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237 WEST CHAPMAN AVENUE, ORANGE, CA

## PROPOSED SITE LIGHTING PLAN

SCALE: 1/8" = 1'-0"

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Date: 2026-05-27

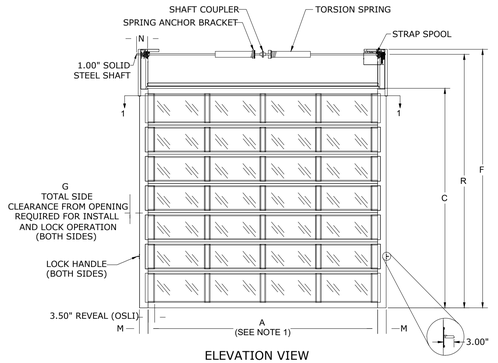
| DOOR CONFIGURATION | | | | | | WEIGHT (LBS) |
|---|---|---|---|---|---|---|
| MODEL | DESIGN | TOP | GLAZING | INSUL | FINISH | |
| VS904U | | | INSTEM | | BLK ACID | 715 |

SPECIAL NOTE: THE DESIGN OF THE SUPPORTING STRUCTURAL ELEMENTS SHALL BE THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD FOR THE BUILDING OR STRUCTURE IN ACCORDANCE WITH CURRENT BUILDING CODES. PRODUCT TO BE INSTALLED ON INTERIOR WALLS ONLY.

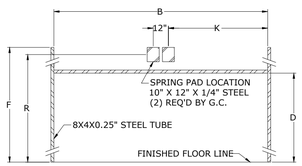
# MODEL VS904U

SECTIONS ARE 2-1/8" THICK ALUMINUM EXTRUSION CONSTRUCTION CONSISTING OF POLYURETHANE FOAMED CENTER STILES, END STILES, INTERMEDIATE RAILS AND TOP AND BOTTOM RAILS WITH SOLID OR GLAZING PANELS. EQUAL PANEL WIDE SPACING.

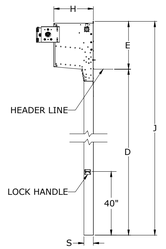
ACTUAL DOOR HEIGHT IS APPROX. 1" OVER BECAUSE OF JOINTS BETWEEN SECTIONS PLUS BOTTOM ASTRAGAL.

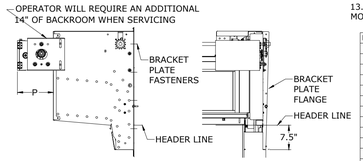



ELEVATION VIEW
INSIDE LOOKING OUT




INSIDE WALL ELEVATION
OPENING PREPARATION




BRACKET PLATE DETAILS

BY RELEASING THIS ORDER, I CERTIFY THAT ANY INDIVIDUAL HANDLING OR INSTALLING THIS VERTISTACK PRODUCT WILL HAVE SUCCESSFULLY COMPLETED THE VERTISTACK INSTALLATION TRAINING AND WILL INSTALL THE PRODUCT AS DIRECTED IN THE VERTISTACK INSTALLATION MANUAL.

NOTES:

1. (ONE) DOOR SIZE: 13'-6" x 10'-0"; OPENING SIZE: 13'-0" X 10'-0"
2. DOOR TO BE SUPPLIED WITH 25,000 CYCLE TORSION SPRINGS.
3. DOOR TO HAVE 7 FULL VIEW SECTIONS OF INSULATED TEMPERED GLAZING.
4. DOOR TO BE SUPPLIED WITH A UL LISTED OPERATOR AND CONTROL STATION. OPERATOR TO BE 0.5 HP, 120 VOLTS 60 HZ 1 PHASE. CONTROL SYSTEM INCLUDES AN INTEGRAL INTERLOCK SWITCH. OPERATOR MOUNTS TO BRACKET PLATE ASSEMBLY AS SHOWN.
5. DOOR TO BE SUPPLIED WITH PHOTO EYE SET NEMA 1
6. SECTIONS TO BE BUILT WITH INTERMEDIATE TOP RAIL WITHOUT REINFORCEMENT FIN.
7. STRAP LENGTH: 212"
8. FRAMING AND COVERS TO BE POWDERCOATED BLACK: PDR, 20-7042, MATTE BLACK II 162021.
9. DOOR TO HAVE VINYL TOP SEAL AND SIDE JAMB SEAL AS STANDARD.
10. SPROCKET INFORMATION: MOTOR SPROCKET=50B10, SHAFT SPROCKET=50B28
11. DOOR TO HAVE 3 SIDED HOOD COVER.
12. DOOR TO BE SUPPLIED WITH STRAP BRAKE SAFETY SYSTEM.
13. DOOR TO BE SUPPLIED WITH FRONT MOUNT MOTOR CHAIN COVER

| DIM. | DESCRIPTION | DIMENSIONS |
|---|---|---|
| A | DOOR WIDTH | 13'-6" |
| B | OPENING WIDTH | 13'-0" |
| C | DOOR HEIGHT | 10'-0" |
| D | OPENING HEIGHT | 10'-0" |
| | QUANTITY OF PANELS WIDE | 5 |
| | QUANTITY OF SECTIONS HIGH | |
| E | HEADROOM (MIN.) | 2'-8" |
| F | JAMB HEIGHT (MIN.) | 12'-6.5" |
| G | TOTAL SIDEROOM/CLEARANCE | 1'-0" |
| H | BACKROOM (MIN.) | 2'-0.5" |
| J | FLOOR TO CEILING (MIN.) | 12'-7.5" |
| K | SPRING PAD OFFSET 1 | 6'-0" |
| L | SPRING PAD OFFSET 2 | |
| M | TRACK SIDEROOM | 0'-8" |
| N | COUNTERBALANCE SIDEROOM | 0'-8" |
| P | OPERATOR BACKROOM (MIN.) | 0'-11.5" |
| R | SHAFT CENTER LINE | 12'-3" |
| S | TRACK BACKROOM (AT FLOOR) | 0'-6" |

10-09-25 JLG

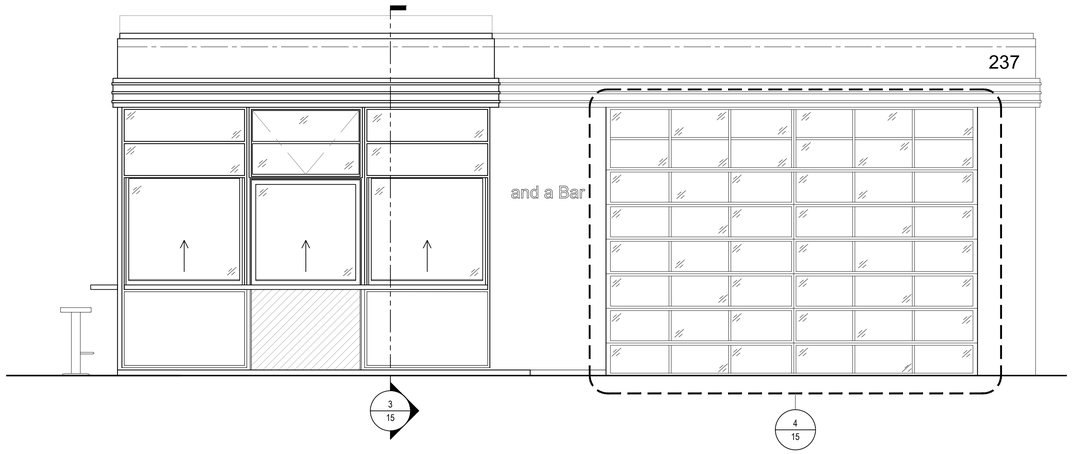
| | | | |
|---|---|---|---|
| ESTIMATE: | DOOR TAG: | | |
| DRAWN BY: | DATE: | APPROVAL SIGNATURE: FOR REFERENCE ONLY | APPROVAL DATE: |
| CUSTOMER: | | | |
| JOB: | | DRAWING NUMBER: | |
| CSR/DC: | | | SHEET: 1 OF 2 |

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SHOP DRAWING
NOT TO EXACT SCALE

IMPORTANT: This document must be signed and returned prior to any fabrication. Please reference this drawing number on all correspondence. Thank you!

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## BUILDING 'B' SOUTH ELEVATION 1

SCALE: 3/8" = 1'-0"

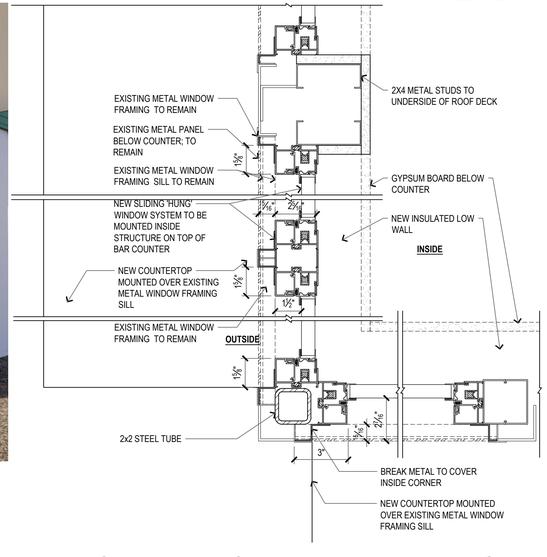
## VERTICAL STACKING GARAGE DOOR 5

NOT TO SCALE



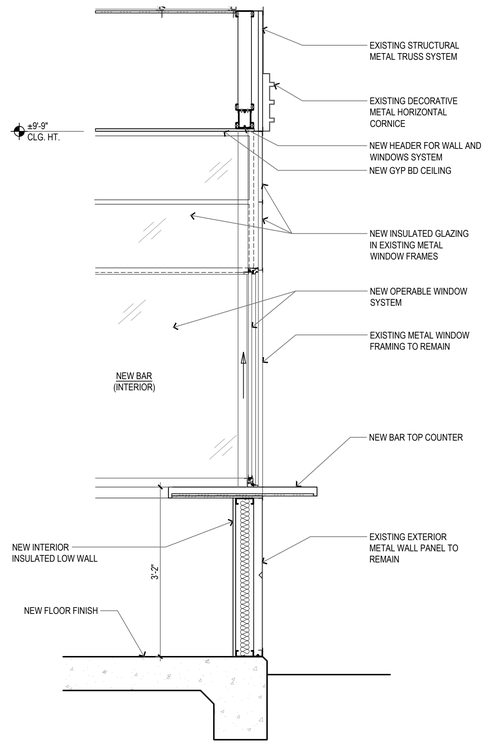
## NEW WINDOW INTEGRATION RENDERING 6

SCALE: NTS



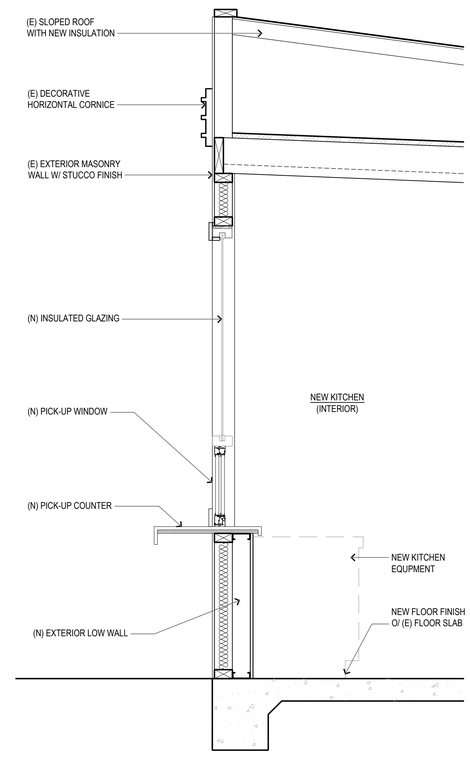

## ORDER WINDOW PLAN VIEW- BUILDING 'B' 4

SCALE: 3" = 1'-0"




## ORDER WINDOW - BUILDING 'B' 3

SCALE: 3/4" = 1'-0"




## ORDER WINDOW - BUILDING 'A' 2

SCALE: 3/4" = 1'-0"

THE WIN-DOW

# AMERICAN GONZO - THE WIN~DOW

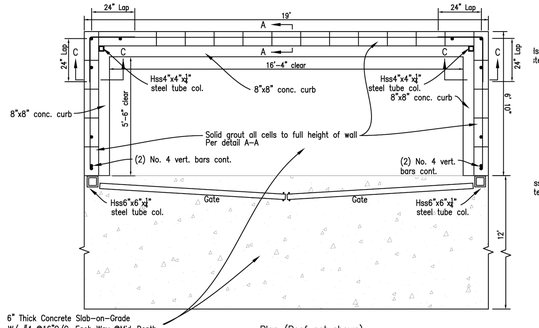
237 WEST CHAPMAN AVENUE, ORANGE, CA

DETAILS

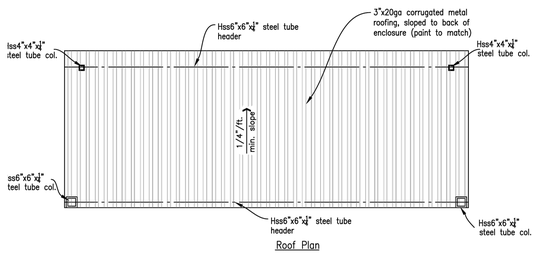
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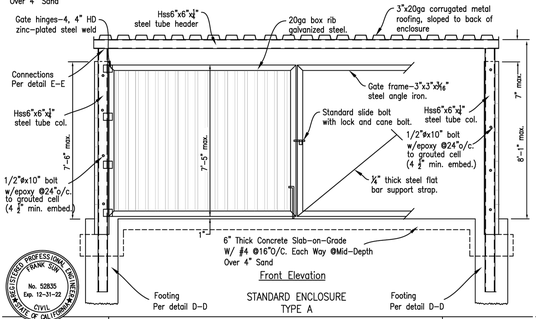
Job No. 2024-1055
Date: 2026-05-27



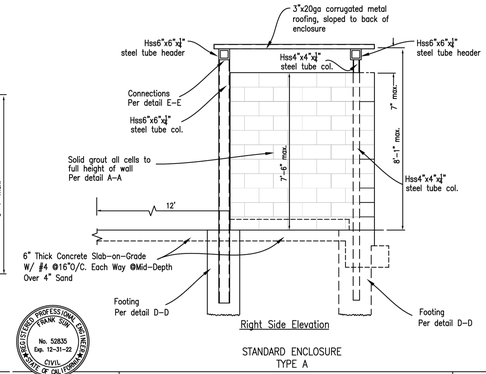

Plan (Roof not shown)




Roof Plan




Front Elevation




Right Side Elevation

STANDARD ENCLOSURE TYPE A

STATE OF CALIFORNIA REGISTERED PROFESSIONAL ENGINEER FRANK SUN No. 52835 Exp. 12-31-22 CIVIL

07/01/2022 DATE APPROVED
PUBLIC WORKS DIRECTOR
CITY ENGINEER

CITY OF ORANGE PUBLIC WORKS DEPARTMENT

TRASH ENCLOSURES

STANDARD PLAN No. 409

SHEET 1 OF 8

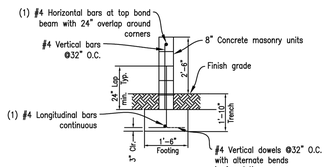
SHEET 2 OF 8



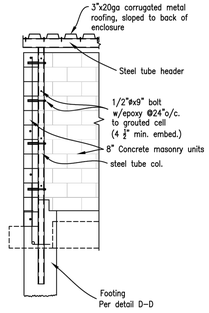

SECTION D-D
POST FOOTING DETAIL



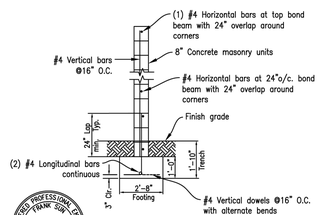

SECTION E-E
Header/Post Connection Detail




SECTION B-B
BLOCK WALL AND FOOTING SECTION
PEDESTRIAN ACCESS WALL




SECTION C-C
POST ANCHORAGE SECTION



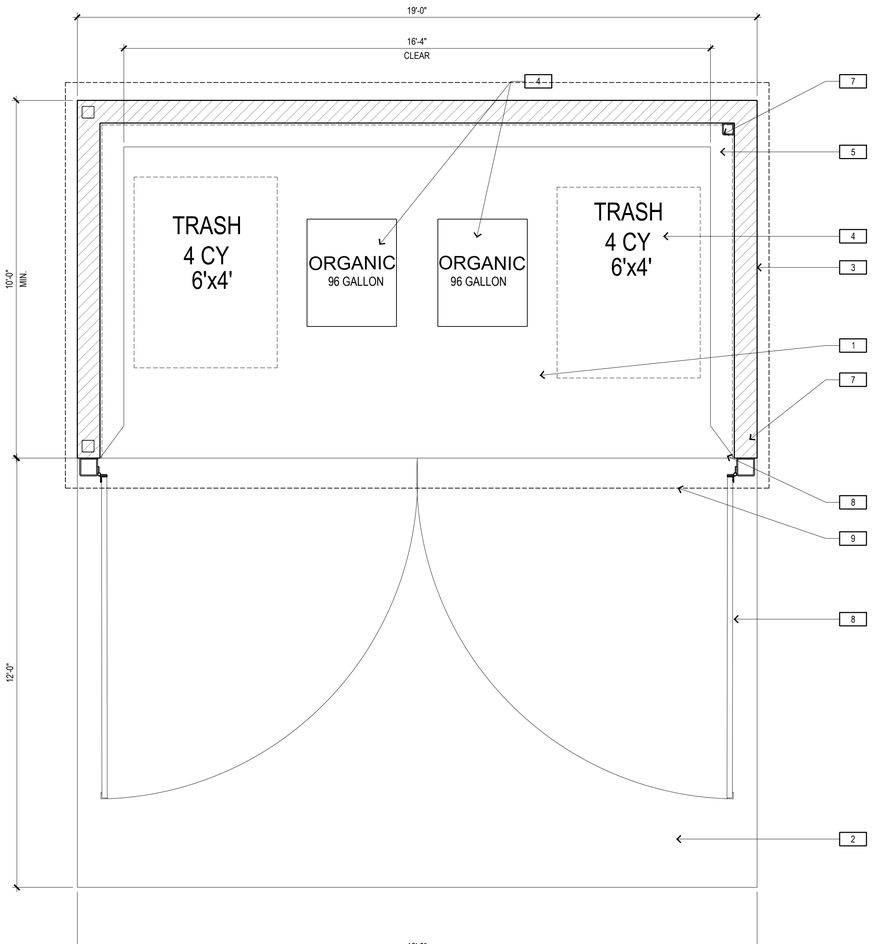

SECTION A-A
BLOCK WALL AND FOOTING SECTION

NOTES:

1. Concrete footing shall be Class 520-C-2500 (f'c=2500 psi).
2. Concrete masonry units shall conform to Chapter 21 of the latest edition of the CBC.
3. Reinforcing steel shall be deformed and conform to ASTM specification A615 Grade 40 or Grade 60.
4. Rebar shall be centered in the concrete masonry unit in which it is located.
5. Concrete masonry units shall be staggered.
6. Concrete masonry units shall have vertical continuity of cells unobstructed. All cells containing reinforcing shall be solid grouted (vertical and horizontal reinforcement).
7. Mortar mix for concrete masonry units shall be 1 part cement to ½ part lime to 4½ parts damp loose sand.
8. Grout mix for concrete masonry block wall shall be 1 part cement to 3 parts sand to which not more than 1/10 part lime may be added. Sufficient water shall be added to produce consistency for pouring without segregation of the constituents. The grout may contain 2 parts pea gravel, maximum size of ⅜".
9. Concrete block wall may be placed in the center of the "T" type foundation and at either edge of "L" type foundation.
10. First inspection shall be after trenches are ready for concrete and all required steel are tied at full height, with vertical and horizontal steel, but not grouted.
11. Foundation shall be poured against undisturbed soil with no appreciable slope of side walls on all types of foundations.
12. Concrete block wall over 3'-6" in height shall require building permit.
13. Height of concrete block walls shall comply with all provisions of the zoning code.
14. All concrete block walls shall be partially grouted.
15. All outside walls of enclosure shall have clear anti-graffiti coating.
16. All steel tube shall conform to ASTM A500 B 46 ksi steel.
17. All welding electrodes shall conform to E70XX rods.
18. Deputy inspection shall be required for field welding and welder shall be certified and approved by the City.
19. Deputy inspection shall be required for all epoxy anchorage.
20. All metal shall receive one coat of zinc chromate primer and two coats of medium alkyd paint.
21. Maximum grade shall not exceed 2% in any direction.
22. Location and number of required trash enclosures is subject to more stringent requirements by the Public Works Department.
23. All trash enclosures shall be located clear of all structures, have on-site accessibility, and be accessible for both deposit and collection.
24. No trash collection or storage area for commercial or industrial use shall be located within 100 feet of any residential area.
25. Pad shall be at ground or edge of pavement elevation.
26. Any variations from these standards shall have prior approval of the Public Works Department.
27. This standard shall prevail in the event of any conflict between Architectural drawings and Grading plan.
28. All compactors shall be self-contained and have prior approval of the Public Works Department.
29. Provide accessible latch on gate and accessible path of travel to trash enclosure.
30. All lids of any containers shall remain closed/secured when not being accessed for active disposal.
31. Provide security mesh screen or burglar bars if cover at top of CMU wall exceeds 7". Security mesh or burglar bars should comply with CMC 15.52.090(H)(3)(a) or (b).

SIZING REQUIREMENTS:

| | | |
|---|---|---|
| 1. | Multi-family Residential: | One standard enclosure per 5 or more units. No less than one standard enclosure per 10 units. |
| 2. | Retail Commercial: | One standard enclosure per 8,000 sq. ft. |
| 3. | Commercial Office: | One standard enclosure per 20,000 sq. ft.<br>*Over 50,000 sq. ft. – compactor or roll-off box may be required. Contact Public Works Department for prior approval. |
| 4. | High-rise Office/Hotel: | Compactor or roll-off box required. Contact Public Works Department for prior approval. |
| 5. | Industrial: | One standard enclosure per 20,000 sq. ft. Each additional 10,000 sq. ft. requires one additional enclosure.<br>*Over 50,000 sq. ft. – compactor or roll-off box may be required. Contact Public Works Department for prior approval. |
| 6. | Restaurants: | One standard enclosure per 1,500 sq. ft. |
| 7. | Special Project or Circumstances: | Contact Public Works Department for approval of location, number, and type of enclosures required for project. |
| 8. | Required Inside Clear Width: | Two bins, one 96-gallon organics cart – 16'-4"<br>Two bins, two 96-gallon organics carts – 19'-0" |




## KEY NOTES

| | |
|---|---|
| 1 | 6" THICK CONCRETE SLAB-ON-GRADE W/ #4 @16" O.C. EACH WAY @MID-DEPTH OVER 4" SAND |
| 2 | PROVIDE 6" THICK SEALED CONCRETE PAVING AT TRASH ENCLOSURE. EXTEND CONCRETE WEAR APRON 12'-0" FROM FRONT EDGE OF ENCLOSURE TOWARD HAULER ACCESS POINT. |
| 3 | 8" FULLY SOLID GROUTED CMU WALLS (8"x16"x8") SECTION DETAIL A-A |
| 4 | TRASH BIN AND ORGANIC CART |
| 5 | 8" HIGH x 8" WIDE CONCRETE CURB |
| 6 | PAINTED HSS 6"x6"x1/4" STEEL TUBE COLUMN |
| 7 | PAINTED HSS 4"x4"x1/4" STEEL TUBE COLUMN |
| 8 | PAINTED STEEL GATE - SHOP PRIMED AND PAINTED |
| 9 | 3"x20 GA CORRUGATED METAL ROOFING ABOVE, SLOPED TO BACK OF ENCLOSURE - PAINTED ON BOTH SIDES |

THE WIN-DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

DETAILS

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STREET SIDE VIEW FROM CHAPMAN AVE. SOUTH ELEVATION



BLDG. 'B' NORTH EAST ELEVATION




BLDG. 'A' WEST ELEVATION



STREET VIEW FROM CHAPMAN AVE - BLDG. 'B' SOUTH ELEVATION



STREET SIDE SOUTH WEST ELEVATION



BLDG. 'B' SOUTH EAST ELEVATION




BLDG. 'A' SOUTH ELEVATION

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EXTERIOR RENDERINGS

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Date: 2026-05-27




A



B



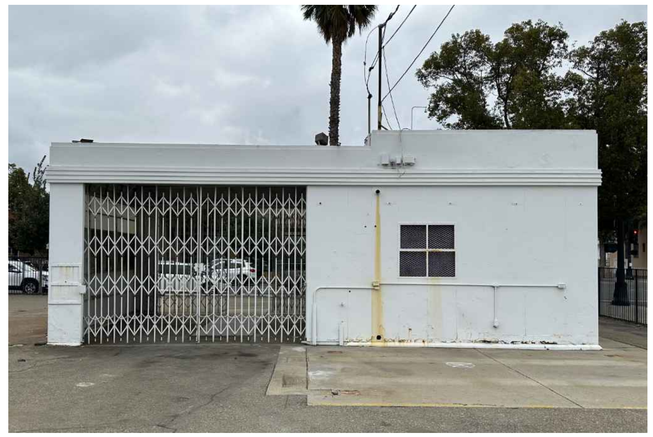
C



D



E



F



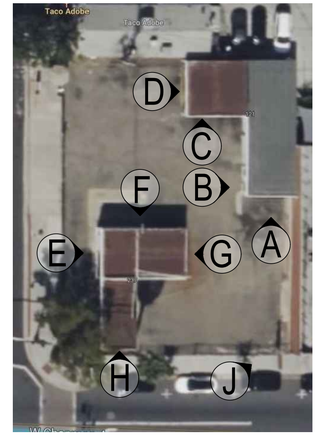
G



H




J




LEGEND

THE WIN~DOW

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237 WEST CHAPMAN AVENUE, ORANGE, CA

**EXISTING SITE PHOTOS**

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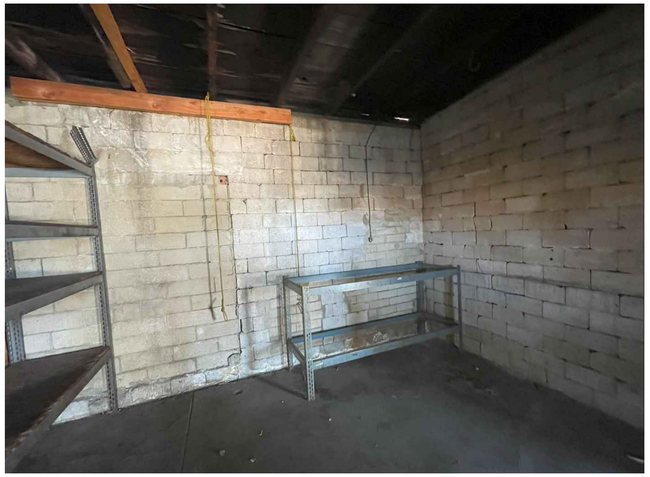
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Date: 2026-05-27



A



B



C



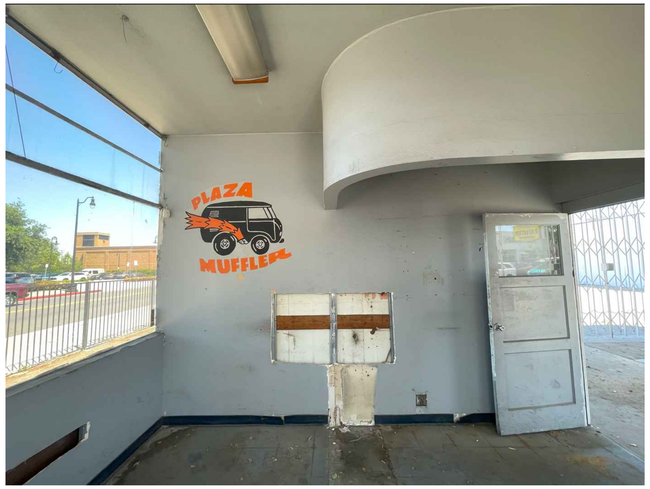
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E



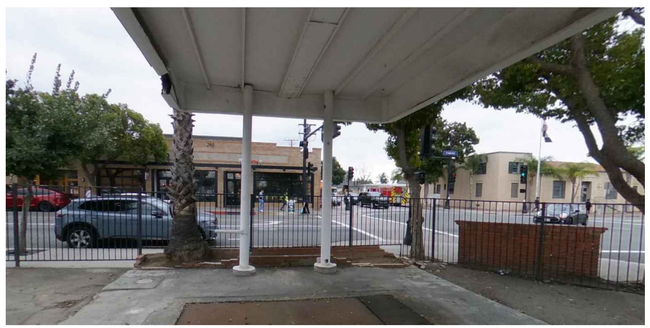
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G



H



I




LEGEND

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**EXISTING INTERIOR PHOTOS**

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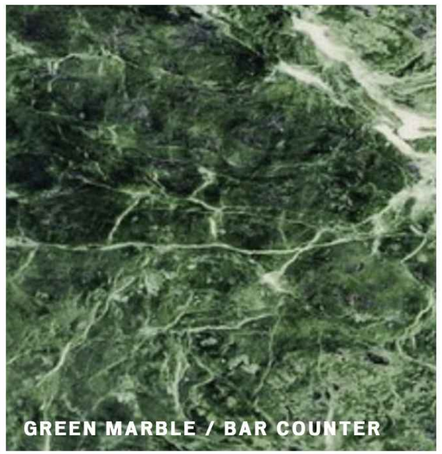
Job No. 2024-1055
Date: 2026-05-27


FFE / FIBERGLASS / SHADES


FFE / IN-GROUND HEATERS


FFE / IN-GROUND UMBRELLAS

BRANDING PALETTE

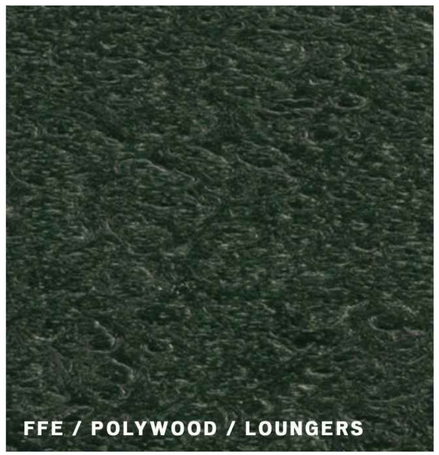

GREEN MARBLE / BAR COUNTER

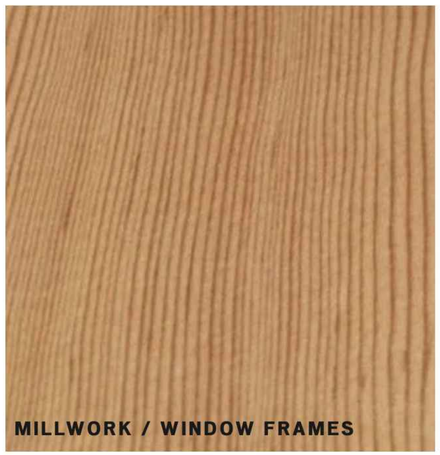

FFE / CAFE TABLES


FFE / STOOLS AND BENCHES


FFE / SOLOMATIC UNITS


FFE / PLASTIC STOOLS

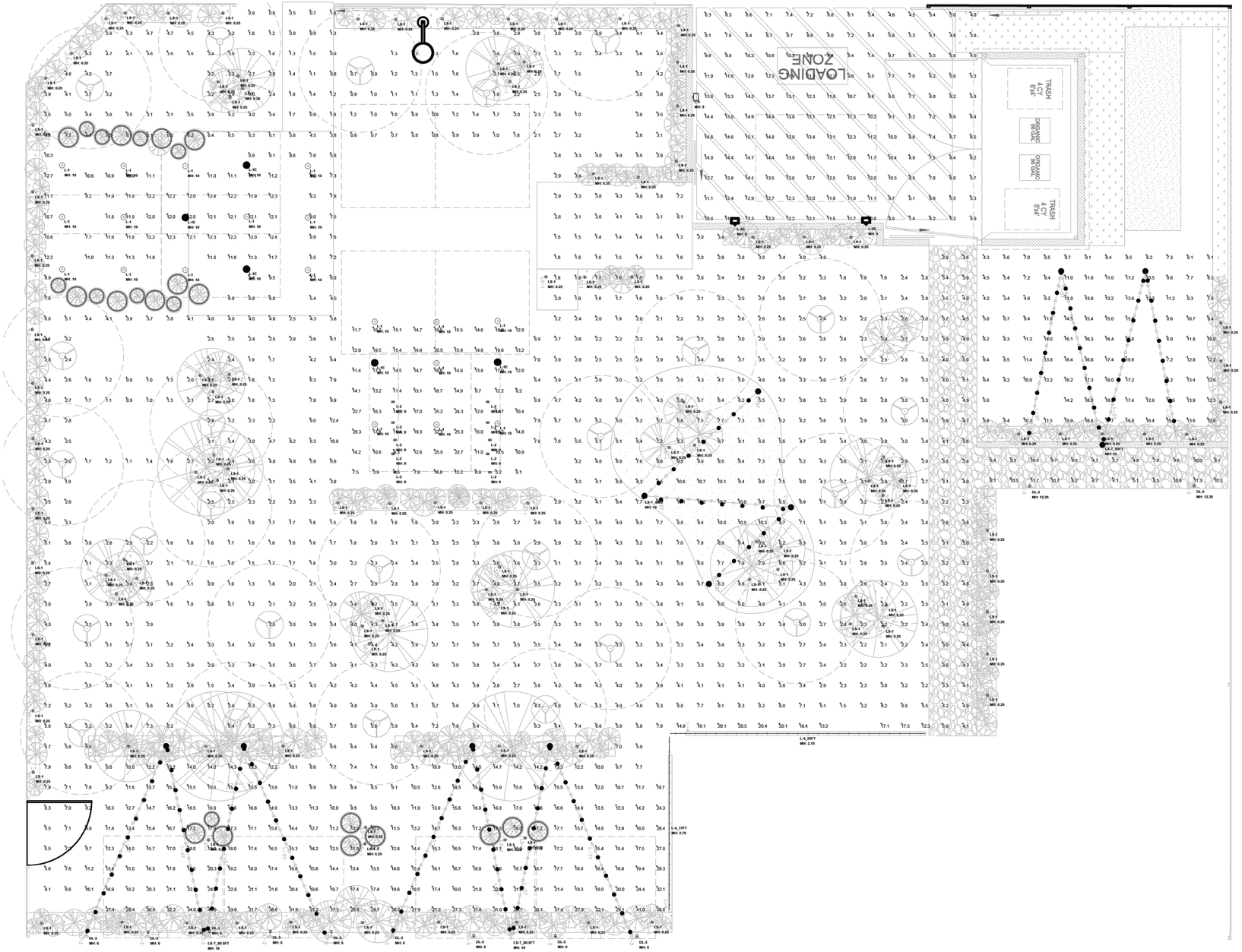

FFE / POLYWOOD / LOUNGERS


MILLWORK / WINDOW FRAMES


COMPACTED DG


PLAY AREAS


BRICK PAVERS




Luminaire Schedule

| Tag | Symbol | Qty | Label | LLF | Lumens | Watts |
|---|---|---|---|---|---|---|
| DL-3 | | 11 | WMCL4 P1 SSW2 A45 UVOLT PE DDBXD M4 | 0.900 | 2453 | 19.19 |
| L-1 | | 19 | IVO6CYL PC D 05LM 30K 80CRI 50D MIN1 MVOLT ZT L7 JBX CAN XX WL P XX LD FINISH | 0.900 | 429 | 5.14 |
| L-1E | | 5 | IVO6CYL PC D 05LM 30K 80CRI 50D MIN1 MVOLT ZT L7 JBX CAN XX E7WR WL P XX LD FINISH | 0.900 | 429 | 5.14 |
| L-2 | | 10 | HL-1380-XX-3000K-3LED-FL-LA-1 | 0.900 | 183 | 2.8 |
| L-4_17FT | | 1 | TPLE-SB-0-22-24 | 0.900 | N.A. | N.A. |
| L-4_25FT | | 1 | TPLE-SB-0-22- 24 | 0.900 | N.A. | N.A. |
| L-5 | | 1 | WDGE2 LED P4 30K 80CRI TFTM MVOLT SRM XXXX FINISH | 0.900 | 4002 | 46.6589 |
| L-5E | | 2 | WDGE2 LED P4 30K 80CRI TFTM MVOLT SRM E10WH XXXX FINISH | 0.900 | 4002 | 46.6589 |
| LS-1 | | 115 | PALM X P1 80CRI 27K XXX 55DEG FLC KM XXXXX S3XX IHLC3 XXXX | 0.900 | 1341 | 18.03 |
| LS-T_40FT | | 1 | TCSL-S-B-24-120_TVLTPET-G125-4-C-26-27-120_LS-CABLE-110LS-LOCK-S-4_SHADE-DS-BK-BK-10 - 40 FT | 4.200 | N.A. | N.A. |
| LS-T_69FT | | 1 | TCSL-S-B-24-120_TVLTPET-G125-4-C-26-27-120_LS-CABLE-110LS-LOCK-S-4_SHADE-DS-BK-BK-10 - 69 FT | 4.200 | N.A. | N.A. |
| LS-T_80.5FT | | 2 | TCSL-S-B-24-120_TVLTPET-G125-4-C-26-27-120_LS-CABLE-110LS-LOCK-S-4_SHADE-DS-BK-BK-10 - 80_5 FT | 4.200 | N.A. | N.A. |

CALCULATION SUMMARY

| LABEL | Units | Avg | Max | Min | Avg/Min | Max/Min |
|---|---|---|---|---|---|---|
| BLDG B_COVERED DINING AREA | Fc | 14.89 | 32.3 | 3.9 | 3.82 | 8.28 |
| LOADING ZONE & TRASH AREA | Fc | 9.67 | 15.1 | 3.9 | 2.48 | 3.87 |
| OUTDOOR DINING AREA | Fc | 6.80 | 41.6 | 0.5 | 13.60 | 83.20 |
| RESTROOM CORRIDOR | Fc | 8.10 | 11.7 | 3.7 | 2.19 | 3.16 |

TRUE NORTH

THE WIN-DOW

# AMERICAN GONZO - THE WIN~DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

## SITE PHOTOMETRICS

Architecture. Design. Relationships.
www.aoarchitects.com

19

Job No. 2024-1055
Date: 2026-05-27

November 14, 2025

**The Win~Dow and a Bar** (Restaurant) – Orange

Location: 237 W Chapman Ave, Orange, CA

## Re: Project Narrative

American Gonzo Restaurants (AGR) is proposing to locate their newest restaurant in Old Towne Orange. The emerging restaurant concept was established in 2019 in Venice Beach and has successfully opened four locations across the southland with a desire to bring their fifth location to Orange.

The fast-casual concept is a destination for classic smash burgers and fried chicken sandwiches with an iconic walk-up ordering and pick-up window akin to food service in beach-like settings. It is known as an all-age welcoming establishment in a 'pull-up-a-stool' casual environment setting. The location selected is the former site of the now Historically registered Hoffman Radiator in Old Towne Orange and is of particular interest to AGR The uniqueness of the site provides the brand with an opportunity for a much larger park-like setting with alfresco casual dining and light recreation.

This space has been vacant for many years and is a key location serving as a welcoming gateway to Old Towne Orange. The two existing buildings will house the main kitchen and food production operations (Building A), while the smaller service building will operate as a full bar (Building B) with the approval of liquor sales, as part of this project's submittal scope. There are no interior guest dining spaces, apart from the covered open-air canopies that will remain in-place. The adaptive re-use or change of use does require a proposed third structure to be added to the site to house guest restrooms.

The project consists of an adaptive re-use of the two existing 1925 buildings. Building A is a masonry/wood service bay type building and Building B is a steel panel frame 'service station'. Both are equipped with large overhead metal canopies that formerly served as exterior automotive service bays. As a contributing property to the City of Orange Historic districts, it is important to the client and design team that the historic nature and art deco architectural style be preserved, and re-use of the site be handled with care while celebrating the essence of the long-standing operation as an automotive repair shop for most of its 100 years of existence.

A full historical assessment has been conducted highlighting key architectural features that are to remain or be carefully modified to allow for this change of use without disrupting the significant character of the site or structures therein. The Secretary of Interiors Guidelines are adhered by rigorous review and design influence from Historic Resources Group (HRG), a respected consultant by the City of Orange Planning Department. The remainder of the site transformation from a service lot to pedestrian centric dining 'park' is key to the site improvement scope.

The proposed design consists of a fully gated space with lush inground landscaping, dining amenities such as umbrellas, lighting, play area for children as well as a small bocce ball court. In addition, the

project proposes; minor grading, code required improvements, utilities upgrades, New Trash enclosure and a re-use of the existing vehicular entry drive for delivery and trash pick-up. Parking is not a part of this scope as the project falls within the Old Towne District under the current zoning ordinance thus, onsite parking is not required.

This property is located within the Santa Fe Depot Specific Plan and adheres to those objectives, policies and guidelines through thoughtful adaptive reuse, placemaking and community services and programs beyond a typical fast-casual restaurant establishment. Incorporating historic rehabilitation to protect the historic environment of the site and implementing modern sustainable environmental practices will make this project a true place maker that will boost community synergy at the gateway to our beloved Old Towne Orange.

## Architectural Basis of Design

The Site is considered a Contributing Site of historical significance as it is located within the City of Oranges' three Historical District Overlays:

- Plaza Historic District
- Local Old Towne Historic District
- Old Towne Orange Historic District

All efforts will be made to conform to the City of Orange Historic Review and Historic Preservation Design Standards (HPDS) where applicable. HRG has been engaged to review and guide the project through the proper approach to historic renovations/rehabilitation for adaptive re-use. Historically significant elements that contribute to the former use and historic past will be carefully considered and the design solutions proposed will align to minimize impact to the historical property and historical features.

<u>Windows and Doors</u>

Existing fenestration structure will remain intact or modified within the approved governing guidelines. The key elevations will remain in close-to-existing conditions with modifications specifically due to energy code and adaptive re-use needs for food service use. These modifications include insulated glass within existing steel trim windows/doors with new operable windows that complement the existing building elements.

Roll-up doors will be proposed in the southwest Building B Easterly canopy (former repair bay) to replace the security gates that were added more recently than the original buildings construction. The proposed doors will be specified to be reminiscent of automotive roll-up glass and metal doors appropriate in automotive use. A similar application was successfully utilized at Philz Coffee in Old Towne orange.

Exterior Finishes:

Exterior finishes will remain intact and be properly rehabilitated to seal the building from weather and energy efficiency to meet the strict State of California Cal Green requirements. The Art-deco style will remain intact and hold as significant to the existing architectural design of the structures. Rehabilitation will repair damaged areas and structures painted within a similar color palette maintaining the existing look and feel of the site.

Site:

Intentional transformation for the grounds includes a minimalist design approach utilizing decomposed granite surfacing, preservation of some, but not all, existing concrete pads where accessibility is achievable. The empty lift pit will remain under the southwest canopy of Building B to preserve the narrative of the historic use of the site.

Mechanical Equipment:

New condenser units for Building A will be ground mounted and screened to maintain roof parapet heights thus do not require roof screening. Building B will have a new roof equipment platform on the lower east side of the roof and screened to meet planning view requirements. The screen will be constructed in similar materials, color and architectural style to complement the existing art-deco language.

Please refer to the design drawings and details as well as the Historical Assessment report for further information surrounding Basis of Design.

## The Win~Dow and a Bar – Orange; Use Narrative

From its inception in 2019, The Win~Dow has existed as a casual smash-burger concept that originated as a side product of the higher-end steakhouse American Beauty in Venice, CA. Its primary value revolves around providing high-quality, affordable food within a community-focused, unpretentious environment. The inclusion of a full-service bar is unique to this location and provides a synergetic 'oasis' to the large quarter acre outdoor venue. The space embraces an all-ages destination with play areas and light recreation, creating an almost park-like setting for everyday use and serving as a potential private special event venue.

The proposed space would operate seven days a week with closures limited to certain holidays or public closures during special events such as corporate events buy-outs.

Dining is primarily alfresco (outdoor) with some seating under existing canopies with provisions of movable umbrellas and heaters throughout.

Seating Counts:

Table seating: 225
Bar Seating: 16
Fire Pit Seating: 24

Activities:
Activities include fire pits, a play area for children/parents, and a ping-pong table further defining the space as an interactive park-like setting.

There is the desire to have low level music that meets the sound ordinance in the Downtown district restrictions. Potential low volume acoustic live music may be a consideration as well.

Operations:
The gated perimeter will have three main access points one at the existing location on Chapman and two added to the Lemon St side. These access gates are intended to remain fully open during operating hours.

The Restaurant will provide the traditional Win~Dow menu offerings and operate as a walk-up order and pick-up point on the south end of Building A. The bar building will have operable windows that allow for walk up service as well as bar seating with direct service.

Hours of Operation:
Restaurant:
Sunday-Thursday: 10 am – 11 pm
Fridays/Saturdays: 10 am – 12 am

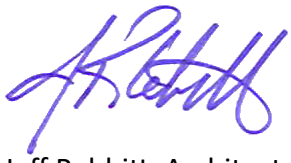
Hours of Alcohol Service:
Same as above.

Employee Count:
Expected number of employees per shift: 20 employees
Expected number of employees total: 70 - 75 employees

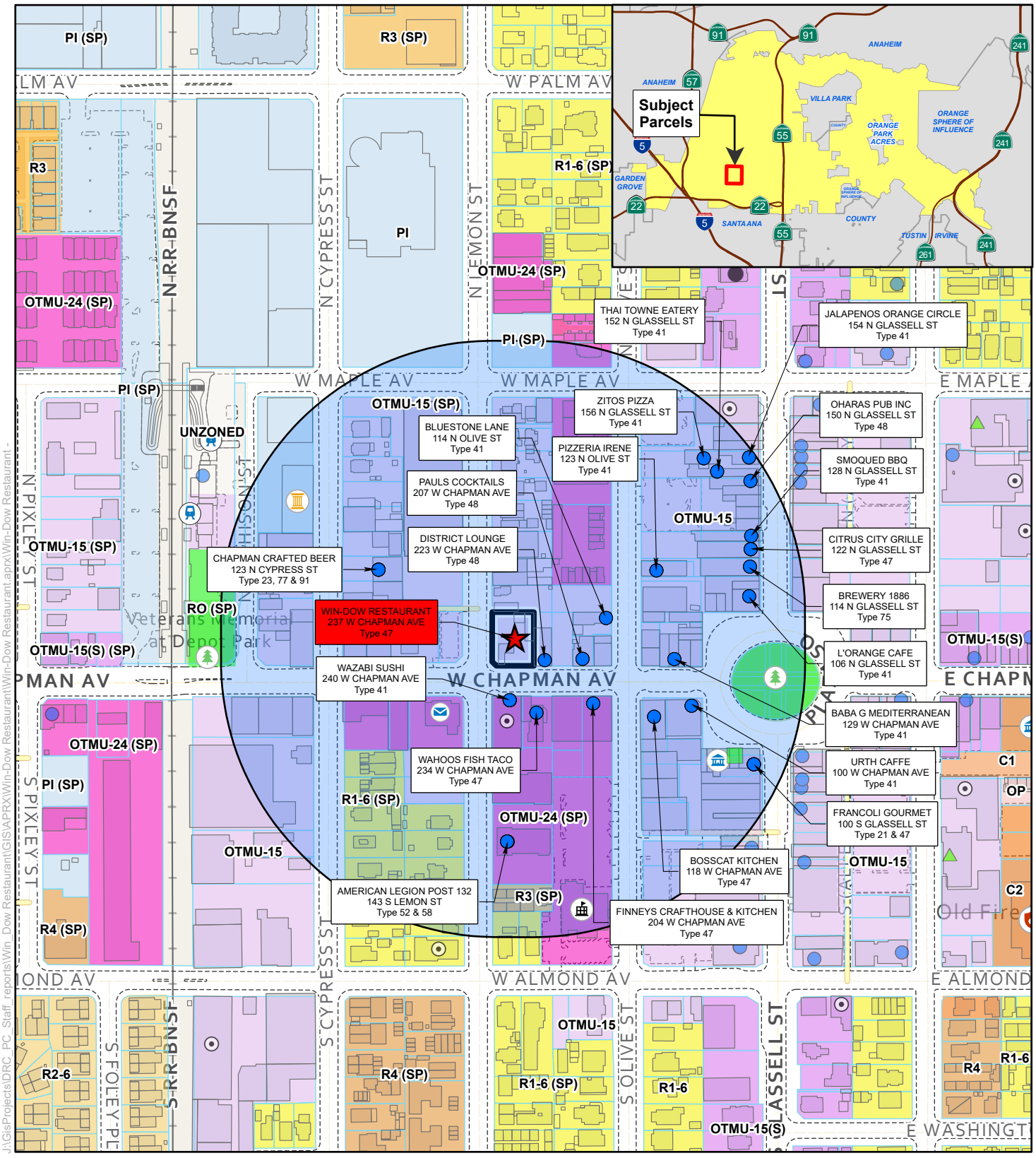
Alcohol management:
How alcohol will be displayed on premise: Back Bar Display
How alcohol will be stored on premise: In beer cooler + liquor storage

AGR and AO Architects appreciate the time the city has provided this project and the team of professionals to ensure the design is developed and aligned with the input from the City of Orange's planning department. This collective effort is leading toward a dynamic destination-centric project that would be a great addition to the Old Towne Orange Plaza and historical community fabric.

Respectfully:



Jeff Rabbitt, Architect
AO Architects




City of Orange
Geographic Information System

**Legend**

- Proposed Site
- Parcels
- Subject Parcel
- 600-ft Radius of Proposed
- Active
- Surrendered
- Pre-School/Day Care
- Sober Living Facilities
- Museum
- Park
- Public Transit
- Community Services
- Fire
- Public Building
- Post Office
- House of Worship

N W E S

0 150 300 Feet

6/26/2026

Source: City of Orange (2026)

237 W CHAPMAN AVE

# ABC LICENSES AND SENSITIVE RECEPTORS

# THE WIN-DOW

## COCKTAILS

**SUPERBLOOM** 10
Vodka, Lemon, Apricot, Ginger, Chamomile, Sage

**MARGARITA** 11
Reposado Tequila, Lime, Kumquat, Tajin

**POMEGRANATE GROVE** 12
Tequila, Lime, Pomegranate, Orgeat, Mint

**BOURBON PEACH TEA** 12
Bourbon, Lemon, Iced tea, Peach Puree, Basil

**MICHELADA** 8
House Tomato & Fresno Mix, Tecate, Maggi, Tajin

**RICKEY KNOWS N/A** 9
Raspberry, Lime, Mint

## WINE BY THE GLASS

### -WHITE-

**SAUVIGNON BLANC** 12
Kumusha, South Africa

**VERMENTINO** 12
Vega Vineyards,
Santa Barbara, CA

**ROSE OF CINSAULT** 14
Benjamin Talliandier, France

### -RED-

**GLOU GLOU** 15
Las Jaras, Mendocino, CA

**BARBERA** 15
Vega Vineyards, Santa Ynez, CA

**CABERNET SAUVIGNON** 17
Roman Ceremont, Santa Ynez, CA

## - BIG POUR OF - HOUSE WINE

**WHITE OR RED**
10

## BEER

### -DRAFT-

**HARLAND** 8
Japanese Lager

**SKYDUSTER** 8
IPA

### -CAN-

**TECATE** 3
Mexican Lager

**AMSTEL LIGHT** 5
Dutch Lager

**JUNE SHINE** 6
Mango (Hard Kombucha)

**BEST DAY BREWING** 6
Hazy IPA(NA)

## MERCH

THE WIN-DOW

**HATS** 18
One Size Fits All

**SHIRTS** 25
Blue or Green. S-2XL

We have added a 3% Happy & Healthy Surcharge to your bill. This charge is not a gratuity, but rather supports our ability to provide sustainable earnings and benefits for our team. This charge is optional, so please let us know if you'd like it removed from your bill.

# THE WIN-DOW BURGERS

Our burgers are flat top grilled with onions,
served with American cheese, pickles & house sauce.

**CHEESEBURGER** 4.50

**DOUBLE CHEESEBURGER** 7.75

**BEAUTY BURGER** 8.50
for the vegetarians (impossible burger)

## OTHER CLASSICS

**FRIED CHICKEN SANDWICH** 7.50

**THE $8 GRAIN BOWL** 8.00
brown rice, six veggies, two seeds, soft egg

**SHAVED KALE SALAD** 8.50
lemon vin, pecorino, pine nuts, croutons

**FRENCH FRIES** 4.25

## HAND-SPUN SHAKES

CHOCOLATE S'MORES

LOCAL STRAWBERRY

VANILLA BEAN

6.25

## DIPPED CONES

MINT COOKIES & CREAM

SALTED CARAMEL

PEANUT BUDDY

5.75

## FOUNTAIN SODA, FRESH LEMONADE OR ICED TEA 2.50

**SAUCES** (house or jalapeño) 0.65 **SMASHED AVO** 1.00

We have added a 3% Happy & Healthy Surcharge to your bill. This charge is not a gratuity, but rather supports our ability to provide sustainable earnings and benefits for our team. This charge is optional, so please let us know if you'd like it removed from your bill.

# Agenda Item

## Planning Commission

**Item #:** 4.2. 7/6/2026 **File #:** 26-0402

**TO:** **Chair and Members of the Planning Commission**

**THRU:** **Hayden Beckman, Planning Manager**

**FROM:** **Lauren Briggs, Planning Technician**

## 1. SUBJECT

A Public Hearing to consider a proposal to operate a new charter elementary school with a maximum enrollment of 864 students within two existing buildings and construct two new play areas within an existing parking lot on a property located at 1937 and 2011 W. Chapman Ave. and finding of CEQA exemption (PA25-0156: Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156).

## 2. SUMMARY

The applicant is proposing a new 864-student charter elementary school (California Republic Leadership Academy) and related site improvements on a property with two existing commercial buildings located at 1937 and 2011 W. Chapman Ave.

## 3. RECOMMENDED ACTION

1. Conduct and close the Public Hearing.
2. Adopt Planning Commission Resolution No. 15-26 approving Planning Application No. 25-0156 (Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156), to allow an 864-student charter elementary school and related site improvements on an existing commercial site located at 1937 and 2011 W. Chapman Ave.
3. Find the request categorically exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15301 of the State CEQA Guidelines.

## 4. PROJECT BACKGROUND

| **Property Information** | |
|---|---|
| Applicant | David Hyun |
| Property Owner | 2000 Chapman Inc. |
| Property Location | 039-331-40 |
| Existing General Plan Land Use Element Designation | General Commercial Max. 1.0 FAR (GC) |
| Existing Zoning Classification | General Business (C2) |

| | |
|---|---|
| Old Towne | No |
| Specific Plan/PC | N/A |
| Site Size | 2.7 acres |
| Circulation | The site is located on the north side of W. Avenue, east of N. Eckhoff Street. There i point into the site from W. Chapman Avenu Orange's Circulation and Mobility Plan des Chapman Avenue as a "Major Arterial" stre lane divided roadway with a median or con left turn lanes. "Major Arterials" may prohib on-street parking. |
| Existing Conditions | The 2.7-acre project site is currently utilize educational use tenants. There is surface l extends to the north property line of the pr back of the existing buildings. A mix of sing multi-family residences and commercial bu surround the site. |
| Surrounding Land Uses and Zoning | **North:** Single-Family Residential-6 (R1-6) Residential with a single story overlay zone single- and multi-family uses across W. Ma |
| | **South:** General Business (C2) with office u Chapman Avenue |
| | **East:** General Business (C2) and Multifam with a single story overlay zoned (R3(A)) w fronting W. Chapman Avenue and multi-fa fronting W. Maple Avenue |
| | **West:** General Business (C2) and Single F (R1-6) with an office use |
| Previous Applications/ Entitlements | N/A |

## 5. PROJECT DESCRIPTION

The applicant proposes to establish and operate a new 864-student charter elementary school located within two existing two-story commercial buildings located at 1937 and 2011 W. Chapman Avenue. The property is currently developed and occupied as a commercial site with existing educational uses and a surface parking lot. The proposed charter elementary school would consist of students from Transitional Kindergarten (TK) through 8th grade.

The applicant proposes to open in 2027-2028 school year with an enrollment of 520 students and will increase incrementally over the first three years. The school proposes to reach its maximum capacity with 864 students in 2029-2030 school year and maintain consistent maximum enrollment. There will be a total of 35 teachers across all grades and 10 non-teaching administrative staff on-site. The applicant acknowledges that school may reach full enrollment of 864 students by the opening in the

2027-2028 school year.

The school will have all vehicle queueing associated with drop-off and pick-up of students entirely on-site, with all vehicular and pedestrian access provided from the existing entry along the north side of W. Chapman Avenue. There will be no access from the project site to Maple Avenue along the north side of the site. The applicant proposes a staggered student drop-off and pick-up schedule described below:

| | **Drop off/Pick-up Schedule** | |
|---|---|---|
| Time Frame | **Number of Students** | **Grade Level(s)** |
| 7:30 a.m. - 8:00 a.m. | 252 | K, 1, 2 |
| 8:00 a.m. - 8:30 a.m. | 316 | TK a.m., 3-5 |
| 8:30 a.m. - 9:00 a.m. | 276 | 6-8 |
| | | |
| 11:30 a.m. (drop off) | 20 | TK p.m. |
| 12:00 p.m. (pick up) | 40 | TK a.m. |
| | | |
| 2:30 p.m. - 3:00 p.m. | 252 | K,1,2 |
| 3:00 p.m. - 3:30 p.m. | 296 | TK p.m., 3-5 |
| 3:30 p.m. - 4:00 p.m. | 276 | 6-8 |

Both existing two-story buildings measure 23 feet high, and each provides 26,956 interior square feet, for a grand total of approximately 53,913 interior square feet. In order to accommodate the new charter school operating within the two existing commercial buildings, the applicant proposes to reconfigure the interior layout. The proposed interior improvements would create 45 total classrooms, including specialty program rooms for music and art, and 11 breakout rooms as small meeting places for faculty and students. There will be one multipurpose room with a connected warming kitchen, and 10 offices and school support spaces. The physical buildings will not increase square footage; the applicant will utilize only the existing space for interior tenant improvements.

For student recreational space, the applicant proposes to provide two new exterior play areas, one measuring 9,210 square feet and the other 10,760 square feet, located behind the existing buildings. The applicant proposes utilizing the existing surface parking lot to accommodate this area and remove 111 of the 211 existing parking spaces, leaving 100 parking spaces available. Access to the on-site parking spaces would be available to staff and guests only.

**Development Standards**

There are no changes proposed to the exterior of the building, therefore a comparison of the building to the existing development standards has not been conducted, except for parking.

| | Required | Proposed | Code Section |
|---|---|---|---|

| | | | |
|---|---|---|---|
| *Parking (Kindergarten-8th Grade)* | 1.8 spaces per classroom, plus adequate loading/unloading zone (total 45 classrooms) = 81 required parking space and 4 accessible parking spaces | The site has a total of 100 parking spaces (Surplus of 19 parking spaces). | Table 17.34.060 (B) |

## 6. PROJECT ANALYSIS

Issue 1: Proposed Student Drop-off/Pick-up Area

The existing commercial buildings are not required by the provisions of the Orange Municipal Code to provide drop-off and pick-up areas, nor recreational spaces. To provide recreational space for students, additional parking spaces will be removed, which impacts the design and available space on-site for efficient student drop-off at the school.

To assist parents and guardians with drop-off/pick up, the school has prepared a vehicular queuing system. Vehicles entering will proceed north through the drive aisle between the two existing buildings and the outdoor play areas, with one lane in each direction. The on-site vehicular queue begins to the north of the fire access lane which encompasses the vehicular aisle between the two existing buildings and hammerhead turnaround to the north of the two existing buildings. The vehicular queue follows the path around the surface parking lot's outer drive aisles in a counterclockwise direction. The designated pick-up and drop-off zone is located at the farthest point along the vehicular queue facing southbound and adjacent to the westerly play area, just north of the 2011 W. Chapman Avenue building and adjacent to the associated play area.

The pick-up/drop-off zone can accommodate six cars at a time, with students proceeding to the play yard in the morning before school, and students gathering in the play yard for pickup after school. Once the students are picked up or dropped off, the vehicle will proceed south through the fire access lane and will exit the project site through the existing driveway on W. Chapman Avenue using right-turn egress. The proposed queuing system design could accommodate approximately 58 total cars at once.

The school will also utilize automated dismissal software to enhance safety and efficiency. Each vehicle receives a numbered placard corresponding to the student's class, allowing staff to prepare the student for pickup as the vehicle approaches. This process ensures that students are ready at the curb upon arrival, minimizing waiting times and congestion. The school will include five to eight traffic control coordinators, wearing vests for identification purposes, will assist at the loading zone and will encourage drivers to depart promptly upon drop-off/pick-up. The applicant's consultant, Linscott, Law & Greenspan (LLG) Transportation Engineers and Planners', has prepared a traffic analysis which includes an assessment of this pickup and drop-off system (Attachment 6).

## 7. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Section 17.08.020 and Sections 17.10.030 authorizes the Planning Commission to review and take action on Conditional Use Permits for schools .

## 8. PUBLIC NOTICE

Notice was provided to owners and tenants within 300 feet of the project and posted at the project site on or before June 25, 2026.

## 9. ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301 (Class 1 Existing Facilities) because the project involves a negligible expansion of an existing use, consisting of interior tenant improvements of the two existing buildings, and conversion of two new play areas from the existing parking lot. There is no environmental public review required for a Categorical Exemption.

## 10. ADVISORY BOARD ACTION

**Staff Review Committee**:

The Staff Review Committee reviewed the project on Wednesday, January 28, 2026 and Wednesday March 11, 2026, and recommended approval with conditions.

## 11. ATTACHMENTS

- Attachment 1 Draft Planning Commission Resolution No. PC 26-0402
- Attachment 2 Applicant Letter of Justification dated June 29, 2026
- Attachment 3 Project Plans
- Attachment 4 Vicinity Map
- Attachment 5 Applicant Community Outreach Memorandum
- Attachment 6 Traffic Impact Analysis
- Attachment 7 Site Photos

# Agenda Item

## Planning Commission

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| 12:00 p.m. (pick up) | 40 | TK a.m. |
| | | |
| 2:30 p.m. - 3:00 p.m. | 252 | K,1,2 |
| 3:00 p.m. - 3:30 p.m. | 296 | TK p.m., 3-5 |
| 3:30 p.m. - 4:00 p.m. | 276 | 6-8 |

Both existing two-story buildings measure 23 feet high, and each provides 26,956 interior square feet, for a grand total of approximately 53,913 interior square feet. In order to accommodate the new charter school operating within the two existing commercial buildings, the applicant proposes to reconfigure the interior layout. The proposed interior improvements would create 45 total classrooms, including specialty program rooms for music and art, and 11 breakout rooms as small meeting places for faculty and students. There will be one multipurpose room with a connected warming kitchen, and 10 offices and school support spaces. The physical buildings will not increase square footage; the applicant will utilize only the existing space for interior tenant improvements.

For student recreational space, the applicant proposes to provide two new exterior play areas, one measuring 9,210 square feet and the other 10,760 square feet, located behind the existing buildings. The applicant proposes utilizing the existing surface parking lot to accommodate this area and remove 111 of the 211 existing parking spaces, leaving 100 parking spaces available. Access to the on-site parking spaces would be available to staff and guests only.

**Development Standards**

There are no changes proposed to the exterior of the building, therefore a comparison of the building to the existing development standards has not been conducted, except for parking.

| | Required | Proposed | Code Section |
|---|---|---|---|

| | | | |
|---|---|---|---|
| *Parking (Kindergarten-8th Grade)* | 1.8 spaces per classroom, plus adequate loading/unloading zone (total 45 classrooms) = 81 required parking space and 4 accessible parking spaces | The site has a total of 100 parking spaces (Surplus of 19 parking spaces). | Table 17.34.060 (B) |

# 6. PROJECT ANALYSIS

Issue 1: Proposed Student Drop-off/Pick-up Area

The existing commercial buildings are not required by the provisions of the Orange Municipal Code to provide drop-off and pick-up areas, nor recreational spaces. To provide recreational space for students, additional parking spaces will be removed, which impacts the design and available space on-site for efficient student drop-off at the school.

To assist parents and guardians with drop-off/pick up, the school has prepared a vehicular queuing system. Vehicles entering will proceed north through the drive aisle between the two existing buildings and the outdoor play areas, with one lane in each direction. The on-site vehicular queue begins to the north of the fire access lane which encompasses the vehicular aisle between the two existing buildings and hammerhead turnaround to the north of the two existing buildings. The vehicular queue follows the path around the surface parking lot's outer drive aisles in a counterclockwise direction. The designated pick-up and drop-off zone is located at the farthest point along the vehicular queue facing southbound and adjacent to the westerly play area, just north of the 2011 W. Chapman Avenue building and adjacent to the associated play area.

The pick-up/drop-off zone can accommodate six cars at a time, with students proceeding to the play yard in the morning before school, and students gathering in the play yard for pickup after school. Once the students are picked up or dropped off, the vehicle will proceed south through the fire access lane and will exit the project site through the existing driveway on W. Chapman Avenue using right-turn egress. The proposed queuing system design could accommodate approximately 58 total cars at once.

The school will also utilize automated dismissal software to enhance safety and efficiency. Each vehicle receives a numbered placard corresponding to the student's class, allowing staff to prepare the student for pickup as the vehicle approaches. This process ensures that students are ready at the curb upon arrival, minimizing waiting times and congestion. The school will include five to eight traffic control coordinators, wearing vests for identification purposes, will assist at the loading zone and will encourage drivers to depart promptly upon drop-off/pick-up. The applicant's consultant, Linscott, Law & Greenspan (LLG) Transportation Engineers and Planners', has prepared a traffic analysis which includes an assessment of this pickup and drop-off system (Attachment 6).

## 7. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Section 17.08.020 and Sections 17.10.030 authorizes the Planning Commission to review and take action on Conditional Use Permits for schools .

## 8. PUBLIC NOTICE

Notice was provided to owners and tenants within 300 feet of the project and posted at the project site on or before June 25, 2026.

## 9. ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301 (Class 1 Existing Facilities) because the project involves a negligible expansion of an existing use, consisting of interior tenant improvements of the two existing buildings, and conversion of two new play areas from the existing parking lot. There is no environmental public review required for a Categorical Exemption.

## 10. ADVISORY BOARD ACTION

**Staff Review Committee**:

The Staff Review Committee reviewed the project on Wednesday, January 28, 2026 and Wednesday March 11, 2026, and recommended approval with conditions.

## 11. ATTACHMENTS

- Attachment 1 Draft Planning Commission Resolution No. PC 26-0402
- Attachment 2 Applicant Letter of Justification dated June 29, 2026
- Attachment 3 Project Plans
- Attachment 4 Vicinity Map
- Attachment 5 Applicant Community Outreach Memorandum
- Attachment 6 Traffic Impact Analysis
- Attachment 7 Site Photos

**RESOLUTION NO. PC 15-26**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ORANGE APPROVING PLANNING APPLICATION NO. 25-0156 (CONDITIONAL USE PERMIT NO. 25-0156 AND MINOR SITE PLAN REVIEW NO. 25-0156), TO ALLOW AN 864-STUDENT CHARTER SCHOOL AND RELATED SITE IMPROVEMENTS ON AN EXISTING COMMERCIAL SITE LOCATED AT 1937 AND 2011 W. CHAPMAN AVE.**

**APPLICANT: CALIFORNIA REPUBLIC LEADERSHIP ACADEMY**

**WHEREAS**, the Planning Commission has authority per Orange Municipal Code (OMC) Table 17.08.020, and Sections 17.10.030.C and 17.13.030 to take action on Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156, at 1937 and 2011 W. Chapman Avenue; and

**WHEREAS**, an application for Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156, was filed by the applicant in accordance with the provisions of the OMC; and

**WHEREAS**, the application for Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-1056 was processed in the time and manner prescribed by state and local law; and

**WHEREAS**, Conditional Use Permit No. 25-1056 and Minor Site Plan Review No. 25-0156 are Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301 (Class 1 – Existing Facilities) and

**WHEREAS**, on January 28, 2026, and March 11, 2026, the City's Staff Review Committee (SRC) reviewed the project and provided comments, and on March 11, 2026, the SRC recommended Planning Commission (PC) approval of the project, subject to conditions of approval; and

**WHEREAS**, on July 6, 2026, the Planning Commission conducted one duly advertised public hearing, at which time interested persons had an opportunity to testify either in support of, or opposition to, the proposal and for the purpose of considering Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission approves Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156, to establish an 864

student charter elementary school located at 1937 and 2011 W. Chapman Avenue, based on the following findings:

**SECTION 1 – FINDINGS**

General Plan Findings:

1. *The project must be consistent with the goals and policies stated within the City's General Plan*.

   The project is consistent with the Land Use Element of the City's General Plan that encourages a well-balanced community, one which provides a broad range of housing and business opportunities as well as recreational, institutional, and cultural activities that enhance the overall living environment. The proposed use will serve grades Transitional Kindergarten through eighth grade within the existing buildings on the subject property and provide new employment and education opportunities for residents in the City. The project does not propose changes to the existing building exterior which is compatible with nearby development.

Conditional Use Permit Findings:

1. *A Conditional Use Permit shall be granted upon sound principles of land use and in response to services required by the community (OMC 17.10.030.F.1).*

   California Republic Leadership Academy has requested to establish a new charter school at the subject property. The school will operate as a public charter elementary school within the boundaries of the Orange Unified School District.

   Public education facilities are one of the basic services required for any municipality to provide to its residents. As such, the community as a whole benefits from both public and private schools developed in conformity with the land use and development standards of the Orange Municipal Code. Schools are permitted pursuant to a Conditional Use Permit in all zones of the city and are customarily found in both commercial and residential areas. The proposed location of the charter elementary school is consistent with the pattern of development for both public and private schools throughout the city.

2. *A Conditional Use Permit shall not be granted if it will cause deterioration of bordering land uses or create special problems for the area in which it is located (OMC 17.10.030.F.2).*

   The request to operate California Republic Leadership Academy charter elementary school is not anticipated to have an adverse impact on surrounding land uses or create a special problem, because the proposed use will occur on a site that has already been serving multiple educational use tenants. The existing buildings and site previously authorized for educational uses are adequate to serve the current request to operate a school with a maximum of 864 students. Additionally, the site will provide a surplus of on-site parking

and accommodate a new on-site student drop-off an pick-up queuing system to maximize the efficient movement of students before, during, and after school hours. Therefore, the school in this circumstance would not cause the deterioration of the bordering residential land uses nor create special problems for the area.

The site is adjacent to single- and multi-family residential developments and commercial uses. Schools are permitted pursuant to a Conditional Use Permit in the Residential Single Family (R1-6) zone and are customarily found in both commercial and residential areas. The proposed location of the school is consistent with the pattern of development for both public and private schools throughout the city, and will utilize an existing developed property.

3. *A Conditional Use Permit must be considered in relationship to its effect on the community or neighborhood plan for the area in which it is located (OMC 17.10.030.F.3).*

   The existing neighborhood consists of an urban and developed environment, and the proposal is consistent with the General Plan. There is no neighborhood or community plan specifically for the area other than the City's General Plan. Furthermore, the project has the potential to help the city meet its long-term General Plan goals as related to coordinated planning for school facilities within the City as the site plan has been designed to contain all operational impacts to the project site. Furthermore, the project has the potential to help the city meet its long-term General Plan goals as related to coordinated planning for school facilities within the city. As such, the effects on the community within this area of the City have been considered and appropriately addressed and any specific requirements are included as conditions to be satisfied prior to permit issuance.

4. *A Conditional Use Permit, if granted, shall be made subject to those conditions necessary to preserve the general welfare, not the individual welfare of any particular applicant (OMC 17.10.030.F.4).*

   Conditions have been included to ensure that the school operates in a manner consistent with the description provided by the applicant and in consideration to preserve the general welfare of the immediately surrounding residential neighborhoods.

**Minor Site Plan Review Findings:**

1. *The project design is compatible with surrounding development and neighborhoods (OMC 17.10.060.H.1).*

   The project is compatible with the commercial and residential character of the property in that it is in existing commercial facilities with no exterior façade modifications, ensuring the project’s frontage preserves the visual commercial character along W. Chapman Avenue.

   The rear area of the site transitions to a lower-intensity scale complimentary to the adjacent R1-6 zoned residential neighborhood. A play yard will be added behind each existing building that will be repurposed to accommodate the public charter school. A six-foot-high ornamental fencing around the perimeter of each play yard is proposed.

To accommodate the new play areas, the applicant proposes to remove 111 parking spaces from the existing surface parking lot at the rear portion of the Site, leaving 100 parking spaces available with reconfigured parking bays and landscape planters. The surface parking lot and landscaping will provide an appropriate buffer between the school and nearby homes, maintaining privacy and minimizing potential impacts. Combined with the existing pedestrian pathways adjacent to each building on either side of the vehicular entrance point and new landscaping, will promote a safe, well-organized campus environment while maintaining the character and livability of the surrounding neighborhood

2. *Minor Site Plan approval shall be granted if the project conforms to City development standards and any applicable special design guidelines or specific plan requirements (OMC 17.10.060.H.2).*

   There are no applicable special design guidelines or specific plan requirements for this property. The project conforms to City development standards, including parking and the allowance for a new school in the C2 zone through a Conditional Use Permit.

3. *Minor Site Plan approval shall be granted if the project provides for safe and adequate vehicular and pedestrian circulation, both on- and off-site (OMC 17.10.060.H.3).*

   The project has safe and adequate access and circulation for vehicles and pedestrians on and off-site. The existing vehicular access and driveway off Chapman Avenue will be maintained to accommodate all access needed to parking spaces and for emergency vehicle access. Disabled parking and access have been designed to accommodate building code requirements. The street orientation of the development and streetscape amenities clearly differentiate between vehicular and pedestrian space in support of safe and well-defined movement through and around the site.

4. *Minor Site Plan approval shall be granted if City services are available and adequate to serve the project (OMC 17.10.060.H.4).*

   A review of the Project with all City departments concludes that City services will be available and adequate to serve this site, including water, sewer, police, and fire services.

5. *Minor Site Plan approval shall be granted if the project has been designed to fully mitigate or substantially minimize adverse environmental effects (OMC 17.10.060.H.5).*

   No environmental effects have been identified for the project. Technical studies related to traffic, noise, air quality, and drainage have been provided by the applicant that show that the project will have no significant environmental impacts and the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines 15301 (Class 1 – Existing Facilities) because the project involves a negligible expansion of an existing use, consisting of interior tenant improvements of the two existing buildings, and conversion of two new play areas from the existing parking lot. The Orange Municipal Code will adequately manage construction and use regulation needs of the project. There is no environmental public review required for a Categorical Exemption.

**SECTION 2 – ENVIRONMENTAL REVIEW**

The proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301 (Class 1- Existing Facilities) because the project involves a negligible expansion of an existing use, consisting of interior tenant improvements of the two existing buildings, and conversion of two new play areas from the existing parking lot. There is no environmental public review required for a Categorical Exemption.

**SECTION 3 – CONDITIONS OF APPROVAL**

BE IT FURTHER RESOLVED that the following conditions are imposed with approval:

*General:*

1. The project shall conform in substance and be maintained in general conformance with plans and exhibits labeled Project Plans in the staff report dated July 6, 2026, including any modifications required by conditions of approval, and as approved by the Planning Commission. Any future expansion in area or in the nature and operation of the use approved by Conditional Use Permit No. 25-0156 and Minor Site Plan Review No. 25-0156 shall require an application for a new or amended review.

2. Except as otherwise provided herein, this project is approved as a precise plan. After any application has been approved, if changes are proposed regarding the location or alteration of any use or structure, a changed plan may be submitted to the Community Development Director for approval. If the Community Development Director determines that the proposed change complies with the provisions and the spirit and intent of the approval action, and that the action would have been the same for the changed plan as for the approved plan, the Community Development Director may approve the changed plan without requiring a new public hearing. Should the modifications be considered substantial, the modifications shall be reviewed and approved by the Planning Commission.

3. Subsequent modifications to the approved architecture and color scheme shall be submitted for review and approval to the Community Development Director or designee in accordance with the OMC.

4. These conditions shall be reprinted on the construction documents when submitted to the Building Department for the plan check review process.

5. The applicant agrees to indemnify, defend, and hold harmless the City, its officers, agents, and employees from any and all liability or claims that may be brought against the City arising out of its approval of these permits, save and except that caused by the City's active negligence. The City shall promptly notify the applicant of any such claim, action, or proceedings and shall cooperate fully in the defense.

6. The applicant shall comply with all federal, state, and local laws, including all City regulations. Violation of any of those laws in connection with the use will be cause for revocation of this permit.

7. Building permits shall be obtained for all future construction work, as required by the City of Orange Building and Safety Services Department. Failure to obtain the required building permits will be cause for revocation of this approval.

8. If not utilized, project approval expires twenty-four (24) months (or two years) from the approval date. Extensions of time may be granted, if requested in writing in accordance with OMC Section 17.08.060. The Planning entitlements expire unless building permits are pulled within twenty-four (24) months (or two years) of the original approval.

9. In conjunction with construction, all construction activity will be limited to the hours between 7:00 a.m. and 8:00 p.m. Monday through Saturday. No construction activity will be permitted on Sundays and Federal holidays.

10. Any graffiti shall be removed within seventy-two (72) hours from the time the City of Orange Notice of Violation is received by the applicant/property owner.

11. Plans submitted for building plan check shall comply with the California Fire Code as amended by the City and as frequently amended and in effect at the time of application for building permit(s).

12. Prior to building permit issuance, final landscaping plans for the project shall be designed to comply with the City's Water Efficient Landscape Guidelines as described in Section IX et al of the City of Orange Landscape Standards and Specifications.

13. Prior to building permit issuance, the applicant shall prepare a final landscaping and irrigation plan consistent with the grading plan, site plan, and the conceptual landscaping plan as proposed for the project for the review and approval of the Director of Community Development and Community Services Director.

14. All landscape areas shall be maintained in a neat and healthy condition. Should the plant material die, the property owner/operator shall replace it with new plant material consistent with the approved final landscaping plan.

15. Landscape maintenance shall be performed in such a manner as to allow all trees to retain their full canopy height for screening and full canopy breadth for shade at point of maturity, except as required for public safety purposes.

*School Operations:*

16. In conjunction with the operation of the business, any proposed increase in students, faculty, or building area, or in nature and operation of the use approved by Conditional Use

Permit No. 25-0156 shall require an application for a new or amended Conditional Use Permit.

17. The school shall operate drop-off/pickup of students in accordance with the Circulation Management Plan in the Planning Commission staff report (date labeled July 6, 2026), as reviewed and approved by the Planning Commission as part of this Conditional Use Permit.

*Fire Department:*

18. Plans submitted for Building Plan Review shall comply with the California Fire Code as amended by the City and as frequently amended and in effect at the time of application for Building Permit. Onsite Fire Department access will require easement recording prior to issuance of building permit and shall be reviewed by the Fire Department prior to approval.

19. Prior to building permit issuance a deferred plan submittal under a separate permit for a backflow upgrade shall be required for Building B. Contact the City of Orange Water Division at waterinfo@cityoforange.org or (714)288-2475 to submit plans and material specifications for review and approval.

20. Hydraulic calculations based on a Water Division approved backflow device, shall be submitted for Fire Department review and approval.

21. A Voice Evacuation Fire Alarm System shall be required. A deferred submittal shall be required for a new system on Building A and modifications to the existing system for Building B shall be submitted by a license C-10 contractor.

22. A deferred submittal shall be required for a new fire sprinkler system on building A and modifications to Building B by a licensed C-16 contractor.

23. A deferred submittal shall be required for the underground fire line to Building A by a licensed Class A, C-16, or C-34 contractor.

*Crime Prevention:*

24. Security and design measures that employ defensible space concepts shall be utilized in development and construction plans. These measures incorporate the concepts of Crime Prevention through Environmental Design (CPTED), which involves considerations such as placement and orientation of structures, access and visibility of common areas, placement of doors, windows, addressing, and landscaping. CPTED promotes public safety, physical security and allows citizens the ability to monitor activity. It is based on five concepts to provide non-invasive and permanent measures to prevent and reduce crime: territoriality, natural surveillance, access control, activity support, and maintenance. The project shall also comply with the requirements contained in the City of Orange Municipal Code Chapter 15.52, Building Security Construction Standards reference Ordinance #6-22.

*Water Division:*

25. Prior to building permit issuance, the applicant shall submit improvement plans to the Water Division for review and approval for any new fire hydrants, domestic water services, fire services, landscape services, and any other proposed improvements or relocations affecting the public water system facilities.

26. Prior to issuance of any grading permit, the applicant must construct all public and/or private improvements to the satisfaction of the Water Division. The applicant may be required to enter into an agreement with the City of Orange, and post security in a form and amount acceptable to the City Engineer and/or Water Division to ensure construction of said improvements.

27. Prior to issuance of any grading permit or building permit, the applicant will be responsible for the installation and/or relocation of the proposed or existing public water system facilities to a location and of a design per the improvement plans approved by the Water Division.

28. Prior to issuance of certificate of occupancy, the applicant will be responsible for the installation of necessary fire hydrants and fire services as approved by the Fire Department and Water Division.

29. Prior to issuance of building permit, the Water Division will approve the type and location of landscaping services, fire services, and backflow prevention devices for proposed City services.

30. Prior to issuance of building permit, the applicant must submit construction documents must show that the installation of sewer mains in the vicinity of water mains is done per the Department of Public Works Water Division Standard No. 113 and will be approved by the Water Division.

31. Prior to issuance of building permit, the applicant must submit construction documents must show that a six-foot minimum horizontal clearance and a one-foot minimum vertical clearance would be maintained between City water mains, laterals, services, meters, fire hydrants and all other utilities except sewer. The Water Division will review and approve the construction documents.

32. Prior to issuance of building permit, the applicant must submit construction documents that show that an eight-foot minimum clearance is provided between City water mains, laterals, services, meters, fire hydrants, signs, or trees or other substantial shrubs and plants as required by the Water Division. The Water Division will review and approve the construction documents.

33. Prior to issuance of building permit, construction documents must show that permanent signs, awning, surface water quality management features or other structures are not built over water mains, laterals, services, meters, or fire hydrants as required by the Water Division.

34. Prior to issuance of building permit, for the first phase of work, the applicant will be responsible for obtaining approval of all necessary encroachment permits from affected agencies for all public water construction work.

35. Prior to approval of a water improvement plan, the applicant must satisfy all water main connection, plan check, and inspections charges as determined by the Water Division.

36. Plans submitted during plan check must show that the water improvement plans are consistent with the fire suppression plans and or fire master plan. The applicant's consultant preparing the water improvement plans must coordinate their plans with the consultant preparing the fire suppression plans and/or fire master plan so that their designs concur.

37. Plans submitted during plan check must show that the minimum separation requirements are met and that each of the various designer's plan sets match. The applicant's consultant preparing the improvement and utility plans must coordinate their plans with the consultants preparing the landscape, architectural, surface water quality management, fire master and/or fire suppression plans so that all designs are consistent.

38. Prior to issuance of encroachment permit, the applicant must prepare and provide product material submittals consistent with the water improvement plans for all proposed public water system facilities to the Water Division per the City of Orange Standard Specifications and Plans for the Construction of Water System for review and approval.

*Water Quality:*

39. Prior to approval of grading or building permits, the applicant shall submit a Nonpriority Project WQMP for review and approval to the Public Works Department that:

    a. Describes the project site,
    b. Describes the potential project pollutants,
    c. Incorporates the applicable Site Design, Routine Source and Structural Control BMPs as defined in the Model Water Quality Management Plan (MWQMP) and Technical Guidance Document (TGD)
    d. Generally describes the long-term operation and maintenance requirements for structural Control BMPs,
    e. Identifies the entity that will be responsible for long-term operation, maintenance, repair and/or replacement of the BMPS,
    f. A copy of the forms to be used in conducting maintenance and inspection activities,
    g. Includes record keeping requirements (forms to be kept for 5 years).

*Public Works:*

40. All works within public right-of-way and public utility easements will require Encroachment Permits, including sidewalk and driveway constructions and utility main and lateral constructions. (prior to grading permit).

41. All public infrastructures, including street sections, sidewalk, driveway apron, and utilities shall comply with City of Orange Standard Plans and Specifications. (prior to grading permit).

42. Utilities serving the development, such as electric, cable television, street lighting and communication shall be installed underground, completed and approved by the appropriate utility provider. (prior to issuance of certificate of occupancy).

43. Repair any cracked, uneven, or damaged public sidewalk, curb and gutter along property frontage. (prior to issuance of certificate of occupancy).

44. Prior to grading permit, plans preparation and submittals shall be per Development Services Plan Preparation Guidelines and Checklist, and Checklist for Submittal Packages.

45. Prior to grading permit issuance, all works within public right-of-way and public utility easements will require Encroachment Permits, including sidewalk and driveway constructions and utility main and lateral constructions.

46. Prior to grading permit issuance, all public infrastructures, including street sections, sidewalk, driveway apron, and utilities within the project scope shall comply with City of Orange Standard Plans and Specifications.

*Grading:*

47. Prior to Grading Permit, a geotechnical report shall accompany the grading plan review.

48. Prior to grading permit, the applicant shall submit a grading plan in compliance with City standards for review and approval by the Public Works Director. The grading plan shall show site drainage pattern leading to water quality BMP's and exiting to [public streets] (or) [approved outlet points]. All grading and improvements on the subject property shall be made in accordance with the Manual of Grading and Standard Plans and Specifications to the satisfaction of the Public Works Director.

49. Prior to grading permit, a Hydrology Study/Report or Drainage Assessment Letter shall be submitted for review and approval by Public Works. The Hydrology Study/Report shall comply with the Orange County Hydrology Manual and Addenda (OCHM). Design Storm Frequency at a minimum, shall be 10-year storm (25-year in a sump condition), and a 100-year storm event. Proposed improvements shall comply with freeboard requirements per OCHM and County Local Drainage Manuals.

50. Prior to grading permit, site grading shall conform to the latest California Building Code Section 1804. The ground immediately adjacent to the foundation shall be sloped away

from the building at a slope of 5% for pervious surfaces, and 2% for impervious surfaces, at a minimum distance of 10 feet. (prior to grading permit).

51. Prior to grading permit, the contractor shall obtain a Grading Permit from Public Works Department prior to start of any site demolition, clearing and grubbing, and grading.

52. Prior to grading permit, any soil imported or exported shall require a Transportation Permit from Public Works Traffic Division.

53. Prior to grading permit, upon submittal of grading plan for plan check, the applicant shall a deposit to cover plan check and inspection services related to the grading activities.

54. Prior to grading permit, trash receptacle locations and details shall be included on the Grading Plan. The trash storage area shall be constructed per Public Works Standard Plan 409.

55. Prior to grading permit, show all sewer and storm drain lines on the Grading Plan. Other utility lines, such as water lines, may also be shown on Grading Plan for reference.

56. Prior to grading permit, show all structural BMPs for water quality purpose on Grading Plan. Water quality features shown on the Grading Plan must match WQMP.

57. Prior to grading permit, the property owner shall maintain in good condition, all on-site driveways where heavy-duty trucks would travel.

58. Prior to building foundation construction, a Certificate Letter of Line and Grade shall be submitted to Public Works Construction Inspector demonstrating that the site grading and pad elevation are completed according to the grading plan. (prior to grading permit).

59. Arborist report and tree removal permit will be required prior to any tree removal.

60. Driveway aprons shall conform to minimum ADA accessibility requirements. If the driveway is non-conforming to minimum ADA standards, the driveway shall be reconstructed to Public Works Standard Plan 115 - arterial driveway (prior to grading permit).

61. Provide adequate wheelchair accessibility around driveway aprons that do not conform to current ADA standards. (prior to issuance of certificate of occupancy).

*Traffic Division:*

62. Prior to grading permit issuance, Applicant shall submit a signing and striping plan that includes the installation of a marked crosswalk and related signage at the north leg of the side-street stop-controlled intersection of Eckhoff Street at Chapman Avenue to the Public Works Department for review and approval. The plan shall be developed in accordance

with all applicable guidelines and standards and to the satisfaction of the Public Works Department.

63. Prior to certificate of occupancy issuance, Applicant shall install a marked crosswalk and related signage at the north leg of the side-street stop-controlled intersection of Eckhoff Street at Chapman Avenue to the satisfaction of the Public Works Department.

64. Prior to building permit issuance, Applicant shall pay $45,010 to the City, for its fair share of future improvements at the Main Street and Maple Avenue intersection. This amount was based upon a 6.43% fair share, identified in the approved traffic study prepared by LLG Engineers, and an estimated total project cost of $700,000.

65. Applicant shall be responsible for ensuring that on-site operations and circulation do not result in traffic spilling back onto Chapman Avenue. Queuing shall be contained on-site at all times, including, but not limited to, during pick up, drop off, and special events such as open houses, back to school nights, graduations, and commencements.

a) Applicant shall implement staggered start and end times (3 groups spaced 30 minutes apart) and provide for on-site coordinators and valet assistants, as described in the approved traffic study prepared by LLG Engineers.

66. b) Should the City determine that on-site circulation backs up onto and interferes with traffic on Chapman Avenue, Applicant shall be prepared to and immediately implement additional queuing management measures and/or operational changes necessary to mitigate the issue to the satisfaction of the Public Works Director. Such measures shall be developed in consultation with the City, examples of which may include modification of on-site operations, introducing additional start/end times, increasing time interval between start/end times, and/or providing transportation services to and from the site.

67. The Applicant shall be responsible for implementing access restrictions (prohibition of left-turns out) at the Project driveway:

a) Left turns out of the Project site shall be prohibited from 7:00 AM to 9:30 AM; and 2:00 PM to 6:00 PM. Prior to issuance of certificate of occupancy, Applicant shall be responsible for designing and constructing signing and striping modifications to reflect said restriction. The signing and striping modifications shall be in accordance with all applicable guidelines and standards and to the satisfaction of the Public Works Director.

b) Applicant shall be responsible for educating and effectively communicating said turn restrictions to staff, parents, faculty and guests of said access restrictions. Applicant shall monitor driver compliance and issue reminders as needed.

c) If driver compliance becomes unacceptable, as determined by the City, Applicant shall be required to design and construct driveway modifications necessary to channelize vehicles for right-turns-out only. This shall include, but not be limited to, a raised median island and any associated changes to the driveway geometry. In addition, Applicant shall be responsible to design and construct any and all ancillary modifications necessary to

achieve such a modification, including, but not limited to, signing and striping, landscape and hardscape, sidewalk, drainage, utility relocation, and dedication of any easements and right-of-way, as necessary. All the above shall be done within one year of the City identifying the need and shall be done in accordance with all applicable guidelines and standards to the satisfaction of the Public Works Director.

68. Prior to building permit issuance, Applicant shall pay Transportation Systems Improvement Program (TSIP) fees to the City, based on a net increase of 1,176 daily trips, as determined by the approved traffic study prepared by LLG Engineers. Based on the current City of Orange development fee schedule (as of June 2026), the estimated amount of TSIP fee is $212,914.80. Actual TSIP fees due will be calculated using rates in effect at the time of building permit issuance. TSIP fees can be found on the City's website:https://www.cityoforange.org/our-city/departments/community-development/building-and-safety-services/forms-717.

*Building Division:*

69. Beginning on January 1, 2026, each California City is required by State law to enforce the 2025 Edition of California Building Standards Codes (a.k.a., Title 24 of the California Codes of Regulations). All projects submitted before or on December 22, 2025, are permitted to comply with the 2022 Edition of the California Building Standards Code.

70. Prior to issuance of building permits plans submitted during plan check must include the following:

A. Provide design data on the first sheet:

- Scope of works (Description of use)
- Occupancy groups
- Type of construction
- Sprinkler Building
- Floor Area
- Height
- Number of Stories
- Allowable Floor Area
- APN (Assessor parcel Number)

B Show (provide) the accessible new and existing parking (including van accessible parking) and reference detail of the standard accessible parking, path of travel to building and to public way (5% sloped and 2% cross), ramp and signage on the site plan.

C. Show on the plan accessible restroom and the cross-reference of the standard accessible restroom detail.

D. Provide accessible for cash register counter or reception desk.

E. Provide specifications for the door hardware to comply with disabled access requirements. (Lever type, push-pull, panic, etc).

F. Provide and detail tactile exit signage and locations.

G. Submit an exit plan that labels and clearly shows compliance with all required egress features such as, but not limited to, common path of travel, required number of exits, occupant load, required width, continuity, travel distance, etc. CBC 1001.1.

**ADOPTED** this 6th day of July 2026.

Isaiah Leslie, Planning Commission Chair

I hereby certify that the foregoing Resolution was adopted by the Planning Commission of the City of Orange at a regular meeting thereof held on the 6th day of July 2026, by the following vote:

AYES:
NOES:
ABSENT:

Hayden Beckman, Planning Manager

# EXHIBIT A

## LEGAL DESCRIPTION

Real Property in the City of Orange, County of Orange, State of California, described as follows:

PARCEL 1:

LOTS 1 AND 2 OF TRACT NO. 566, IN THE CITY OF ORANGE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 18, PAGE 20 OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA.

PARCEL 2:

LOTS 4 THROUGH 7, INCLUSIVE AND THE NORTH 18 FEET OF LOT 3 OF JOHN R. SCHOOLEY'S 1ST ADDITION TO THE CITY OF ORANGE, IN THE CITY OF ORANGE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 6, PAGE 17 OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA.

PARCEL 3:

THAT PORTION OF THE SOUTHEAST QUARTER OF LOT 4 IN BLOCK G OF THE A. B. CHAPMAN TRACT, IN THE CITY OF ORANGE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SURVEYED BY FRANK LECOUVREUR IN DECEMBER 1870, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 33 FEET WEST OF THE EAST LINE OF OLIVE STREET AND 132 FEET NORTH OF THE NORTH LINE OF WALNUT AVENUE IN THE CITY OF ORANGE, SAID POINT BEING ON THE EAST LINE OF THE WEST 5 ACRES OF SOUTHEAST QUARTER OF SAID LOT 4, IN BLOCK G OF THE A. B. CHAPMAN TRACT; THENCE NORTH 68 FEET; THENCE WEST 165 FEET; THENCE SOUTH 68 FEET; THENCE EAST PARALLEL WITH THE NORTH LINE OF WALNUT AVENUE, 165 FEET TO THE POINT OF BEGINNING.

EXCEPT THE EAST 33 FEET OF SAID PREMISES.

PARCEL 4:

THAT PORTION OF THE SOUTHEAST QUARTER OF LOT 4 IN BLOCK G OF THE A. B. CHAPMAN TRACT, IN THE CITY OF ORANGE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SURVEYED BY FRANK LECOUVREUR IN DECEMBER 1870, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 33 FEET WEST OF THE EAST LINE OF OLIVE STREET AND 200 FEET NORTH OF THE NORTH LINE OF WALNUT AVENUE IN THE CITY OF ORANGE, SAID POINT BEING ON THE EAST LINE OF THE WEST 5 ACRES OF SOUTHEAST QUARTER OF SAID LOT 4, IN BLOCK G OF THE A. B. CHAPMAN TRACT; THENCE WEST 165 FEET TO A POST, THENCE NORTH 166 FEET TO A POST, THENCE EAST 165 FEET TO A POST, THENCE SOUTH 166 FEET TO THE POINT OF BEGINNING.

EXCEPT THE EAST 33 FEET OF SAID PREMISES.

APN: 039-132-16 and 039-132-16

# Letter of Explanation

**June 29, 2026**
**Anna Pehoushek,**
**Assistant Director of Community Development,**
**City of Orange Planning Division**
**300 E. Chapman Ave.**
**Orange, CA 92866**

**RE: Conditional Use Permit (CUP) Application**
**California Republic Leadership Academy**
**1937 – 2011 W. Chapman Avenue, Orange, CA 92868**

Dear Assistant Director Pehoushek:

Please find herein the Letter of Explanation for the California Republic Leadership Academy's ("CRLA" or "Applicant") Conditional Use Permit ("CUP") Application for the proposed new charter school for grades Transitional Kindergarten (TK) through 8th Grade ("Project") within two existing buildings located at 1937 and 2011 W. Chapman Avenue, APN 039-331-40 ("Project Site") in the City of Orange ("City"). CRLA is a tuition-free public charter school that proposes to provide quality education to families in the City of Orange and surrounding areas.

**PROJECT DESCRIPTION**

The Site is presently occupied by several educational use tenants within two existing buildings. Each building currently contains various educationally focused classrooms and associated administrative offices. The two story 23-foot-tall buildings each have 13,478.30 square feet of floor area per floor, with each building totaling 26,956.60 square feet. In total, both buildings cumulatively have 53,913.20 square feet.

CRLA proposes to establish a new charter school with grades TK through 8th Grade beginning in the 2027-2028 school year within the existing buildings. This is a tenant improvement project with limited exterior construction proposed and no proposed exterior façade changes to the existing buildings. To enhance the appearance of the existing building facades without modifying them, a new paint color palette is proposed and depicted in the building elevations. A neutral color paint would be applied to the exterior building walls, with a crimson accent color around the doors, the top portion of the window casing and the exterior stairs. A unifying horizontal line between the first and second floors would have a navy blue color.

This interior tenant improvement will involve a reconfiguration of the interior space to contain 45 total classrooms, including specialty program rooms for music and art, and 11 Breakout Rooms as small meeting places for individual or small groups of students. There will also be one multipurpose room adjacent to the warming kitchen room, and 10 associated offices and school support spaces.

Behind the two existing buildings, the Applicant proposes to provide two new play areas, one 9,210 square feet behind 1937 W Chapman Avenue, and the other 10,760 square feet behind 2011 W. Chapman Avenue. The play areas will include striping for hopscotch, four-square and other recreational activities. Six-foot high ornamental fencing around the perimeter of each play yard is proposed along with a sliding gate and a Knox Box to allow access to the Fire Department at the fire lane hammerhead turnaround. Additionally, to the south of the sliding gates and adjacent to the back of the buildings and associated exterior stairwells, pedestrian gates on either side of a marked crosswalk would provide controlled access from one play area to the other.

To accommodate the new play areas, the Applicant proposes to remove 111 of the 211 existing parking spaces from the surface parking lot, leaving 100 parking spaces available. Access to the on-site parking spaces would be available for staff and guests only. Landscape planters would be added between the rows of parking stalls in the middle of the remaining portion of the surface parking lot in addition to the new trash enclosure. The new trash enclosure will comply with the City's Trash Enclosures Standard Plan No. 409.

At full build-out, the Applicant proposes to have 20 TK students per classroom, 26 Kindergarten students per classroom, and 30 students per classroom for grades 1 through 8. There will be 3 classrooms per grade. There will be 35 total teachers across all grades and 10 non-teaching/administrative staff on-site. Of the 45 staff members, 5 to 8 staff will operate as traffic control coordinators during pick-up/drop-off. More details regarding the pick-up/drop procedures are in the "Operations" Section below, beginning on page 5.

CRLA proposes school hours as follows:

| Grade Levels | Start Time | End Time |
|---|---|---|
| TK a.m. | 8:30 a.m. | 12:00 p.m. |
| TK p.m. | 11:30 a.m. | 3:00 p.m. |
| K, 1st grade, 2nd grade | 8:00 a.m. | 2:30 p.m. |
| 3rd, 4th, 5th grade | 8:30 a.m. | 3:00 p.m. |
| 6th, 7th, 8th grade | 9:00 a.m. | 3:30 p.m. |

To provide an appealing and enjoyable outdoor space for students, the Applicant proposes a total of 9,657 square feet of landscaping and a total of 60 trees.

**PHYSICAL CHARACTERISTICS OF THE PROPERTY**

The Project Site is located at 1937 – 2011 W. Chapman Avenue and abuts Chapman Avenue to the south/front of the Site and W. Maple Avenue to the north/rear of the Site. Adjacent to the middle of the Site's westerly property line is W. Arbor Way. The rectangular-shaped, relatively flat Site is approximately 2.7 acres in size. It is in the C2 (General Business) Zone with a General Plan Land Use Designation of General Commercial.

The Site is currently improved with two existing buildings, 1937 and 2011 W. Chapman Avenue, and a surface parking lot. The buildings are bifurcated by the singular vehicular access point on-site, coming from Chapman Avenue, and traveling to the rear of the Site, which is improved with the surface parking lot currently containing 211 vehicular parking stalls. There is a freestanding "arch" that is located at the transition point from the vehicular entry drive to the surface parking lot that will be removed to accommodate the Project's site improvements.

The Site's two buildings currently feature a cream stucco material palette with accents around the windows and building corners. The facades along Chapman Avenue each include an existing architectural element consisting of a decorative gable supported by pilasters that create visual interest along the street frontage. A sloped red tile roofing around the edge of the building is consistent with the surrounding commercial corridor. The Applicant does not propose any exterior façade modifications to these buildings.

Existing landscaping includes approximately 5 street trees, 50 on-site trees, and various shrubbery along the surface parking lot's perimeter and along the pedestrian pathways between the buildings.

An existing 3-foot-tall wrought iron fence atop a 5-foot-tall brick wall along the northerly property line, will remain. An existing 3-foot and 11-inch-tall wrought iron fence atop a 5-foot and 5-inch-tall brick wall along the easterly property line, and 5-foot and 7-inch-tall concrete block wall along the westerly property line, will remain.

**EXISTING USES**

The uses in the existing building located at 1937 W. Chapman Avenue include Unity Middle College High School and Santiago Canyon College. Unity Middle College High School is a public charter high school that vacated the site in July 2025. Santiago Canyon College Division of Continuing Education offers adult education courses.

South Coast College occupies both floors of 2011 W. Chapman Avenue. South Coast College is a vocational school with programs in the paralegal, court reporting, and medical assistant fields.

**SURROUNDING PROPERTIES**

North: North of the Project Site, across from W. Maple Avenue, are single family homes zoned R1-6 with a General Plan Land Use Designation of Low Density Residential.

South: South of the Project Site, across W. Chapman Avenue, are other commercial businesses that share the Project Site's C2 Zone and General Commercial Land Use Designation. These sites are occupied by commercial/retail uses, and surface parking lots.

East: Abutting the easterly property line of the Site is a lot sharing the Project Site's C2 Zone and General Commercial Land Use Designation fronting W. Chapman Avenue, and lots zoned R3 (A) with a General Plan Land Use Designation of Low Medium Residential fronting W. Maple Avenue. The C2 lots are improved with a motel business facing east, away from the Project Site. The R3 (A) lots are improved with single-story multifamily residential units.

West: Abutting the westerly property line of the Site is a lot sharing the Project Site's C2 Zone and General Commercial Land Use Designation fronting W. Chapman Avenue, and lots zoned R1-6 with a General Plan Land Use Designation of Low Density Residential, fronting on W. Maple Avenue and W. Arbor Way. The R1-6 lots are improved with single family homes.

**SCHOOL ENROLLMENT PHASING**

The Applicant proposes to open the school beginning with the 2027-2028 school year at an enrollment of 520 students. Enrollment will increase incrementally over the first three years. The Applicant expects enrollment to reach its maximum capacity with 864 students in the 2029-2030 school year and remain consistent thereafter. The school will be prepared to implement all requirements and conditions of approval relating to the Conditional Use Permit prior to the opening of the school if the full student enrollment is achieved in 2027.

Please refer to the table below depicting the proposed student enrollment in the first 3 years of operation:

| School year | Student Enrollment |
|---|---|
| 2027-2028 | 520 |
| 2028-2029 | 700 |
| 2029-2030 | 864 |

Note: It is possible that CRLA will achieve full enrollment of 864 students when the school opens in the 2027-2028 school year.

**OPERATIONS INFORMATION**

CRLA

CRLA is currently operating schools in San Juan Capistrano and in Yorba Linda, California. CRLA provides a tuition-free public charter model which provides classical liberal arts instruction, geared around sparking curiosity for knowledge in their students. Their curriculum is focused on a "Core Knowledge" program to build a shared knowledge community, "Leader in Me" leadership modelling, a "Well-Ordered Language" building literacy, "Literacy Essentials" programming with the Orton-based literacy program, and the "Singapore Math" method.[1] All teachers are credentialled by California law.

Pick-up and Drop-Off Logistics

All queueing associated with the drop-off and pick-up of students will occur entirely on-site. The Project's drop-off and pick-up queuing system is accessed from the existing vehicular entry along the north side of W. Chapman Avenue and proceeds north through the drive aisle between the two existing buildings and the outdoor play areas, with one lane in each direction. The on-site vehicular queue begins to the north of the fire access lane which encompasses the vehicular aisle between the two existing buildings and hammerhead turnaround to the north of the two existing buildings.

The vehicular queue follows the path around the surface parking lot's outer drive aisles in a counterclockwise direction. The designated pick-up and drop-off zone is located at the farthest point along the vehicular queue facing southbound and adjacent to the westerly play area, just north of the 2011 W. Chapman Avenue building and adjacent to the associated play area. The pick-up/drop-off zone can accommodate 6 cars at a time, with students proceeding to the play yard in the morning before school, and students gathering in the play yard for pickup after school. Once the students are picked up or dropped off, the vehicle will proceed south through the fire access lane and will exit the Project Site through the existing driveway on W. Chapman Avenue using right-turn egress. The queue will accommodate approximately 58 total cars at once. Pick-up and drop-off times are staggered as follows:

*[See next page]*

[1] https://crlacapo.org/curriculum

| Drop Off/Pick-up numbers | | |
|---|---|---|
| **Timeframe** | **# of Students** | **Grade Level(s)** |
| 7:30 a.m. – 8:00 a.m. | 252 | K, 1, 2 |
| 8:00 a.m. – 8:30 a.m. | 316 | TK a.m., 3-5 |
| 8:30 a.m. – 9:00 a.m. | 276 | 6-8 |
| | | |
| 11:30 a.m. (drop off) | 20 | TK p.m. |
| 12:00 p.m. (pick up) | 40 | TK a.m. |
| | | |
| 2:30 p.m. – 3:00 p.m. | 252 | K, 1, 2 |
| 3:00 p.m. – 3:30 p.m. | 296 | TK p.m., 3-5 |
| 3:30 p.m. – 4:00 p.m. | 276 | 6-8 |

CRLA has successfully implemented this pick-up and drop-off system at its other campuses over the past three years. Using Raptor Technologies' driver's license screening and PickUp Patrol's automated dismissal software, CRLA employs a digital system to ensure safety and efficiency. Each vehicle receives a numbered placard corresponding to the student's class, allowing staff to prepare the student for pickup as the vehicle approaches. This process ensures that students are ready at the curb upon arrival, minimizing waiting times and congestion.

Five to eight traffic control coordinators, wearing vests for identification purposes, will assist at the loading zone and will encourage drivers to depart promptly upon drop-off/pick-up. Linscott, Law & Greenspan (LLG) Transportation Engineers and Planners' traffic analysis will include an assessment of this pickup and drop-off system.

School Events

CRLA anticipates hosting approximately 13 school events each year, including three events during school hours, eight events after school, and one to two events on weekends. Major annual events include Back to School Night (indoor, September), the Fall Festival (outdoor, October), and Open House (indoor, January). Additional events may include parent–teacher conferences, fundraising activities, PTA and advisory board meetings, student showcases, promotion ceremonies, and school plays. Please see LLG's Traffic Impact Analysis for traffic and parking assessments of proposed special events.

Security

Security is of the utmost importance to the Applicant. A vehicular and pedestrian gate will be located 63 feet north of the Chapman Avenue driveway to secure the school building entrances, play yards and surface parking lot. The entry gate will deter unauthorized visitors from entering

along the Chapman Avenue frontage. The vehicular gate will be secured, except during the pick-up and drop-off windows. An electronic access control system will be located at the entry gate to monitor, identify, and authorize entry to the campus. During operating hours, controlled entry through the primary entry doors in each building will utilize another electronic access control device. Each building's primary entry doors are located on the northern side of each building to facilitate easy access to and from the pick-up and drop-off location, the surface parking area, and the bicycle parking racks. Additionally, there will be a decorative metal maintenance gate on the Northeast corner of the site, not for public use.

Security cameras are proposed on the exterior of the buildings, the driveway, along the hallways within the buildings, along the play yard, rear fence, and front entrance.

CRLA will have a school safety plan that is administered by the school's safety coordinator who is responsible for assigning staff to the safety response team and implementing the protocols for fire, earthquake, intruder, and other emergencies.

**ZONING CONFORMANCE REVIEW**

The Project complies with the applicable development standards of the C2 Zone. The two buildings where the proposed charter school will be housed will have a cumulative floor area of 53,913.20 square feet and the lot area is 117,792.79 square feet. The General Plan's maximum allowed Floor Area Ratio (FAR) for the Commercial Land Use Designation is 1.0 FAR and the expected FAR is 0.35 FAR. The existing buildings' FAR that will remain unchanged is 0.46 FAR and will not exceed the maximum allowed FAR. The maximum allowed building height of 32 feet exceeds the height of the two existing buildings, which is 23 feet. The yard setbacks of the existing buildings comply with the C2 Zone requirement as the front yard setback required is 10 feet and a 15-foot front yard setback is provided along W. Chapman Avenue. The side yard setback requirement for interior lots is zero feet, and zero side yard setbacks are provided due to the location of the existing buildings. The rear yard setback requirement is 10 feet, and a 10-foot rear yard setback is provided. The required parking for a school with grades Kindergarten to 8$^{th}$ grade is 1.8 parking spaces per classroom. The proposed 45 classrooms, including Breakout Rooms and specialty program rooms for art and music, require 81 parking spaces. CRLA proposes 100 parking spaces, exceeding this requirement. Of the 100 proposed parking spaces, 4 are required to be accessible, and 4 accessible spaces are proposed.

**CONCLUSION**

We appreciate the opportunity to present CRLA's proposed charter school project. We look forward to receiving your feedback and collaborating with you throughout the entitlement process. Please feel free to contact me should you have any questions.

Best Regards,



_____

Andie Adame, Applicant Representative
Craig Lawson & Co., LLC
3221 Hutchison Avenue, Suite D
Los Angeles, CA 90034
(310) 838-2400 x 106
andie@craiglawson.com

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

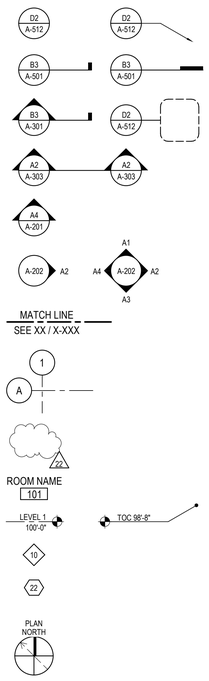
# CALIFORNIA REPUBLIC LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
ORANGE, CA
APN: 039-331-40

## RED HOOK CAPITAL PARTNERS

90% CONSTRUCTION DOCUMENTS MAY 15, 2026

## ARCHITECTURAL SYMBOLS LEGEND




DETAIL INDICATOR - REFERENCE & DETAIL INDICATOR - ITEM

DETAIL INDICATOR - SECTION & DETAIL INDICATOR - SECTION ITEM

SECTION INDICATOR - PARTIAL BUILDING/WALL & DETAIL INDICATOR - AREA

SECTION INDICATOR - BUILDING

ELEVATION INDICATOR - EXTERIOR

ELEVATION INDICATOR - INTERIOR, SINGLE & MULTIPLE VIEW

MATCH LINE INDICATOR

REFERENCE GRID WITH REFERENCE GRID LINES

REVISION INDICATOR & REVISION CLOUD

ROOM IDENTIFIER WITH ROOM NAME & NUMBER

ELEVATION INDICATOR - LEVEL & SPOT

WINDOW OR LOUVER IDENTIFIER

KEYNOTE INDICATOR

PLAN NORTH & TRUE NORTH INDICATOR

## LIST OF ARCHITECTURAL ABBREVIATIONS

| | |
|---|---|
| | SEE UNITED STATES NATIONAL CAD STANDARD FOR ANY ABBREVIATIONS NOT LISTED BELOW. |
| & | AND |
| @ | AT |
| (E) | EXISTING |
| ' | FOOT, FEET |
| " | INCH(ES) |
| # | NUMBER |
| ALUM | ALUMINUM |
| ARCH | ARCHITECTURAL |
| A/C UNIT | AIR CONDITIONING UNIT |
| A/E | ARCHITECT / ENGINEER |
| AB | ANCHOR BOLT |
| AC | ASPHALTIC CONCRETE |
| ACC | ACCESSIBLE |
| ACS DR | ACCESS DOOR |
| ACS PNL | ACCESS PANEL |
| ACST | ACOUSTIC |
| AD | AREA DRAIN |
| ADC | AUTOMATIC DOOR CLOSER |
| ADO | AUTOMATIC DOOR OPERATOR |
| ADDL | ADDITIONAL |
| ADJ SHV | ADJUSTABLE SHELVING |
| AFF | ABOVE FINISHED FLOOR |
| AFG | ABOVE FINISHED GRADE |
| AGGR | AGGREGATE |
| AHU | AIR HANDLING UNIT |
| ASSY | ASSEMBLY |
| BD | BOARD |
| BKG | BACKING |
| BLDG | BUILDING |
| BM | BEAM |
| BM | BENCHMARK |
| BOT | BOTTOM |
| BTWN | BETWEEN |
| BUR | BUILT-UP ROOFING |
| BW | BOTH WAYS |
| C | CHANNEL |
| CAB | CABINET |
| CB | CATCH BASIN |
| CBC | CALIFORNIA BUILDING CODE |
| CEM | CEMENT |
| CEM PLAS | CEM PLASTER |
| CFLG | COUNTERFLASHING |
| CFMF | COLD-FORMED METAL FRAMING |
| CG | CORNER GUARD |
| CI | CAST IRON |
| CJ | CONSTRUCTION JOINT / CONTROL JOINT |
| CL | CENTER LINE |
| CLG | CEILING |
| CLR | CLEAR |
| CMU | CONCRETE MASONRY UNIT |
| CNTR | COUNTER |
| CO | CLEANOUT |
| COL | COLUMN |
| CONC | CONCRETE |
| CONSTR | CONSTRUCTION |
| CONT | CONTINUE / CONTINUOUS |
| COTG | CLEANOUT TO GRADE |
| CP | CONTROL PANEL |
| CPT | CARPET |
| CRS | COLD ROLLED STEEL |
| CSK | COUNTER SUNK |
| CSWK | CASEWORK |
| CT | CERAMIC TILE |
| CTR | CENTER |
| DBL | DOUBLE |
| DEPT | DEPARTMENT |
| DET | DETAIL |
| DF | DRINKING FOUNTAIN |
| DHM | DETENTION HOLLOW METAL |
| DIA | DIAMETER |
| DIM | DIMENSION |
| DS | DOWNSPOUT |
| DSP | DRY STANDPIPE |
| DWG | DRAWING |
| DWR | DRAWER |
| EA | EACH |
| EGSB | EXTERIOR GYPSUM SHEATHING BOARD |
| EIFS | EXTERIOR INSULATION AND FINISH SYSTEM |
| EJ | EXPANSION JOINT |
| EL | ELEVATION |
| ELEC | ELECTRIC / ELECTRICAL |
| ELEV | ELEVATOR |
| EMER | EMERGENCY |
| ENCL | ENCLOSURE |
| EPB | ELECTRICAL PANEL BOARD |
| EQ | EQUAL |
| EQUIP | EQUIPMENT |
| EW | EACH WAY |
| EWC | ELECTRIC WATER COOLER |
| EXH | EXHAUST |
| EXST | EXISTING |
| EXP | EXPANSION |
| EXT | EXTERIOR |
| FA | FIRE ALARM |
| FB | FLAT BAR |
| FD | FLOOR DRAIN |
| FDTN | FOUNDATION |
| FE | FIRE EXTINGUISHER |
| FEC | FIRE EXTINGUISHER CABINET |
| FIN | FINISH |
| FLG | FLOORING |
| FLL | FLOW LINE |
| FLR | FLOOR |
| FOC | FACE OF CONCRETE/CURB |
| FOF | FACE OF FINISH |
| FOM | FACE OF MASONRY |
| FOS | FACE OF STUD |
| FOW | FACE OF WALL |
| FP | FIREPROOF |
| FRP | FIBERGLASS REINFORCED PLASTIC |
| FT | FEET / FOOT |
| FTG | FOOTING |
| FURG | FURRING |
| FUT | FUTURE |
| G | GROUND; NATURAL GAS |
| GA | GAGE |
| GALV | GALVANIZED |
| GB | GRAB BAR |
| GI | GALVANIZED IRON |
| GLU LAM | GLUED LAMINATED WOOD |
| GYP | GYPSUM |
| HB | HOSE BIB |
| HC | HOLLOW CORE |
| HDBD | HARDBOARD |
| HDW | HARDWARE |
| HDWD | HARDWOOD |
| HM | HOLLOW METAL |
| HORIZ | HORIZONTAL |
| HR | HOUR |
| HT | HEIGHT |
| ID | INSIDE DIAMETER |
| INSUL | INSULATION |
| INT | INTERIOR |
| JAN | JANITOR |
| KIT | KITCHEN |
| L | ANGLE |
| LAB | LABORATORY |
| LAV | LAVATORY |
| MATL | MATERIAL |
| MAX | MAXIMUM |
| MECH | MECHANICAL |
| MEMB | MEMBRANE |
| MFR | MANUFACTURER |
| MH | MANHOLE |
| MIN | MINIMUM |
| MISC | MISCELLANEOUS |
| MO | MASONRY OPENING |
| MR | MOISTURE RESISTANT |
| MTD | MOUNTED |
| MTL | METAL |
| MULL | MULLION |
| NIC | NOT IN CONTRACT |
| NO | NUMBER |
| NOM | NOMINAL |
| NTS | NOT TO SCALE |
| O/ | OVER |
| OC | ON CENTER |
| OD | OUTSIDE DIAMETER |
| OF/CI | OWNER FURNISHED / CONTRACTOR INSTALLED |
| OFF | OFFICE |
| OGL | OBSCURE GLASS |
| OPH | OPPOSITE HAND |
| OPNG | OPENING |
| OPP | OPPOSITE |
| PAF | POWER ACTUATED FASTENER |
| PL | PROPERTY LINE; PLATE |
| PLAM | PLASTIC LAMINATE |
| PLB | PLUMB |
| PLBG | PLUMBING |
| PLYWD | PLYWOOD |
| PNL | PANEL |
| PROP | PROPERTY |
| PSF | POUNDS PER SQUARE FOOT |
| PSI | POUNDS PER SQUARE INCH |
| PT | PAINT; PAINT |
| PTN | PARTITION |
| PV | PHOTOVOLTAIC |
| QT | QUARRY TILE |
| R | RADIUS; RISER |
| RD | ROOF DRAIN |
| REBAR | REINFORCING STEEL BAR |
| REF | REFERENCE |
| REF | REFRIGERATOR |
| REINF | REINFORCE / REINFORCING |
| REQD | REQUIRED |
| RESIL | RESILIENT |
| RM | ROOM |
| RO | ROUGH OPENING |
| RWD | REDWOOD |
| RWL | RAIN WATER LEADER |
| SAD | SEE ARCHITECTURAL DRAWINGS |
| SATC | SUSPENDED ACOUSTICAL TILE CEILING |
| SB | SPLASH BLOCK |
| SC | SOLID CORE |
| SCHED | SCHEDULE |
| SD | STORM DRAIN |
| SDST | SELF DRIVING, SELF TAPPING |
| SHT | SHEET |
| SHTHG | SHEATHING |
| SHV | SHELVING |
| SIM | SIMILAR |
| SLNT | SEALANT |
| SM | SHEET METAL |
| SPEC | SPECIFICATION |
| SQ | SQUARE |
| SS | SANITARY SEWER; SERVICE SINK |
| SST | STAINLESS STEEL |
| STD | STANDARD |
| STL | STEEL |
| STOR | STORAGE |
| STRUCT | STRUCTURAL |
| SUSP CLG | SUSPENDED CEILING |
| SV | SHEET VINYL |
| SYMM | SYMMETRICAL |
| SYS | SYSTEM |
| T | TREAD |
| T&G | TONGUE & GROOVE |
| TEL | TELEPHONE |
| THK | THICKNESS |
| TMH | TOP OF MANHOLE |
| TMPD | TEMPERED |
| TO | TOP OF |
| TOC | TOP OF CURB |
| TOF | TOP OF FRAME |
| TOJ | TOP OF JOIST |
| TOM | TOP OF MASONRY |
| TOP | TOP OF PARAPET |
| TOPO | TOPOGRAPHY |
| TOS | TOP OF STEEL |
| TOW | TOP OF WALL |
| TV | TELEVISION |
| TYP | TYPICAL |
| UC | UNDER COUNTER/CABINET |
| UNO | UNLESS NOTED OTHERWISE |
| UON | UNLESS OTHERWISE NOTED |
| UR | URINAL |
| VCT | VINYL COMPOSITION TILE |
| VERT | VERTICAL |
| VEST | VESTIBULE |
| VIF | VERIFY IN FIELD |
| VWC | VINYL WALL COVERING |
| VWF | VINYL WALL FABRIC |
| W/ | WITH |
| W/O | WITHOUT |
| WC | WATER CLOSET |
| WD | WOOD |
| WH | WATER HEATER |
| WO | WHERE OCCURS |
| WP | WORKING POINT |
| WPM | WATERPROOF MEMBRANE |
| WSCT | WAINSCOT |
| WT | WEIGHT |
| WTR | WATER |
| WWR | WELDED WIRE REINFORCEMENT |

## SHEET INDEX


| | |
|---|---|
| LU-G001 | COVER SHEET |
| C001 | PRELIMINARY GRADING PLAN |
| C002 | PRELIMINARY GRADING PLAN |
| PL-1 | PRELIMINARY LANDSCAPE PLAN |
| LU-AD101 | DEMO SITE PLAN |
| LU-AS101 | COLORED SITE PLAN |
| LU-AS102 | FIRE MASTER PLAN |
| LU-AS103 | CONCEPTUAL WATER IMPROVEMENT PLAN |
| LU-AD111 | BLDG A (2011) - DEMO FLOOR PLANS |
| LU-AD112 | BLDG B (1937) - DEMO FLOOR PLANS |
| LU-A111 | BLDG A (2011) - PROPOSED FLOOR PLANS |
| LU-A112 | BLDG B (1937) - PROPOSED FLOOR PLANS |
| LU-A131 | ROOF PLANS |
| LU-A211 | BLDG A - EXTERIOR ELEVATIONS |
| LU-A212 | BLDG B - EXTERIOR ELEVATIONS |
| LU-AS501 | SITE DETAILS |
| LU-AS502 | ACCESSIBILITY SITE DETAILS |
| E-0.1 | ELECTRICAL LEGEND AND GENERAL NOTES |
| E-0.2 | LIGHTING FIXTURE SCHEDULE |
| E-1.1 | LIGHTING SITE PLAN |
| E-1.1PH | ELECTRICAL PHOTOMETRIC SITE PLAN |


## PROJECT DIRECTORY


### DEVELOPER

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## DEFERRED SUBMITTALS

1. OVERHEARD FIRE SPRINKLER SYSTEM - BUILDING A
2. FIRE ALARM SYSTEM BUILDING A
3. FIRE ALARM SYSTEM BUILDING B
4. UNDERGROUND FIRE LINE SERVICE

## COMMERCIAL PROJECT SUMMARY TABLE

| EXISTING USE | PROPOSED USE | ZONING DESIGNATION | GENERAL PLAN LAND USE DESIGNATION | OVERLAY DISTRICT |
|---|---|---|---|---|
| Education/Offices | TK – 8th Charter School | C2 (General Business) | General Commercial | N/A |

| ZONING | | | | | |
|---|---|---|---|---|---|
| **DESCRIPTION** | **OMC SECTION** | **REQUIRED** | **EXISTING** | **PROPOSED** | **CONFORMS (yes/no)** |
| LOT AREA (OP and CR Zones) | 17.18.100 | N/A | N/A | N/A | N/A |
| LOT WIDTH (OP and CR Zones) | 17.18.100 | N/A | N/A | N/A | N/A |
| MAX. BUILDING HEIGHT (Note: use average finished grade as defined in the "Building Height" definition from OMC Section 17.04.021) | 17.18.120 | 32'-0" | 23'-0" | 23'-0" | Yes |
| **SETBACKS:** | 17.18.130 | -- | -- | -- | -- |
| Front Yard | 17.18.130 | 10'-0" | 10'-0" | 10'-0" | Yes |
| Rear Yard | 17.18.130 | 10'-0" | 10'-0" | 10'-0" | Yes |
| Side Yard (Interior) | 17.18.130 | 0'-0" (zero) | 0'-0" (zero) – (E) Concrete Walkway Adjacent to Two (E) Buildings | 0'-0" (zero) – (E) Concrete Walkway Adjacent to Two (E) Buildings | Yes |
| Side Yard (Street Side) | 17.18.130 | N/A | N/A | N/A | N/A |
| FLOOR AREA RATIO (FAR) UTILIZING GROSS FLOOR AREA | General Plan Land Use Element (Table LU-1) | Max. 1.0 FAR, Expected 0.35 FAR | 0.46 (53,913.20 sf/ 117,792.79 sf) | 0.46 | Yes |
| **LANDSCAPING**: For landscaping standards refer to Page 26-28 of the City of Orange Landscape Standards and Specifications | 16.50 & 17.18.160 | -- | -- | -- | -- |
| Front Yard | 16.50 & 17.18.160 | 10'-0" | 10'-0" | 10'-0" | Yes |
| Rear Yard | 16.50 & 17.18.160 | 4'-0" | 10'-0" | 10'-0" | Yes |
| Side Yard (Interior) | 16.50 & 17.18.160 | 4'-0" | Conc. Path btw. Bldgs. & PLs | Conc. Path btw. Bldgs. & PLs | Existing Condition |
| Side Yard (Street Side) | 16.50 & 17.18.160 | N/A | N/A | N/A | N/A |
| When adjacent to perpendicular parking | 16.50 & 17.18.160 | 6 feet (If perpendicular parking at PL) | 0'-0" | 6'-0" | Yes |
| Parking area screening from a public street with 5-gallon shrubs, 3 feet on center | 16.50 & 17.18.160 | 5-gallon shrubs (3-feet on center) | None | 5-gallon shrubs, 3 feet on center | Yes |
| Trash Enclosures require a 4- foot-wide landscape planter on at least 2 sides | 16.50 & 17.18.160 | 4 ft. wide landscape planter | N/A | 8'-0"+ planter on 3 sides | Yes |
| Trees required, "unless determined otherwise through site plan and design review" | 16.50 & 17.18.160 | TBD per Site Plan Review (SPR) | 50 Existing | 36 Existing + 24 Proposed = 60 Total | -- |
| Trees to be removed | 16.50 & 17.18.160 | Tree Removal Discouraged/ Not Prohibited | 50 Existing | 14 Proposed Removal | Yes |
| Trees to be added | 16.50 & 17.18.160 | No. of Trees to be Added Not Specified | N/A | 24 Proposed | -- |
| Existing Trees to be preserved | 16.50 & 17.18.160 | No. of Trees to be Preserved Not Specified | N/A | 36 Trees to Remain On-site | -- |
| 25 percent of required trees shall be 24-inch box and 75 percent shall be in 15-gallon containers | 16.50 & 17.18.160 | 25% of 60 total trees (if approved in SPR) w/ 24-inch box = 15 trees ; and 75% of 60 total trees (if approved in SPR) w/ 15-gallon containers = 45 trees | 36 Existing Trees (36 Existing + 24 Proposed = 60 Total) 36 Existing Trees (36 Existing + 24 Proposed = 60 Total) | 11 proposed (24-inch box) + 36 existing (equivalent size of a 24-inch box) = 44 trees | Yes |
| Shrubs shall be 5-gallon except for groundcover | 16.50 & 17.18.160 | 5 gallons | N/A | 5-gallon | Yes |
| Shrubs are encouraged at the foundation lines of all building elevations seen from the street in 4-foot minimum width planters. Shrubs shall be spaced at 3 feet on center | 16.50 & 17.18.160 | 4-foot width planters (3 feet on center) | Existing Building (Currently Not Provided) | Existing Building (Currently Not Provided) | Existing Condition |
| Street trees required as determined by the design review process. | 16.50 & 17.18.160 | Specific number is not required. However, distance reqts. from existing sidewalk facilities listed. | Existing to remain | Existing to remain | Yes |
| Percent of Parking Area | 16.50 & 17.18.160 | Landscape Std. & Spces.: 6' at PL and 6' at interior portion of lot. | Existing to remain at PL | Existing to remain at PL, 6' min at interior portion of lot. | Yes |
| IRRIGATED AREA TOTAL | 16.50 & 17.18.160 | -- | -- | -- | -- |
| Irrigated area added | 16.50 & 17.18.160 | No requirement listed. | -- | -- | -- |
| Irrigated area removed | 16.50 & 17.18.160 | No requirement listed. | -- | -- | -- |
| **FENCE HEIGHT:** | 17.12.070 | -- | -- | -- | -- |
| Front Yard | 17.12.070 (D) | Min. 8'/Max. 10' at PL Adj. to Residential District | N/A (No Fence in Front Yard) | N/A (No Fence in Front Yard) | N/A |
| Interior Side Yard(s) | 17.12.070 (D) | Min. 8'/Max. 10' at PL Adj. to Residential District | East PL - 5'-5" Masonry wall with 3'-11" wrought iron fence on top (9'-4" total) West PL - 5'-7" Masonry Wall | Existing to Remain | Existing to Remain |
| Street Side Yard | 17.12.070 (D) | N/A | N/A | N/A | N/A |
| Rear Yard | 17.12.070 (D) | 42 inches Max. | 3'-0" Masonry wall with 5'-0" wrought iron fence | Existing to Remain | Existing to Remain |
| **OFF STREET PARKING SPACES REQUIRED** | 17.34.060 | 81 parking spaces (45x1.8) | 211 parking spaces | 100 parking spaces | Yes |
| **DRIVE AISLE WIDTH** | 17.34.110 | One-way is 12'; two-way is 25' | N/A | One-way is 23' min; two-way is 25' | Yes |
| **DRIVE ASILE ENTRY WIDTH AND DEPTH** | 17.34 & 17.34.110(G) | Width: 20', Depth: 30' | N/A | Existing Conditions to Remain | Existing Conditions to Remain |
| LOADING ZONE | 17.34.160 & 17.34.180 | NA, new construction not proposed. | N/A | N/A | N/A |
| BICYCLE RACKS | 17.34.080 | 2 min. | N/A | 4 | Yes |
| MOTORCYCLE PARKING SQUARE FEET | 17.34.080 | 300 s.f. min. | N/A | N/A | N/A |
| TRASH ENCLOSURE SIZE | 17.18.190 & Public Works Standard 409 | No requirement listed. | N/A | 3 4-cubic yard bins | Yes |
| LIGHTING | 15.52.090 | - | - | - | - |
| Kelvins | N/A | N/A | N/A | N/A | N/A |
| Fixture Type/Blinder | 15.52.090(J) | Weather Resistant | N/A | Die-cast aluminum housing and heat sink | Yes |
| Parking lot footcandles | 15.52.090(J) | Min. of one footcandle | N/A | 1.4 fc | Yes |

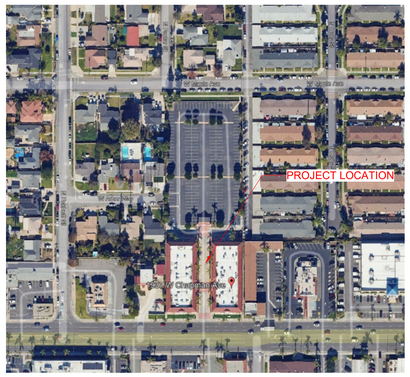
## BUILDING DATA

| | BUILDING A | BUILDING B |
|---|---|---|
| **ADDRESS** | 2011 W. CHAPMAN AVENUE | 1937 W. CHAPMAN AVENUE |
| **FLOOR AREA** | 26,956.6 | 26,956.6 |
| **CONSTRUCTION TYPE** | TYPE V-A | TYPE V-A |
| **NUMBER OF STORIES** | 2 STORIES | 2 STORIES |
| **BUILDING FOOTPRINT** | 13478.30 SQ. FT. | 13478.30 SQ. FT. |
| **EXISTING OCCUPANCY GROUP** | GROUP B-2 OCCUPANCY | GROUP A, B & E OCCUPANCY |
| **PROPOSED OCCUPANCY GROUP** | GROUP E OCCUPANCY | GROUP E OCCUPANCY |
| **FIRE PROTECTION SYSTEM** | PROPOSED FIRE SPRINKLERS *DEFERRED SUBMITTAL* | EXISTING AUTOMATIC FIRE SPRINKLERS |
| **PROPOSED CLASSROOMS** | 21 | 24 |

## LOCATION MAP




## VICINITY MAP



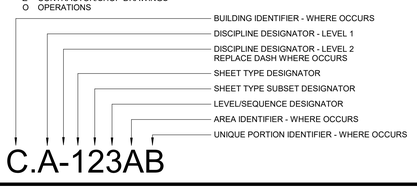

## SHEET IDENTIFICATION LEGEND

DISCIPLINE DESIGNATORS - LEVEL 1

| | |
|---|---|
| G | GENERAL |
| H | HAZARDOUS MATERIALS |
| V | SURVEY/MAPPING |
| B | GEOTECHNICAL |
| C | CIVIL |
| L | LANDSCAPE |
| S | STRUCTURAL |
| A | ARCHITECTURAL |
| I | INTERIORS |
| Q | EQUIPMENT |
| F | FIRE PROTECTION |
| P | PLUMBING |
| D | PROCESS |
| M | MECHANICAL |
| E | ELECTRICAL |
| W | DISTRIBUTED ENERGY |
| T | TELECOMMUNICATIONS |
| R | RESOURCE |
| X | OTHER DISCIPLINES |
| Z | CONTRACTOR/SHOP DRAWINGS |
| O | OPERATIONS |

SHEET TYPE DESIGNATORS

| | |
|---|---|
| 0 | GENERAL |
| 1 | PLANS |
| 2 | ELEVATIONS |
| 3 | SECTIONS |
| 4 | LARGE SCALE VIEWS |
| 5 | DETAILS |
| 6 | SCHEDULES & DIAGRAMS |
| 7 | USER DEFINED |
| 8 | USER DEFINED |
| 9 | 3D REPRESENTATIONS |




## SCOPE OF WORK

INTERIOR TENANT IMPROVEMENT OF TWO EXISTING 2-STORY EDUCATIONAL BUILDINGS (TOTAL 53,913 SF) TO ACCOMMODATE A NEW TK–8 CHARTER SCHOOL. NO NEW CONSTRUCTION AND NO EXTERIOR FAÇADE MODIFICATIONS ARE PROPOSED OTHER THAN A NEW PAINT COLOR PALETTE.

WORK INCLUDES INTERIOR RECONFIGURATION TO PROVIDE (45) CLASSROOMS: INCLUDING (30) INSTRUCTIONAL CLASSROOM SPACES, (4) SPECIALTY PROGRAM ROOMS (ART, MUSIC, ETC.), & (11) BREAKOUT ROOMS. ADDITONAL SPACES INCLUDE (1) MULTIPURPOSE ROOM WITH WARMING KITCHEN, (10) OFFICES, AND ASSOCIATED SCHOOL SUPPORT SPACES.

SITE IMPROVEMENTS INCLUDE CREATION OF TWO NEW FENCED PLAY AREAS (APPROX. 9,210 SF AND 10,760 SF) WITH STRIPING, AND CONTROLLED-ACCESS GATES (INCLUDING FIRE DEPARTMENT ACCESS). RECONFIGURATION OF THE EXISTING PARKING LOT (211 EXISTING STALLS) INCLUDES REMOVAL OF 111 STALLS (100 TO REMAIN), NEW LANDSCAPE PLANTERS, AND A NEW TRASH ENCLOSURE.


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CONSULTANT


SEAL

PROJECT
CALIFORNIA REPUBLIC LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
ORANGE, CA

CLIENT
RED HOOK CAPITAL PARTNERS

2120 EAST GRAND AVENUE, STE. 135
EL SEGUNDO,
CA, 90245

ISSUED

| MARK | DATE | DESCRIPTION |
|---|---|---|

90% CONSTRUCTION DOCUMENTS

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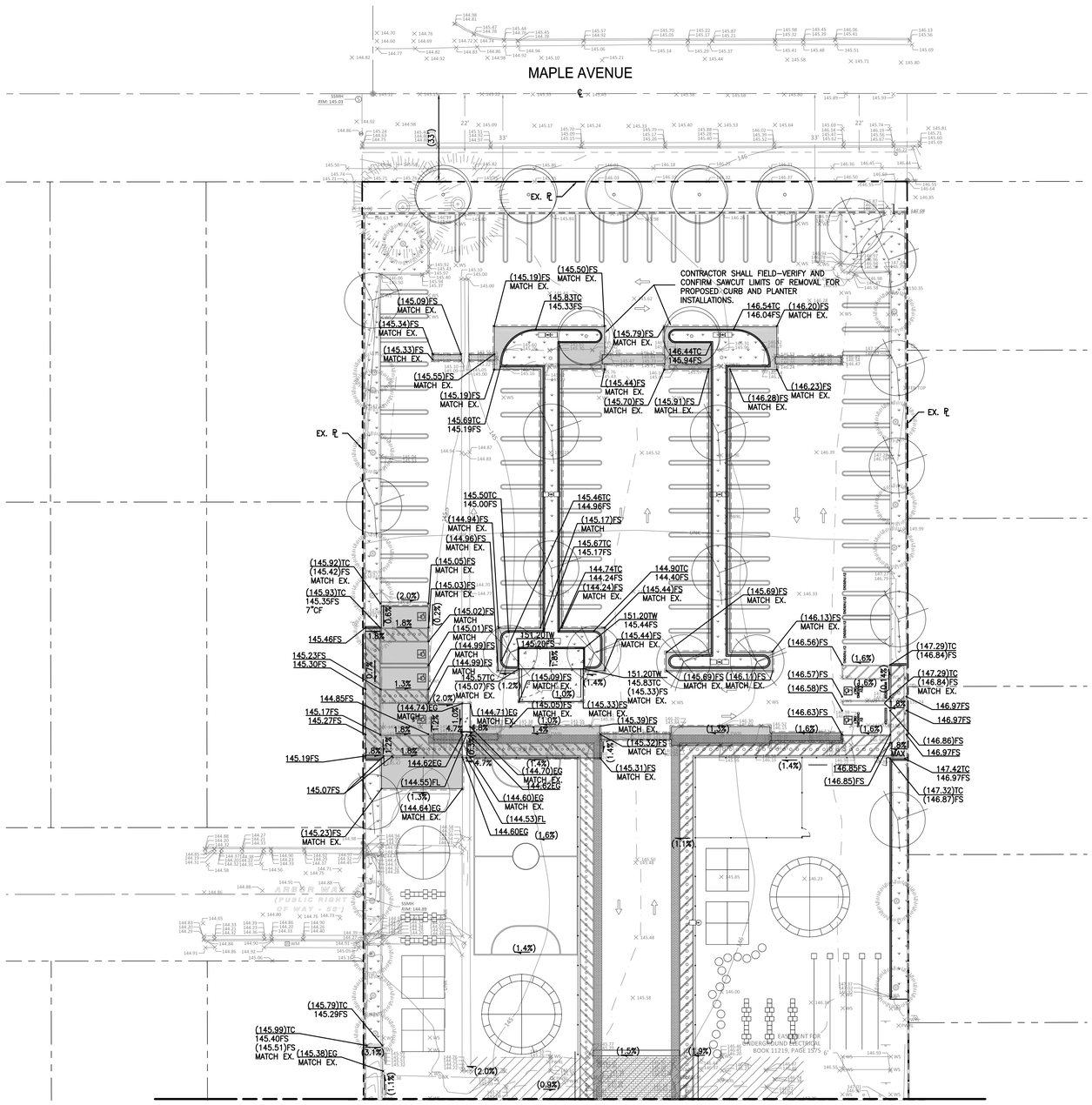
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SHEET
LU-G001



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**LEGEND:**

- PROPERTY LINE
- LIMIT OF PAVING
- ACCESSIBLE PATH OF TRAVEL
- SAWCUT & JOIN LINE
- ISOLATION JOINT
- CONCRETE PAVING
- FIRE ACCESS LANE
- ASPHALT
- PA — PLANTER AREA/LANDSCAPE

N

0 10' 20'

SCALE: 1"=20'

**WATER QUALITY MANAGEMENT PLAN NOTE:**

THE TOTAL AMOUNT OF ADDED/MODIFIED IMPERVIOUS AREA OF IMPROVEMENTS IS 4,900 SF. THEREFORE THE PROJECT IS NOT SUBJECT TO WQMP REQUIREMENTS.

RECORD DRAWING

ENGINEER (SIGNATURE) DATE

RECOMMENDED:

DATE PRINCIPAL CIVIL ENGINEER

REVISIONS

| NO. | DATE | DESCRIPTION | APPROVED |
|---|---|---|---|
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kpff
1200 Newport Center Drive, Suite 250
Newport Beach, CA 92660
O: 949.478.8800
www.kpff.com

R.C.E No. C74768 DATE

REGISTERED PROFESSIONAL ENGINEER No. C74768 12/31/22 CIVIL STATE OF CALIFORNIA

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CITY OF ORANGE
OFFICE OF THE CITY ENGINEER

GRADING PLAN

| | | | |
|---|---|---|---|
| SCALE: | HORIZ.: AS NOTED | SHEET No. 5 OF XX | |
| | VERT.: AS NOTED | | |
| DRAWN BY: | TN | PROJECT NUMBER | SP- |
| CHECKED BY: | AMc | | |

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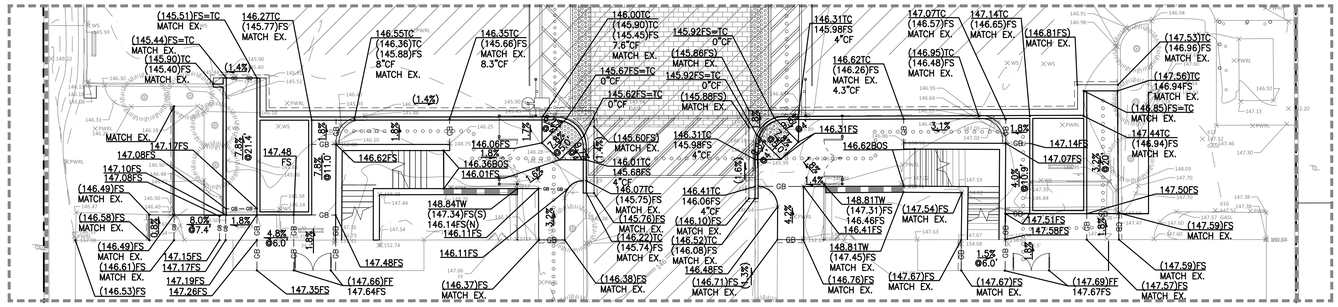
AGENCY

TITLE

PRELIMINARY GRADING PLAN

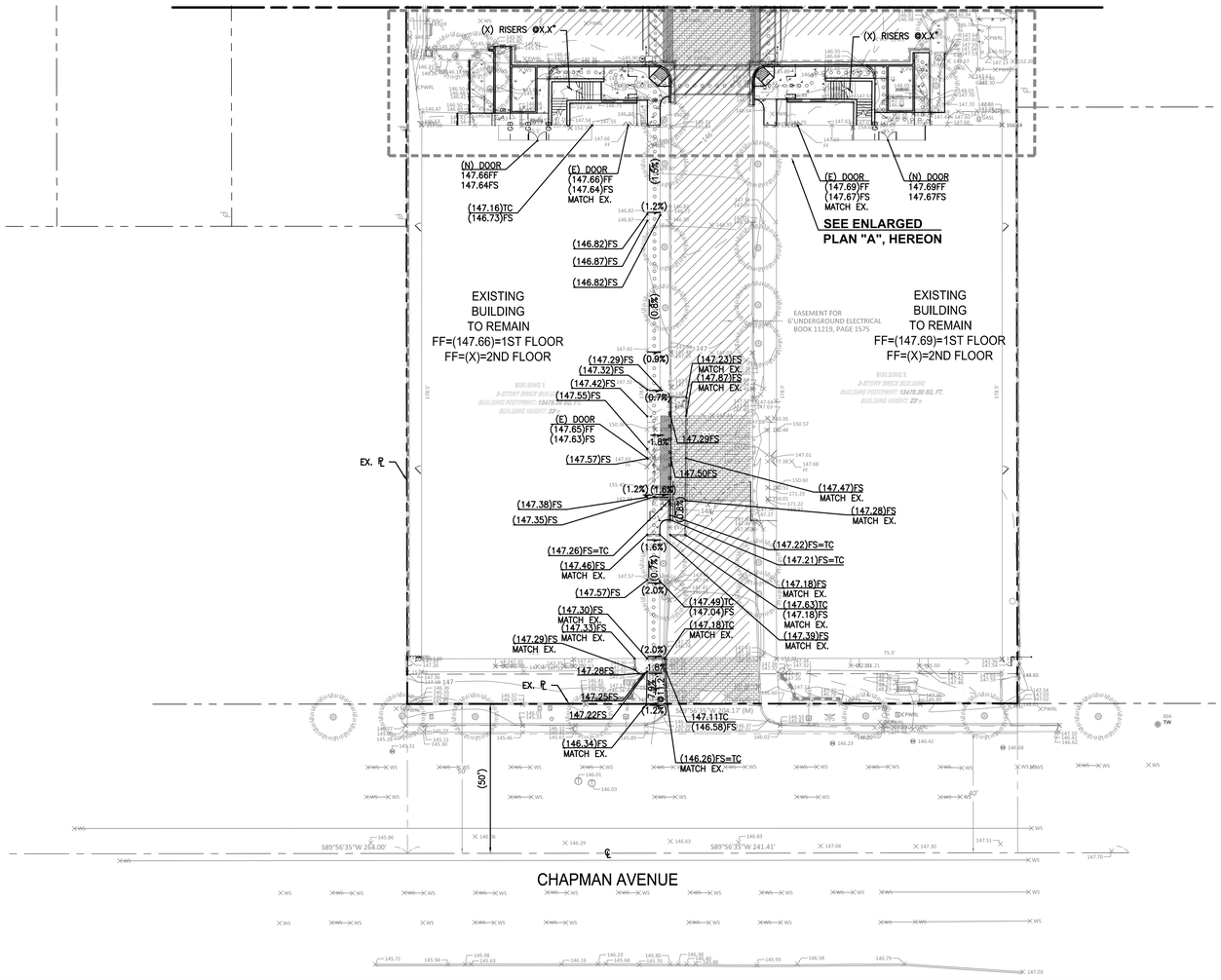
SHEET

C001




A 5 ENLARGED PLAN
1" = 10

MATCHLINE - SEE SHEET C1.30




**LEGEND:**

- PROPERTY LINE
- LIMIT OF PAVING
- ACCESSIBLE PATH OF TRAVEL
- SAWCUT & JOIN LINE
- ISOLATION JOINT
- CONCRETE PAVING
- FIRE ACCESS LANE
- ASPHALT
- PLANTER AREA/LANDSCAPE

N

0 10' 20'

SCALE: 1"=20'

RECORD DRAWING

ENGINEER (SIGNATURE) DATE

RECOMMENDED:

DATE PRINCIPAL CIVIL ENGINEER

REVISIONS

| NO. | DATE | DESCRIPTION | APPROVED |
|---|---|---|---|
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PREPARED BY:

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R.C.E No. C74768 DATE

REGISTERED PROFESSIONAL ENGINEER
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OFFICE OF THE CITY ENGINEER

GRADING PLAN

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VERT.: AS NOTED
DRAWN BY: TN
CHECKED BY: AMc
SHEET No. 6 OF XX
PROJECT NUMBER SP-

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| MARK | DATE | DESCRIPTION |
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MANAGEMENT

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CLIENT PROJECT NO:

AGENCY

TITLE
PRELIMINARY GRADING PLAN

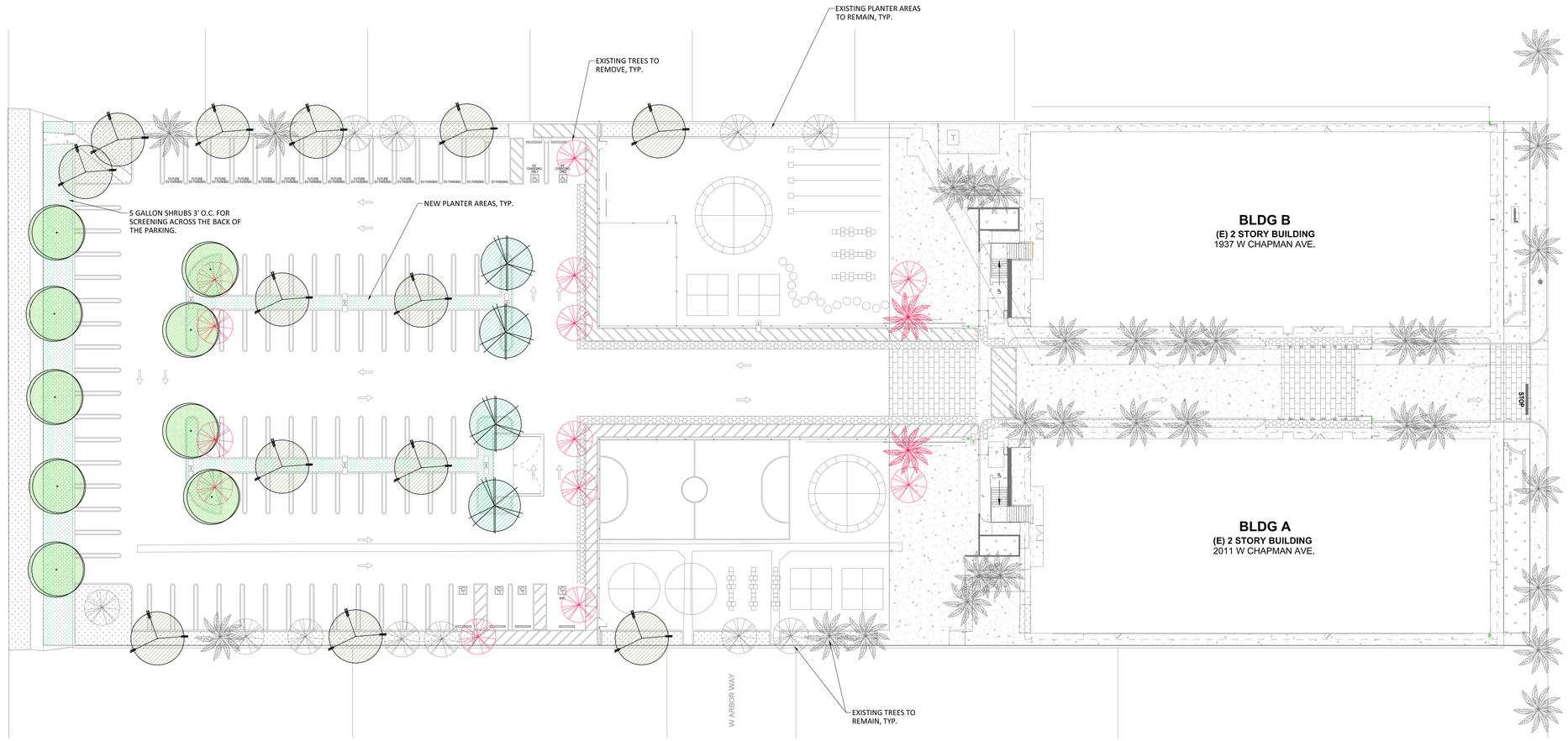
SHEET
C002

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## PLANT LEGEND

| SYM | BOTANICAL/ COMMON NAME | SIZE | QTY | WATER USE* | REMARKS |
|---|---|---|---|---|---|
| | TREES* | | | | |
| | CUPANIOPSIS ANACARDIOIDES/ CARROTWOOD TREE | 24" BOX | 9 | LOW | STANDARD |
| | TRISTANIA CONFERTA/ BRISBANE BOX | 15 GAL | 13 | LOW | STANDARD |
| | OLEA EUROPAEA 'WILSONII'/ FRUITLESS OLIVE | 36" BOX | 4 | V. LOW | MULTI |
| | *25% OF PROPOSED TREES REQUIRED TO BE 24" BOX CONTAINERS. 24 NEW TREES PROPOSED. 7 24" BOX CONTAINERS PROPOSED (29%) | | | | |

EXISTING TREES TO REMAIN- 36

SHRUBS (5 GAL)

- DIANELLA REVOLUTA LITTLE REV/ FLAX LILY
- DIETES VEGETA/ FORTNIGHT LILY
- LIMONIUM PEREZII SEA LAVENDER
- NANDINA 'GULF STREAM'/ HEAVENLY BAMBOO
- OLEA EUROPAEA LITTLE OLLIE/ DWARF OLIVE

## LANDSCAPE AREA CALCULATIONS

- PROPOSED LANDSCAPE AREA: 4,470 SQUARE FEET
- EXISTING LANDSCAPE AREA: 5,187 SQUARE FEET
- TOTAL LANDSCAPE AREA: 9,657 SQUARE FEET

## PRELIMINARY LANDSCAPE NOTES

1. PLANTING SHALL CONFORM TO LOCAL REQUIREMENTS FOR LANDSCAPE SITE DEVELOPMENT.
2. FINAL PLANTING AND IRRIGATION DESIGN PLANS SHALL BE PROVIDED DURING THE PERMIT PHASE OF DESIGN.
3. ALL EXISTING TREES SHALL BE PROTECTED FROM DAMAGE OR INJURY.
4. NO PARKING OR STACKING OF CONSTRUCTION MATERIAL IS ALLOWED WITHIN THE DRIPLINE OF AN EXISTING TREE.
5. ALL PLANT MATERIAL SHALL COMPLY WITH ANSI Z601 'STANDARD FOR NURSERY STOCK'.
6. ROOT BARRIERS SHALL BE PROVIDED FOR ALL TREES WITHIN ANY PLANTING AREAS THAT ARE LESS THAN 10' WIDE.
7. ALL PLANTER AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH.
8. A SOILS TEST SHALL BE PROVIDED DURING CONSTRUCTION (AFTER GRADING OPERATIONS ARE CONCLUDED) TO DETERMINE SOIL FERTILITY AND ACTUAL SOIL AMENDMENTS TO BE ADDED DURING PLANTING.
9. NO TURF IS PROPOSED.
10. NATURAL SLOPES ON SITE DO NOT EXCEED 5' IN ELEVATION.

CITY NOTES
1. A FULLY AUTOMATED IRRIGATION SYSTEM WILL BE PROVIDED.
2. APPLICANT IS REQUIRED TO VERIFY STREET TREE REQUIREMENTS WITH THE PARK DIVISION.

EXISTING TREES PROPOSED FOR REMOVAL- 15

TREE TAG NUMBERS*

- 1929
- 1930
- 1931
- 1932
- 1940
- 1941
- 1951
- 1952
- 1953
- 1954
- 1960
- 1965
- 1966
- 1967
- 1968

*TREE TAG NUMBERS PER ARBORIST REPORT PREPARED BY CAL PACIFIC SCIENCES

0' 20' 10' 40'
SCALE: 1"=20'-0"

LIONAKIS
2050 Main Street, Suite 400
Irvine, CA 92614
P 949.955.1919 F 949.955.9175
www.lionakis.com

CONSULTANT

MSLA
Landscape Architecture, Inc.
306 Canyon Falls Dr.
Folsom, CA 95630
916.989.3372
www.msladesign.com

SEAL

LICENSED LANDSCAPE ARCHITECT
MICHAEL CHULAK, No. 6459
Signature
Exp. 05.31.27
Renewal Date
STATE OF CALIFORNIA

5/5/2026

PROJECT
CALIFORNIA REPUBLIC
LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
ORANGE, CA

CLIENT
RED HOOK CAPITOL PARTNERS

2120 EAST GRAND AVENUE, STE. 135
EL SEGUNDO,
CA, 90245

ISSUED

| MARK | DATE | DESCRIPTION |
|---|---|---|

MANAGEMENT

LIONAKIS PROJECT NO: 025175
CLIENT PROJECT NO:

AGENCY

TITLE
PRELIMINARY
LANDSCAPE PLAN

SHEET
PL-1

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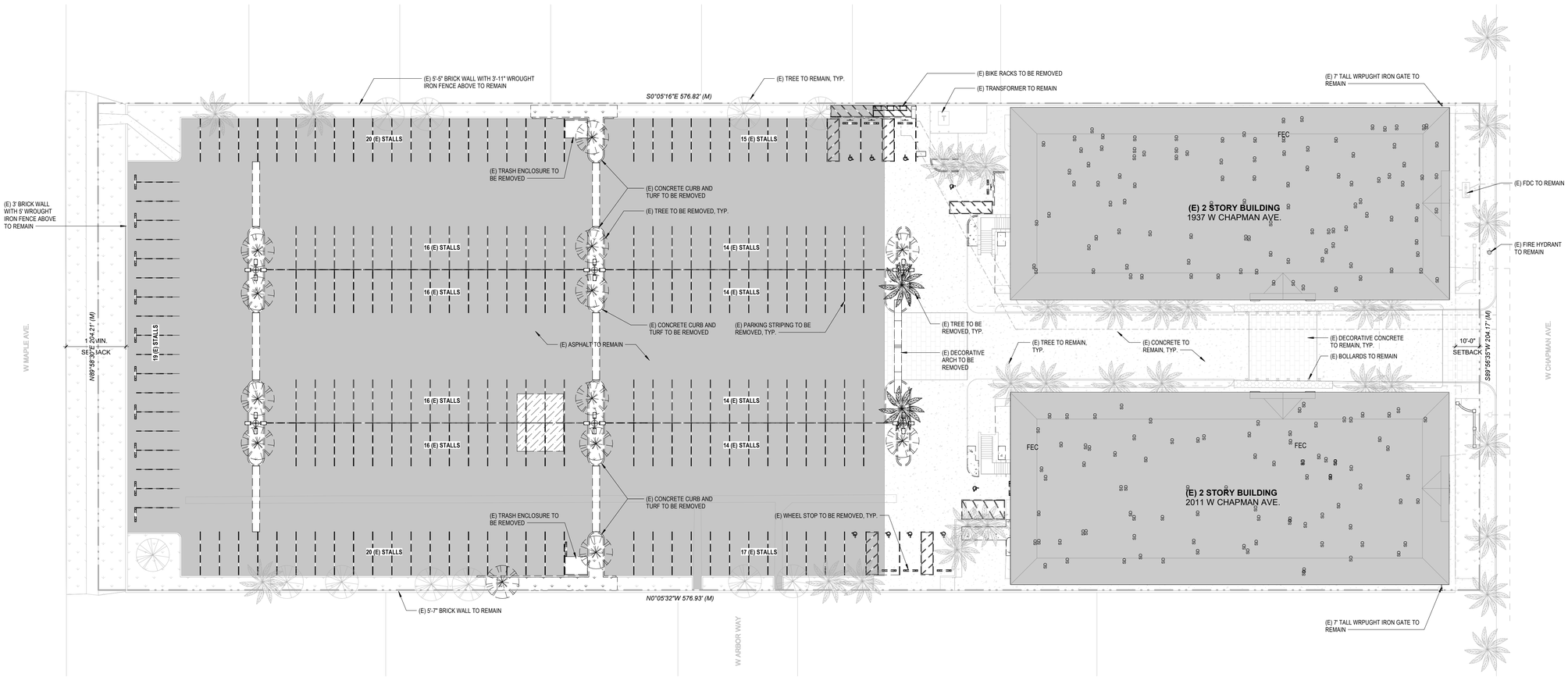
0 1/4" 1/2" 1"

## (E) PROJECT DATA

| PROJECT SITE ADDRESS: 1937 - 2011 W. CHAPMAN AVENUE - CALIFORNIA REPUBLIC LEADERSHIP ACADEMY | |
|---|---|
| **LEGAL DESCRIPTION** | A PORTION OF LOT 3 OF THE LOCKHART TRACT |
| **APN** | 039-331-40 |
| **LOT AREA (SQUARE FEET)** | 117,792.79 |
| **LOT AREA (ACRES)** | +/- 2.70 |
| **LOT LENGTH & WIDTH (FEET)** | 578' X 208.04' |
| **ZONING DISTRICT** | C-2 (GENERAL BUSINESS) |
| **FLOOR AREA - BUILDING A (2011 W. CHAPMAN AVE.) (SQUARE FEET)** | 26,956.6 |
| **FLOOR AREA - BUILDING B (1937 W. CHAPMAN AVE.) (SQUARE FEET)** | 26,956.6 |
| **TOTAL FLOOR AREA (BUILDINGS A+B) (SQUARE FEET)** | 53,913.2 |
| **FLOOR AREA RATIO** | 0.46 |
| **BUILDING HEIGHT OF EXISTING BUILDINGS** | +/- 23' |
| **YARD SETBACKS** | FRONT: 10' \| SIDE: 0' \| REAR: 10' |
| **NUMBER OF EXISTING CLASSROOMS** | 33 |
| **NUMBER OF EXISTING PARKING STALLS** | 211 |

## SITE LEGEND

- EXISTING BUILDING WITH MODERNIZATION WORK
- EXISTING LANDSCAPING TO REMAIN
- EXISTING PROPERTY LINE
- EXISTING UNDERGROUND EASEMENT
- EXISTING SETBACK
- EXISTING ITEM TO REMAIN
- EXISTING ITEM TO BE DEMOLISHED
- EXISTING TREES TO REMAIN (36 TOTAL)
- EXISTING TREES TO BE REMOVED (14 TOTAL)




1 DEMO SITE PLAN
SCALE: 1" = 20'-0"

LIONAKIS

2050 Main Street, Suite 400
Irvine, CA 92614
P 949.955.1919 F 949.955.9175
www.lionakis.com

CONSULTANT

SEAL

PROJECT
CALIFORNIA REPUBLIC LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
ORANGE, CA

CLIENT
RED HOOK CAPITAL PARTNERS

2120 EAST GRAND AVENUE, STE. 135
EL SEGUNDO,
CA, 90245

ISSUED

| MARK | DATE | DESCRIPTION |
|---|---|---|

LAND USE APPLICATION

**FOR REVIEW ONLY / NOT FOR CONSTRUCTION**

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MANAGEMENT

LIONAKIS PROJECT NO: 025175
CLIENT PROJECT NO:

AGENCY

TITLE
DEMO SITE PLAN

SHEET
LU-AD101



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0 1/4" 1/2" 1"

# PROJECT DATA

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| **FLOOR AREA RATIO** | 0.46 |
| **BUILDING HEIGHT OF EXISTING BUILDINGS** | +/- 23' |
| **YARD SETBACKS** | FRONT: 10' \| SIDE: 0' \| REAR: 10' |
| **NUMBER OF PROPOSED CLASSROOMS** (INCLUDING SPECIALTY PROGRAM ROOMS, MUSIC CLASSROOMS, ART CLASSROOM AND BREAKOUT ROOMS) | 45 CLASSROOMS |

# PARKING ANALYSIS

BASED ON CITY OF ORANGE TABLE 17.34.060(B) - K-8 SCHOOLS
*1.8 SPACES PER CLASSROOM*

**TOTAL CLASSROOMS: 45 CLASSROOMS** (INCLUDING SPECIALTY PROGRAM ROOMS, MUSIC CLASSROOMS, ART CLASSROOM AND BREAKOUT ROOMS)
**TOTAL PARKING REQUIRED: 45 CLASSROOMS (1.8) = 81 STALLS**
**TOTAL PARKING PROVIDED: 100 STALLS**

BASED ON CITY OF ORANGE 17.34.060.C "REQUIRED NUMBER OF PARKING SPACES" AND CBC TABLE 11B-208.2 "PARKING SPACES"
*76-100 PARKING SPACES PROVIDED = 5 MINIMUM REQUIRED ACCESSIBLE PARKING*

**ACCESSIBLE PARKING REQUIRED = 4 STALLS**
**ACCSSIBLE PARKING PROVIDED = 3 STALLS + 1 VAN**

# CLEAN AIR VEHICLE PARKING

BASED ON CGBC 2022 TABLE 5.106.5.3.1 "EV CAPABLE SPACES"
*76-100 PARKING SPACES PROVIDED = 17 REQUIRED EV CAPABLE SPACES*
*4 EV CAPABLE SPACES PROVIDED WITH EVSE*

TOTAL PARKING PROVIDED: 100 SPACES

**TOTAL EV CAPABLE SPACES REQUIRED: 17 STALLS**
**TOTAL EV CAPABLE SPACES PROVIDED WITH EVSE REQUIRED: 4 STALLS**

BASED ON CBC TABLE 11B-228.3.2.1 "PUBLIC USE OR COMMON USE EVCS"
*5-25 TOTAL EVSC AT FACILITY = 1 VAN ACCESSIBLE*
*1 STANDARD ACCESSIBLE*

**TOTAL VAN ACCESSIBLE EVSE REQUIRED: 1 STALL**
**TOTAL STANDARD ACCESSIBLE EVSE REQUIRED: 1 STALL**

# BICYCLE STORAGE

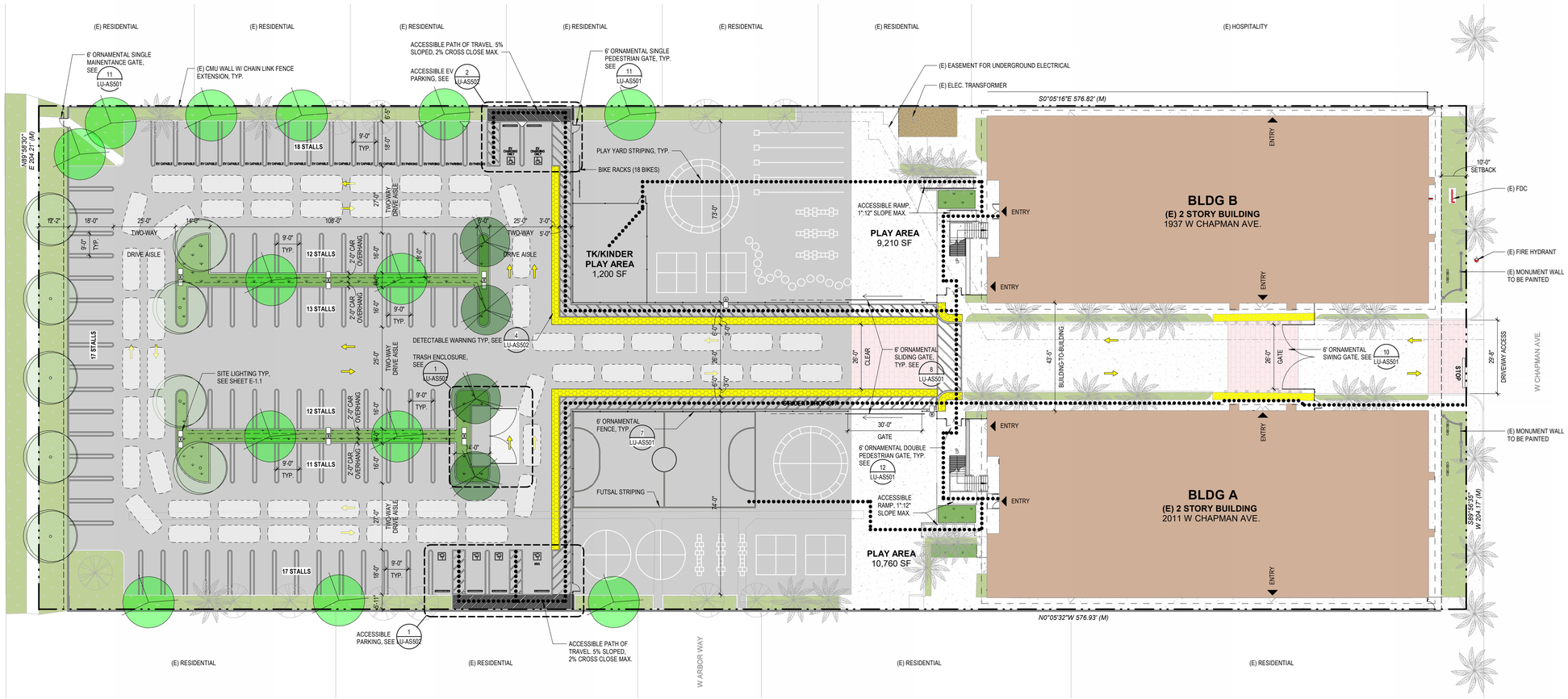
BASED ON 2022 CAL GREEN BUILDING STANDARDS CODE SECTION 5.106.4.1.1 "BICYCLE PARKING SHORT-TERM BICYCLE PARKING"

5.106.4.2.1.1 SHORT-TERM BICYCLE PARKING
REQUIRED: (4) 2-BIKE CAPACITY RACKS PER BUILDING
BUILDINGS: 2
(2) x 8 BIKES = 16 BICYCLES STORED
PROVIDED: **(2) 9-BIKE CAPACITY RACKS (18 BICYCLES STORED)**

5.106.4.2.2 STAFF BICYCLE PARKING
REQUIRED: 2 BIKES STORED PER BUILDING
BUILDINGS: 2
(2) x 2 BIKES = 2 BICYCLES STORED
PROVIDED: **4 PERMANENTLY ANCHORED VERTICAL RACKS**

# SITE LEGEND

- (E) BUILDING WITH MODERNIZATION WORK
- (E) LANDSCAPING
- PROPOSED LANDSCAPING
- (E) ASPHALT PAVING TO REMAIN
- PROPOSED ASPHALT PAVING
- (E) CONCRETE DRIVE / (E) DECORATIVE CONCRETE DRIVE
- (E) CONCRETE SIDEWALK
- PROPOSED CONCRETE SIDEWALK
- (E) TREES TO REMAIN
- PROPOSED TREES, SEE LANDSCAPE DRAWINGS
- DETECTABLE WARNING
- (E) PROPERTY LINE
- (E) UNDERGROUND EASEMENT
- (E) SETBACK
- ACCESSIBLE PATH OF TRAVEL
- DECORATIVE FENCING
- LIGHT FIXTURES, SEE ELECTRICAL DRAWINGS
- PROPOSED VEHICLE STACKING




1 COLORED SITE PLAN
SCALE 1" = 20'-0"

PLAN NORTH


LIONAKIS
2050 Main Street, Suite 400
Irvine, CA 92614
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www.lionakis.com
CONSULTANT


SEAL

PROJECT
CALIFORNIA REPUBLIC LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
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MANAGEMENT

LIONAKIS PROJECT NO: 025175
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AGENCY

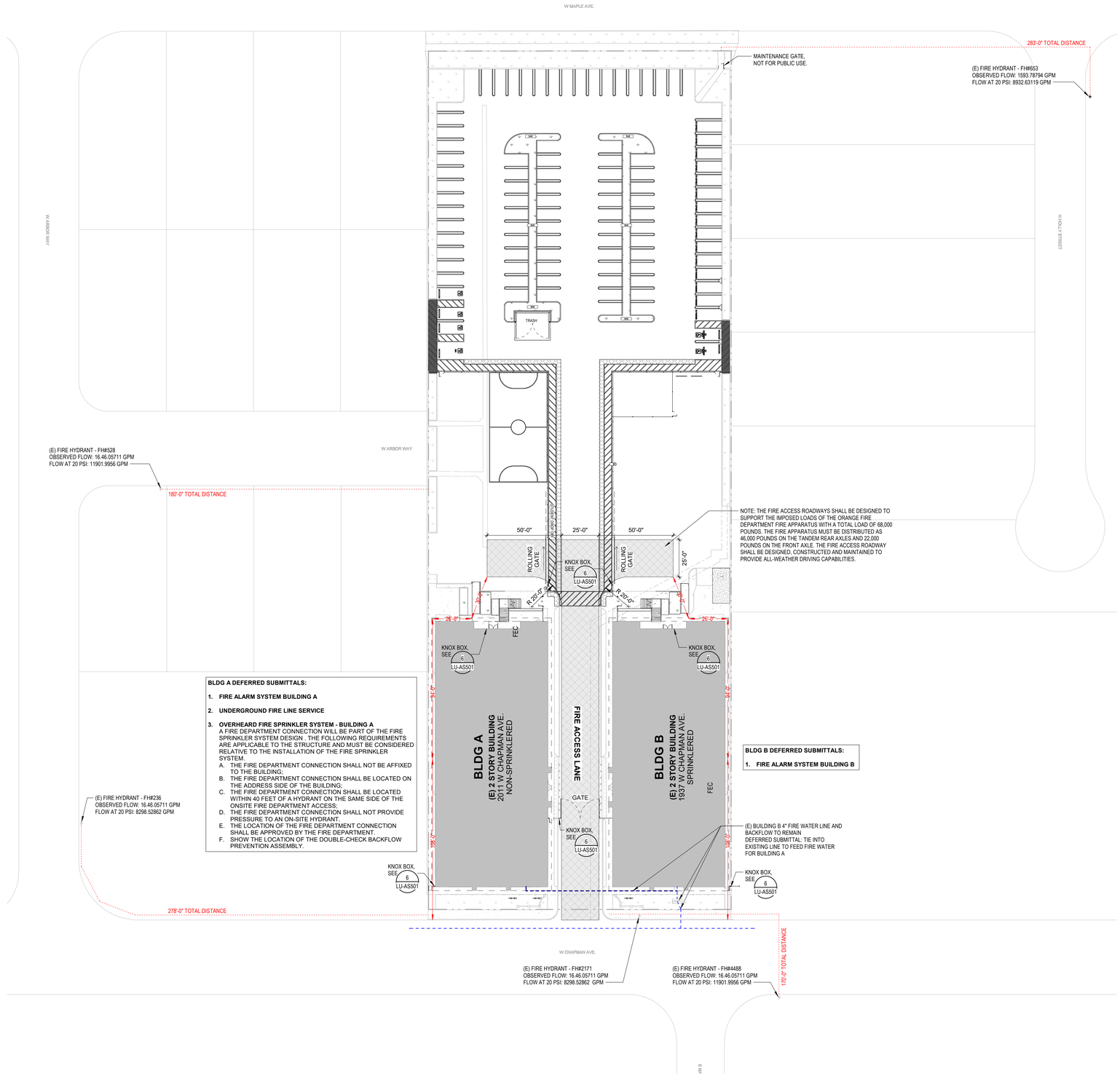
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COLORED SITE PLAN

SHEET
LU-AS101



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1 FIRE LIFE SAFETY SITE PLAN
SCALE 1" = 30'-0"

# SCOPE OF WORK

INTERIOR TENANT IMPROVEMENT OF TWO EXISTING 2-STORY EDUCATIONAL BUILDINGS (TOTAL 53,913 SF) TO ACCOMMODATE A NEW TK-8 CHARTER SCHOOL. NO NEW CONSTRUCTION AND NO EXTERIOR FAÇADE MODIFICATIONS ARE PROPOSED OTHER THAN A NEW PAINT COLOR PALETTE.

WORK INCLUDES INTERIOR RECONFIGURATION TO PROVIDE (45) CLASSROOMS: INCLUDING (30) INSTRUCTIONAL CLASSROOM SPACES, (4) SPECIALTY PROGRAM ROOMS (ART, MUSIC, ETC.), & (11) BREAKOUT ROOMS. ADDITONAL SPACES INCLUDE (1) MULTIPURPOSE ROOM WITH WARMING KITCHEN, (10) OFFICES, AND ASSOCIATED SCHOOL SUPPORT SPACES.

SITE IMPROVEMENTS INCLUDE CREATION OF TWO NEW FENCED PLAY AREAS (APPROX. 9,210 SF AND 10,760 SF) WITH STRIPING, AND CONTROLLED-ACCESS GATES (INCLUDING FIRE DEPARTMENT ACCESS). RECONFIGURATION OF THE EXISTING PARKING LOT (211 EXISTING STALLS) INCLUDES REMOVAL OF 111 STALLS (100 TO REMAIN), NEW LANDSCAPE PLANTERS, AND A NEW TRASH ENCLOSURE.

# DEFERRED SUBMITTALS

1. OVERHEARD FIRE SPRINKLER SYSTEM - BUILDING A
2. FIRE ALARM SYSTEM BUILDING A
3. FIRE ALARM SYSTEM BUILDING B
4. UNDERGROUND FIRE LINE SERVICE

# BUILDING DATA

| | BUILDING A | BUILDING B |
|---|---|---|
| **ADDRESS** | 2011 W. CHAPMAN AVENUE | 1937 W. CHAPMAN AVENUE |
| **FLOOR AREA** | 26,956.6 | 26,956.6 |
| **CONSTRUCTION TYPE** | TYPE V-A | TYPE V-A |
| **NUMBER OF STORIES** | 2 STORIES | 2 STORIES |
| **BUILDING FOOTPRINT** | 13478.30 SQ.FT. | 13478.30 SQ.FT. |
| **EXISTING OCCUPANCY GROUP** | GROUP B-2 OCCUPANCY | GROUP A, B & E OCCUPANCY |
| **PROPOSED OCCUPANCY GROUP** | GROUP E OCCUPANCY | GROUP E OCCUPANCY |
| **FIRE PROTECTION SYSTEM** | PROPOSED FIRE SPRINKLERS *DEFFERED SUBMITTAL* | EXISTING AUTOMATIC FIRE SPRINKLERS |
| **PROPOSED CLASSROOMS** | 16 | 20 |

# PROJECT DATA

**PROJECT SITE ADDRESS: 1937 - 2011 W. CHAPMAN AVENUE - CALIFORNIA REPUBLIC LEADERSHIP ACADEMY**

| | |
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| **FLOOR AREA RATIO** | 0.46 |
| **YARD SETBACKS** | FRONT: 10' \| SIDE: 0' \| REAR: 10' |
| **PROPOSED CLASSROOMS** *(INCLUDING SPECIALTY PROGRAMS, MUSIC, ART & BREAKOUT ROOMS)* | 45 CLASSROOMS |

# FIRE FLOW PRESSURE

*CITY OF ORANGE*

WATER DIVISION — PHONE: (714) 288-2475 · FAX: (714) 744-2975 · www.cityoforange.org

HYDRANT PRESSURE INQUIRY

The information presented in this document is provided as a courtesy and may be used for reference purposes only.
**Contact Orange Fire Department at (714) 288-2541 to schedule a flow test for system design.**

**Date:** 1/21/2026

**Location:** 1937-2011 W. Chapman Ave., Orange, CA 92868, USA

**Information provided by:** Jonathan Smith

The city does not collect or provide pressure information for individual addresses or private systems.

The information that is provided is the latest data from nearby City of Orange hydrant(s). This information is collected when hydrants go through routine flushing. This is rough information and may only be used for reference purposes only. It cannot be used for official design calculations and submittals, and it is not valid for design of fire systems.

| Hydrant # | Flush Performed (Month-YY) | Static Pressure (PSI) | Residual Pressure (PSI) | Observed Flow (GPM) | Flow at 20 PSI (GPM) |
|---|---|---|---|---|---|
| 653 | May-24 | 93 | 90 | 1593.78794 | 8932.63119 |
| 528 | May-24 | 98 | 96 | 1646.05711 | 11901.9956 |
| 236 | May-24 | 100 | 96 | 1646.05711 | 8298.52862 |
| 2171 | May-24 | 100 | 96 | 1646.05711 | 8298.52862 |
| 4488 | May-24 | 98 | 96 | 1646.05711 | 11901.9956 |

Please see the map below for hydrant reference.




**1937-2011 W. Chapman Ave.**

The information presented in this document is not valid for design of fire systems.
**Contact Orange Fire Department at (714) 288-2541 to schedule a flow test for system design.**

WATER DIVISION • 189 S. WATER STREET • ORANGE, CA 92866 -1591
N:\Water Engineering\Requests\Hydrant Pressure Inquiries\Hydrant Pressure Inquiry.docx

# CITY OF ORANGE FIRE DEPARTMENT NOTES

**INSPECTION REQUIREMENTS**
1. OFD SITE INSPECTIONS ARE REQUIRED FOR THIS PROJECT. PLEASE SCHEDULE ALL FIELD INSPECTIONS AT LEAST 48 HOURS IN ADVANCE. CALL THE FIRE PREVENTION OFFICE AT (714) 288-2541 FOR INSPECTION SCHEDULING.
2. A LUMBER DROP INSPECTION SHALL BE PERFORMED PRIOR TO DELIVERY TO THE SITE. ALL-WEATHER ACCESS ROADS CAPABLE OF SUPPORTING 68,000 LBS., TOPPED WITH ASPHALT, CONCRETE, OR EQUIVALENT SHALL BE IN PLACE AND HYDRANTS OPERATIONAL AT TIME OF LUMBER DROP INSPECTION.
3. FOR PROJECTS WITH FUEL MODIFICATION, A VEGETATION CLEARANCE INSPECTION IS REQUIRED PRIOR TO A LUMBER DROP INSPECTION. TO SCHEDULE AN APPOINTMENT, CALL THE FIRE PREVENTION OFFICE AT (714) 288-2541.
4. PHASED INSTALLATION OF FIRE ACCESS ROADS REQUIRES ADDITIONAL INSPECTIONS.
5. AN ORIGINAL APPROVED, SIGNED, WET-STAMPED OFD FIRE MASTER PLAN SHALL BE AVAILABLE ON-SITE.
6. ACCESS ROADS AND HYDRANTS SHALL BE MAINTAINED AND REMAIN CLEAR OF OBSTRUCTIONS AT ALL TIMES.
7. AREAS WHERE PARKING IS NOT PERMITTED SHALL BE CLEARLY IDENTIFIED.
8. OBSTRUCTION OF FIRE LANES AND HYDRANTS MAY RESULT IN CANCELLATION OR SUSPENSION OF INSPECTIONS AND A NOTICE OF CORRECTION OR CITATION WILL BE ISSUED.
9. TEMPORARY FUEL TANKS OF 60 OR MORE GALLONS SHALL BE REVIEWED, INSPECTED, AND PERMITTED BY THE OFD PRIOR TO INSTALLATION AND USE.
10. THE PROJECT ADDRESS SHALL BE CLEARLY POSTED AND VISIBLE FROM THE PUBLIC ROAD DURING.
11. ALL GATES WHICH ARE REQUIRED FOR FIRE DEPARTMENT ACCESS SHALL BE EQUIPPED WITH EITHER A KNOX OR FIRE DEPARTMENT PADLOCK.
12. BUILDINGS OF FOUR OR MORE STORIES SHALL BE PROVIDED WITH STAIRS AND A STANDPIPE BEFORE REACHING 40 FEET IN HIGHT.

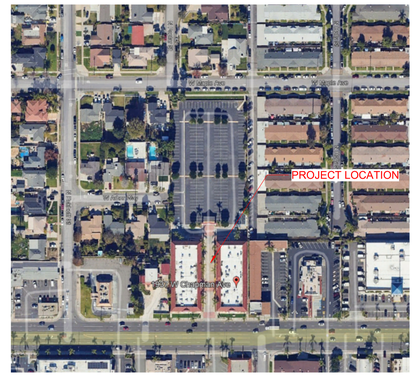
**GENERAL REQUIREMENTS**
13. FIRE LANE WIDTHS SHALL BE MEASURED FROM TOP FACE OF THE CURB TO TOP FACE OF THE CURB FOR FIRE LANES WITH STANDARD CURBS AND GUTTERS AND FROM FLOWLINE TO FLOWLINE FOR FIRE LANES WITH MODIFIED CURB DESIGNS (E.G., ROLLED, RAMPED, ETC). THE DEVELOPER IS RESPONSIBLE TO VERIFY THAT ALL APPROVED PUBLIC WORKS OR GRADING DEPARTMENT STREET IMPROVEMENT PLANS OR PRECISE GRADING PLANS CONFORM TO THE MINIMUM STREET WIDTH MEASUREMENTS PER THE APPROVED OFD FIRE MASTER PLAN.
14. PERMANENT, TEMPORARY, AND PHASED EMERGENCY ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT AN IMPOSED LOAD OF 68,000 LBS. AND SURFACED TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES.
15. ADDITIONAL FIRE LANE MARKINGS MAY BE REQUIRED AT THE TIME OF INSPECTION DEPENDING ON FIELD CONDITIONS.
16. ADDRESS NUMBERS SHALL BE LOCATED AND BE OF A COLOR AND SIZED TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE ROADWAY.
17. ACCESS GATES SHALL BE APPROVED PRIOR TO INSTALLATION AND SHALL FOLLOW CHAPTER 5 OF THE CFC.
18. APPROVED ACCESS WALKWAYS SHALL BE PROVIDED TO ALL REQUIRED OPENINGS AND ALL RESCUE WINDOWS.
19. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIREFIGHTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS, OR STROBES.
20. DUMPSTERS AND TRASH CONTAINERS LARGER THAN 1.5 CUBIC YARDS SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVE LINES UNLESS PROTECTED BY AN APPROVED SPRINKLER SYSTEM.
21. ANY FUTURE MODIFICATION TO THE APPROVED FIRE MASTER PLAN OR APPROVED SITE PLAN, INCLUDING BUT NOT LIMITED TO ROAD WIDTH, GRADE, SPEED HUMPS, TURNING RADII, GATES, OR OTHER OBSTRUCTIONS, SHALL REQUIRE REVIEW, INSPECTION, AND APPROVAL BY THE OFD.
22. APPROVAL OF THIS PLAN SHALL NOT BE CONSTRUED AS APPROVAL OF ANY INFORMATION OR PROJECT CONDITIONS OTHER THAN THOSE ITEMS AND REQUIREMENTS IDENTIFIED IN RELATED PORTIONS OF THE 2022 CFC AND CBC AND ORANGE MUNICIPAL CODE. THIS PROJECT MAY BE SUBJECT TO ADDITIONAL REQUIREMENTS NOT STATED HEREIN UPON EXAMINATION OF ACTUAL SITE AND PROJECT CONDITIONS OR DISCLOSURE OF ADDITIONAL INFORMATION.

**PROJECT-SPECIFIC REQUIREMENTS**
23. AN AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE CODES AND ORDINANCES, AMENDMENTS, AND GUIDELINES. SPRINKLER SYSTEMS, OTHER THAN THOSE LISTED IN CFC CHAPTER 9, SHALL BE MONITORED BY AN APPROVED CENTRAL STATION. SEPARATE PLAN SUBMITTALS FOR THE SPRINKLER AND MONITORING SYSTEMS ARE REQUIRED. DESIGN OF AN AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE BASED ON A CURRENT FLOW TEST (WITHIN 12 MONTHS OF THE SUBMITTED DESIGN) WHICH HAS BEEN CONDUCT PER NFPA 13 REQUIREMENTS AND WITNESSED BY A FIRE DEPARTMENT REPRESENTATIVE.
24. A FIRE ALARM SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE CODES AND ORDINANCES, AMENDMENTS, AND GUIDELINES. A SEPARATE PLAN SUBMITTAL IS REQUIRED.

# SITE LEGEND

- (E) PROPERTY LINE
- (E) UNDERGROUND EASEMENT
- (E) SETBACK
- (E) FIRE WATER LINE
- NEW FIRE WATER LINE
- PATH OF TRAVEL TO (E) FIRE HYDRANT
- X'-X" HOSE PULL DISTANCE FROM FIRE ACCESS ROAD AND PUBLIC ROADWAY
- (E) FIRE HYDRANT TO REMAIN
- DECORATIVE FENCING/GATES
- LIGHT FIXTURES, SEE ELECTRICAL DRAWINGS
- (E) ITEM TO REMAIN
- EXISTING BUILDING WITH MODERNIZATION WORK
- LANDSCAPING
- (E) FIRE ACCESS LANE
  A. FIRE APPARATUS ACCESS ROADWAYS WILL BE CONDITIONED TO EASEMENT RECORDING PRIOR TO BUILDING PERMIT ISSUANCE AND SHALL BE REVIEWED BY FIRE PRIOR TO APPROVAL.
  B. TESTING OF EXISTING FIRE ACCESS ROAD WILL BE PERFORMED TO ENSURE EXISTING CONDITIONS MEET THE ONSITE ACCESS REQUIREMENTS LISTED. DOCUMENTATION WILL BE PROVIDED TO SHOW COMPLIANCE. IF THE REQUIREMENTS ARE NOT MET ON EXISTING ROADWAY, A LETTER OR STATEMENT, WET-STAMPED AND SIGNED BY A REGISTERED ENGINEER WILL BE SUBMITTED AT ROUGH GRADING PLAN SUBMITTAL ALONG WITH DRAWINGS SHOWING REQUIRED CHANGES.

# VICINITY MAP





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SEAL

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CALIFORNIA REPUBLIC LEADERSHIP ACADEMY ORANGE
1937-2011 W CHAPMAN AVE
ORANGE, CA

CLIENT
RED HOOK CAPITAL PARTNERS
2120 EAST GRAND AVENUE, STE. 135
EL SEGUNDO,
CA, 90245

ISSUED

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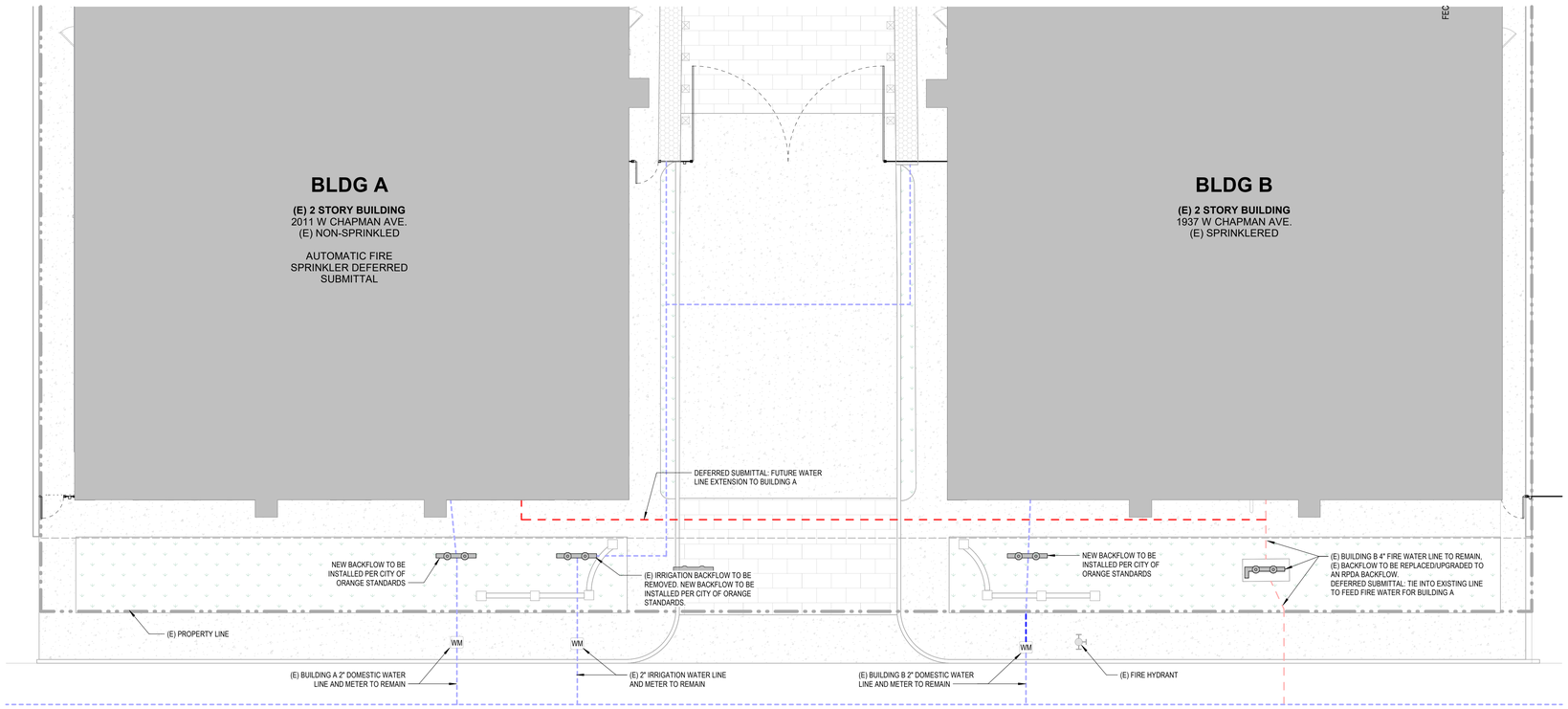
AGENCY

TITLE
FIRE MASTER PLAN

SHEET
LU-AS102

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1 WATER IMPROVEMENT PLAN
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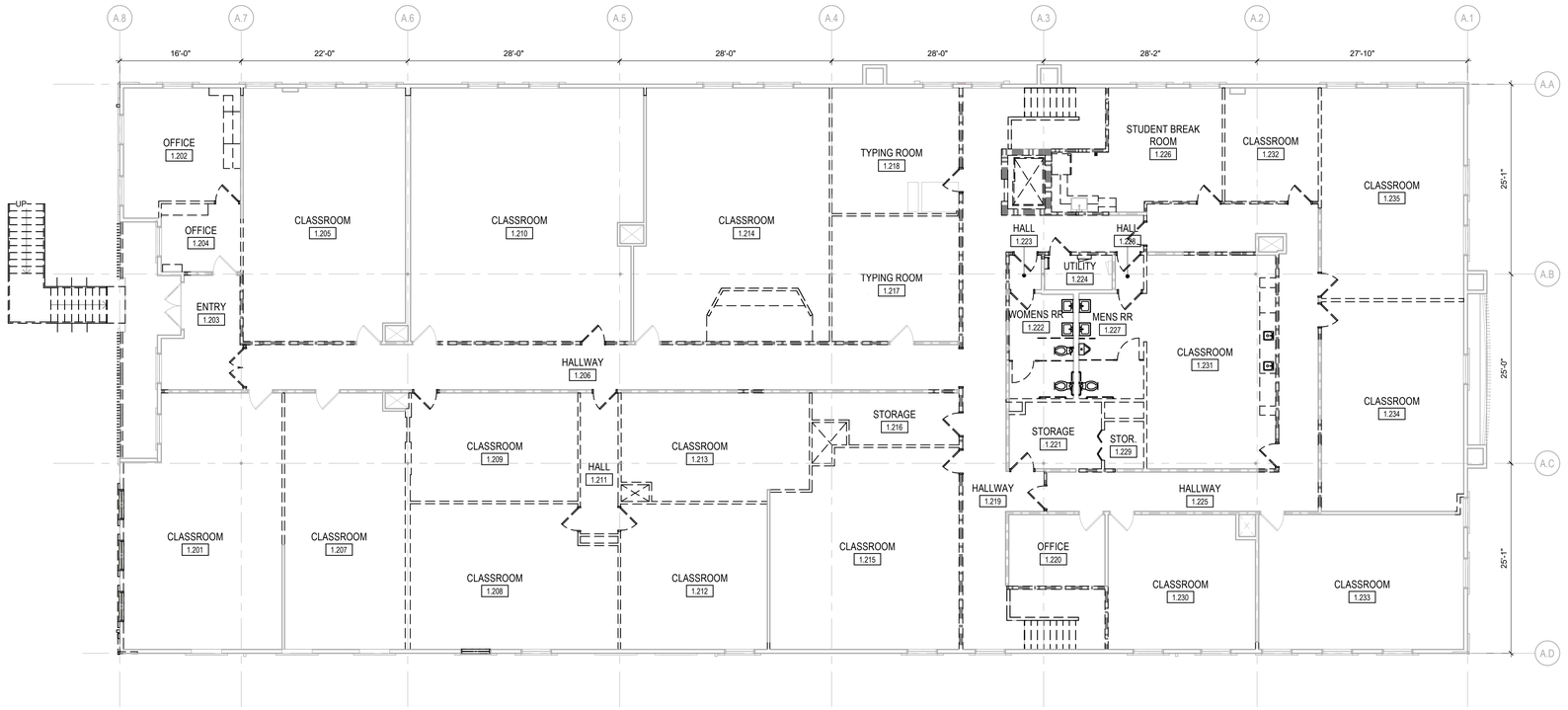
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CLIENT PROJECT NO:

AGENCY

TITLE
CONCEPTUAL WATER IMPROVEMENT PLAN

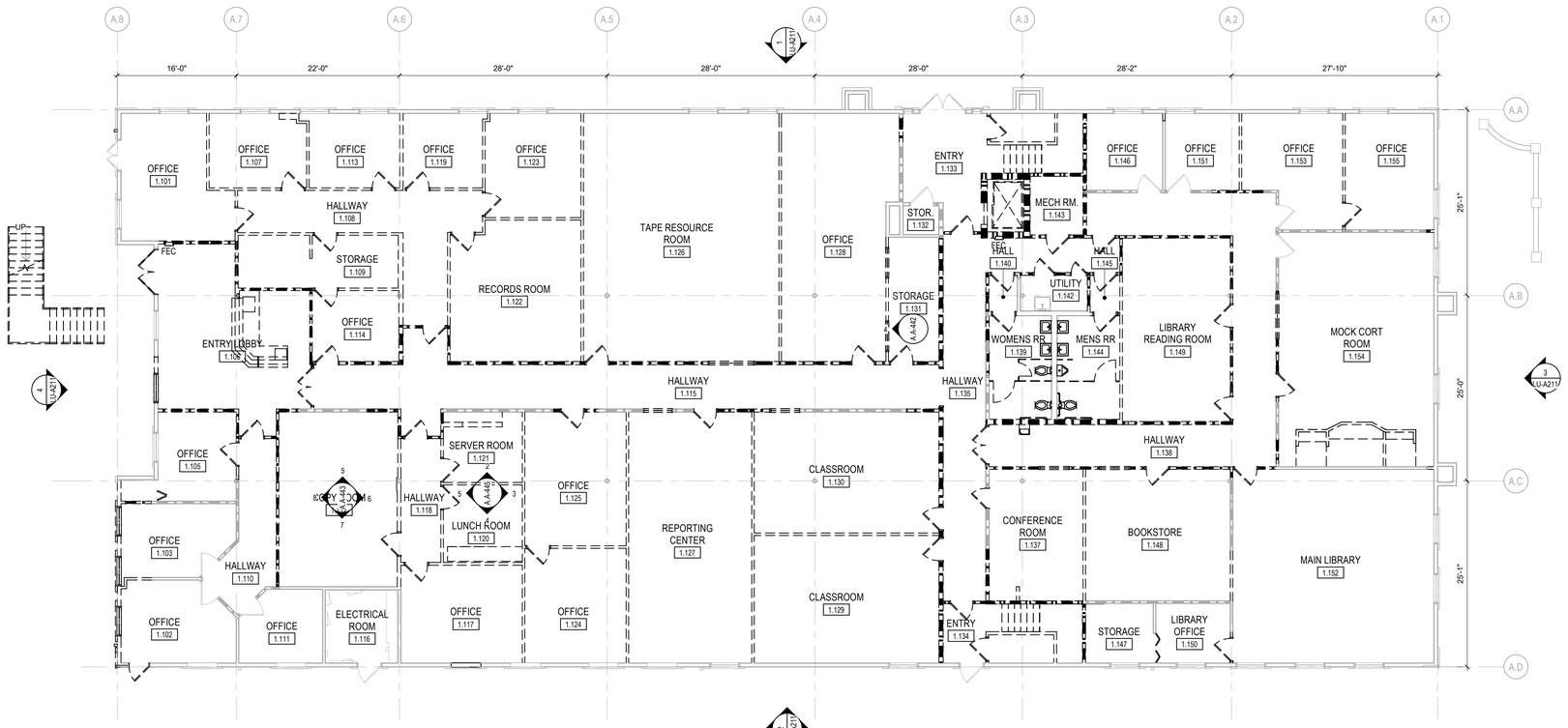
SHEET
LU-AS103

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## 2 BLDG A - DEMO FLOOR PLAN - LEVEL 2

SCALE 1/8" = 1'-0"




## 1 BLDG A - DEMO FLOOR PLAN - LEVEL 1

SCALE 1/8" = 1'-0"

## FLOOR PLAN LEGEND

- (E) WALL TO REMAIN
- (E) WALL TO BE REMOVED
- (E) STRUCTURAL COLUMN TO REMAIN
- (E) DOOR TO REMAIN
- (E) DOOR TO BE REMOVED
- PLAN NORTH & TRUE NORTH INDICATOR


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MANAGEMENT

LIONAKIS PROJECT NO: 025175
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AGENCY

TITLE

BLDG A (2011) - DEMO FLOOR PLANS

SHEET

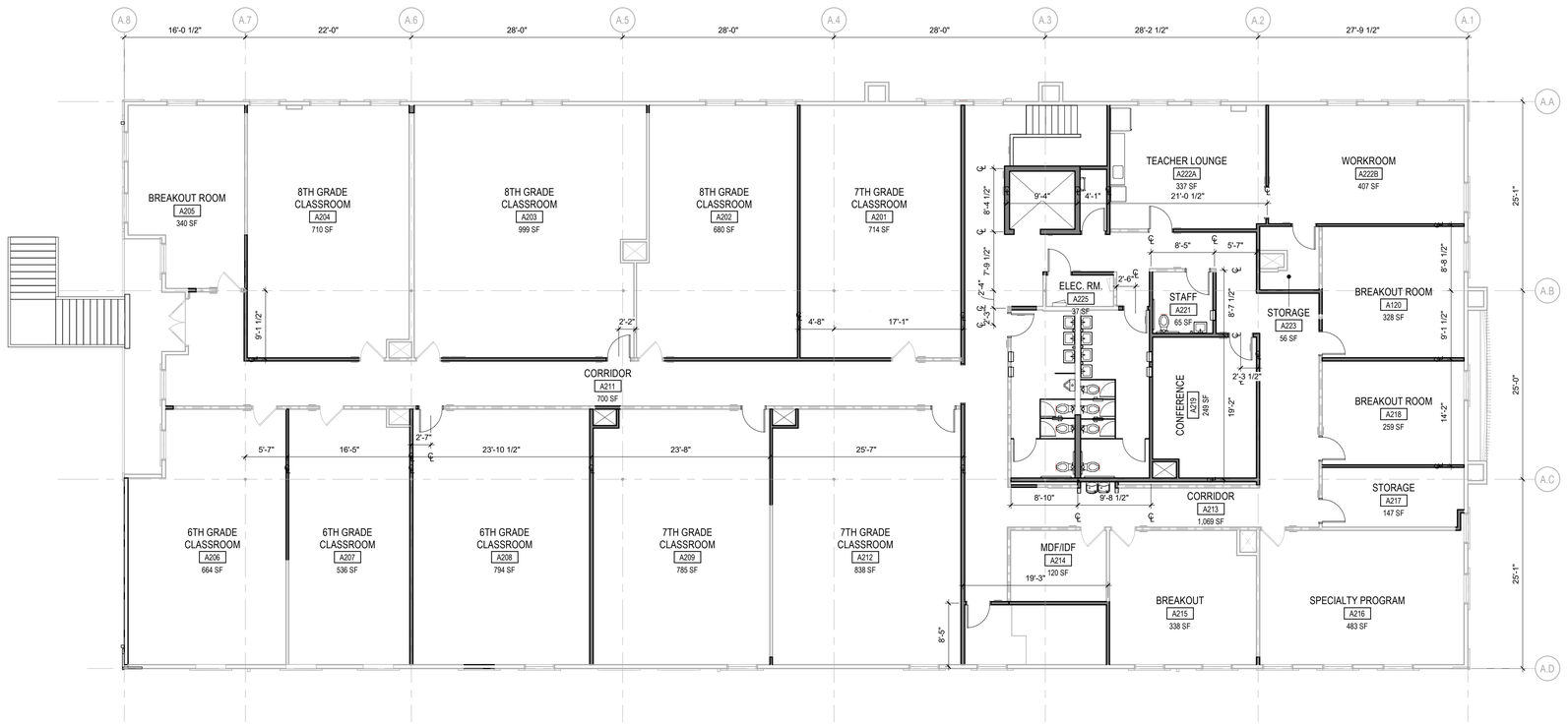
LU-AD111

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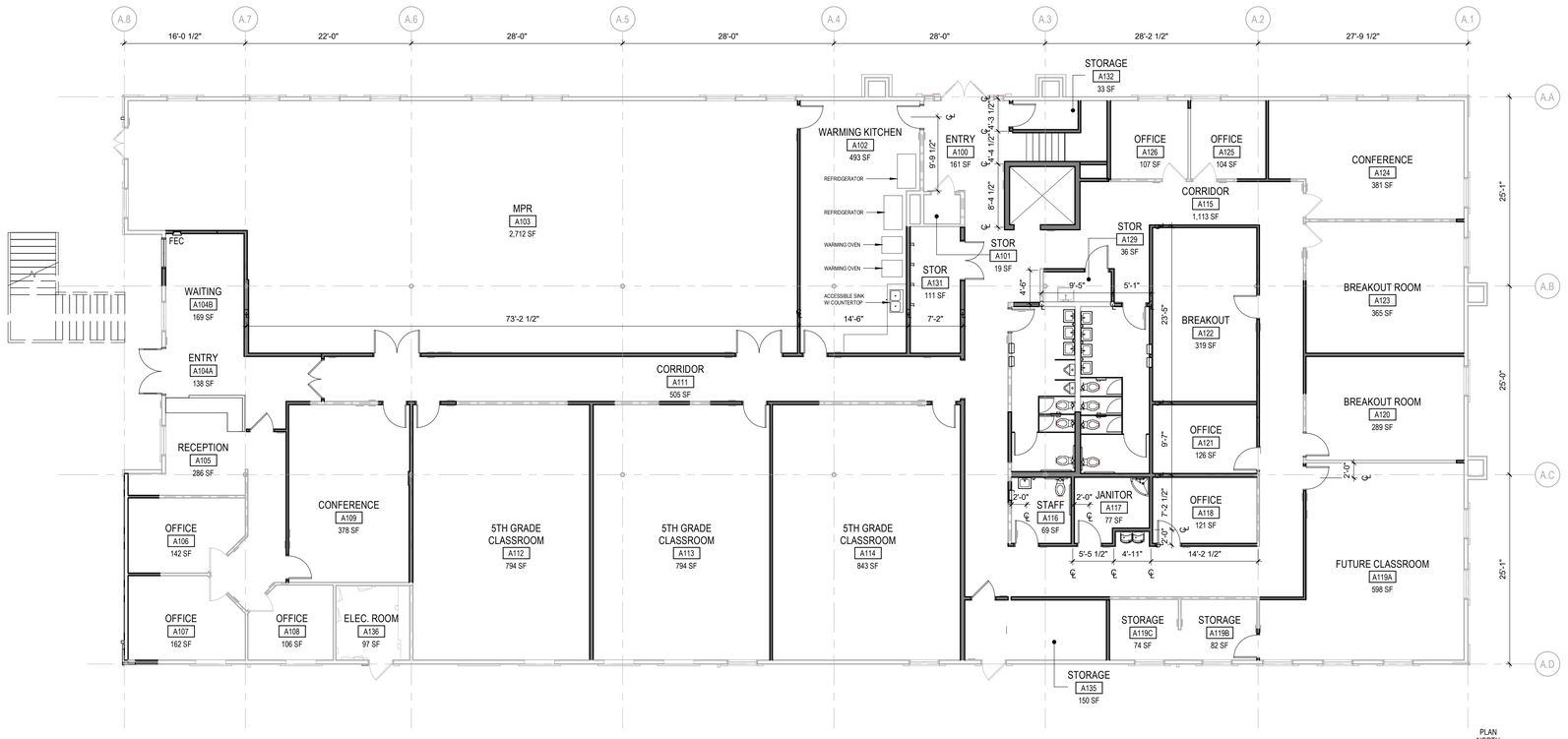
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## 2 BLDG A - PROPOSED FLOOR PLAN - LEVEL 2

SCALE 1/8" = 1'-0"




## 1 BLDG A - PROPOSED FLOOR PLAN - LEVEL 1

SCALE 1/8" = 1'-0"

## FLOOR PLAN LEGEND

- (E) WALL TO REMAIN
- PROPOSED WALL
- (E) STRUCTURAL COLUMN TO REMAIN
- (E) DOOR TO REMAIN
- PROPOSED DOOR
- PLAN NORTH & TRUE NORTH INDICATOR

## ROOM TYPE & NUMBER OF ROOMS

**BUILDING A (2011 CHAPMAN)**

| ROOM TYPE | LEVEL 1 QUANTITY | LEVEL 2 QUANTITY | TOTAL QUANTITY |
|---|---|---|---|
| CLASSROOMS (INCLUDING SPECIALTY PROGRAM ROOMS, MUSIC CLASSROOMS, ART CLASSROOM AND BREAKOUT ROOMS) | 7 | 14 | **21** |
| ADMINISTRATIVE OFFICES | 7 | 0 | **7** |
| SUPPORT SPACES (CONFERENCE ROOMS, TEACHER WORKROOMS; EXCLUDING STORAGE, RESTROOMS, AND JANITORIAL SPACES) | 3 | 2 | **5** |
| MULTI-PURPOSE ROOM | 1 | 0 | **1** |

## PLUMBING ANALYSIS

BUILDING A - PLUMBING OCCUPANY (2025 CPC CH. 4 TABLE 4-1)

| FUNCTION OF SPACE | AREA | OCC. LOAD FACTOR | TOTAL PERSONS |
|---|---|---|---|
| N/A | 6,146 SF | - | - |
| ASSEMBLY (CONFERENCE, DINING/DRINKING, LOUNGE (PORTABLE SEATING/TABLE SPACE)) | 4,125 SF | 30 | 157.5 OCCUPANTS |
| BUSINESS (OFFICE, SALES/SOLICITING, ADMINISTRATION, FOOD PROCESSING, COURTROOM, AMBULATORY CLINIC) | 1,523 SF | 150 | 10.2 OCCUPANTS |
| EDUCATION (THROUGH 12TH GRADE) | 12,525 SF | 30 | 417.5 OCCUPANTS |
| | 24,320 SF | | 585.2 OCCUPANTS |

MINIMUM PLUMBING FACILITIES (CPC TABLE 422.1, E OCCUPANCY)
586 OCCUPANTS = 293 MEN AND 293 WOMEN

| FIXTURE TYPE | REQUIRED | PROVIDED |
|---|---|---|
| WATER CLOSETS | 1 PER 50 MALE = 6<br>1 PER 30 FEMALE = 10 | MALE = 6<br>FEMALE = 8<br>UNISEX = 2 |
| URINALS | 1 PER MALE 100 = 3 | 3 |
| LAVATORIES | 1 PER 40 MALE = 8<br>1 PER 40 FEMALE = 8 | MALE = 6<br>FEMALE = 8<br>UNISEX = 2 |
| WATER FOUNTAINS | 1 PER 150 = 4 | 4 |


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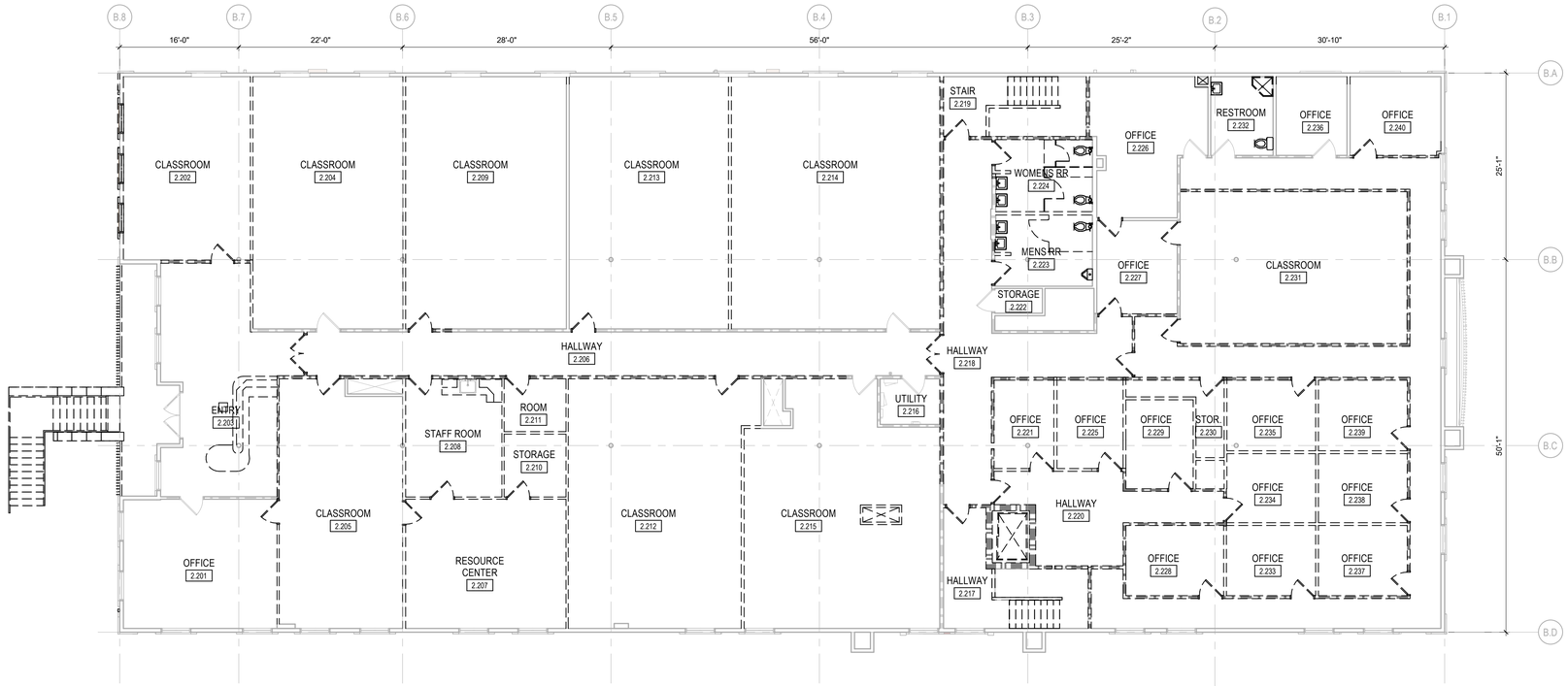
AGENCY

TITLE
BLDG A (2011) - PROPOSED FLOOR PLANS

SHEET
LU-A111

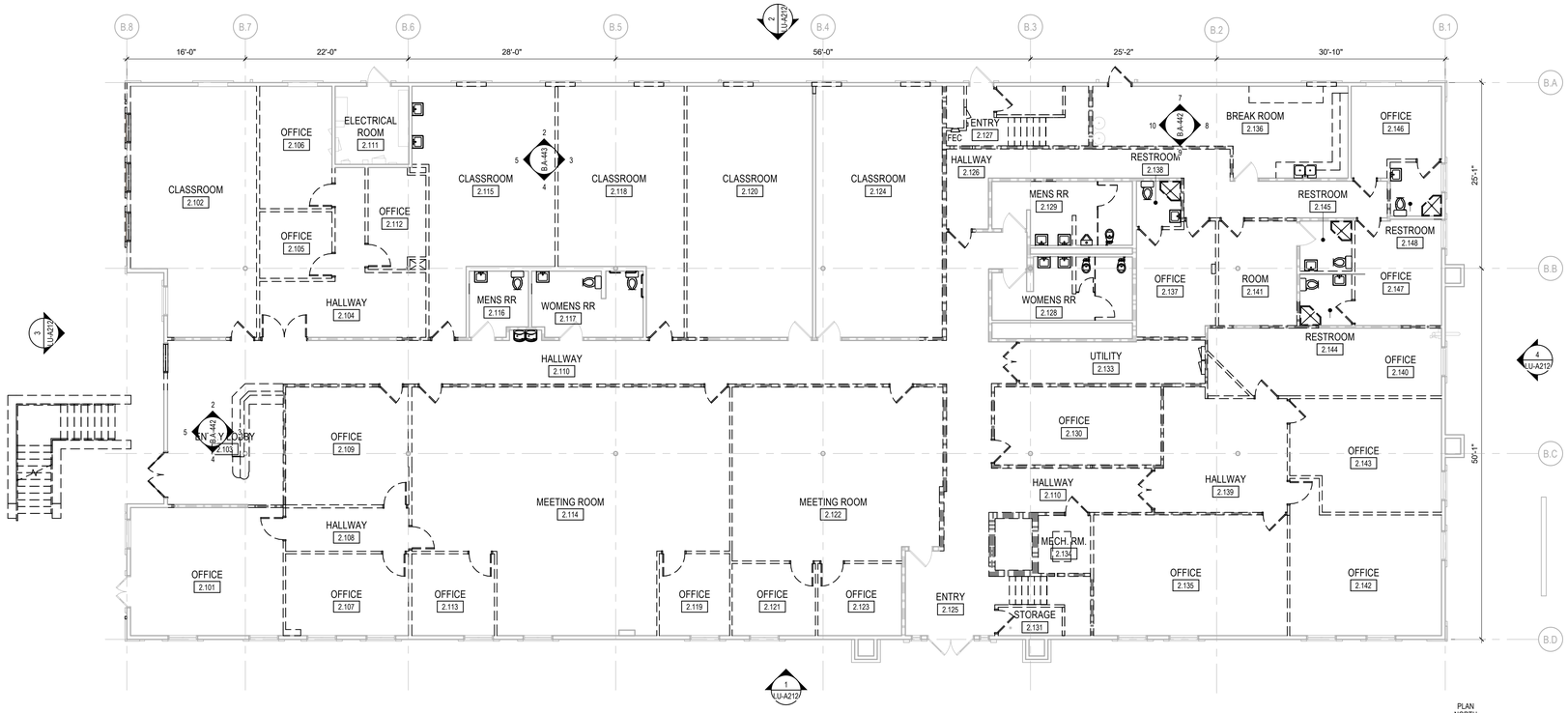

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## 2 BLDG B - DEMO FLOOR PLAN - LEVEL 2

SCALE 1/8" = 1'-0"




## 1 BLDG B - DEMO FLOOR PLAN - LEVEL 1

SCALE 1/8" = 1'-0"

## FLOOR PLAN LEGEND

- (E) WALL TO REMAIN
- (E) WALL TO BE REMOVED
- (E) STRUCTURAL COLUMN TO REMAIN
- (E) DOOR TO REMAIN
- (E) DOOR TO BE REMOVED
- PLAN NORTH & TRUE NORTH INDICATOR

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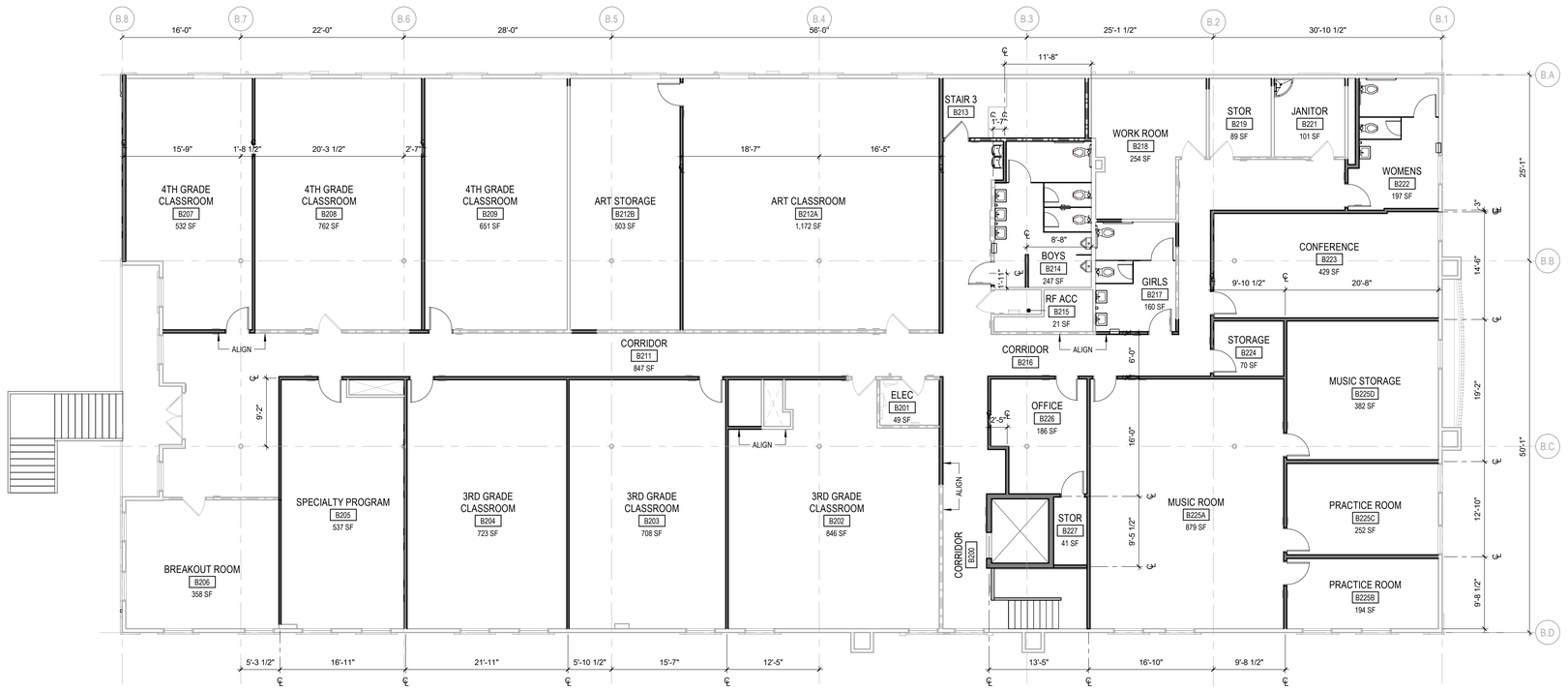
AGENCY

TITLE
BLDG B (1937) - DEMO FLOOR PLANS

SHEET
LU-AD112

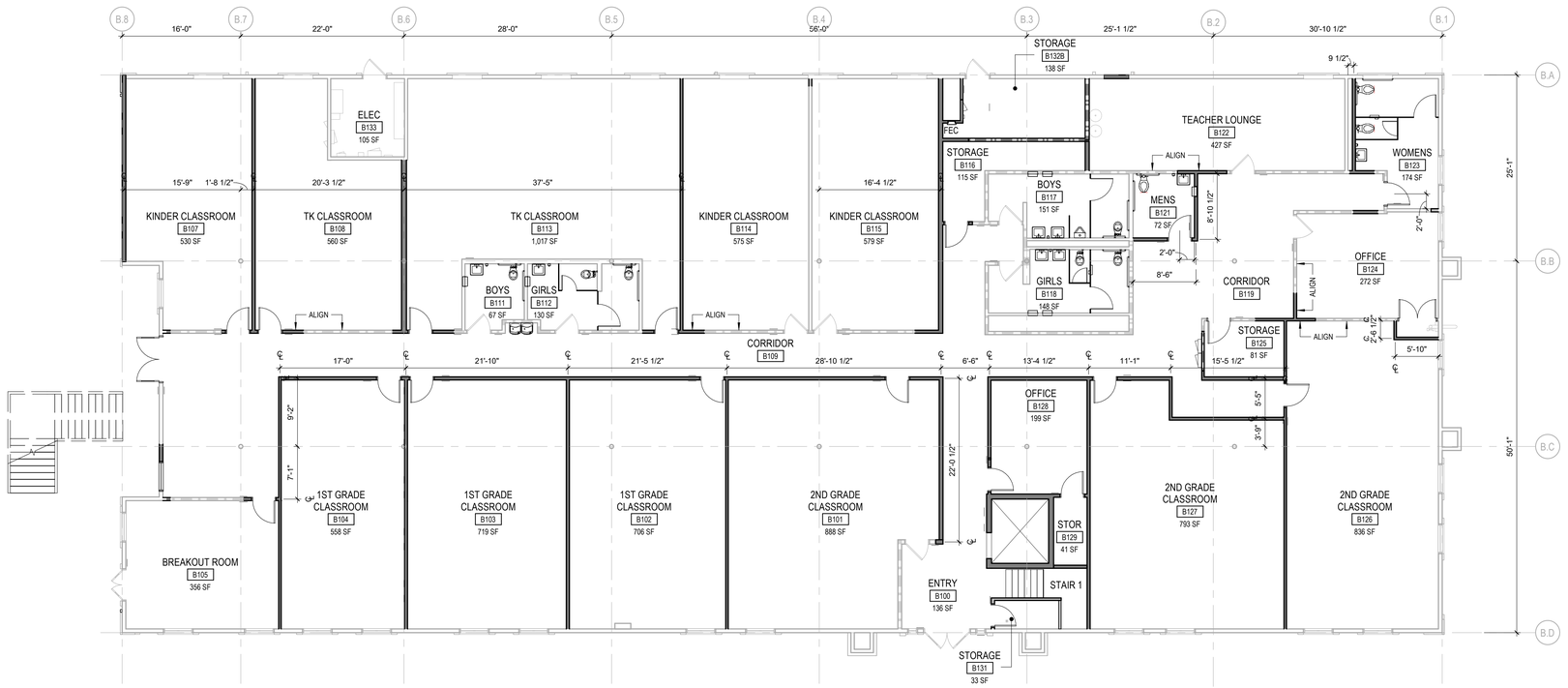
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## 2 BLDG B - PROPOSED FLOOR PLAN - LEVEL 2

SCALE 1/8" = 1'-0"




## 1 BLDG B - PROPOSED FLOOR PLAN - LEVEL 1

SCALE 1/8" = 1'-0"

## FLOOR PLAN LEGEND

- (E) WALL TO REMAIN
- PROPOSED WALL
- (E) STRUCTURAL COLUMN TO REMAIN
- (E) DOOR TO REMAIN
- PROPOSED DOOR
- PLAN NORTH & TRUE NORTH INDICATOR

## ROOM TYPE & NUMBER OF ROOMS

**BUILDING B (1937 CHAPMAN)**

| ROOM TYPE | LEVEL 1 QUANTITY | LEVEL 2 QUANTITY | TOTAL QUANTITY |
|---|---|---|---|
| CLASSROOMS (INCLUDING SPECIALTY PROGRAM ROOMS, MUSIC CLASSROOMS, ART CLASSROOM AND BREAKOUT ROOMS) | 12 | 12 | **24** |
| ADMINISTRATIVE OFFICES | 2 | 1 | **3** |
| SUPPORT SPACES (CONFERENCE ROOMS, TEACHER WORKROOMS, HEALTH OFFICES; EXCLUDING STORAGE, RESTROOMS, AND JANITORIAL SPACES) | 1 | 2 | **3** |
| MULTI-PURPOSE ROOM | 0 | 0 | **0** |

## PLUMBING ANALYSIS

BUILDING B - PLUMBING OCCUPANY (2025 CPC CH. 4 TABLE 4-1)

| FUNCTION OF SPACE | AREA | OCC. LOAD FACTOR | TOTAL PERSONS |
|---|---|---|---|
| N/A | 6,840 SF | - | - |
| ASSEMBLY (CONFERENCE, DINING/DRINKING, LOUNGE (PORTABLE SEATING/TABLE SPACE)) | 856 SF | 30 | 25.5 OCCUPANTS |
| BUSINESS (OFFICE, SALES/SOLICITING, ADMINISTRATION, FOOD PROCESSING, COURTROOM, AMBULATORY CLINIC) | 862 SF | 150 | 5.7 OCCUPANTS |
| EDUCATION (THROUGH 12TH GRADE | 15,711 SF | 30 | 523.7 OCCUPANTS |
| | 24,269 SF | | 554.9 OCCUPANTS |

MINIMUM PLUMBING FACILITIES (CPC TABLE 422.1, E OCCUPANCY)
555 OCCUPANTS = 278 MEN AND 277 WOMEN

| FIXTURE TYPE | REQUIRED | PROVIDED |
|---|---|---|
| WATER CLOSETS | 1 PER 50 MALE = 6<br>1 PER 30 FEMALE = 10 | MALE = 6<br>FEMALE = 10 |
| URINALS | 1 PER MALE 100 = 3 | 3 |
| LAVATORIES | 1 PER 40 MALE = 7<br>1 PER 40 FEMALE = 7 | MALE = 7<br>FEMALE = 7 |
| WATER FOUNTAINS | 1 PER 150 = 4 | 4 |

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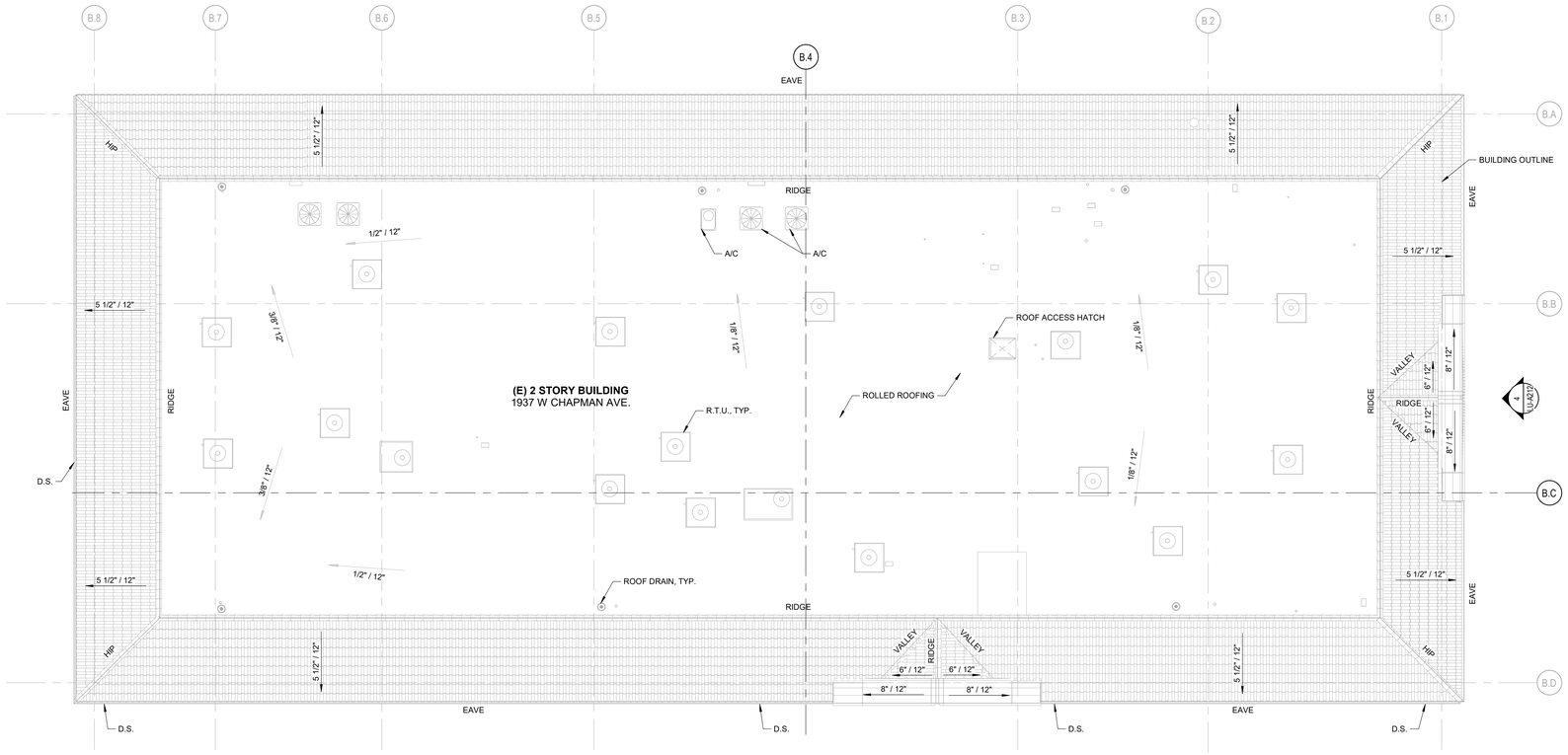
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AGENCY

TITLE
BLDG B (1937) - PROPOSED FLOOR PLANS

SHEET
LU-A112

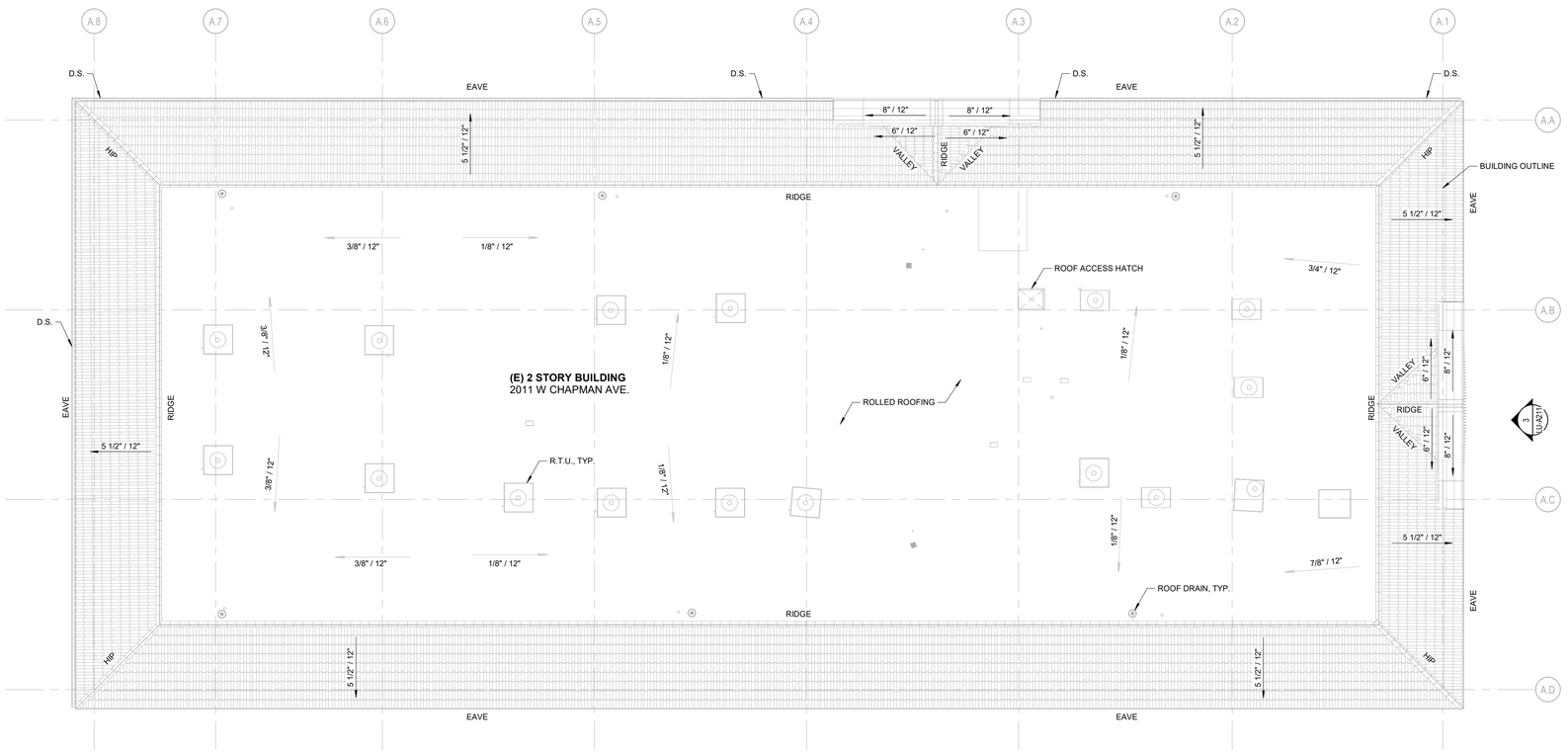
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## 2 BLDG B - ROOF PLAN

SCALE 1/8" = 1'-0"

PLAN NORTH




## 1 BLDG A - ROOF PLAN

SCALE 1/8" = 1'-0"

PLAN NORTH

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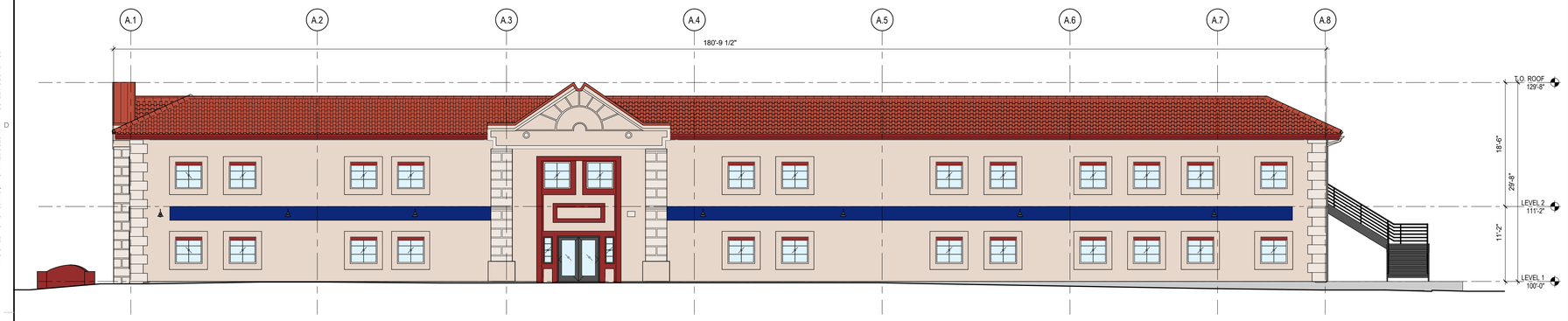
AGENCY

TITLE

ROOF PLANS

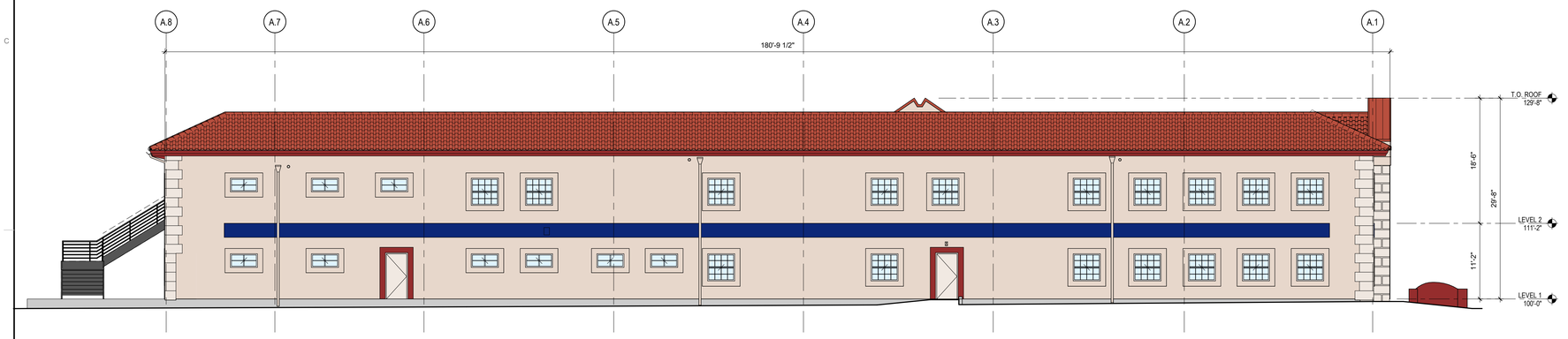
SHEET

LU-A131




## 1 BLDG A (2011) - EAST ELEVATION

SCALE 1/8" = 1'-0"




## 2 BLDG A (2011) - WEST ELEVATION

SCALE 1/8" = 1'-0"




## 4 BLDG A (2011) - NORTH ELEVATION

SCALE 1/8" = 1'-0"




## 3 BLDG A (2011) - SOUTH ELEVATION

SCALE 1/8" = 1'-0"

## LEGEND

- PLASTER - PAINT COLOR *EXISTING*
- STONE - ACCENT PAINT COLOR *EXISTING*
- TERRACOTTA ROOF TILES *EXISTING*
- DOORS / DOOR FRAMES / WINDOW FRAMES *EXISTING*
- BRICK *EXISTING*
- PLASTER - ACCENT PAINT COLOR (COLOR MATCH DUNN EDWARDS PAINT)
- PLASTER - ACCENT PAINT COLOR (COLOR MATCH DUNN EDWARDS PAINT)

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AGENCY

TITLE
BLDG A - EXTERIOR ELEVATIONS

SHEET
LU-A211

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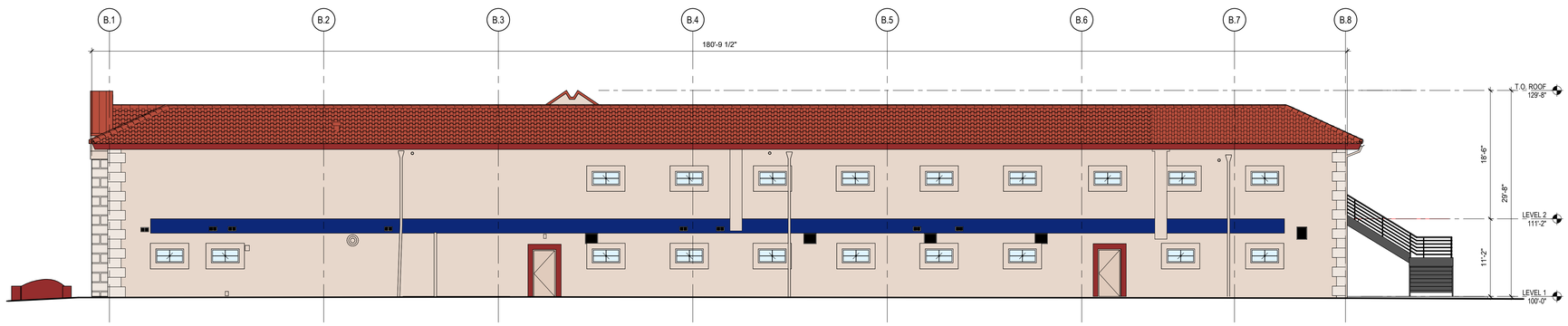
IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

0 1/4" 1/2" 1"




## 1 BLDG B (1937) - WEST ELEVATION

SCALE 1/8" = 1'-0"



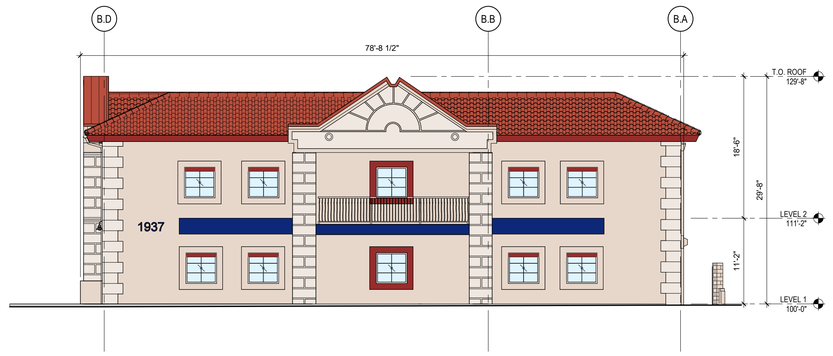

## 2 BLDG B (1937) - EAST ELEVATION

SCALE 1/8" = 1'-0"




## 3 BLDG B (1937) - NORTH ELEVATION

SCALE 1/8" = 1'-0"




## 4 BLDG B (1937) - SOUTH ELEVATION

SCALE 1/8" = 1'-0"

## LEGEND

- PLASTER - PAINT COLOR *EXISTING*
- STONE - ACCENT PAINT COLOR *EXISTING*
- TERRACOTTA ROOF TILES *EXISTING*
- DOORS / DOOR FRAMES / WINDOW FRAMES *EXISTING*
- BRICK *EXISTING*
- PLASTER - ACCENT PAINT COLOR (COLOR MATCH DUNN EDWARDS PAINT)
- PLASTER - ACCENT PAINT COLOR (COLOR MATCH DUNN EDWARDS PAINT)

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CONSULTANT

SEAL

01/16/2026

PROJECT

CALIFORNIA REPUBLIC
LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
ORANGE, CA

CLIENT

RED HOOK CAPITAL PARTNERS

2120 EAST GRAND AVENUE, STE. 135
EL SEGUNDO,
CA, 90245

ISSUED

| MARK | DATE | DESCRIPTION |
|---|---|---|

LAND USE APPLICATION

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MANAGEMENT

LIONAKIS PROJECT NO: 025175
CLIENT PROJECT NO:

AGENCY

TITLE

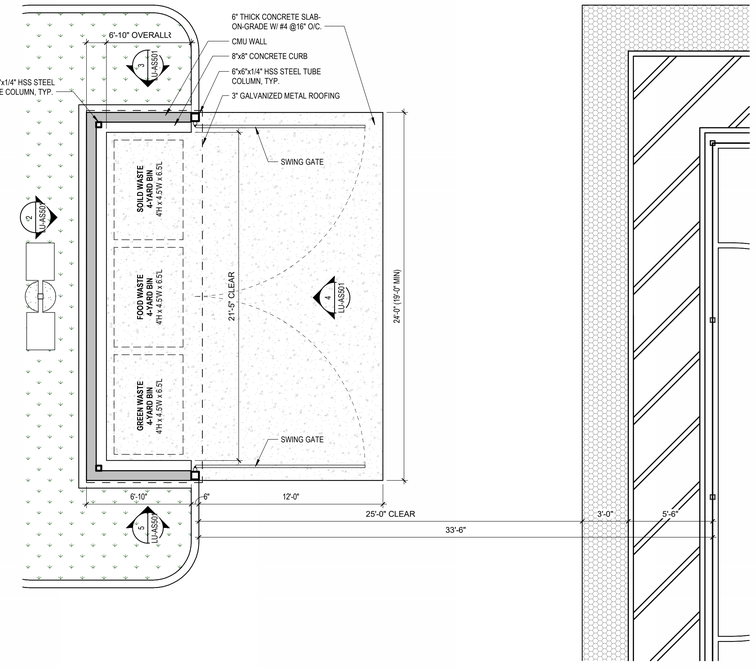
BLDG B - EXTERIOR ELEVATIONS

SHEET

LU-A212

Autodesk Docs://25175 Red Hook OCASA/025175_ARCHMSTR_R24_CENTRAL.rvt

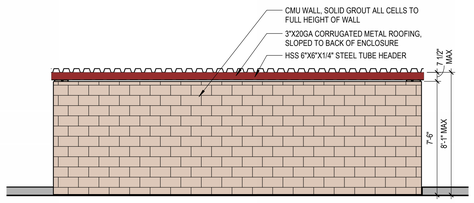
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## 1 ENLARGED TRASH ENCLOSURE

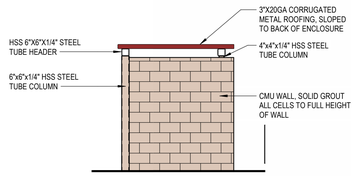
SCALE 1/4" = 1'-0"

PLAN NORTH



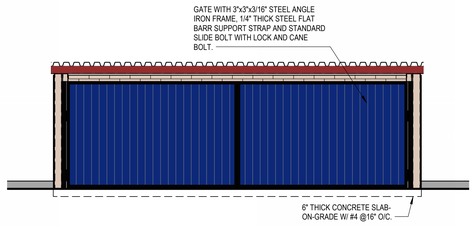

## 2 TRASH ENCLOSURE - NORTH

SCALE 1/4" = 1'-0"



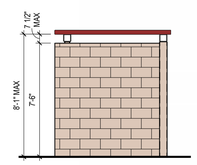

## 3 TRASH ENCLOSURE - EAST

SCALE 1/4" = 1'-0"



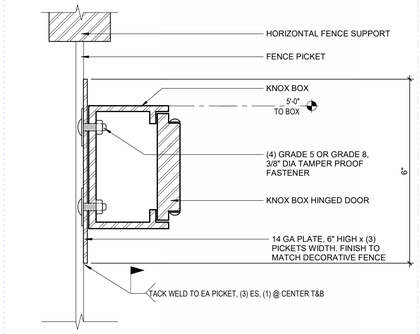

## 4 TRASH ENCLOSURE - SOUTH

SCALE 1/4" = 1'-0"




## 5 TRASH ENCLOSURE - WEST

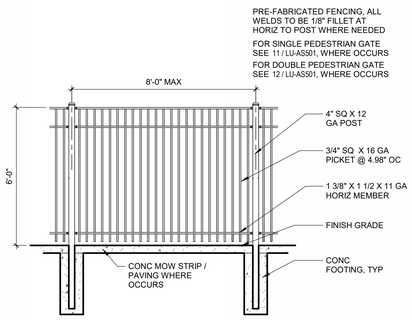
SCALE 1/4" = 1'-0"




## 6 KNOX BOX MOUNTING DTL @ DECORATIVE FENCE

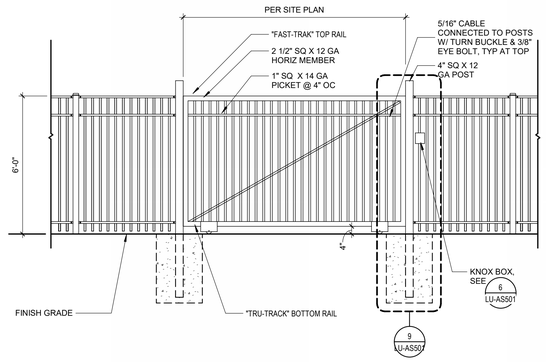
6" = 1'-0"

0500_KNOX BOX AT DECORATIVE FENCE



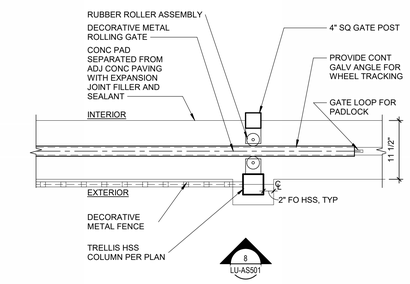

## 7 DECORATIVE METAL FENCE, TYP.

SCALE 3/8" = 1'-0"



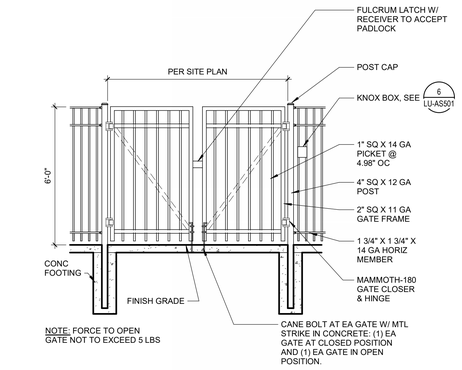

## 8 DECORATIVE METAL ROLLING GATE - ELEVATION

SCALE 3/8" = 1'-0"



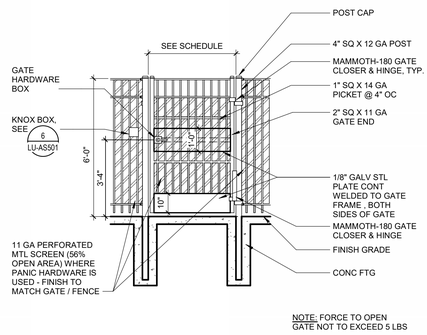

## 9 DECORATIVE METAL ROLLING GATE - PLAN

SCALE 1" = 1'-0"



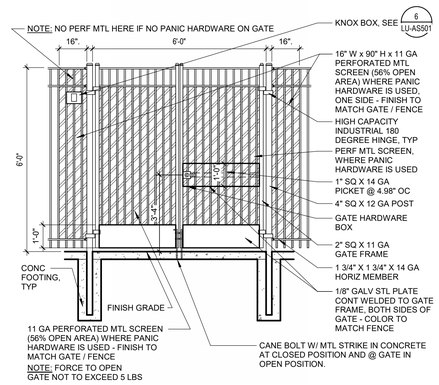

## 10 DOUBLE DECORATIVE SWING GATE

SCALE 3/8" = 1'-0"




## 11 SINGLE DECORATIVE GATE

SCALE 3/8" = 1'-0"




## 12 DOUBLE DECORATIVE GATE

SCALE 3/8" = 1'-0"

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MANAGEMENT

LIONAKIS PROJECT NO: 025175
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AGENCY

TITLE
SITE DETAILS

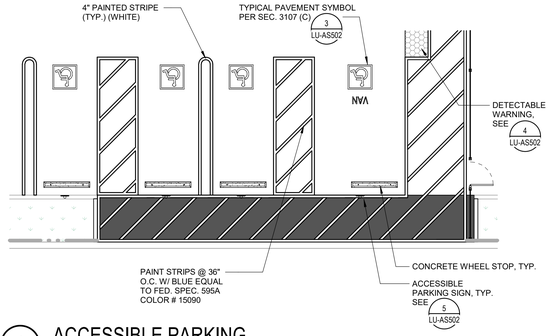
SHEET
LU-AS501

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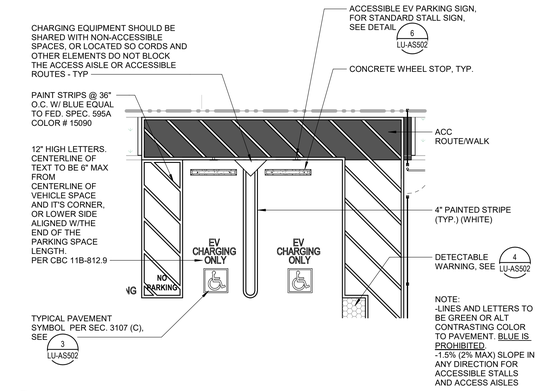
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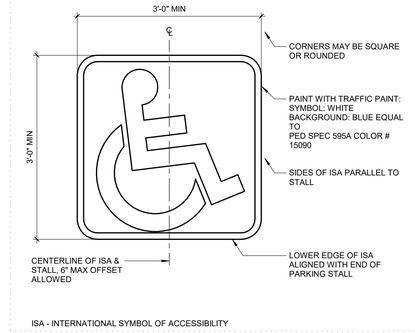

## 1 ACCESSIBLE PARKING

SCALE 1/8" = 1'-0"




## 2 EV ACCESSIBLE PARKING

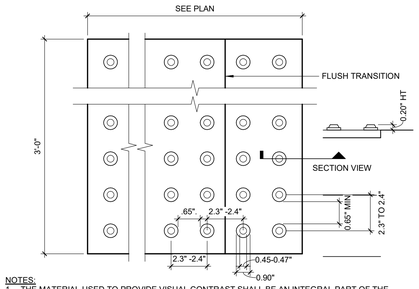
SCALE 1/8" = 1'-0"




ISA - INTERNATIONAL SYMBOL OF ACCESSIBILITY

## 3 ACCESSIBLE PARKING SYMBOL

1" = 1'-0" 0500_ACC PARKING SYMBOL_01




NOTES:
1. THE MATERIAL USED TO PROVIDE VISUAL CONTRAST SHALL BE AN INTEGRAL PART OF THE SURFACE.
2. DETECTABLE WARNING SURFACES SHALL BE YELLOW AND APPROXIMATE FS 33538 OF FEDERAL STANDARD 595A.
3. DETECTABLE WARNING SURFACES SHALL PROVIDE A 70% MIN VISUAL CONTRAST WITH ADJACENT WALKING SURFACES, IF VISUAL CONTRAST IS NOT AVAILABLE SEE 11B-705.1.1.3.2
4. WHERE INSTALLED IN A RADIAL PATTERN, DOMES SHALL HAVE A CENTER TO CENTER SPACING OF 1.6-2.4 INCHES.
5. DETECTABLE WARNING SURFACES MUST DIFFER FROM ADJOINING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.

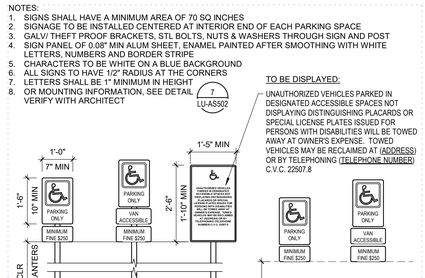
## 4 DETECTABLE WARNINGS

SCALE 3" = 1'-0"

NOTES:
1. SIGNS SHALL HAVE A MINIMUM AREA OF 70 SQ INCHES
2. SIGNAGE TO BE INSTALLED CENTERED AT INTERIOR END OF EACH PARKING SPACE
3. GALV/ THEFT PROOF BRACKETS, STL BOLTS, NUTS & WASHERS THROUGH SIGN AND POST
4. SIGN PANEL OF 0.08" MIN ALUM SHEET, ENAMEL PAINTED AFTER SMOOTHING WITH WHITE LETTERS, NUMBERS AND BORDER STRIPE
5. CHARACTERS TO BE WHITE ON A BLUE BACKGROUND
6. ALL SIGNS TO HAVE 1/2" RADIUS AT THE CORNERS
7. LETTERS SHALL BE 1" MINIMUM IN HEIGHT
8. OR MOUNTING INFORMATION, SEE DETAIL 7 LU-AS502 VERIFY WITH ARCHITECT

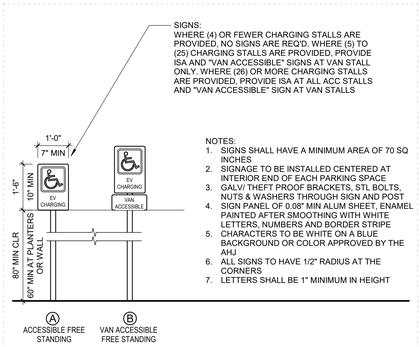
TO BE DISPLAYED:

UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT (ADDRESS) OR BY TELEPHONING (TELEPHONE NUMBER) C.V.C. 22507.8




## 5 ACCESSIBLE PARKING SIGNAGE

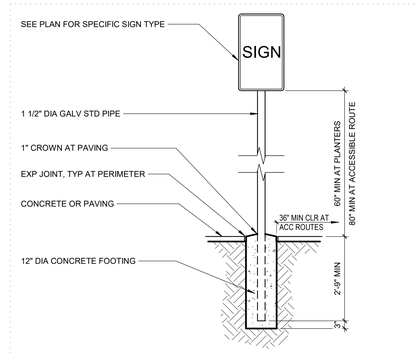
1/2" = 1'-0" 0500_ACC PARKING SIGNAGE_01




NOTES:
1. SIGNS SHALL HAVE A MINIMUM AREA OF 70 SQ INCHES
2. SIGNAGE TO BE INSTALLED CENTERED AT INTERIOR END OF EACH PARKING SPACE
3. GALV/ THEFT PROOF BRACKETS, STL BOLTS, NUTS & WASHERS THROUGH SIGN AND POST
4. SIGN PANEL OF 0.08" MIN ALUM SHEET, ENAMEL PAINTED AFTER SMOOTHING WITH WHITE LETTERS, NUMBERS AND BORDER STRIPE
5. CHARACTERS TO BE WHITE ON A BLUE BACKGROUND OR COLOR APPROVED BY THE AHJ
6. ALL SIGNS TO HAVE 1/2" RADIUS AT THE CORNERS
7. LETTERS SHALL BE 1" MINIMUM IN HEIGHT

## 6 ACCESSIBLE EVCS STALL SIGNAGE

1/2" = 1'-0" 0500_ACC EVCS PARKING SIGNAGE_01




## 7 TYP SIGN POLE & BASE FOR EXT MOUNTED SIGNS

1/2" = 1'-0" 0500_TYP SIGN BASE_01

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MANAGEMENT

LIONAKIS PROJECT NO: 025175
CLIENT PROJECT NO:

AGENCY

TITLE

ACCESSIBILITY SITE DETAILS

SHEET

LU-AS502

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# ELECTRICAL SYMBOL LEGEND

SOME SYMBOLS IN THIS LEGEND MAY OR MAY NOT BE USED IN THIS PROJECT. FLOOR PLANS MUST DICTATE WHICH SYMBOLS ARE APPLICABLE.

| SYMBOL | DESCRIPTION |
|---|---|
| A—1,3 | CONDUIT HOMERUN WITH PANEL DESIGNATION AND CIRCUITS INDICATED. |
| | CONDUIT/WIRING, INSTALLED IN OR BELOW FLOOR SLAB. |
| | CONDUIT/WIRING, EXPOSED. |
| | CONDUIT/WIRING CONCEALED IN WALL OR CEILING SPACE. |
| | CONDUIT, FLEXIBLE CONNECTION<br>DRY LOCATIONS – FLEXIBLE STEEL CONDUIT<br>WET LOCATIONS – LIQUIDTIGHT FLEXIBLE STEEL CONDUIT |
| A | LIGHT FIXTURE DESIGNATION |
| | LED LIGHTING FIXTURE<br>UPPER CASE LETTER(S) = FIXTURE TYPE<br>NUMBER = CIRCUIT NUMBER<br>LOWER CASE LETTER(S) = ROOM SWITCHING CIRCUITS AND NUMBER OF SWITCHES<br>NOTE: THIS LABELING SCHEME IS TYPICAL FOR ALL LIGHT FIXTURES. |
| | LED, WALL MOUNTED LIGHT FIXTURE. |
| | LED STRIP OR UNDERCABINET TASK LIGHT |
| | LED LIGHTING FIXTURE WITH EMERGENCY BATTERY PACK OR CONNECTED TO EMERGENCY POWER SYSTEM. |
| | POLE MOUNTED LIGHT FIXTURE WITH POLE AND FOUNDATION. NUMBER AND ORIENTATION OF LUMINAIRES AS SHOWN ON DRAWINGS. |
| | LIGHTING FIXTURE, WALL OR BRACKET MOUNTED. |
| | LIGHTING FIXTURE, SURFACE OR RECESSED MOUNTED. |
| | LIGHTING FIXTURE WITH EMERGENCY BATTERY PACK OR CONNECTED TO EMERGENCY POWER SYSTEM. |
| | TRACK LIGHTING WITH FIXTURES. |
| MS | MOTION SENSOR, DUAL TECHNOLOGY, CEILING MOUNTED<br>NOT TO BE LOCATED WITHIN 48" OF ANY HVAC DIFFUSER. |
| | EXIT LIGHT FIXTURE. DARKENED AREA INDICATES FIXTURE FACE. ARROW INDICATES DIRECTION OF FACE ARROW.<br>LL = LOW LEVEL |
| $S^{3}_{ob}$ | LIGHT SWITCH, WALL MOUNTED AT +42" AFF, U.O.N.<br>2 = TWO POLE, 3 = THREE WAY, 4 = FOUR WAY<br>o,b = INDICATES ROOM SWITCHING CIRCUITS AND NUMBER OF SWITCHES<br>D = DIMMER<br>K = KEYED<br>OC = OCCUPANCY SENSOR, DUAL TECHNOLOGY<br>VS = VACANCY SENSOR, MANUAL ON, WHERE REQUIRED BY CODE<br>P = PILOT LIGHT, LIGHTED IN THE OFF POSITION.<br>BP = BYPASS TIMER<br>WP = WEATHERPROOF<br>WR = WEATHER RESISTANT<br>F = FAN SWITCH<br>S = SOLATUBE CONTROL<br>T = TIMER SWITCH<br>LV = LOW VOLTAGE |
| J | JUNCTION BOX, HANDHOLE OR PULLBOX WITH COVER, SIZE PER NEC, ART. 314.28. |
| | GROUND |
| | FUSE |
| M | UTILITY COMPANY APPROVED CT/METER PROVISIONS |
| | FUSED SWITCH |
| | CIRCUIT BREAKER |
| TC | TIME CLOCK |
| | LIGHTING OR POWER PANEL – FLUSH MOUNT UNLESS INDICATED OTHERWISE |
| LA | DISTRIBUTION BOARD, LIGHTING OR POWER PANEL DESIGNATION |
| | MOTOR OR MECHANICAL EQUIPMENT, WITH FLEXIBLE CONNECTION |
| FC<br>3 | MECHANICAL EQUIPMENT DESIGNATION |
| 30AS F<br>3P | DISCONNECT SWITCH (30=AMPS 3=POLES)<br>NEMA 1 INDOORS<br>NEMA 3R IN WET LOCATIONS<br>F = FUSED<br>PROVIDE TIME–DELAY TYPE FUSE(S) SIZED PER EQUIPMENT MANUFACTURERS NAMEPLATE RATING. |
| $S^{M}$ | MANUAL MOTOR STARTER SWITCH WITH THERMAL OVERLOAD PROTECTOR |
| 'O' | MAGNETIC MOTOR STARTER WITH THERMAL OVERLOAD PROTECTOR |
| 30AS 'O'<br>3P | COMBINATION MOTOR STARTER WITH FUSED SWITCH, WITH THERMAL OVERLOAD PROTECTOR AND DUAL ELEMENT FUSES. (30=AMPS, 3=POLES 0=STARTER SIZE). |
| | PUSHBUTTON OR SHUNT TRIP STATION |
| GFI | DUPLEX RECEPTACLE, +18" AFF, U.O.N.; NEMA 5–20R, U.O.N.; NUMBER INDICATES CIRCUIT NUMBER.<br>GFIF = GROUND FAULT INTERRUPTION, FEED–THRU TYPE<br>WP = WEATHERPROOF WITH A WEATHERPROOF WHILE–IN–USE COVER<br>WR = WEATHER–RESISTANT TYPE RECEPTACLE WITH A WEATHERPROOF WHILE IN–USE COVER<br>GFI = GROUND FAULT INTERRUPTION. |
| OR | DOUBLE DUPLEX RECEPTACLE, +18" AFF, U.O.N. |
| | DUPLEX RECEPTACLE ABOVE COUNTERTOP BACKSPLASH, VERIFY REQ'D HEIGHT |
| J | POWER RECEPTACLE, SEE POWER RECEPTACLE SCHEDULE FOR NEMA CONFIGURATION AND SIZE. |
| | POWER POLE, WITH NUMBER OF RECEPTACLES INDICATED |
| | DUPLEX RECEPTACLE, PEDESTAL MOUNTED |
| | CEILING MOUNTED DUPLEX RECEPTACLE AT T–BAR CEILING NOT TO BE MOUNTED IN CEILING SPACE. |
| | DUPLEX RECEPTACLE, FLUSH FLOOR MOUNTED, WITH HINGED COVER, U.O.N. |
| | CORD SUSPENDED CEILING RECEPTACLE, WITH STRAIN RELIEF ASSEMBLY |
| | SURFACE MOUNTED DUPLEX RECEPTACLE +18" AFF, U.O.N. |
| | SURFACE MOUNTED DOUBLE DUPLEX RECEPTACLE +18" AFF, U.O.N. |
| | DOUBLE DUPLEX RECEPTACLE, +18" AFF, U.O.N.<br>1–CONTROLLED + 1–UNCONTROLLED DUPLEX RECEPTACLE. CONTROLLED RECEPTACLE TO BE GRAY IN COLOR. |

| SYMBOL | DESCRIPTION |
|---|---|
| DB | DUCT MOUNTED SMOKE DETECTOR |
| SS | SOLID STATE, ELECTRONIC, ADJUSTABLE TRIP CIRCUIT BREAKER WITH LSIG. |
| DS | DAYLIGHT AREA SENSOR, PRIMARY AND SECONDARY WHERE APPLICABLE |
| SD | SMOKE DETECTOR |
| | FIRE SMOKE DAMPER (PROVIDED BY OTHER'S) |
| | **Signal Systems** |
| | TELEPHONE OR TERMINAL BACKBOARD |
| | TELEPHONE OR TERMINAL CABINET, WITH PLYWOOD BACKBOARD |
| S | PAGING SPEAKER, WALL MOUNT |
| S | PAGING SPEAKER, CEILING MOUNT WITH BACKBOX |
| I | INTRUSION INFRARED SENSOR. |
| | TIME–OF–DAY CLOCK OUTLET AND CLOCK, AT +96" AFF, U.O.N. |
| TV | CABLE TELEVISION OUTLET, AT +18" AFF, U.O.N. |
| CVR | CLOCK AND SPEAKER COMBINATION |
| | DATA JUNCTION BOX, AT +18" AFF U.O.N., WITH 1–1/4" CONDUIT ONLY WITH PULLSTRING UP TO NEAREST CABLE TRAY OR ACCESSIBLE TO CEILING SPACE. |
| | TELEPHONE JUNCTION BOX, AT +18" AFF U.O.N., WITH 1–1/4" CONDUIT ONLY WITH PULLSTRING UP TO NEAREST ACCESSIBLE TO CEILING SPACE.<br>W = WALL MOUNT AT +46" AFF, U.O.N. |
| | TELE/DATA JUNCTION BOX AT +18" AFF, U.O.N., WITH (2)1–1/4" CONDUIT ONLY WITH PULLSTRING UP TO NEAREST CABLE TRAY OR ACCESSIBLE CEILING SPACE.<br>W = WALL MOUNT AT +46" AFF, U.O.N. |
| | CEILING MOUNTED DATA AT T–BAR CEILING NOT TO BE MOUNTED IN CEILING SPACE, WITH 1" CONDUIT AND (1) CAT 6 CABLE TO INTERMEDIATE DISTRIBUTION FRAME AS INDICATED ON DWGS. |
| | PROJECTOR SHOWN FOR REFERENCE ONLY |
| | DATA OUTLET, FLUSH FLOOR MOUNTED, WITH HINGED COVER, U.O.N. |

# DEMOLITION NOTES

1. THE CONTRACTOR MUST VISIT THE SITE SPECIFICALLY INCLUDING ALL AREAS INDICATED ON THE DRAWINGS. THE CONTRACTOR MUST THOROUGHLY FAMILIARIZE THEMSELVES WITH THESE EXISTING CONDITIONS, AND BY SUBMITTING A BID ACCEPTS CONDITIONS UNDER WHICH THEY WILL BE REQUIRED TO PERFORM THEIR WORK.
2. IT MUST BE THE ELECTRICAL CONTRACTOR'S RESPONSIBILITY TO DISCONNECT AND REMOVE ALL EXISTING LIGHTING FIXTURES, RECEPTACLES, ELECTRICAL EQUIPMENT, ETC., AFFECTED BY THE REMODELED AREA. THIS WILL INCLUDE REROUTING, OR THE EXTENSION OF, EXISTING CONDUIT AND FEEDERS WHERE NECESSARY TO MAINTAIN THE CONTINUITY OF EXISTING EQUIPMENT REMAINING.
3. ALL CIRCUIT NUMBERS AND EXISTING CONDUIT HOMERUNS SHOWN ON THESE DRAWINGS WERE TAKEN FROM EXISTING RECORD DRAWINGS. IT IS THIS CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS OF HOMERUNS, AND ADJUST CIRCUIT NUMBERS ACCORDING TO EXISTING CONDITIONS IF REQUIRED.
4. WHERE EXISTING WALLS HAVE BEEN REMOVED, AND THERE ARE EXISTING CONDUIT FEEDS WHICH HAVE BEEN CUT–OFF AND CAPPED FLUSH WITH FLOOR, IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY AND DIMENSION ALL SUCH CONDUITS ON THE "AS–BUILT" DRAWINGS UNLESS NOTED OTHERWISE.
5. IT MUST BE THE RESPONSIBILITY OF THIS CONTRACTOR TO MAINTAIN CONTINUITY OF ALL ELECTRICAL SYSTEMS, EQUIPMENT, ETC., REMAINING IN OPERATION WHICH ARE BEING FED BY AN ABANDONED OUTLET. MAINTAINING CONTINUITY MUST CONSIST OF REROUTING CONDUIT, WIRING, ETC., AS REQUIRED.
6. WHERE NEW CIRCUITS ARE SHOWN TO EXISTING PANELS, INSTALL NEW BREAKERS OF SAME TYPE, STYLE AND RATING (MINIMUM 20 AMP, SINGLE POLE) AS CALLED FOR ON DRAWINGS. IDENTIFY EACH NEW CIRCUIT ON PANEL SCHEDULE.
7. EXISTING CONDUIT MAY BE REUSED IF ADEQUATELY SIZED, BUT IN NO CASE MUST ANY EXISTING CONDUCTORS BE REUSED.
8. ALL ABANDONED OUTLETS INCLUDING LIGHT, RECEPTACLES, TELEPHONE, ETC., MUST BE COVERED AND PATCHED TO MATCH THE FINISH OF SURROUNDING WALL OR CEILING TO THE SATISFACTION OF THE OWNER.
9. ALL LIGHTING FIXTURES REMOVED TO ACCOMPLISH DEMOLITION WORK MUST BE REINSTALLED SIMILAR TO NEW WORK

# BRANCH CIRCUIT WIRING NOTE

1. FOR RECEPTACLE CIRCUITS AND 120 VOLT BRANCH CIRCUITS, UNLESS NOTED OTHERWISE, PROVIDE THE FOLLOWING CONDUCTORS: (1) #12 CONDUCTOR FOR EACH PHASE (I.E. CIRCUIT NUMBER) AND (1) SEPARATE DEDICATED #12 NEUTRAL CONDUCTOR FOR EACH SINGLE 120 VOLT CIRCUIT OR FOR 2 TO 3 CIRCUITS PROVIDED THEY ARE OF DIFFERENT PHASES; (1) EQUIPMENT GROUNDING CONDUCTOR, SIZED PER CEC. FOR CIRCUITS TO COMPUTER/DATA EQUIPMENT, PROVIDE DEDICATED NEUTRAL FOR EACH CIRCUIT.
2. FOR LIGHTING BRANCH CIRCUITS, PROVIDE THE FOLLOWING CONDUCTORS: (1) #12 CONDUCTOR FOR EACH PHASE (I.E. CIRCUIT NUMBER); (1) #12 NEUTRAL CONDUCTOR FOR A SINGLE, 120 OR 277 VOLT CIRCUIT, OR (1) #12 NEUTRAL CONDUCTOR FOR 2 TO 3 CIRCUITS WHERE EACH CIRCUIT IS ON A DIFFERENT PHASE; (1) EQUIPMENT GROUNDING CONDUCTOR, SIZED PER CEC ARTICLE 250 (DO NOT USE A COMMON NEUTRAL FOR MULTIPLE CIRCUITS ON SAME PHASE) (1) INTERCONNECTING CONDUCTOR BETWEEN EACH 3–WAY AND/OR 4–WAY SWITCH

# APPLICABLE CODES

- 2022 CALIFORNIA ADMINISTRATIVE CODE (CAC), PART 1, TITLE 24 CCR
- 2022 CALIFORNIA BUILDING CODE (CBC), PART 2, TITLE 24 CCR (2021 EDITION INTERNATIONAL BUILDING CODE, VOL. 1 & 2)
- 2022 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 CCR (2020 EDITION NATIONAL ELECTRICAL CODE)
- 2022 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 CCR (2021 EDITION IAPMO UNIFORM MECHANICAL CODE)
- 2022 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 CCR (2021 EDITION IAPMO UNIFORM PLUMBING CODE)
- 2022 CALIFORNIA ENERGY CODE (CEC), PART 6, TITLE 24 CCR
- 2022 CALIFORNIA FIRE CODE (CFC), PART 9, TITLE 24 CCR (2021 EDITION INTERNATIONAL FIRE CODE)
- 2022 CALIFORNIA EXISTING BUILDING CODE (CEBC), PART 10, TITLE 24 CCR (2021 EDITION INTERNATIONAL)
- 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN), PART 11, TITLE 24 CCR
- 2022 CALIFORNIA REFERENCED STANDARDS CODE, PART 12, TITLE 24, CCR
- TITLE 19 CCR, PUBLIC SAFETY, STATE FIRE MARMUST REGULATIONS

# PROJECT NOTES

1. THESE DOCUMENTS MAY NOT BE USED FOR ANY REPRODUCTION, BIDDING, OR CONSTRUCTION UNLESS AUTHORIZED, IN WRITING, BY SALAS O'BRIEN AND THE ENGINEER OF RECORD RESPONSIBLE FOR THEIR PREPARATION.
2. VERIFY EXISTING SITE CONDITIONS, ELECTRICAL SERVICE REQUIREMENTS, DIMENSIONS, ELEVATIONS, POINTS OF CONNECTION AND PROJECT CONSTRUCTION LIMITS BEFORE SUBMITTING BID. SUBMITTAL OF BID INDICATES CONTRACTOR IS COGNIZANT OF ALL JOB SITE CONDITIONS AND WORK TO BE PERFORMED. ANY DISCREPANCIES MUST BE CALLED TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
3. THESE DRAWINGS ARE DIAGRAMMATIC AND ONLY INDICATE THE INTENT OF OUTLETS, DEVICES, ETC., TO BE CONNECTED AND THE CIRCUIT NUMBERS TO WHICH THEY ARE TO BE CONNECTED TO. CONTRACTOR MUST INSTALL ALL REQUIRED JUNCTION BOXES ETC., AS REQUIRED FOR A COMPLETE AND OPERATIONAL SYSTEM WHICH COMPLIES WITH ALL LOCAL AND NATIONAL GOVERNING CODES.
4. ALL EXTERIOR EQUIPMENT MUST BE WEATHERPROOF.
5. LOCATIONS OF ALL EQUIPMENT MUST BE VERIFIED PRIOR TO ROUGH–IN.
6. EACH CONDUCTOR OF EVERY SYSTEM MUST BE PERMANENTLY TAGGED IN COMPLIANCE WITH OSHA.
7. PVC CONDUIT, WITH CODE SIZED GROUND, MUST BE USED UNDERGROUND ONLY, IF APPROVED BY LOCAL CODE. INSTALL PER LOCAL CODE REQUIREMENTS. CONDUIT RISERS AND STUBS ABOVE GRADE MUST BE I.M.C. WITH HALF–LAPPED TAPE COVERING OR PVC COATING.
8. CONTRACTOR MUST PROVIDE ALL LABOR, MATERIALS, INSURANCE, EQUIPMENT, INSTALLATION, CONSTRUCTION TOOLS, TRANSPORTATION, ETC. FOR A COMPLETE AND PROPERLY OPERATING ELECTRICAL SYSTEM.
9. ALL MATERIALS MUST BE NEW, AND OF THE SAME MANUFACTURER FOR EACH CLASS OR GROUP OF EQUIPMENT. MATERIALS MUST BE LISTED AND APPROVED BY THE UNDERWRITER'S LABORATORIES, AND MUST BEAR THE INSPECTION LABEL WHERE SUBJECT TO SUCH APPROVAL. MATERIAL MUST MEET WITH THE APPROVAL OF THE DIVISION OF INDUSTRIAL SAFETY, AND ALL GOVERNING BODIES HAVING JURISDICTION. MATERIALS MUST BE MANUFACTURED IN ACCORDANCE WITH APPLICABLE STANDARDS ESTABLISHED BY A.N.S.I., U.L., N.E.M.A. AND N.B.F.U. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
10. ALL CONDUIT MUST BE INSTALLED CONCEALED WHERE PHYSICALLY POSSIBLE. ALL EXPOSED CONDUIT MUST BE INTERMEDIATE METAL CONDUIT AND INSTALLED PARALLEL TO OR AT RIGHT ANGLES WITH THE BUILDING WALLS. IF VIEWED BY THE PUBLIC, PAINT TO MATCH SURFACE TO WHICH IT IS ATTACHED.
11. CONTRACTOR MUST CARRY OUT HIS WORK IN ACCORDANCE WITH ALL GOVERNING STATE, COUNTY, LOCAL CODES, O.S.H.A. AND THE CURRENTLY ADOPTED NATIONAL ELECTRICAL CODE (N.E.C.).
12. THE COMPLETE ELECTRICAL SYSTEM MUST BE GROUNDED IN ACCORDANCE WITH THE CURRENTLY ADOPTED EDITION OF THE NEC, ARTICLE 250.
13. ALL ELECTRICAL PENETRATIONS THROUGH FIRE RATED AREA SEPARATION AND CORRIDOR ASSEMBLIES INCLUDING CONDUITS AND PIPING MUST BE TIGHTLY AND SOLIDLY SEALED WITH FIRESTOPPING WALLBOARD COMPOUND AND MUST BE AN APPROVED MATERIAL AS REQUIRED BY LOCAL ENFORCING AGENCY.
14. ELECTRICAL CONTRACTOR MUST SECURE ALL NECESSARY BUILDING PERMITS, UTILITY CHARGES AND PAY FOR SAME. COORDINATE AND PAY FOR ALL ELECTRICAL SERVICE CHARGES WITH THE BUILDING DEPARTMENT, SERVING UTILITY AND OWNER.
15. COMPLETE JOB MUST BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER AFTER DATE OF ACCEPTANCE BY OWNER. ANY WORK, MATERIAL OR EQUIPMENT FOUND TO BE FAULTY DURING THAT PERIOD MUST BE CORRECTED AT ONCE, UPON WRITTEN NOTIFICATION, AT THE EXPENSE OF THE ELECTRICAL CONTRACTOR.
16. CONDUCTORS MUST BE CODE GRADE, 600 VOLT CLASS, COPPER (UNLESS NOTED OTHERWISE) MARKED EVERY 24" ALONG IT'S LENGTH SHOWING MANUFACTURER'S NAME, MAXIMUM ALLOWABLE VOLTAGE AND SIZE. GENERAL PURPOSE WIRING MUST BE SOLID COPPER CONDUCTORS #10 AND SMALLER, STRANDED COPPER CONDUCTORS FOR #8 AND LARGER, TYPE "THWN"(WET) OR "THHN"(DRY). FOR SPECIAL PURPOSE WIRE TYPES REFER TO EQUIPMENT MANUFACTURER'S PLANS.
17. ALL CONDUIT ONLY (C.O.) MUST HAVE A PULL WIRE OR ROPE.
18. USE ONLY COMPETENT AND SKILLED PERSONNEL AND PERFORM ALL WORK, INCLUDING AESTHETIC AS WELL AS ELECTRICAL AND MECHANICAL ASPECTS TO STANDARDS CONSISTENT WITH THE BEST PRACTICES OF THE TRADE.
19. ALL ELECTRICAL SYSTEM CONDUCTORS MUST BE INSTALLED IN APPROVED RACEWAYS. NON–METALLIC SHEATHED CABLE IS NOT APPROVED.
20. WHERE IT BECOMES NECESSARY TO DRILL INTO OR CUT THROUGH ANY EXISTING SLABS, WALKWAYS OR DRIVES TO PERMIT THE INSTALLATION OF ANY WORK UNDER THIS CONTRACT, OR TO REPAIR ANY DEFECTS THAT MAY APPEAR TO THE EXPIRATION OF THE WARRANTY. SUCH CUTTING AND PATCHING MUST PERFORMED BY TRADESMAN EXPERIENCED IN THE WORK REQUIRED. CONTRACTOR MUST PAY FOR ALL COSTS REQUIRED FOR CUTTING OR REPAIRING. ALL FINISHES MUST MATCH EXISTING OR NEW ADJACENT SURFACES.
21. ALL BROCHURES, OPERATING MANUALS, CATALOGS, ETC. MUST BE TURNED OVER TO THE OWNER AT JOB COMPLETION.
22. ALL SUBSTITUTIONS MUST BE SUBMITTED IN WRITING TO THE ARCHITECT TEN (10) DAYS PRIOR TO BID. SUBMITTAL MUST INCLUDE, BUT NOT BE LIMITED TO, COST SAVINGS, WRITTEN REASON FOR SUBSTITUTION AND A WRITTEN STATEMENT THAT IF THE SUBSTITUTION IS APPROVED, THERE WILL BE NO DELAY IN DELIVERY, CONSTRUCTION TIME OR COST TO OTHER TRADES.
23. PROVIDE ENGRAVED PLASTIC NAMEPLATES FOR ALL MAJOR PIECES OF EQUIPMENT. PLATES MUST BE 3 PLY, BLACK FACE, WHITE CORE WITH 1/4" HIGH CONDENSED GOTHIC LETTERING. SCREW–ON ATTACHMENT ONLY. NO CEMENT.
24. PROVIDE THE OWNER WITH ONE (1) SET OF COMPLETE ELECTRICAL "AS–BUILTS" AT THE COMPLETION OF THE JOB, SHOWING ACTUAL DEPTHS AND LOCATIONS.
25. WHERE A CONFLICT OCCURS BETWEEN THESE DRAWINGS AND THE SPECIFICATIONS ISSUED AS PART OF THESE DOCUMENTS, THE MORE STRINGENT REQUIREMENTS MUST PREVAIL.
26. COORDINATE ALL ELECTRICAL WORK WITH OTHER TRADES. THE OWNER WILL MAKE NO SUBSEQUENT ALLOWANCE FOR ELECTRICAL WORK REQUIRED BY OTHER TRADES. OBTAIN ALL OTHER PERTINENT INFORMATION REQUIRED TO MEET ACTUAL BUILDING OR FIELD CONDITIONS.
27. ALL FINAL CONNECTIONS TO OWNER–FURNISHED EQUIPMENT MUST BE MADE BY THE CONTRACTOR. CONNECTIONS TO ALL EQUIPMENT FURNISHED BY OTHERS MUST BE COORDINATED. THE CONTRACTOR MUST BE RESPONSIBLE FOR COORDINATION WITH EQUIPMENT MANUFACTURER PRIOR TO ROUGHING IN ALL CONDUIT TO THIS EQUIPMENT.
28. NOTIFY THE OWNER'S REPRESENTATIVE WHEREVER A DISCREPANCY IN QUANTITY OR SIZE OF CONDUIT, WIRE, EQUIPMENT DEVICES, CIRCUIT BREAKERS, TRANSFORMERS, GROUND FAULT PROTECTION SYSTEMS, ETC. (ALL MATERIALS) THAT ARISE ON THE DRAWINGS AND/OR SPECIFICATIONS. PROVIDE AND INSTALL ALL MATERIAL AND SERVICES REQUIRED BY THE STRICTEST CONDITIONS NOTED ON DRAWINGS AND/OR IN THE SPECIFICATIONS TO INSURE COMPLETE AND OPERABLE SYSTEMS AS REQUIRED BY THE OWNER AND ENGINEER.
29. ALL FEEDER AND BRANCH CIRCUITS MUST BE PROVIDED WITH AN EQUIPMENT GROUNDING CONDUCTOR SIZED PER NEC, AND RUN IN THE SAME RACEWAY OR CONDUIT SUPPLYING SUCH FEEDER OR BRANCH CIRCUIT.
30. TRENCH AND BACKFILL AS REQUIRED TO PERFORM UNDERGROUND WORK. USE EXTREME CAUTION WHEN TRENCHING SO AS NOT TO INTERFERE WITH EXISTING UNDERGROUND UTILITIES. REPAIR ANY DAMAGE CAUSED BY UNDERGROUND TRENCHING.
31. PATCH AND REPAIR WALLS OR CEILINGS WHICH HAVE BEEN DAMAGED BECAUSE OF ELECTRICAL WORK.
32. CONDUIT MUST NOT BE RUN THROUGH ANY STRUCTURAL MEMBER OF THE BUILDING, EXCEPT AS SPECIFICALLY DIRECTED BY THE OWNER'S REPRESENTATIVE. UNDER NO CIRCUMSTANCE MUST CONDUIT RUN THROUGH COLUMNS, FOOTINGS OR GRADE BEAMS.
33. FOR ADDITIONAL ROUGH–IN AND WIRING REQUIREMENTS SEE MANUFACTURER'S INSTALLATION PLANS, WHICH ARE SUPPLEMENTAL TO AND PART OF THE ELECTRICAL WORK.
34. EXACT ROUTING OF ALL FEEDERS, CONDUITS, ETC. MUST BE FIELD VERIFIED AND APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE THE INSTALLATION WITH OTHER TRADES.
35. REFER TO ARCHITECTURAL PLANS FOR LOCATIONS OF RECESSED, SURFACE OR PENDANT MOUNTED LIGHT FIXTURES.
36. COLD WATER PIPE GROUNDING BOND MUST BE LOCATED WITHIN 5' OF BUILDING ENTRANCE.
37. CONTRACTOR MUST VERIFY EXACT LOADS OF HVAC EQUIP. WITH MECHANICAL ENGINEER AND HVAC UNIT MANUFACTURER PRIOR TO START OF WORK. IN CASE OF ANY DISCREPANCIES OR POTENTIAL CONFLICTS, INFORM ARCHITECT AND ELECTRICAL ENGINEER IN WRITING PRIOR TO PROCEEDING ANY FURTHER.
38. PIPES, DUCTS AND CONDUITS MUST BE SUPPORTED AND BRACED PER THE S.M.A.C.N.A. "GUIDELINES FOR SEISMIC RESTRAINT OF MECHANICAL SYSTEMS AND PLUMBING AND PIPING SYSTEMS".
39. ALL ELECTRICAL EQUIPMENT MUST BE BRACED OR ANCHORED TO RESIST A HORIZONTAL FORCE ACTING IN ANY DIRECTION USING THE FOLLOWING CRITERIA:
    A. EQUIPMENT ON GRADE – 20% OF OPERATING WEIGHT
    B. EQUIPMENT ON STRUCTURE – 30% OF OPERATING WEIGHT
    C. FOR FLEXIBLY MOUNTED EQUIPMENT USE FOUR (4) TIMES THE ABOVE VALUES, AND FOR SIMULTANEOUS VERTICAL FORCE USE ONE–THIRD (1/3) TIMES THE HORIZONTAL FORCE.
    D. THE ABOVE VALUES ARE FOR AN IMPORTANCE FACTOR I = 1.0 AND SEISMIC ZONE Z = 0.4
    E. WHERE ANCHORAGE DETAILS ARE NOT SHOWN ON THE DRAWINGS THE FIELD INSTALLATION MUST BE SUBJECT TO THE APPROVAL OF THE STRUCTURAL ENGINEER AND THE FIELD INSPECTOR.
40. ALL OUTLET RATINGS MUST BE 20 AMPS, UNLESS NOTED OTHERWISE.

# ABBREVIATIONS

| | |
|---|---|
| A | AMPS |
| AF | AMP FUSE (SIZE), AMP FRAME (SIZE) |
| AFCI | ARC FAULT CURRENT INTERRUPT |
| AFF | ABOVE FINISH FLOOR |
| AS | AMP SWITCH (SIZE) |
| BC | BARE COPPER |
| C | CONDUIT |
| CB | CIRCUIT BREAKER |
| CIR | CIRCUIT |
| CO | CONDUIT ONLY, WITH PULL LINE |
| CU | COPPER |
| EDF | ELECTRIC DRINKING FOUNTAIN |
| EM | EMERGENCY POWER |
| EMT | ELECTRICAL METALLIC TUBING |
| EX | EXISTING |
| EXP | EXPLOSION PROOF |
| F | FUSE |
| G | GROUND CONDUCTOR |
| GFI | GROUND FAULT INTERRUPT PROTECTION |
| GND | GROUND |
| I.G. | ISOLATED GROUND |
| IMC | INTERMEDIATE METALLIC CONDUIT |
| ISC | INTERRUPTING SHORT CIRCUIT |
| LCL | LONG CONTINUOUS LOAD |
| MAX | MAXIMUM |
| MCB | MAIN CIRCUIT BREAKER |
| MIN | MINIMUM |
| MLO | MAIN LUGS ONLY |
| NA | NON–AUTOMATIC |
| NEC | NATIONAL ELECTRICAL CODE |
| NKE | NO KNOWN EQUAL; NO SUBSTITUTES |
| NOM | NOMINAL |
| NTS | NOT TO SCALE |
| P | POLE |
| PH OR ø | PHASE |
| PNL | PANEL |
| PVC | POLYVINYL CHLORIDE |
| REQ'D | REQUIRED |
| RGS | RIGID GALVANIZED STEEL |
| SFM | STATE FIRE MARSHAL |
| SWBD | SWITCHBOARD |
| SWGR | SWITCHGEAR |
| TYP | TYPICAL, UNLESS NOTED OTHERWISE, OF MANY |
| U.O.N. | UNLESS OTHERWISE NOTED OR INDICATED |
| V | VOLTS |
| WP | WEATHERPROOF |
| X | EXISTING TO REMAIN |
| XL | EXISTING TO BE RELOCATED |
| XN | NEW LOCATION OF RELOCATED EQUIPMENT |
| XR | EXISTING TO BE REMOVED |
| XFMR | TRANSFORMER |


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SEAL




12/01/2025

PROJECT

CALIFORNIA REPUBLIC
LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
ORANGE, CA

CLIENT

RED HOOK CAPITOL PARTNERS

2120 EAST GRAND AVENUE, STE. 135
EL SEGUNDO,
CA, 90245

ISSUED

| MARK | DATE | DESCRIPTION |
|---|---|---|

MANAGEMENT

LIONAKIS PROJECT NO: 025175
CLIENT PROJECT NO:

AGENCY

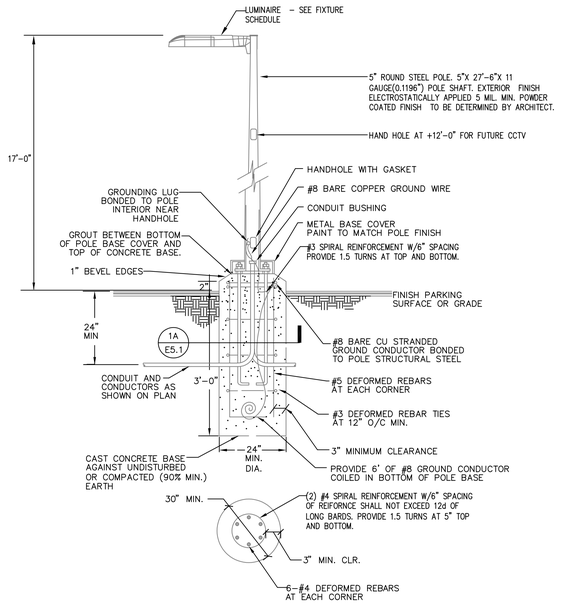
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ELECTRICAL
LEGEND AND
GENERAL NOTES

SHEET

E-0.1


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2"
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BASE PLAN

FOOTING BASE PLAN | 1A | NTS

## FIXTURE TYPE "S1" MOUNTING DETAIL

SCALE: NONE | 1

## LIGHTING FIXTURE SCHEDULE

| FIXT DES | SYMBOL | LAMP TYPE | FIXTURE MOUNTING | LAMP DESC | WATTS | VOLTS | MFR/CATALOG | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| S1 | | LED | SURFACE | LED 3000K 20,000 LUMENS | 160 | 120 | COOPER LIGHTING GLAN-SA-3-C-830-U-T4FT-DIM-BPC | LED AREA POLE MOUNT FIXTURE WITH INTEGRAL PHOTOCELL AND MOTION SENSOR, 0-10V DIMMING. 17'-0" POLE MOUNTED ON A 3'-0" CONCRETE POLE BASE. |
| S2 | | LED | SURFACE | LED 3000K 1856 LUMENS | 29 | 120 | LIGMAN LIGHTING UAA-30156-29W-2-1-W30-120V | DECORATIVE LED LAMP STYLE FIXTURE WITH SHEPHERDS HOOK STEM, WET LOCATION LISTED, WHITE FINISH. 0-10V DIMMING. |
| F1 | | LED | RECESSED | LED 4000K 4281 LUMENS | 31.4 | 120 | LITHONIA LIGHTING 2VTL4-40L-ADP-GZ1-LP840 | 2X4 RECESSED LED FIXTURE FIXTURE WITH CENTER BASKET AND 0-10V DIMMING. |
| F1E | | LED | RECESSED | LED 4000K 4281 LUMENS | 31.4 | 120 | LITHONIA LIGHTING 2VTL4-40L-ADP-GZ1-LP840-E10W | 2X4 RECESSED LED FIXTURE FIXTURE WITH CENTER BASKET, 0-10V DIMMING AND 90-MINUTE BATTERY BACK UP. |

LIGHTING FIXTURE NOTES:

1. PROVIDE SPECIFIED LIGHTING MANUFACTURER FOR EACH LIGHT FIXTURE. ANY SUBSTITUTIONS SHALL MEET OR EXCEED THE SPECIFICATIONS OF THE LISTED MANUFACTURERS CATALOG NUMBER. SUBSTITUTIONS MUST BE APPROVED BY ARCHITECT.

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SEAL




12/01/2025

PROJECT

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ORANGE, CA

CLIENT

RED HOOK CAPITOL PARTNERS

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EL SEGUNDO,
CA, 90245

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| MARK | DATE | DESCRIPTION |
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MANAGEMENT

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AGENCY

TITLE

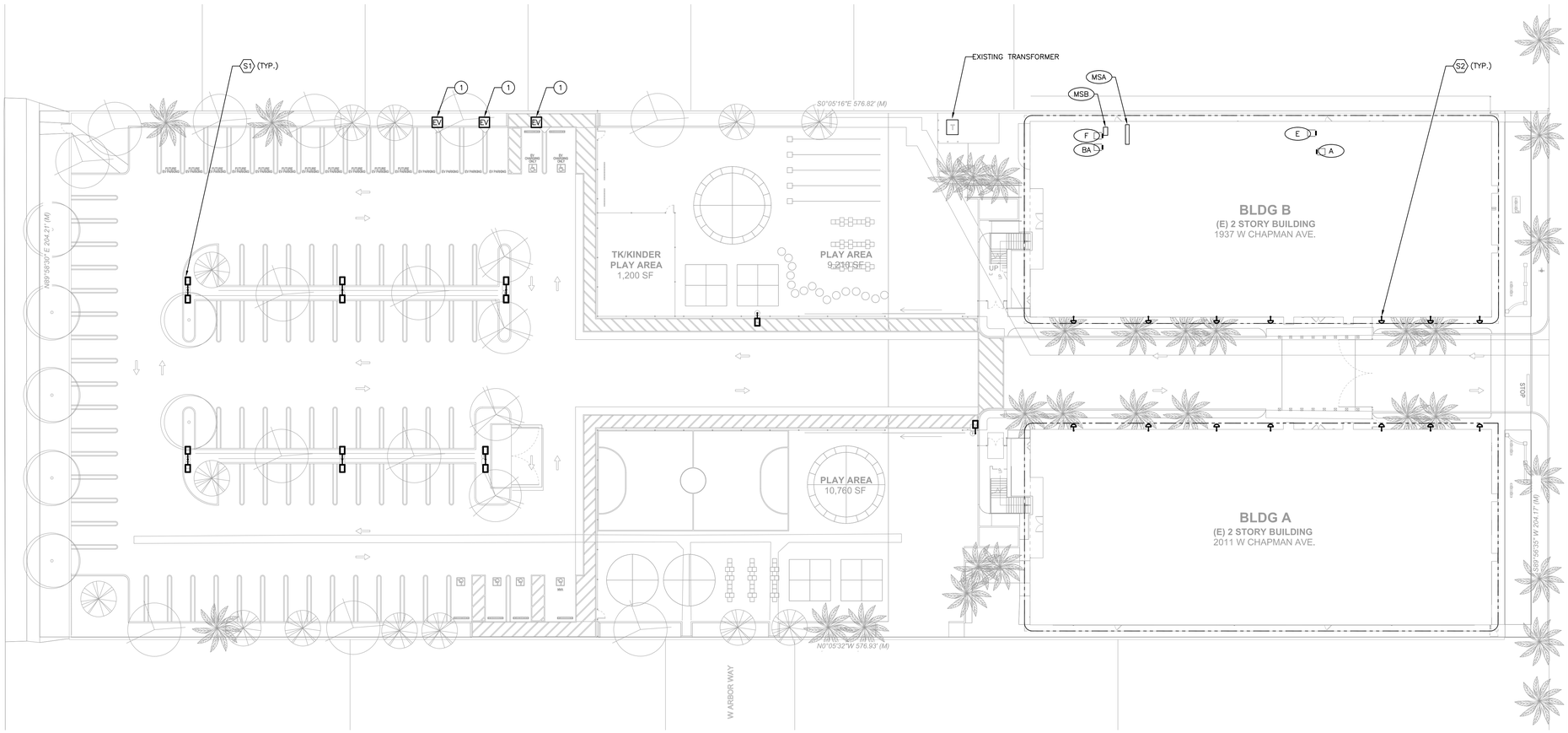
LIGHTING FIXTURE SCHEDULE

SHEET

E-0.2

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1 LIGHTING SITE PLAN
SCALE 1" = 20'-0"

PLAN NORTH

## GENERAL NOTES

A. CONTRACTOR MUST FIELD VERIFY EXISTING CONDITIONS AND COORDINATE WITH ALL OTHER TRADES, IN CASE OF DISCREPANCIES OR ANY POTENTIAL CONFLICTS, INFORM THE ARCHITECT AND ENGINEER IN WRITING PRIOR TO START OF WORK.

B. CONTRACTOR MUST VERIFY EXACT QUANTITIES, LOCATIONS AND HEIGHTS OF ALL FIXTURES WITH TENANT AND ARCHITECT PRIOR TO START OF WORK.

C. ALL LIGHTING TO BE CONNECTED TO PANEL '—', CIRCUIT NUMBER(S) AS SHOWN.

D. ALL FIXTURES PROVIDED WITH EGRESS LIGHTING BATTERY PACK BACK—UP MUST BE FED FROM UNSWITCHED CIRCUIT SERVING LIGHTING IN SAME AREA PER NEC ARTICLE 700.12(F). EMERGENCY BATTERY PACK MUST BE ACTIVATED ONLY UPON NORMAL POWER FAILURE.

## KEY NOTES

(1) INFRASTRUCTURE FOR EV CHARGING STATION. PROVIDE (1) 2" CONDUIT AND (1) 1" CONDUIT STUB INTO ELECTRICAL ROOM.

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AJ | NB | PP | NP

SEAL

REGISTERED PROFESSIONAL ENGINEER
EDWARD A. JUNG
No. E13909
Exp. 8/30/27
ELECTRICAL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

12/01/2025

PROJECT
CALIFORNIA REPUBLIC
LEADERSHIP ACADEMY ORANGE

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| MARK | DATE | DESCRIPTION |
|---|---|---|

MANAGEMENT

LIONAKIS PROJECT NO: 025175
CLIENT PROJECT NO:

AGENCY

TITLE
LIGHTING
SITE PLAN

SHEET
E-1.1

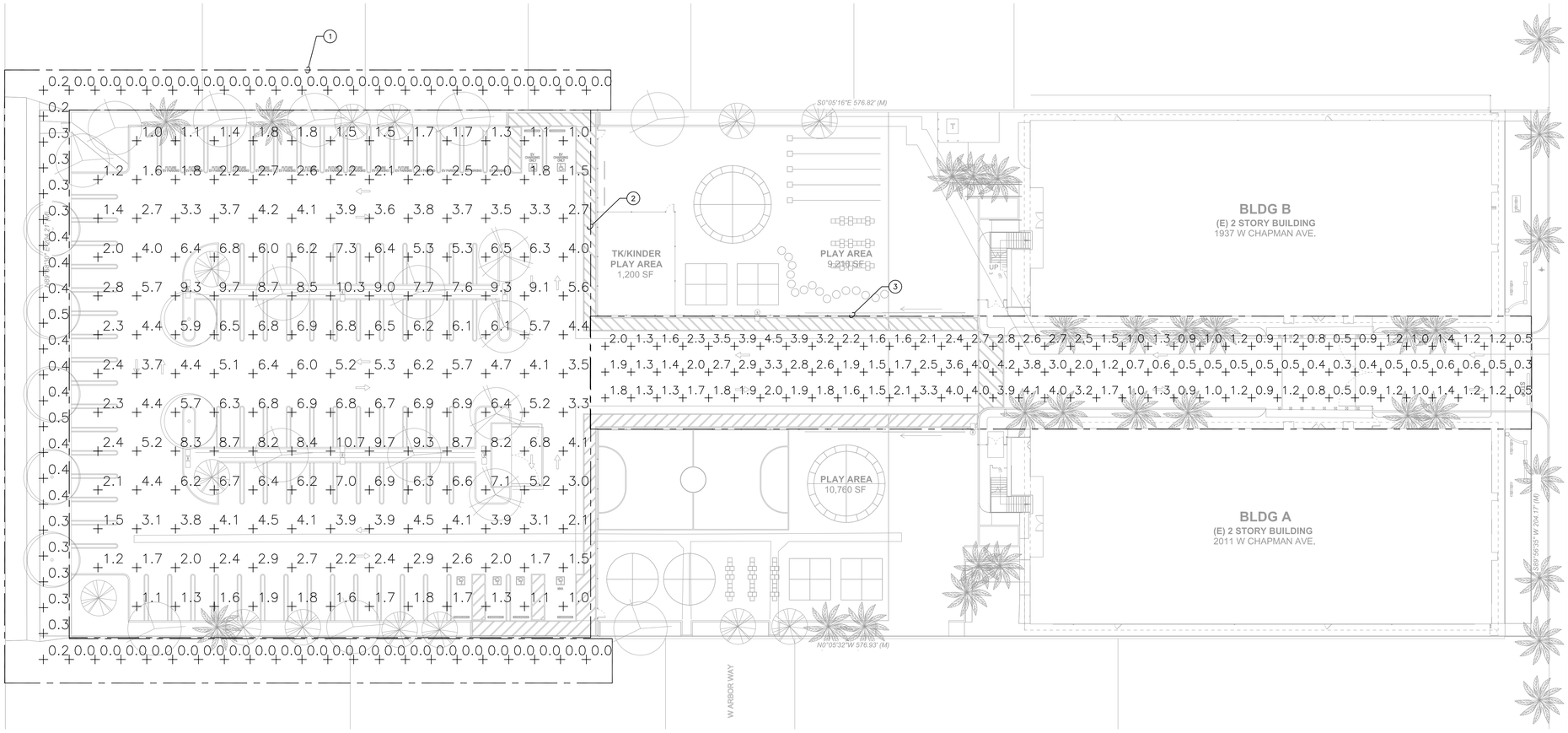
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| SITE LIGHTING STATISTICS | | | | | | |
|---|---|---|---|---|---|---|
| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min |
| Light Trespass Boundary | + | 0.1 fc | 0.5 fc | 0.0 fc | N/A | N/A |
| Parking Lot | + | 4.4 fc | 10.7 fc | 1.0 fc | 10.7:1 | 4.4:1 |
| Drive Aisle | + | 1.8 fc | 4.5 fc | 0.3 fc | 15.0:1 | 6.0:1 |

## KEY NOTES

1. LIGHT TRESPASS BOUNDARY.
2. PARKING LOT.
3. DRIVE AISLE.




1 ELECTRICAL PHOTOMETRIC SITE PLAN
SCALE 1" = 20'-0"

PLAN NORTH

LIONAKIS
2050 Main Street, Suite 400
Irvine, CA 92614
P 949.955.1919 F 949.955.9175
www.lionakis.com

CONSULTANT

Salas O'Brien
3220 Executive Ridge, Suite 210
Vista, CA 92081
760.560.0100
01-27-26 #2590-00313
www.salasobrien.com
E-Mail admin@salasobrien.com
AJ | NB | PP | NP

SEAL

REGISTERED PROFESSIONAL ENGINEER
EDWARD A. JONES
No. E13809
Exp. 8/30/27
ELECTRICAL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

12/01/2025

PROJECT
CALIFORNIA REPUBLIC
LEADERSHIP ACADEMY ORANGE

1937-2011 W CHAPMAN AVE
ORANGE, CA

CLIENT
RED HOOK CAPITOL PARTNERS

2120 EAST GRAND AVENUE, STE. 135
EL SEGUNDO,
CA, 90245

ISSUED

| MARK | DATE | DESCRIPTION |
|---|---|---|

MANAGEMENT

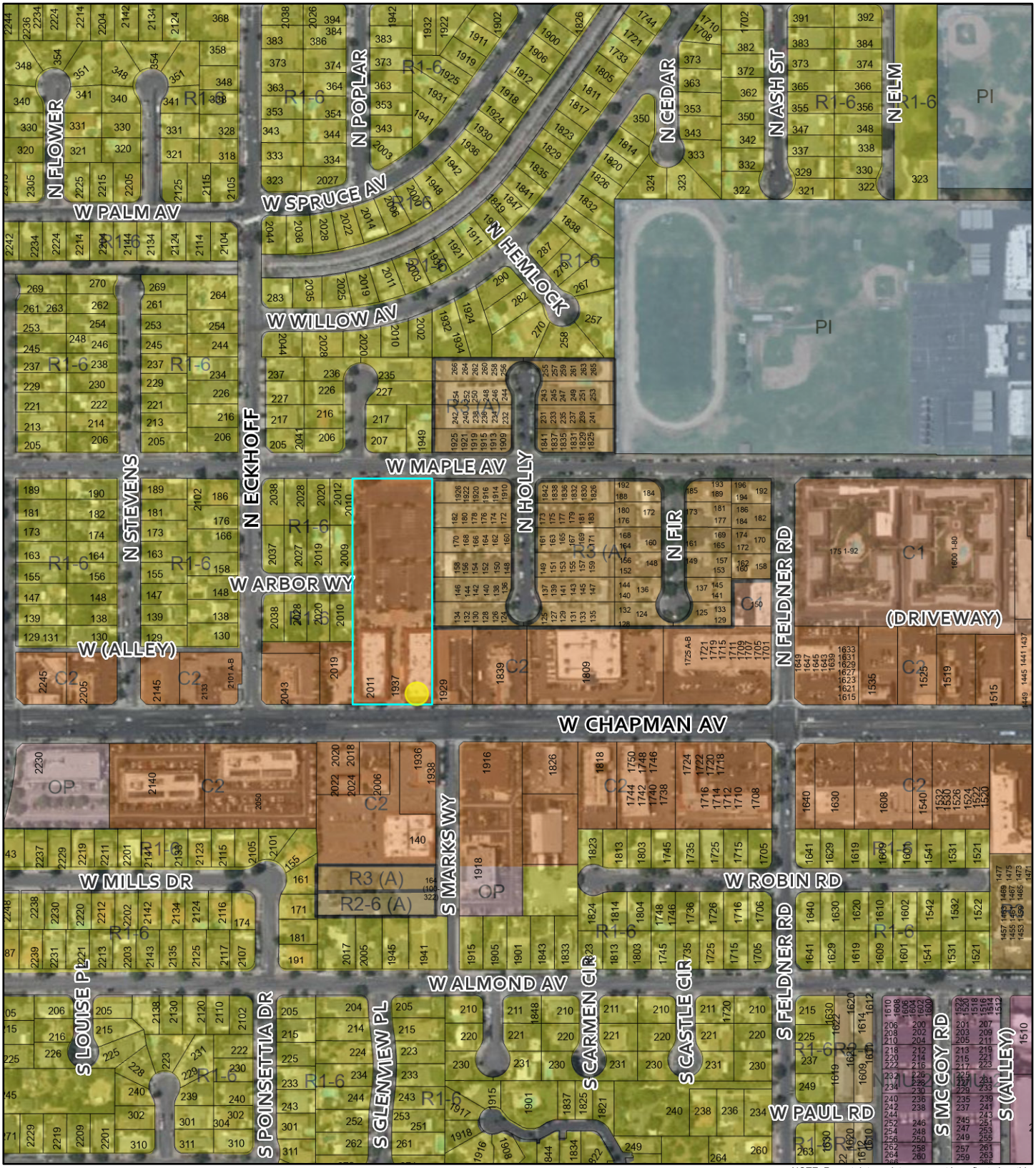
LIONAKIS PROJECT NO: 025175
CLIENT PROJECT NO:

AGENCY

TITLE
ELECTRICAL
PHOTOMETRIC
SITE PLAN

SHEET
ES-101PH

Autodesk Docs://025175 Red Hook OCASA/025175_ARCHMSTR_R24_CENTRAL.rvt
10/31/2025 12:38:54 PM




City of Orange
Geographic Information System

N
W E
S

1:5,080

0 195 390 ft

Date Exported: 7/1/2026

Credits: City of Orange (2026)

| | | | |
|---|---|---|---|
| Parcel | R1-6 | City Boundary | |
| C1 | R2-6 | Red: Band_1 | |
| C2 | R2-6 (A) | Green: Band_2 | |
| C3 | R3 | Blue: Band_3 | |
| OP | R3 (A) | | |
| PI | NMU-24 | | |

NOTE: Recent data updates may not be reflected on this map at the time of printing, use at your discretion. No part of this map shall be reproduced for commercial purposes.

CITY OF ORANGE

# ArcGIS Web Map

Craig Lawson & Co., LLC

Land Use Consultants

# Memorandum

**To:** Lauren Briggs, Planning Technician, Community Development, City of Orange
**From:** Andie Adame, Senior Project Manager, Craig Lawson & Co., LLC
**Date:** June 23, 2026
**RE:** PA25-0156 1937 W. Chapman Ave., Orange, CA 92868 APN: 039-331-40

---

In alignment with our previous correspondence, we are formally submitting the attached community support petitions for the proposed CRLA Orange Project located at 1937-2011 W. Chapman Avenue.

The grassroots outreach and stakeholder engagement campaign was executed by Torres Consulting, a public affairs firm led by Tony Torres, who brings over 22 years of experience directing local grassroots efforts. The team conducted comprehensive door-to-door canvassing within a 700-foot radius of the project site, made return visits to unanswered homes and left informational leaflets about the CRLA Charter School at every door.

Key Metrics:

- **1,000+ Households:** Received project informational materials.
- **239 Signed Petitions:** Collected from local residents in explicit support of the project.
- **70.9% Support Rate:** Of the households that answered the door and expressed an opinion.
- **Commercial Backing:** Surrounding businesses expressed strong excitement for the new customers the project will generate.

Please confirm receipt of the attached petitions.

Enclosures:

- Verified Support Petitions (239 Signatures)

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

We, the undersigned, urge the City of Orange Planning Commission and City council to approve this project.

| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Bidal Ramirez | 376 w. Parker st | 92868 | 9095994731 | |
| 2 | Ruben Juarez | 320 w. Parker cx | 92868 | 626 581 9371 | |
| 3 | Maria Lopez | 2335 w. almond ave | 92868 | 951 925 7495 | |
| 4 | Eduardo Lopez | 2335 w. almond Ave | 92868 | 714 774 5239 | |
| 5 | Freddy Lopez | 2355 w. almond | | 7149780116 | |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

We, the undersigned, urge the City of Orange Planning Commission and City council to approve this project.

| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Johnathan C | 179 N Donny Brooky | 92868 | 714 317 4185 | Carrillo1141@Gmail.Com |
| 2 | Bfina Flores | 191 N-Donneybrooke st | 92868 | 7148898056 | |
| 3 | Chris Sucre | 214 N Donneybrooke | 92868 | 714 300-9752 | |
| 4 | Pedro Barajas | 929 N donneybrooke | 92868 | 619-591-3780 | |
| 5 | Rosalva Yepez | 237 N Donneybrooke St | 92868 | 714-273-8614 | |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

We, the undersigned, urge the City of Orange Planning Commission and City council to approve this project.

| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Jerry Ennis | 165 N Donneybrook | Orange CA 92865 | 714 937 1232 | |
| 2 | Jonathon Carpenter | 178 N Donneybrooke | Orange 92868 | 714 710-0757 | |
| 3 | Mary Fernandez | 208 N. Donneybrooke St | Orange City 92868 | (714) 396-7204 | |
| 4 | Jorge Ramirez | 218 N Donneybrooke | Orange 92868 | (714) 725-4847 | |
| 5 | Anayancy Ramirez | 218 N Donneybrooke St | Orange 92868 | (714) 391-1591 | |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Patrick Scanlan | 2435 West Palm Ave | Orange, 92868 | 310-463-2783 | alonrock@mail.com |
| 2 | Lisseth Gomez | 2315 W Palm Ave | Orange 92868 | 714-757-9670 | lissethg31@icloud.com |
| 3 | Marisol Reyes | 2305 W Palm Ave | Orange | 714 586 3532 | |
| 4 | SHARMAD FOX | 2225 W PALM AVE | ORANGE 92868 | | |
| 5 | Megha Thomas | 2205 W. Palm Ave | Orange, CA 92868 | 806-252-0533 | Megha.katthomas@yahoo.com |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | GONZALO GONZALEZ | 238 N DONNEY BROOKE | 92868 | 714-443 9782 | |
| 2 | Maria De La Cruz | 266 N Donneybrooke st | 92868 | 714 809-5298 | |
| 3 | VIVIAN N AO | 292 Donneybrooke st | 92868 | 714 251-2365 | |
| 4 | Carlos Hernandez | 274 Donneybrooke | 92708 | 714- | |
| 5 | Arlyn Lopez | 2443 W Palm | 92868 | 714-248-1802 | |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Alma Angel | 1909-W Maple Ave | 92868 | 657 284 90-93 | almaangel980 Gmail.com |
| 2 | [signature] | 248 N. Holly St Orange Ca 92868 | | | ramirezjocr@ymail.com |
| 3 | Magdalena Tapia | 262 N Holly St Orange, CA 92862 | 92868 | (714)686-6205 | |
| 4 | Emberlyn Romero | 264 N Holly St. | 92868 | 949)507 544 | evrom1111@icloud.com |
| 5 | angelina velez | 264 N HOLLY ORANGE CALIF | | 714 360-5229 | |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Maria Hernandez | 148 N. Eckhoff St. | Orange CA 92703 | (714) 975-3348 | maria_isa_rn@yahoo.com |
| 2 | Edilberto S | 1921 W maple | orange | Ca 714-244-2205 | |
| 3 | Juan Ruiz | Holly St Apt. 282 | 92868 | CA. 714-376 2882 | |
| 4 | Melina Duran | Holly St Apt 256 | 92868 | CA 760 230 7178 | |
| 5 | Maria Garcia | 200 N. Holly St | orange 92868 | (714) 804-6973 | nancyg202052@gmail.com |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

We, the undersigned, urge the City of Orange Planning Commission and City council to approve this project.

| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Mario A Flores | 266 N Holly st | Orange 92868 | 714-809-2934 | |
| 2 | Martin Bonn | 261 N. Holly St | Orange | | |
| 3 | Belvo Mora | 265 N. Holly St | Orange | | |
| 4 | Francisco Flores | 293 N. Holly St | orange | (714) 759 7837 | |
| 5 | Roland Salas | 249 N Holly St. | ORANGE | (714) 600-1791 | |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Yeraldin S | 173 N First St | orange | 7147563936 | |
| 2 | Maria | 185 N First | orange | 714-470553 | 0 |
| 3 | Jocelyn | 197 N. Feldner | orange | (714) 825-6025 | |
| 4 | Eva | 196 N Feldner | Orange | (714) 757-4516 | |
| 5 | Laura D. | 172 N Feldner Rd | Orange | (657) 775-7032 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Heather Humphreys | 158 N. Eckhoff Orange CA 92868 | | 714 497 5044 | high strung hippie 714@gmail.com |
| 2 | Theresa Hunter | 264 N Eckhoff Orange Ca | | 714-981-2374 | |
| 3 | Amelia Valderrama | 328 N. Eckhoff St. Orange CA 92868 | | 714 393-0773 | |
| 4 | [illegible] | 1414 W. maple ave | | (714) 553 9422 | |
| 5 | Mateo Perez | 1915 W maple Av Orange CA 92868 | | (714) 478-7227 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Erasmo | 259 Holly ST | 92868 | 714-341-7822 | |
| 2 | Maria | 237 N. Holly St | 92868 | " | |
| 3 | Rito | 237 N Holly St | 92868 | 714-909-7887 | |
| 4 | Manuela, N. | 1841 W Maple Av. | 92868 | 714 815 0899 | |
| 5 | Prudencio Flores | 1835W Maple Ave | 92868 | 714 586 2365 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Lena Alvarado | Holly 135 | 92828 76 | 7605435383 | |
| 2 | Cynthia Amaral | Holly 143 | orange 92[illegible]48 | 714-733-9544 | |
| 3 | Jamie Bam | 157 N HILLY ST | 92868 | 714 321 9615 | |
| 4 | Francisco O | 155 N Holly St | 92868 | 657 252 4726 | |
| 5 | Blanca Velazquez | 153 N. Holly St | 92868 | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Lesly Valencia | 181 N. Holly St Orange CA | 92868 | 714 467-9036 | |
| 2 | Martha | 1832 W Maple Av | 92868 | 714-4007899 | |
| 3 | Jessica Garcia | 160 N Fir Street | 92868 | 7143659857 | |
| 4 | Lesbi Duran | 156 N Fir St | 92868 | 714 702-2056 | |
| 5 | Rosario Villa | 132 N Fir | 92868 | 714 8180041 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Bryan Rebollo | 180 North Holly St | Orange, 92868 | 714-787-9489 | bryanreball0724@gmail.com |
| 2 | Jessenia Banilla | 162 North Holly st | Orange 92865 | 714574 6640 | jessejay137@gmail.com |
| 3 | Rayna Lopez | 148 N. Holly St | Orange CA 92868 | 714 6516548 | Reyna20PJC@yahoo.com |
| 4 | Alejandra Rangel | 152 N. Holly st. | Orange 92868 | (714) 658 3811 | dennilan@gmail.com. |
| 5 | Norma | 156 N Holly St | Orange 92868 | (714)597-5458 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | catalina villa | 128 NORTH FIRST | 92868 | (949) 353-3323 | |
| 2 | Liliana Perea | 124 N Fir St Orange 92868 | Orange 92868 | (949)506-9199 | |
| 3 | Diana Gonzalez | 137 N. FIR ST | Orange 92868 | 714) 661-8663 | |
| 4 | Adrian Rosas | 149 N fir st | Orange 92868 | (714)981-8078 | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Mark Vasany | 2038 W arborway | orange, 92868 | N/A | Mark3902@ [redacted] |
| 2 | Rosalinda Leyva | 2020 W ARBOR WAY | ORANGE 92868 | — | [redacted] GMAIL.COM |
| 3 | [illegible] | 2028 W Maple | Orange 92868 | N/A | |
| 4 | Alfredo Blanco | 2010 W Maple | orange 92868 | N/A | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Nina Velaquez | 1926 W Maple ave orange CA | Orange 92868 | 714-919-0977 | |
| 2 | Elizabeth Navarro | 1920 maple ave orange CA | orange 92868 | (714) 769 5519 | |
| 3 | Bertha Garcia | 1916 W maple Ave orange | 92868 | 714 329 4518 | |
| 4 | Carolina Carrillos | 1910 W Maple ave orange | 92868 | 747 844 3832 | |
| 5 | Carlos Garcia | 178 N Holly St Orange | 92868 | 714-612-4305 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | celia Zaadar | 158 N Hollyst | 92868 | 714-273 7906 | |
| 2 | Daniela | 140 N Holly | 92868 | 714-786-7762 | |
| 3 | Nancy Hedz | 138 N. Holly st Orange ca. | 92868 | 7145619165 | |
| 4 | Lissette M. | 124 N. Holly Stanaek | 92868 | (657)624 6803 | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Priscila Sirano | 807 W. Walnut st | 92868 | 3238270878 | |
| 2 | Cristina Cerda | 502 Katella ave | | 7146373562 | |
| 3 | Salvador Garcia | 502 Katella ave | | 7145571513 | |
| 4 | Alberto Paz | 486 s. Olive st | 92868 | 5595620619 | |
| 5 | Kevin Phan | 1135 cedar ave | 92868 | 7147785946 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Emma Jones | 2401 E. Hoover Ave | 92867 | 7146399305 | |
| 2 | Brandon | 569 N. Pick St | 92869 | 7147714164 | |
| 3 | Saul Arguilar | 535 N Pick St | 92869 | 7144977285 | |
| 4 | Miriam Q | 536 N. Pick St | 92868 | 7149972450 | |
| 5 | Maria P. | 1801 TYC4 Ecolis Ave | 92867 | 7193821217 | mariap@att.net |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Christina Lye | 226 N. Clark St | 92868 | 714 538 8140 | |
| 2 | Kimberly T. | 628 N. Shaffer St | 92867 | 7855242.3887 | |
| 3 | Jane Welsh | 709 E. Greenleaf Ave | 92865 | 714 538 6316 | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Oriana Vargas | 4578 a. Washington ave | 92869 | 714 744 5173 | |
| 2 | Emily Hernandez | 737 w. Culver ave | 92868 | 7145388044 | |
| 3 | Paul Hertpelder | 737 w. Culver ave | 92868 | 3060206031 | |
| 4 | Noemi O. | 4317 e. washington ave | 92869 | 7144181810 | |
| 5 | Cecilia Ramirez | 4317 e. washington ave | 92869 | 7142882079 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Ana M. | 11431 S. Church St | 92869 | (657) 667 3518 | |
| 2 | Anton-y Escobedo | 1915 S. Fairfax St | 92868 | 714 532 4967 | |
| 3 | Wright | 1092 N Lime Ln St | 92801 | 7146397120 | |
| 4 | Patricia Ayala | 727 W. Culver Ave | 92868 | 562 633 7061 | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Jacqueline | 401 w. La Veta #141 | 92866 | 7147230140 | |
| 2 | Andrew | 14325 Church St | 92869 | 657 8759232 | |
| 3 | Albert Clayton | 570 s. Poplar Rd | 92867 | (332)727-7317 | |
| 4 | Christopher D. | 106 e. Truxton Ave | | 302 465 287 | |
| 5 | Albert | 1028 e. Culver Ave #3 | 92867 | 714 538-8788 | |

I support the proposal for a Charter School at 1937 W. Chapman Ave, Orange. I've met with project representatives and have discussed the benefits of the project, including revitalizing an underutilized and empty property with a new and attractive charter school serving local neighborhood students.

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Elizabeth Vicencio | 2334 Almond ave | 92868 | 714-639-6328 | |
| 2 | Tim Smith | 2314 Almond Ave | 92868 | 714-978-6754 | |
| 3 | SONIA LONG | 2314 almond ave | 92868 | | |
| 4 | Octavio Fuentes | 2402 Almond ave | 92868 | 714-947-1250 | |
| 5 | Paloma Mijares | 2422 almond ave | 92865 | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Eric Gallighed | 760 glenview pl | 92868 | 714-993-7689 | |
| 2 | Grace Gallighes | 760 Glenview pl | 92868 | 714-634-9590 | |
| 3 | Mark Dredge | 757 Glenview | 92868 | 714-331-1011 | |
| 4 | Steve Garcia | 754 Glenview | 92868 | | |
| 5 | Jane Thomas | 704 Glenviews | 92868 | 714-271-4731 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | David Kingsland | 2005 w. Almond | 92868 | 7145215957 | |
| 2 | Marie Kingsland | " " | 92868 | 7146343552 | |
| 3 | Ahmed Ali | 2115 w. Mills Pk | 92868 | 7143294213 | |
| 4 | Kim Greenberg | 419 Cadena | | 7146681154 | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Marianne Monte | 2017 almond ave | | 7149783234 | |
| 2 | Jacob Murphy | 2017 almond ave | | 7149783234 | |
| 3 | Robert | #271 N. CEDAR | 92868 | 7143851812 | |
| 4 | Samuel Hidalgo | 145 N Bativa #4 Ave | | ∅ | samuelh@gmail |
| 5 | Carlos | 925 Laveta 30 | 92866 | ∅ | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | David Levy | 401 W. Lavetta Ave 466 | 92866 | 714 842 4178 | |
| 2 | Robert James | 711 E. Adams St | 92867 | | |
| 3 | Susan Dieter | 401 W Lavetta Ave. 406 | | 714 730 0645 | |
| 4 | Jeyan Thest | 200 S. Glassell 93 184 | | 7499778140 | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Patricia Oepeza | 721 w. Culver ave | 92868 | [illegible]633 2601 | |
| 2 | Rachel | 711 w. culver ave | 92868 | 916 9[illegible] | |
| 3 | George | 711 w. culver ave | 92868 | 714 879 4141 | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Jason Troche | 2134 W. Cherry Ave | 92868 | 951 698 0616 | |
| 2 | Rosario Troche | 2134 W. Cherry Ave | 92866 | 303) 484 1263 | |
| 3 | Richard Mata | 1120 W. Victoria St | 92868 | 714 931 9730 | |
| 4 | Eli Grana | 522 E. Chapman St | 92868 | | |
| 5 | STEVEN G | 823 N. Parn St | 92867 | 714 538 3634 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Rosemarie | 4325 e. ~~435~~ Washington ave | 92869 | 714 744 2743 | |
| 2 | Melissa | 4325 e. Washington ave | 92869 | 714 744 2743 | |
| 3 | Jose Jimenez | 8412 w. Sycamore ave | 92868 | | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Paul Horton | 730w. washington ave | orange | 8587150203 | |
| 2 | Barbara Horton | 730 w. washington ave | orange | 8587150203 | |
| 3 | Joyce Robinson | 366 e. lomita ave | 92867 | 7146392110 | |
| 4 | Dora Thornton | 857 w. Walnut ave | 92868 | 626.564.1631 | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
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| 1 | Renne R Cordel | 739 w washington | 92868 | 9513712619 | |
| 2 | Claudia Burton | 739 w. washington | 92868 | 773 7314559 | |
| 3 | Elizabeth | 214 s Glenwood pl | 92868 | 9566362058 | |
| 4 | Clayson | 214 S. Glenwood Dr | | 3118267728 | |
| 5 | | | | | |

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| 1 | Araceli | 273 s[illegible]dward | 92868 | 7148351585 | araceli@gmail |
| 2 | Desi Jasola | 281 s Feldmerad | 92868 | 714 939 9356 | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Raymond Parcon | 234 Feldner Rd | 92868 | 714 991 5923 | |
| 2 | David | 272 Feldner R | | 714 771 2267 | |
| 3 | donald fuller | 215 feldner rd | 92868 | 714 935 9855 | |
| 4 | Alicia Herrera | 2145. Feldner Rd | 92868 | 7149782110 | |
| 5 | Joann | 2365 feldner Rd | | 714 634 9250 ~~714 63~~ | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Sandra V. | 2210 W. Robin | 92866 | 951 [illegible] 9665 | |
| 2 | Fernandez | 2210 W Robin | 92866 | 714 585 897 | |
| 3 | Gloria Galvan | 2230 Robin | 92868 | 714 978 3587 | |
| 4 | Robert Galvan | 230 Robin | 92868 | 714 628 9493 | |
| 5 | Dan Mascall | 236. Robin av | 92868 | 714 634 7258 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Marcela | 1532 w. Robin Rd | 92868 | 626 794 5176 | |
| 2 | Victor Hugo | 1532 w. Robin | 92868 | 3231587883 49 | |
| 3 | Fernando Osorio | 1532 w Robin | | 714 288 9671 | |
| 4 | Sandra Schaaner | 2542 Robin Rd | 92868 | 714 572 8923 | |
| 5 | Justin Utterly | 1496 w. Robin Rd | | 949 9220644 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Feliziano Almazan | 736 Washington | 92868 | 714-532-2076 | |
| 2 | Julia Almazan | 736 Washington Ave | 92868 | 714-532-2076 | |
| 3 | Katelyn Engle | 745 Washington | 92868 | | |
| 4 | Jeffrey Shanton | 744 Washington | 92565 | 714-639-744- | |
| 5 | Cindy Shanton | " | " | 714-637-575 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | James Breet | 2324 w Almond | 92868 Orange | 7146115309 | mmjames breet @ hotmail.com |
| 2 | Miguel Ryna | 2324 w. Almond | 92868 | 7146341752 | |
| 3 | Maria V. | 2305 w. almond | 92868 | 7149780603 | |
| 4 | Teri Sutphin | 2344 W. Almond | | 714 9473754 | |
| 5 | Olivia | 340 N. Parker St | 92868 | 7144359632 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Olga Cruz | 167 N Holly St | Orange Ca 92868 | | |
| 2 | Luis Napoles | 171 N Holly St | orange 92868 | | |
| 3 | Juan E. Valderrama | 183 N. Holly st | 92868 | | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Alfredo | 1837 W. Maple Ave. | Orange CA. 92868 | 714)586-4953 | avalencia185@yahoo |
| 2 | Allyson | 1825 W. Maple Ave | Orange, CA 92868 | 657)752-7589 | allyson_hamilton@yahoo.com |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | [illegible] | 2204 W Palm Dr | Orange | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | ROJA CONCEPCION | 163 N FLOWER | ORANGE | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Ron Smith | 129 N Bitterbush | Orange 92869 | — | — |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | ~~ISABEL HERNANDEZ~~ | 373 N. Ash street | Orange 92868 | 562-587-7154 | |
| 2 | Carlos Becerra | 333 N cedar st | Orange | 714-851-1927 | |
| 3 | Anthony Palacios | 345 N Cedar St | orange | 714-381-8345 | |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| | [illegible] HERVEY | 320 N. BITTERBUSH | ORANGE 9286 | 714-453-8100 | |
| 1 | Lori Nelson | 320 N Flower St | Orange CA | 714-320-5451 | Lori.Lynn.Nelson10@gmail.com |
| 2 | YOLANDA HERVEY | 341 N. STEVENS ST. | ORANGE CA | (714) 978-2089 | |
| 3 | Alonso Angeley | 321 N stevens St | orange CA | 7146056286 | |
| 4 | Amanda Mills | 322 n. ash St | Orange CA | ~~(714)~~ 562) 249 2343 | mrsmandamills@yahoo.com |
| 5 | Gricelda Salgado | 347 N Ash St | orange CA | 9496640613 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Antonio Nava | 138 N Bitterbush St Orange | 92868 C.A | 714 920 3624 | |
| 2 | Rogelio Cortez | 200 N Bitterbush St Orange | 92868 C.A | 714 767 1798 | |
| 3 | Esther L | 269 N Bitterbush St Orange | 92868 | 7148628095 | |
| 4 | Gabriel | 190 N. Flower St Orange | 92868 | 714 631 2164 | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Miguel Brunner | 189 N. Bitterbush St | Orange, 92868 | 714-355-9720 | finchyplays@gmail.com |
| 2 | Mel Rosas | 229 N Bitterbush st | | 714 [illegible] | |
| 3 | Lucia Vazquez | 237 N Bitterbus st | 92868 Orang | 714 412 8797 | |
| 4 | EMMA AYALA | 139 N FLOWER | ORANGE 92868 | 714-8580847 | |
| 5 | CRAIG LaSalle | 147. N Flower | ORANGE 92868 | (714) 329-7048 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Angel Anastigue | 229 N. Flower St | Orange 92868 | | a.anastigue@gmail.com |
| 2 | CHAS. TROWBRIDGE | 245 N. FLOWER ST. | ORANGE 92868 | | CHAS.W.TROWBRIDGE @GMAIL.COM |
| 3 | Joel Cuevas | 219 W Flower St | Orange 92868 | | kermr216@yahoo.com |
| 4 | | | | | |
| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Isiah Mahut | 2115 w Palm | Orange | 6514726254 | Ivrac 916 gmail.com |
| 2 | Andres Marin | 130 N stevens st | Orange | 714/884/7827 | |
| 3 | Marvely Lopez | 130 N. stevens st | Orange | (714) 348-9140 | |
| 4 | ERLINDA PINEDA | 181 N Stevens St | ORANGE | 949- | |
| 5 | Mireya Gomez | 205 N Stevens St. | ORANGE | (714) 679-0156 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | [illegible] | 189 N STEVENS ST | 92868 ORANGE | 7147191562 | |
| 2 | DAVID STERN | 206 N POPLAR ST | 92868 | — | |
| 3 | Wendi Wing | 216 N Poplar St. | 92868 | 7073670282 | |
| 4 | Donna Cobb | 217 N Poplar St | 92868 | 7146158017 | |
| 5 | | | | | |

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|---|---|---|---|---|---|
| 1 | JEFF WELSH | 1610 W Robin Road ORANGE CA 92868 | ORANGE 92868 | 562-360-6513 | Welshjeffery @ YAhoo.com |
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| 5 | Justin Hurley | 1640 W Robin Rd | Orange CA 92868 | 714-350-4959 | Jhurley78 @ Hotmail.com |

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| | Name | Address | City and Zip Code | Telephone | Email |
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| 1 | Kirk Sorbon | 231 S. Camille Cir | Orange 92868 | 949 305-8457 | kirksorbon@gmail.com |
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| 5 | | | | | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | JESÚS PÉREZ | 161 W. ROBIN RD. | ORANGE 92868 | 714-393-5370 | JJHPEREZ15@GMAIL.COM |
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| 4 | Mario Pizano | 220 S. Camile Cir | Orange | 714 345-2122 | |
| 5 | Nathaly Picazo | 2228 S. Camile Cir | orange | 714 3432622 | |

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| | Name | Address | City and Zip Code | Telephone | Email |
|---|---|---|---|---|---|
| 1 | Andrew Brewer | 2334 W Palm Ave | CA, 92868 | | |
| 2 | Tatum Behrens | 2324 W Palm ave | ca, 92868 | | |
| 3 | Jennifer Smith | 2324 W Palm Ave | CA 92868 | | |
| 4 | NGUYEN CROGAN | 2242 W PACM AVE | 92868 | | |
| 5 | Scree Arce Ic | 2224 W Palm Ave | 92868 | | |

**TRAFFIC IMPACT ANALYSIS**

# CALIFORNIA REPUBLIC LEADERSHIP ACADEMY

**Orange, California**
**May 14, 2026**
**(Revision of the March 18, 2026 Report)**

*Prepared for:*

**RED HOOK CAPITAL PARTNERS**
2120 E. Grand Avenue, Suite 135
El Segundo, CA 90245

LLG Ref. 2-25-4991-1




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**APPENDIX**


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D-IV General Plan Buildout Traffic Conditions

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**TRAFFIC IMPACT ANALYSIS**

# CALIFORNIA REPUBLIC LEADERSHIP ACADEMY

**Orange, California**
**May 14, 2026**
**(Revision of the March 18, 2026 Report)**

## 1.0 INTRODUCTION

This traffic impact analysis addresses the potential traffic impacts and circulation needs associated with the proposed California Republic Leadership Academy (hereinafter referred to as Project). The project site is located at 1937 and 2011 W. Chapman Avenue in the City of Orange, California. The project site is currently occupied by two existing office buildings totaling 53,913.2 square-feet (SF). Existing uses within the two existing buildings primarily consist of educational use tenants. The proposed Project will consist of tenant improvements to the two existing buildings to provide a new charter school (TK through 8th grade) for a maximum enrollment of 864 students.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential circulation effects associated with the proposed Project. The traffic analysis evaluates the existing operating conditions at twelve (12) key study intersections and five (5) key roadway segments within the project vicinity, estimates the trip generation potential of the Project, and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection and/or roadway segment improvements are identified.

This traffic report satisfies the *City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, dated July 2025*, and the most current Caltrans requirements, where applicable, and is consistent with the requirements and procedures outlined in the most current *Congestion Management Program (CMP) for Orange County.* The Scope of Work for this traffic study, which is included in ***Appendix A***, was developed in conjunction with City of Orange Traffic Engineering staff.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing traffic information has been collected at twelve (12) key study intersections and five (5) key roadway segments on a "typical" weekday for use in the preparation of intersection and roadway segment level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the City of Orange and the City of Anaheim. Based on our research, there are six (6) cumulative projects in the City of Orange and nine (9) cumulative projects in the City of Anaheim within the vicinity of the subject site. These fifteen (15) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future weekday daily, AM peak hour and PM peak hour traffic conditions for a near-term (Year 2027) traffic setting upon completion of the proposed

Project. Daily and peak hour traffic forecasts for the Year 2027 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by fifteen (15) cumulative projects. General Plan Buildout traffic volume forecasts for a "typical" weekday were obtained from the Orange County Transportation Analysis Model (OCTAM).

## 1.1 Study Area

The twelve (12) key study intersections, one (1) project driveway, and five (5) key roadway segments selected for evaluation were determined based on coordination with City of Orange Traffic Engineering staff and application of the "51 or more peak hour trip threshold" criteria outlined in the *City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, dated July 2025*. The intersections and roadway segments listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where each key study intersection/roadway segment is located is also identified with the following nomenclature utilized; (O) = City of Orange and (C) = Caltrans.

| ***Key Study Intersections*** |
|---|
| 1. The City Drive at Chapman Avenue (O) |
| 2. I-5 SB Ramps at Chapman Avenue (O/C) |
| 3. Rampart Street at Chapman Avenue (O) |
| 4. Anita Drive/SR-57 SB Ramps at Chapman Avenue (O/C) |
| 5. SR-57 NB Ramps at Chapman Avenue (O/C) |
| 6. Flower Street at Chapman Avenue (O) |
| 7. Eckhoff Street at Chapman Avenue (O) |
| 8. Feldner Road at Chapman Avenue (O) |
| 9. Main Street at Maple Avenue (O) |
| 10. Main Street at Chapman Avenue (O) |
| 11. Main Street at Almond Avenue (O) |
| 12. Batavia Street at Chapman Avenue (O) |
| -- Project Driveway at Chapman Avenue (O) |

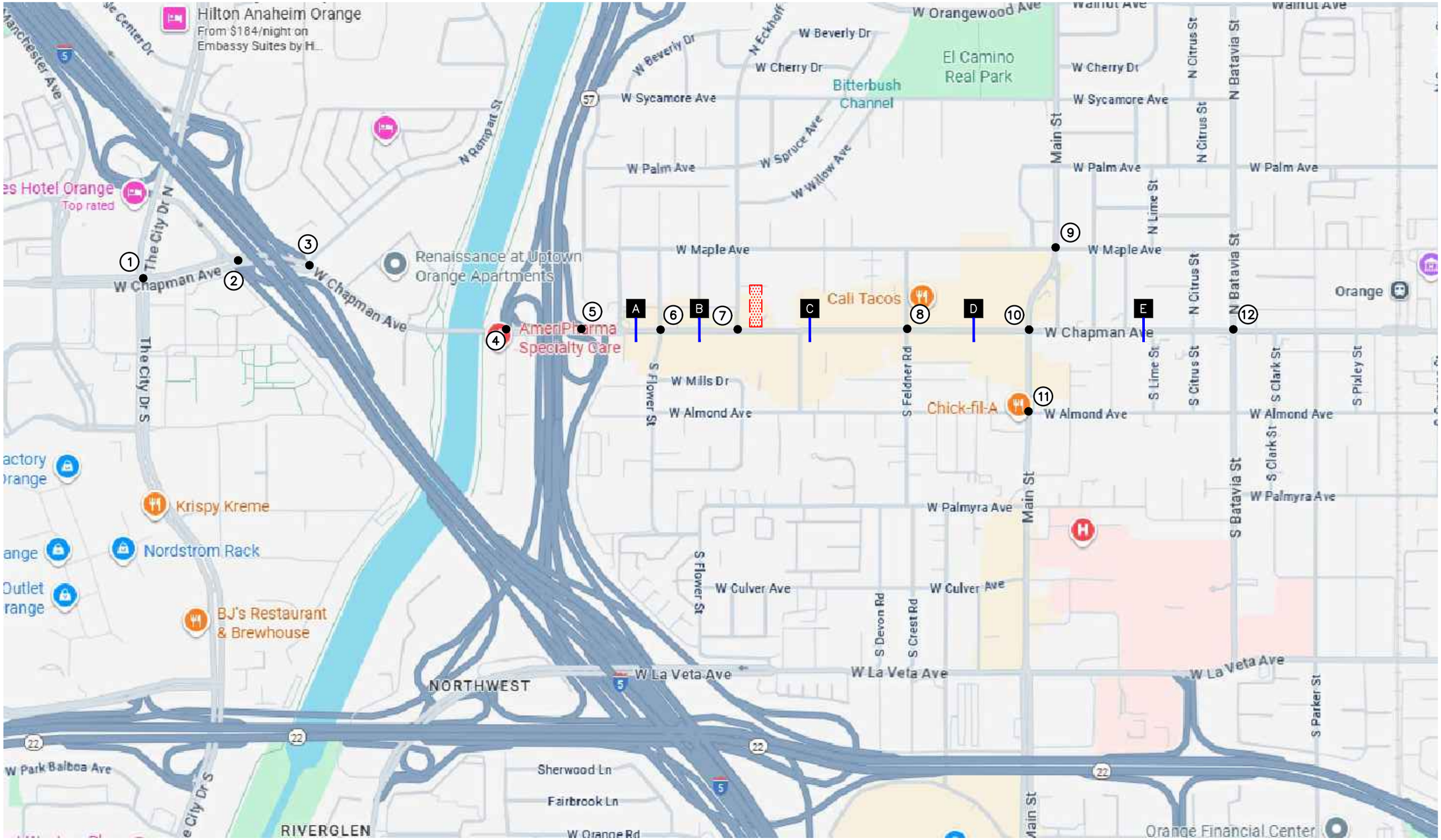
| ***Key Roadway Segments*** |
|---|
| A. Chapman Avenue between SR-57 NB Ramps and Flower Street (O) |
| B. Chapman Avenue between Flower Street and Eckhoff Street (O) |
| C. Chapman Avenue between Eckhoff Street and Feldner Road (O) |
| D. Chapman Avenue between Feldner Road and Main Street (O) |
| E. Chapman Avenue between Main Street and Batavia Street (O) |

***Figure 1-1*** presents a Vicinity Map, which illustrates the general location of the proposed Project and depicts the study locations and surrounding street system. The Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related circulation effects associated with area growth, cumulative projects and the proposed Project. When necessary,

this report recommends intersection and/or roadway segment improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or address deficiencies of the Project.

Included in this Traffic Impact Analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- Daily, AM and PM peak hour capacity analyses for existing conditions,
- Daily, AM and PM peak hour capacity analyses for future (Year 2027) conditions without and with project traffic,
- Daily, AM and PM peak hour capacity analyses for General Plan Buildout conditions without and with project traffic,
- Caltrans Queuing Evaluation,
- Site Access and Internal Circulation Evaluation,
- Recommended Improvements,
- Project Fair Share Analysis,
- Multimodal Circulation and,
- Congestion Management Program (CMP) Analysis.




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LLG

N NO SCALE

SOURCE: OPEN STREETS

KEY

(#) = STUDY INTERSECTION

# = STUDY ROADWAY SEGMENT

= PROJECT SITE

# FIGURE 1–1

## VICINITY MAP

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

## 2.0 PROJECT DESCRIPTION

The project site is located at 1937 and 2011 W. Chapman Avenue in the City of Orange, California. The project site is currently occupied by two existing office buildings totaling 53,913.2 square-feet (SF). Existing uses within the two existing buildings primarily consist of educational use tenants. ***Figure 2-1*** presents an aerial image of the existing site for the proposed Project.

The proposed Project will consist of tenant improvements to the two existing buildings to provide a new charter school (TK through 8th grade) for a maximum enrollment of 864 students. A total of 45 classrooms will be provided between the two buildings. The proposed Project will have 45 staff members on site that will consist of 35 total teachers across all grades and 10 non-teaching/administrative staff. To accommodate the new play areas, the Applicant proposes to remove 111 parking spaces from the surface parking lot, leaving 100 parking spaces available. The drop-off/pick-up area will have an on-site queuing capacity of approximately 58 vehicles. The proposed Project is expected to be completed by the Year 2027 for the 2027-2028 school year. ***Figure 2-2*** presents the proposed site plan for the proposed Project, prepared by Lionakis.

The proposed Project will also implement the following to help reduce its effect on local area traffic during the AM peak hour.

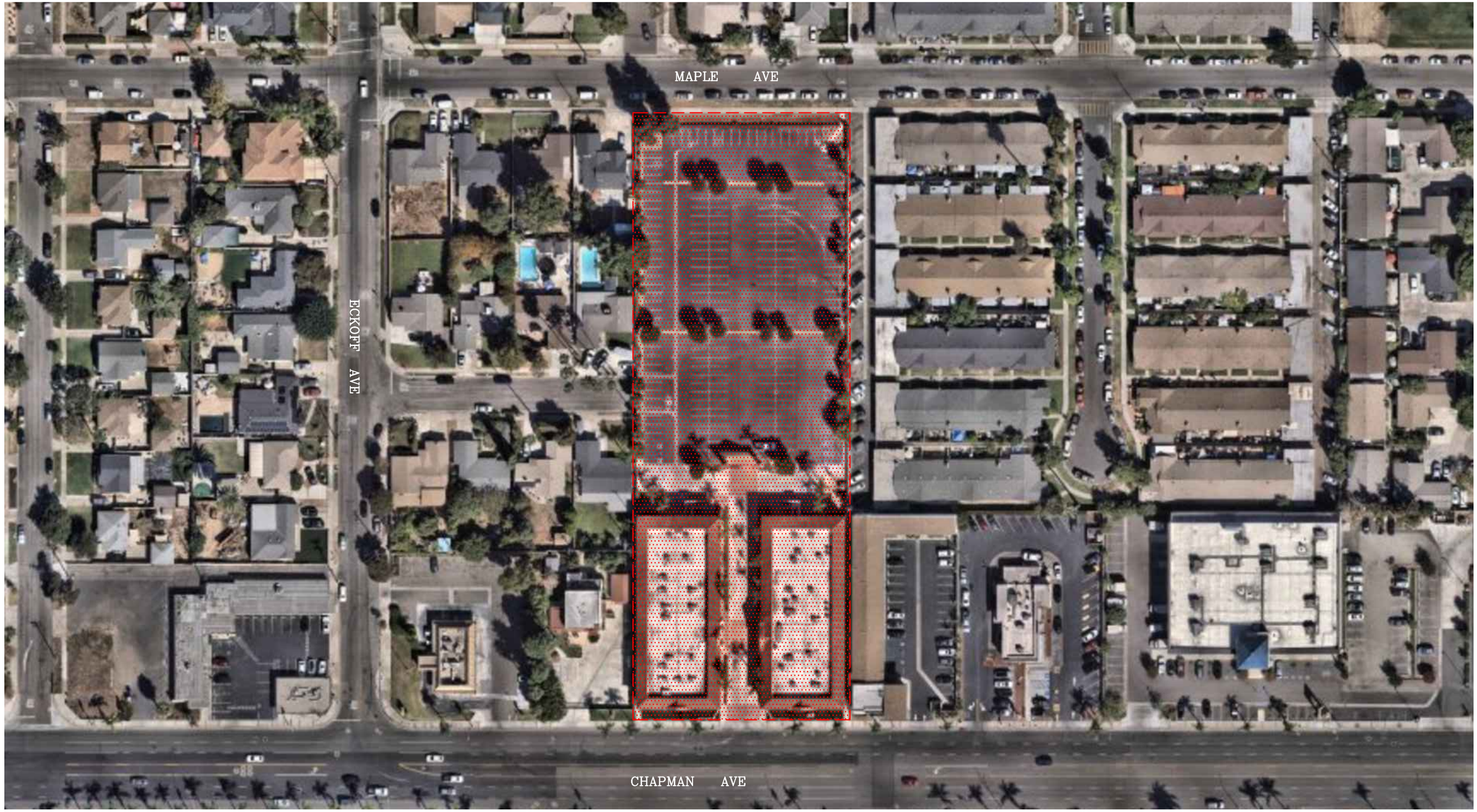
- **Staggered Start and End Times:** The start and end times for the proposed Project will be staggered, with three primary morning start times (i.e. 8:00 AM, 8:30 AM and 9:00 AM) and three primary afternoon end times (i.e. 2:30 PM, 3:00 PM and 3:30 PM). The table below shows the start and end times by grade level and the approximate number of students.

| Grade Levels | Start Time | End Time | Number of Students |
|---|---|---|---|
| TK – AM | 8:30 AM | 12:00 PM | 40 |
| TK – PM | 11:30 AM | 3:00 PM | 20 |
| K, 1st, 2nd | 8:00 AM | 2:30 PM | 252 |
| 3rd, 4th, 5th | 8:30 AM | 3:00 PM | 276 |
| 6th, 7th, 8th | 9:00 AM | 3:30 PM | 276 |

- **Traffic Control Coordinators and Valet Assistant Staff:** The school will have three (3) traffic control coordinators located within the parking lot and six (6) valet assistant staff located within the drop-off and pick-up areas to ensure the drop-off and pick-up procedures will function efficiently. All personnel will utilize two-way walkie talkies to communicate with one another.

### 2.1 Site Access

As shown in *Figure 2-2*, access to the project site will be provided via an existing full access unsignalized driveway located along W. Chapman Avenue.




SOURCE: NEAR MAPS

KEY

= PROJECT SITE

LLG

N

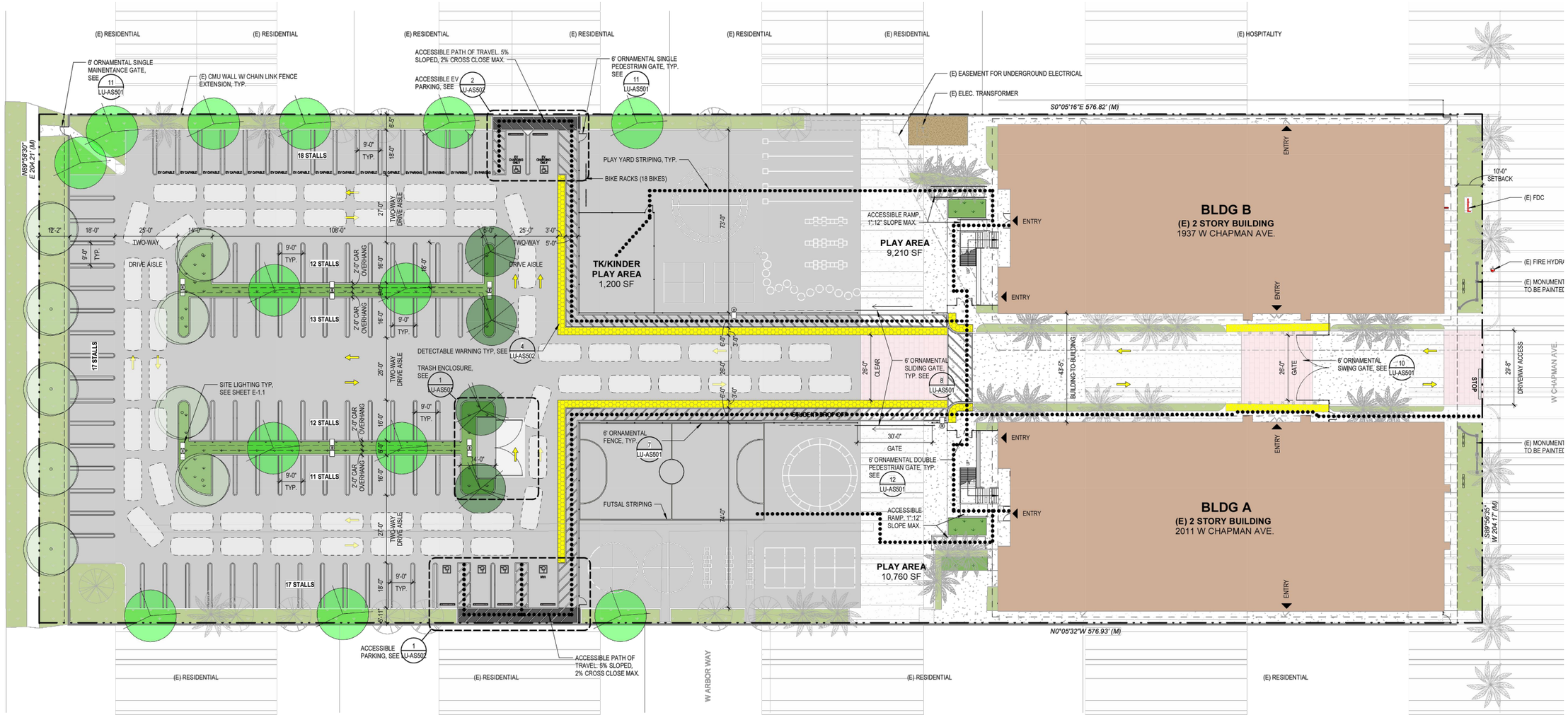
NO SCALE

# FIGURE 2-1

## EXISTING SITE AERIAL

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

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SOURCE: LIONAKIS

NO SCALE

# FIGURE 2-2

## PROPOSED SITE PLAN

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

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# 3.0 EXISTING CONDITIONS

## 3.1 Existing Street System

Regional access to the site is provided via the I-5 Freeway and the SR-57 Freeway. The principal local network of streets serving the proposed Project includes Chapman Avenue, The City Drive, Main Street and Batavia Street. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

**Chapman Avenue** is generally a six-lane divided roadway west of Main Street and generally a four-lane divided roadway east of Main Street, oriented in the east-west direction. Chapman Avenue borders the project site to the south. On-street parking is generally not permitted along this roadway within the vicinity of the project. The posted speed limit on Chapman Avenue is 35 miles per hour (mph) west of The City Drive, 40 mph between The City Drive and Batavia Street, and 35 mph east of Batavia Street. Traffic signals control the study intersections of Chapman Avenue at The City Drive, I-5 SB Ramps, Rampart Street, Anita Drive/SR-57 SB Ramps, SR-57 NB Ramps, Flower Street, Feldner Road, Main Street, and Batavia Street. The intersection of Chapman Avenue at Eckhoff Street is stop-controlled.

**The City Drive** is generally an eight-lane divided roadway, oriented in the north-south direction. On-street parking is generally not permitted along this roadway within the vicinity of the project. The posted speed limit on The City Drive is 40 mph north of Chapman Avenue and 35 mph south of Chapman Avenue in the immediate vicinity of the Project site. A traffic signal controls the study intersection of The City Drive at Chapman Avenue.

**Main Street** is generally a four-lane divided roadway north of Chapman Avenue and generally a six-lane divided roadway south of Chapman Avenue, oriented in the north-south direction. On-street parking is generally not permitted along this roadway within the vicinity of the project. The posted speed limit on Main Street is 35 mph north of Chapman Avenue and 40 mph south of Chapman Avenue. Traffic signals control the study intersections of Main Street at Chapman Avenue and Almond Avenue. The intersection of Main Street at Maple Avenue is stop-controlled.

**Batavia Street** is generally a four-lane divided roadway north of Chapman Avenue and generally a two-lane undivided roadway south of Chapman Avenue, oriented in the north-south direction. On-street parking is generally permitted along this roadway within the vicinity of the project. The posted speed limit on Batavia Street is 35 mph north of Chapman Avenue and 30 mph south of Chapman Avenue. A traffic signal controls the study intersection of Batavia Street at Chapman Avenue.

***Figure 3-1*** presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

## 3.2 Existing Public Transit

The Orange County Transportation Authority operates within the study area. Routes 53, 54, 57, 543, and 553 currently operate in the vicinity of the Project. The four closest bus stops are located on the northwest corner and southeast corner of Feldner Road at Chapman Avenue and Flower Street at Chapman Avenue. A description of the transit services within the Project vicinity are as follows:

*Route 53:*

- Route 53 provides service from Anaheim to Orange to Irvine; via Yale Loop & Alton, Main – Sunflower, MacArthur Blvd & MacArthur Place, Main & Edinger, Santa Ana Mainplace, and Anaheim Regional Transportation Intermodal Center (Artic).
- The route traverses the cities of Anaheim, Orange, Santa Ana, and Irvine.
- During the weekday and weekend AM and PM peak hours, Route 53 has approximate headways of 20 minutes in the northbound and southbound directions.

*Route 54:*

- Route 54 provides service from Orange to Garden Grove; via Chapman & Valley View, Chapman & Beach, Chapman & Harbor, Orange Transportation Center, Chapman & Rancho Santiago, and Santiago Canyon College.
- The route traverses the cities of Orange, Stanton, and Garden Grove.
- During the weekday and weekend AM and PM peak hours, Route 54 has approximate headways of 30 minutes in the northbound and southbound directions.

*Route 57:*

- Route 57 provides service from Brea To Newport Beach; via Newport Transportation Center, Jamboree & University, Anton & Sakioka, Bristol & Sunflower, Bristol & McFadden, Bristol & 17$^{th}$, The Outlets at Orange, State College & Katella, State College & Lincoln, State College & Via Burton, State College & Orangethorpe, State College & Nutwood, and Brea Mall.
- The route traverses the cities of Brea, Fullerton, Anaheim, Orange, Santa Ana, Costa Mesa, and Newport Beach.
- During the weekday and weekend AM and PM peak hours, Route 57 has approximate headways of 30 minutes in the northbound and southbound directions.

*Route 543:*

- Route 543 provides service from Fullerton to Costa Mesa; via Harbor & MacArthur, Harbor & Edinger, Harbor & Westminster, Harbor & Katella, Harbor & Lincoln, Fullerton Transportation Center.
- The route traverses the cities of Fullerton, Anaheim, Garden Grove, Santa Ana, Costa Mesa.
- During the weekday and weekend AM and PM peak hours, Route 543 has approximate headways of 20 minutes in the northbound and southbound directions.

*Route 553:*

- Route 553 provides service from Anaheim to Costa Mesa; via Sunflower & Bristol, Main & MacArthur (Santa Ana), Main & Edinger, Santa Ana Mainplace, Anaheim Regional Transportation Intermodal Center (ARTIC), and Disneyland.
- The route traverses the cities of Anaheim, Orange, Santa Ana, and Costa Mesa.
- During the weekday and weekend AM and PM peak hours, Route 553 has approximate headways of 20 minutes in the northbound and southbound directions.

## 3.3 Existing Bicycle/Pedestrian Circulation

Pedestrian circulation would be provided via existing public sidewalks along Chapman Avenue, Main Street, and Batavia Street in the vicinity of the Project site. There are no bicycle facilities within the vicinity of the project site. See *Section 14.0* for more details on the multimodal circulation of the Project site and the surrounding existing facilities.

## 3.4 Existing Traffic Volumes

Twelve (12) key study intersections and five (5) key roadway segments have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections/roadway segments, and their analysis will reveal the expected relative impacts of the project. These key intersections and roadway segments were selected for evaluation based on coordination with City of Orange Traffic Engineering staff and application of the "51 or more peak hour trip threshold" criteria outlined in the *City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, dated July 2025*.

Existing daily, AM peak hour, and PM peak hour traffic volumes for the twelve (12) key study intersections and the five (5) key roadway segments evaluated in this report were conducted by Transportation Studies Inc. in December 2025 when local area schools were in session. ***Figures 3-2*** and ***3-3*** illustrate the existing AM and PM peak hour traffic volumes at the twelve (12) key study intersections, respectively. *Figure 3-3* also presents the existing average daily traffic volumes for the five (5) key roadway segments. ***Appendix B*** contains the detailed peak hour count sheets for the key intersections evaluated in this report. *Appendix B* also contains the average daily traffic volumes for the key roadway segments.

## 3.5 Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the key study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections and the methodology outlined in the *Highway Capacity Manual 7* (HCM 7) for unsignalized intersections.

### *3.5.1 Intersection Capacity Utilization (ICU) Method of Analysis (Signalized Intersections)*

In conformance with City of Orange requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and

estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per City of Orange requirements, the ICU calculations use a lane capacity of 1,700 vehicles per hour (vph) for through and all turn lanes. A clearance adjustment factor of 0.05 was added to each Level of Service calculation. The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1***.

### *3.5.2 Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

#### 3.5.2.1 *Two-Way Stop-Controlled Intersections*

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections are shown in ***Table 3-2***.

#### 3.5.2.2 *All-Way Stop-Controlled Intersections*

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections are shown in *Table 3-2*.

## 3.6 Volume to Capacity (V/C) Ratio Method of Analysis (Roadway Segments)

Existing daily operating conditions for the key roadway segments have been investigated according to the daily volume-to-capacity (V/C) ratio of each link. The daily V/C relationship is used to estimate the LOS of the roadway segment with the volume based on 24-hour traffic count data and the capacity based on either the City of Orange General Plan Circulation and Mobility Element or the Orange County Master Plan of Arterial Highways (MPAH) street classifications. The daily roadway link capacity of each street classification according to the City of Orange General Plan Circulation and Mobility Element which is used for City of Orange locations is presented in ***Table 3-3***, along with the six corresponding service levels and associated V/C ratios.

## 3.7 Level of Service Criteria

### *3.7.1 City of Orange Locations*

According to the City of Orange General Plan Circulation Element and stated in the *City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, dated July 2025,* LOS D is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours on all intersections and LOS C is the minimum acceptable condition that should be maintained on a daily basis on all roadway segments.

## 3.8 Existing Level of Service Results

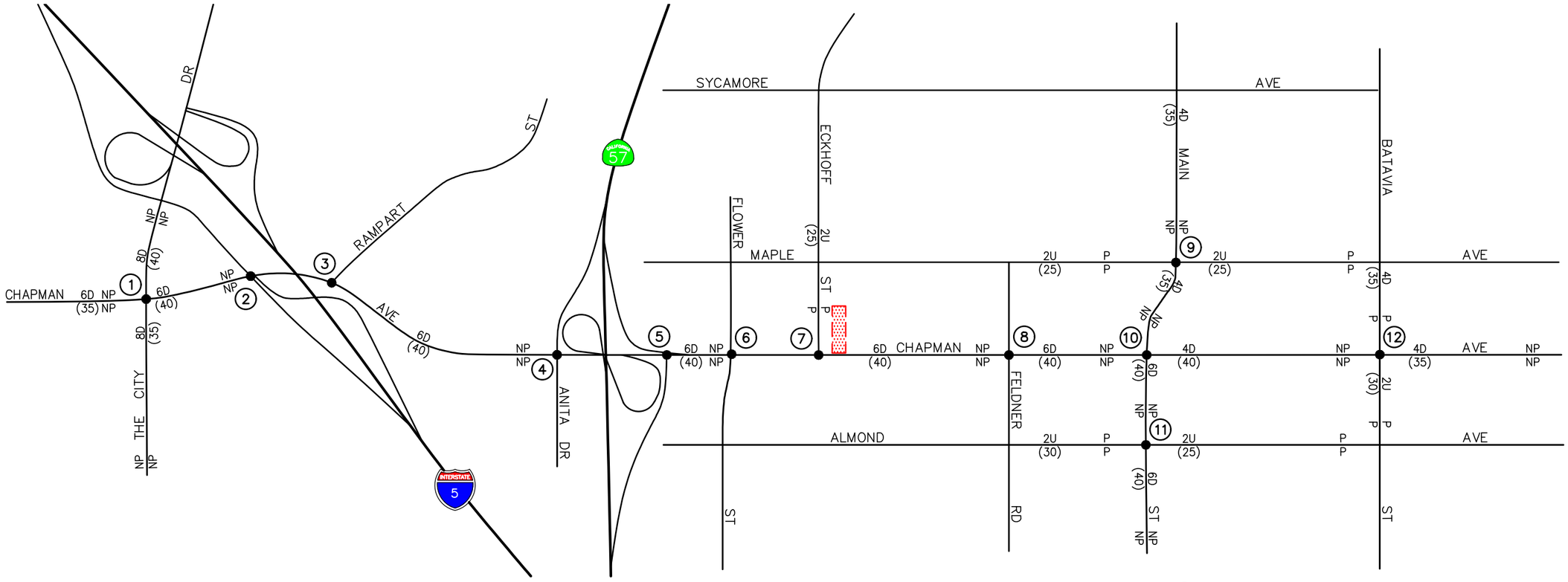
### *3.8.1 Intersections*

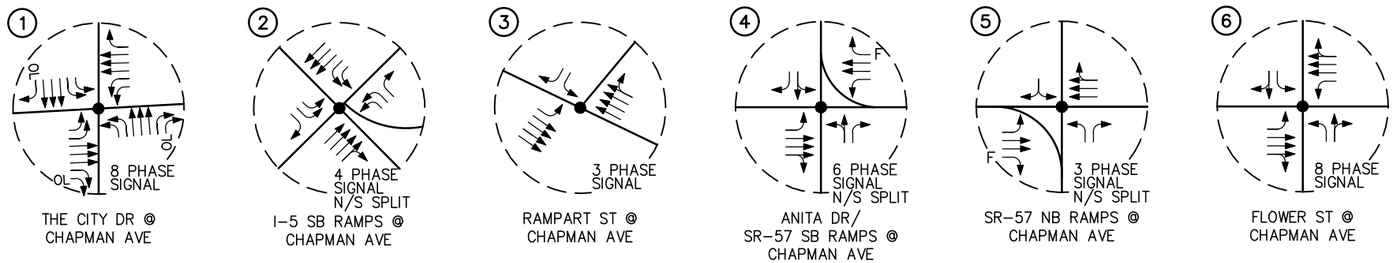
***Table 3-4*** summarizes the existing peak hour service level calculations for the twelve (12) key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-4* indicates that one (1) of the twelve (12) key study intersections currently operates at an unacceptable level of service during the AM and PM peak hour. The intersection of Main Street at Maple Avenue currently operates at unacceptable LOS F during the AM and PM peak hour. The remaining eleven (11) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours.

***Appendix C*** presents the ICU/LOS and HCM/LOS calculations for the twelve (12) key study intersections for the AM peak hour and PM peak hour.

### *3.8.2 Roadway Segments*

***Table 3-5*** summarizes the existing service level calculations for the five (5) key roadway segments based on existing 24-hour traffic volumes and current roadway geometry. The first column (1) shows the number of lanes, the second column (2) shows the arterial classification and the third column (3) shows the existing LOS "E" capacity. The fourth column (4) shows the daily volume, V/C ratio and resulting level of service. Review of *Table 3-5* indicates that all five (5) key roadway segments currently operate at acceptable LOS B or better on a daily basis.




KEY

(#) = STUDY INTERSECTION
= APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, ▾ = STOP SIGN
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED

2 = NUMBER OF TRAVEL LANES
(XX)= POSTED SPEED LIMIT (MPH)
= PROJECT SITE
OL = OVERLAP
F = FREE-RIGHT

LLG

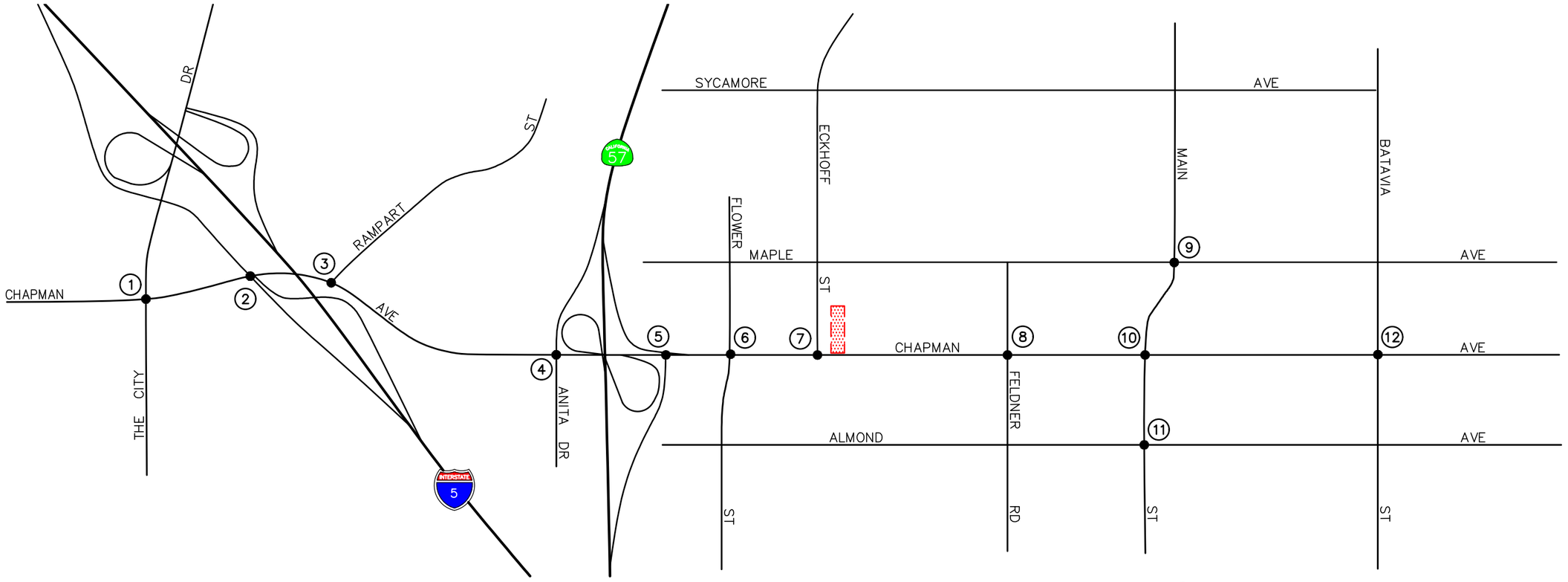
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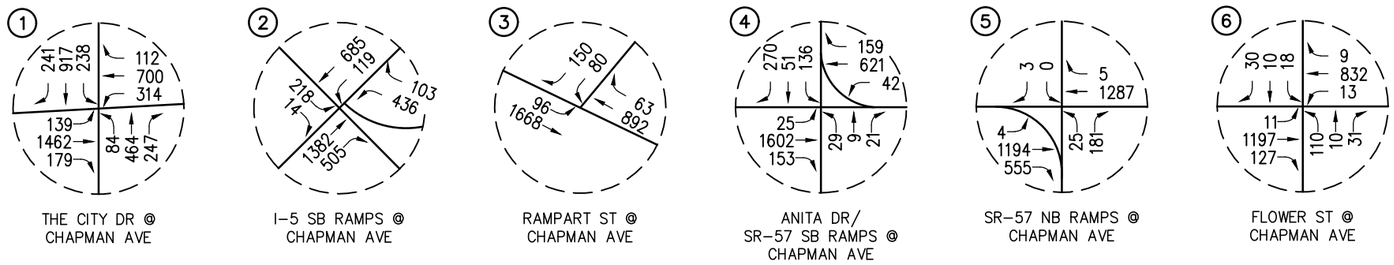
# FIGURE 3-1

## EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

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THE CITY DR @ CHAPMAN AVE

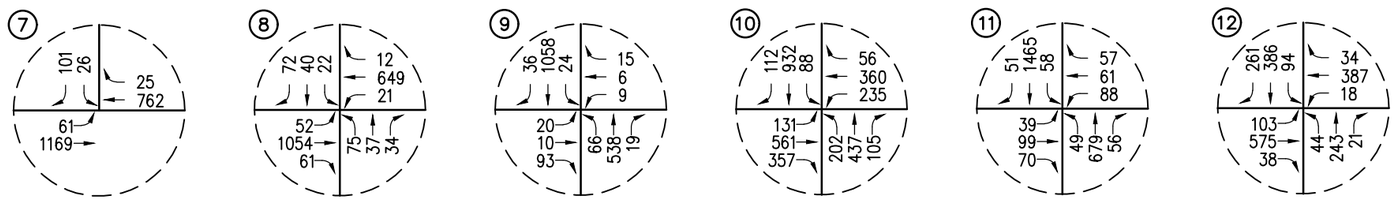
I-5 SB RAMPS @ CHAPMAN AVE

RAMPART ST @ CHAPMAN AVE

ANITA DR/ SR-57 SB RAMPS @ CHAPMAN AVE

SR-57 NB RAMPS @ CHAPMAN AVE

FLOWER ST @ CHAPMAN AVE




ECKHOFF ST @ CHAPMAN AVE

FELDNER RD @ CHAPMAN AVE

MAIN ST @ MAPLE AVE

MAIN ST @ CHAPMAN AVE

MAIN ST @ ALMOND AVE

BATAVIA ST @ CHAPMAN AVE

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

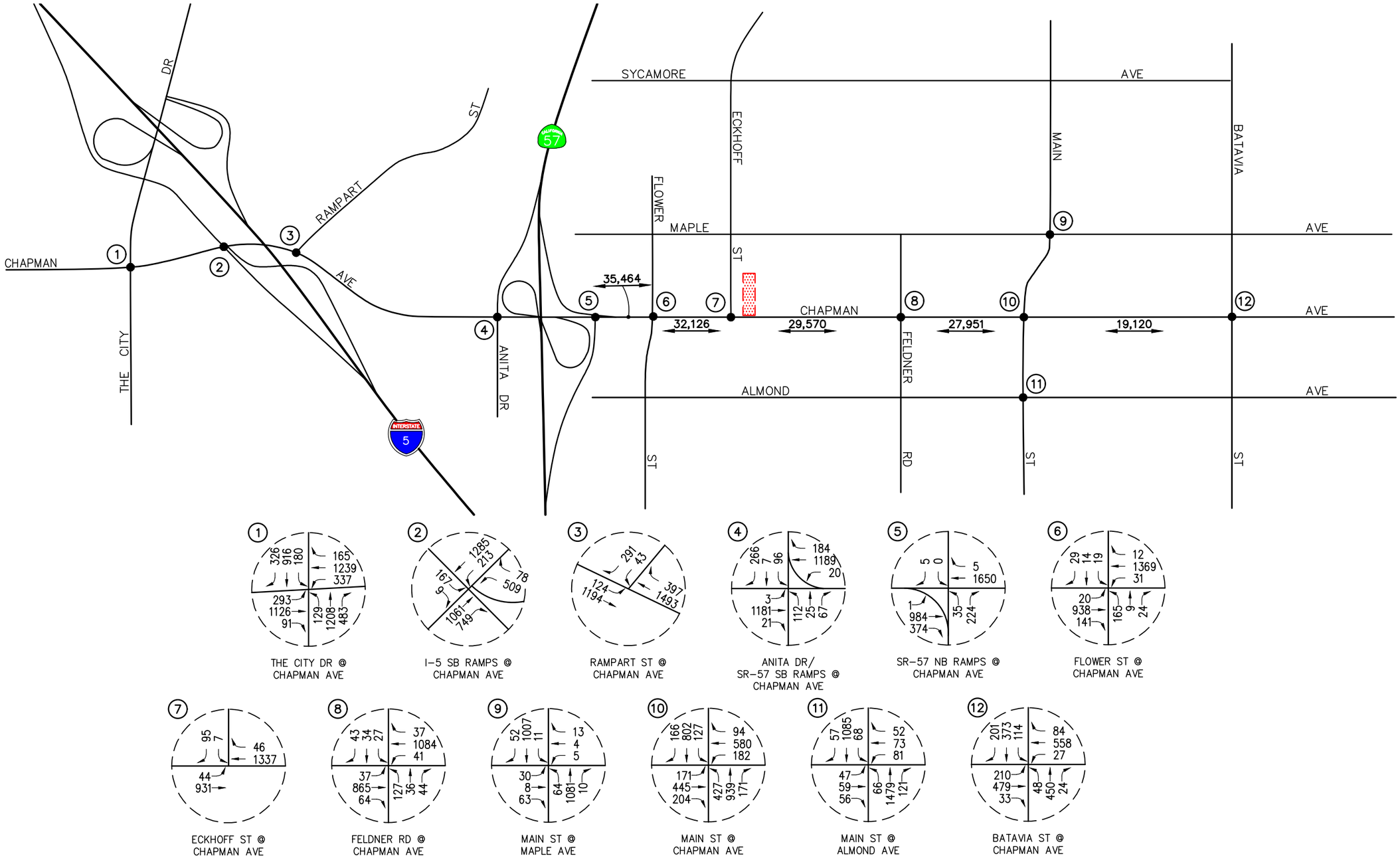
= PROJECT SITE

# FIGURE 3-2

## EXISTING AM PEAK HOUR TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

n:\4900\2254991 - crla chapman school site, orange\dwg\4991 3-2.dwg LDP 09:13:58 01-28-2026 lashlee




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LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

# FIGURE 3-3

## EXISITNG PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

**TABLE 3-1**

**LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[1]**

| Level of Service (LOS) | Intersection Capacity Utilization Value (V/C) | Level of Service Description |
|---|---|---|
| A | ≤ 0.60 | EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used. |
| B | 0.61 – 0.70 | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles. |
| C | 0.71 – 0.80 | GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles. |
| D | 0.81 – 0.90 | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups. |
| E | 0.91 – 1.00 | POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles. |
| F | > 1.00 | FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths. |

[1] Source: *Transportation Research Board Circular 212 – Interim Materials on Highway Capacity*.

**TABLE 3-2**

**LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[2]**

| Level of Service (LOS) | Highway Capacity Manual Delay Value (sec/veh) | Level of Service Description |
|---|---|---|
| A | ≤ 10.0 | Little or no delay |
| B | > 10.0 and ≤ 15.0 | Short traffic delays |
| C | > 15.0 and ≤ 25.0 | Average traffic delays |
| D | > 25.0 and ≤ 35.0 | Long traffic delays |
| E | > 35.0 and ≤ 50.0 | Very long traffic delays |
| F | > 50.0 | Severe congestion |

[2] Source: *Highway Capacity Manual 7*.

## TABLE 3-3
## ROADWAY LINK CAPACITIES

| Facility Type | Number of Lanes | Level of Service Criteria With Associated Roadway Capacity<br>Daily Values (VPD)<br>Level of Service (LOS) | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E[3] | F |
| Principal | 8-lanes divided | 45,000 | 52,500 | 60,000 | 67,500 | 75,000 | -- |
| Major | 6-lanes divided | 33,900 | 39,400 | 45,000 | 50,700 | 56,300 | -- |
| Primary | 4-lanes divided | 22,500 | 26,300 | 30,000 | 33,750 | 37,500 | -- |
| Secondary | 4-lanes undivided | 14,400 | 16,800 | 19,200 | 21,600 | 24,000 | -- |
| Collector | 2-lanes undivided | 7,200 | 8,400 | 9,600 | 10,800 | 12,000 | -- |
| V/C Ratio | | ≤ 0.60 | 0.61-0.70 | 0.71-0.80 | 0.81-0.90 | 0.91-1.00 | ≥ 1.00 |

Notes:

- VPD = vehicles per day

[3] Source: City of Orange General Plan; Circulation and Mobility.

## TABLE 3-4
## EXISTING PEAK HOUR LEVELS OF SERVICE

| Key Intersection | Time Period | Jurisdiction | Minimum Acceptable LOS | Control Type | ICU | LOS |
|---|---|---|---|---|---|---|
| 1. The City Drive at Chapman Avenue | AM | Orange | D | 8∅ Traffic Signal | 0.634 | B |
| | PM | | | | 0.669 | B |
| 2. I-5 SB Ramps at Chapman Avenue | AM | Orange/ Caltrans | D | 4∅ Traffic Signal | 0.555 | A |
| | PM | | | | 0.578 | A |
| 3. Rampart Street at Chapman Avenue | AM | Orange | D | 3∅ Traffic Signal | 0.384 | A |
| | PM | | | | 0.572 | A |
| 4. Anita Drive/SR-57 SB Ramps at Chapman Avenue | AM | Orange/ Caltrans | D | 6∅ Traffic Signal | 0.600 | B |
| | PM | | | | 0.639 | B |
| 5. SR-57 NB Ramps at Chapman Avenue | AM | Orange/ Caltrans | D | 3∅ Traffic Signal | 0.509 | A |
| | PM | | | | 0.510 | A |
| 6. Flower Street at Chapman Avenue | AM | Orange | D | 8∅ Traffic Signal | 0.405 | A |
| | PM | | | | 0.455 | A |
| 7. Eckhoff Street at Chapman Avenue | AM | Orange | D | One-Way Stop | 19.7 s/v | C |
| | PM | | | | 25.3 s/v | D |
| 8. Feldner Road at Chapman Avenue | AM | Orange | D | 8∅ Traffic Signal | 0.391 | A |
| | PM | | | | 0.412 | A |
| 9. Main Street at Maple Avenue | AM | Orange | D | Two-Way Stop | **119.9 s/v** | **F** |
| | PM | | | | **261.4 s/v** | **F** |
| 10. Main Street at Chapman Avenue | AM | Orange | D | 8∅ Traffic Signal | 0.687 | B |
| | PM | | | | 0.683 | B |
| 11. Main Street at Almond Avenue | AM | Orange | D | 5∅ Traffic Signal | 0.527 | A |
| | PM | | | | 0.495 | A |
| 12. Batavia Street at Chapman Avenue | AM | Orange | D | 8∅ Traffic Signal | 0.494 | A |
| | PM | | | | 0.610 | B |

Notes:

- **BOLD ICU/LOS** and **HCM/LOS** values indicate unacceptable service level
- s/v = seconds per vehicle

## TABLE 3-5
## EXISTING ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

| Key Roadway Segment | Jurisdiction | Min. Acc. LOS | (1) No. of Existing Lanes | (2) Arterial Classification | (3) Existing Capacity at LOS "E" | (4) Existing Traffic Conditions | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Daily Volume | V/C Ratio | LOS |
| A. Chapman Avenue between SR-57 NB Ramps and Flower Street | Orange | C | 6D | Major | 56,300 | 35,464 | 0.630 | B |
| B. Chapman Avenue between Flower Street and Eckhoff Street | Orange | C | 6D | Major | 56,300 | 32,126 | 0.571 | A |
| C. Chapman Avenue between Eckhoff Street and Feldner Road | Orange | C | 6D | Major | 56,300 | 29,570 | 0.525 | A |
| D. Chapman Avenue between Feldner Road and Main Street | Orange | C | 6D | Major | 56,300 | 27,951 | 0.496 | A |
| E. Chapman Avenue between Main Street and Batavia Street | Orange | C | 4D | Primary | 37,500 | 19,120 | 0.510 | A |

## 4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the potential unacceptable operational traffic characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the operational traffic conditions of the proposed Project are isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. If necessary, the need for site-specific and/or cumulative local area traffic circulation improvements can then be evaluated.

# 5.0 PROJECT TRAFFIC CHARACTERISTICS

## 5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 12th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2025].

***Table 5-1*** summarizes the trip generation rates and/or equations used in forecasting the vehicular trips generated by the existing land use and the proposed Project and presents the forecast daily and peak hour project traffic volumes for a "typical" weekday. As shown in the upper portion of *Table 5-1*, the trip generation potential of the existing land use is conservatively estimated using ITE Land Use 710: General Office Building trip rates. The trip generation potential of the proposed Project is estimated using ITE Land Use 536: Charter Elementary School trip rates. It should be noted that per the *Trip Generation* manual, a Charter Elementary School is a school that serves students attending Kindergarten through the 5th, 6th or 8th grade and is therefore appropriate for use in determining the potential trip generation of the proposed Project.

A review of the middle portion of *Table 5-1* indicates that the proposed Project is forecast to generate approximately 1,598 daily trips, with 899 trips (467 inbound, 432 outbound) produced in the AM peak hour and 138 trips (48 inbound, 90 outbound) produced in the PM peak hour on a "typical" weekday. *The potential impact of these Project trips (i.e. 899 AM trips and 138 PM trips) will be assessed in the traffic study.* It should be noted that the trip generation methodology and forecasts were approved by City of Orange staff prior to proceeding with further analysis.

For informational purposes, further review of the lower portion of *Table 5-1* indicates that the existing land use is forecast to generate approximately 422 daily trips, with 67 trips (59 inbound, 8 outbound) produced in the AM peak hour and 64 trips (10 inbound, 54 outbound) produced in the PM peak hour on a "typical" weekday. As shown at the bottom of *Table 5-1,* comparison of the trips generated by the existing land use to the trips generated by the proposed Project shows that the proposed Project will generate 1,176 greater daily trips, 832 greater AM peak hour trips, and 74 greater PM peak hour trips.

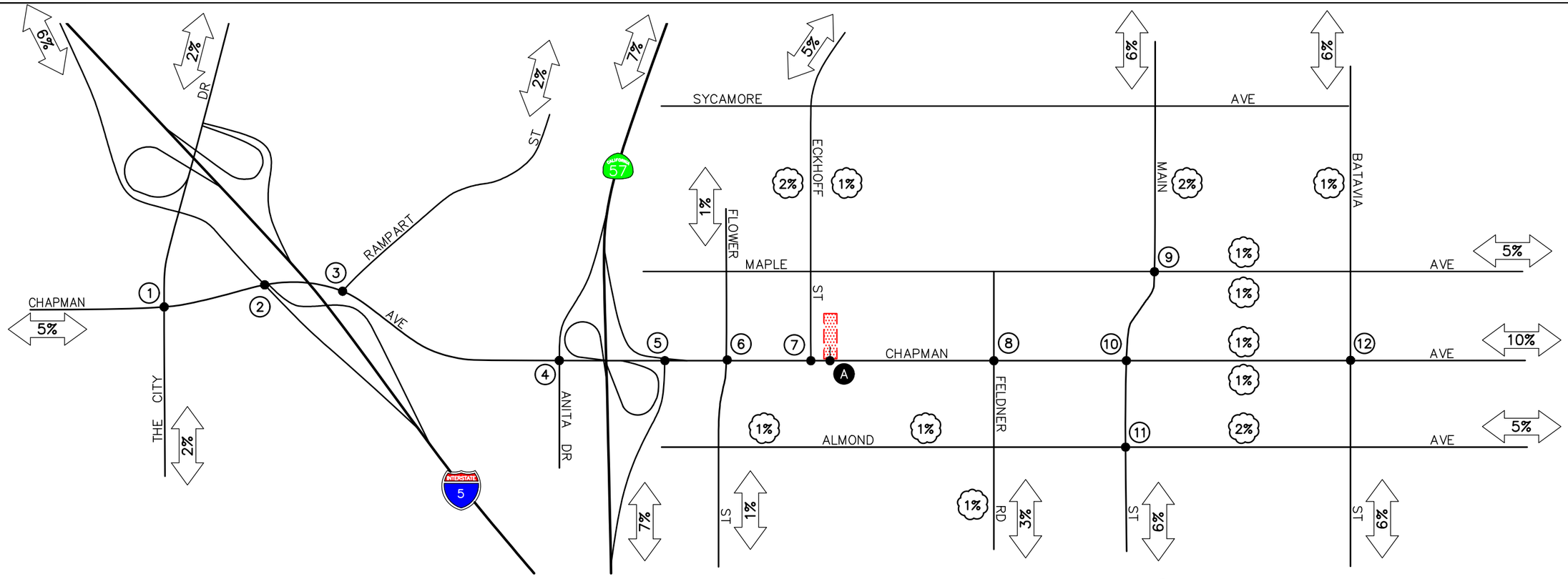
## 5.2 Project Traffic Distribution and Assignment

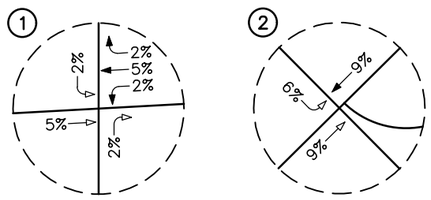
The general, directional traffic distribution pattern for the proposed Project is presented in ***Figure 5-1.*** Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Chapman Avenue, Main Street, I-5 Freeway, SR-57 Freeway, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals, and

- ingress/egress availability at the project site.

The anticipated AM and PM peak hour project traffic volumes associated with the proposed Project are presented in ***Figures 5-2*** and ***5-3***, respectively. *Figure 5-3* also presents the daily project traffic volumes for the proposed Project. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1.*

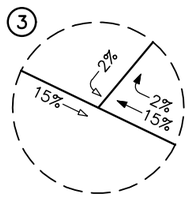


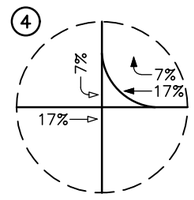

THE CITY DR @ CHAPMAN AVE



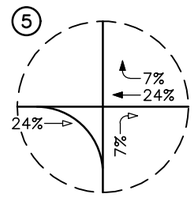

I-5 SB RAMPS @ CHAPMAN AVE



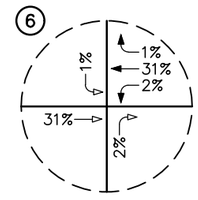

RAMPART ST @ CHAPMAN AVE



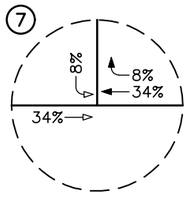

ANITA DR/ SR-57 SB RAMPS @ CHAPMAN AVE



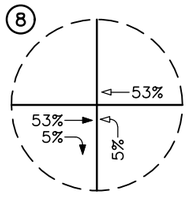

SR-57 NB RAMPS @ CHAPMAN AVE



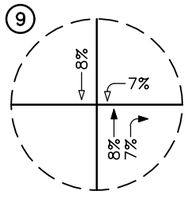

FLOWER ST @ CHAPMAN AVE



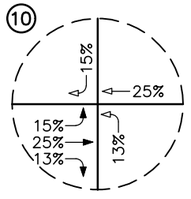

ECKHOFF ST @ CHAPMAN AVE



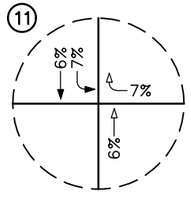

FELDNER RD @ CHAPMAN AVE



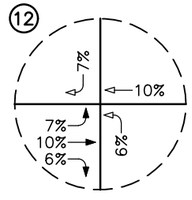

MAIN ST @ MAPLE AVE



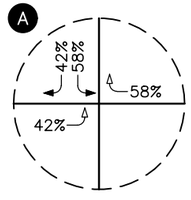

MAIN ST @ CHAPMAN AVE




MAIN ST @ ALMOND AVE




BATAVIA ST @ CHAPMAN AVE




PROJECT DWY @ CHAPMAN AVE

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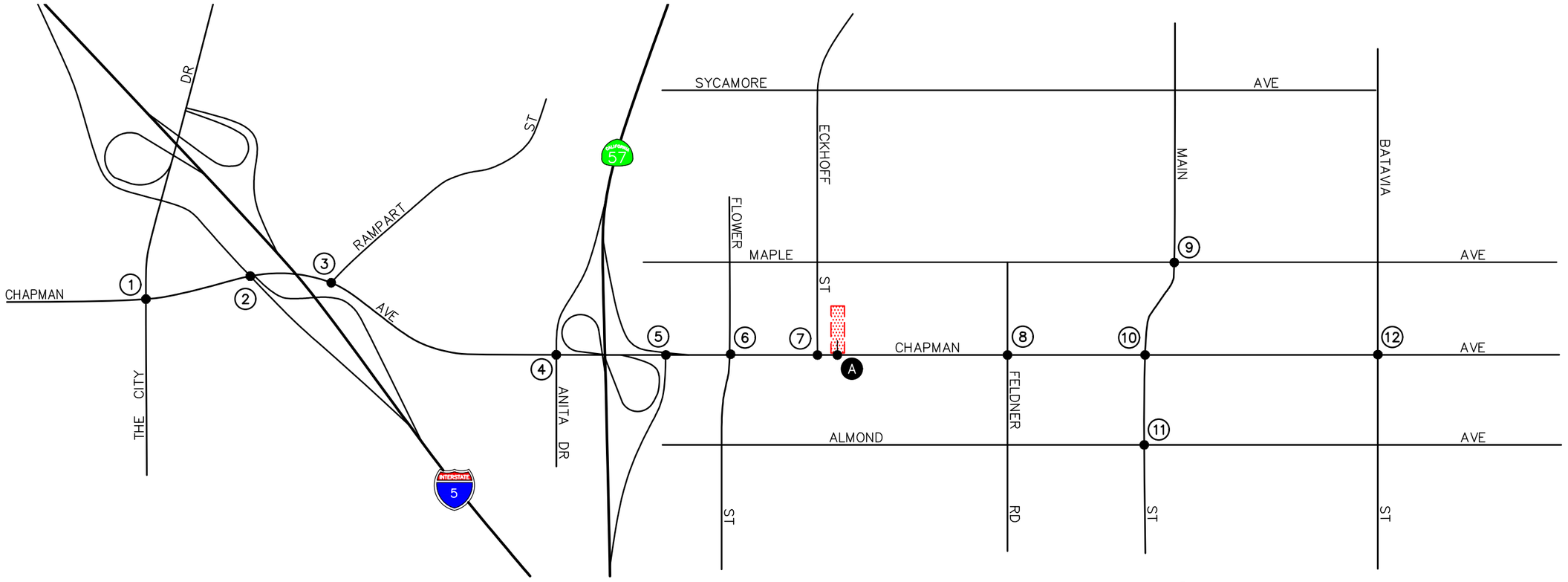
KEY

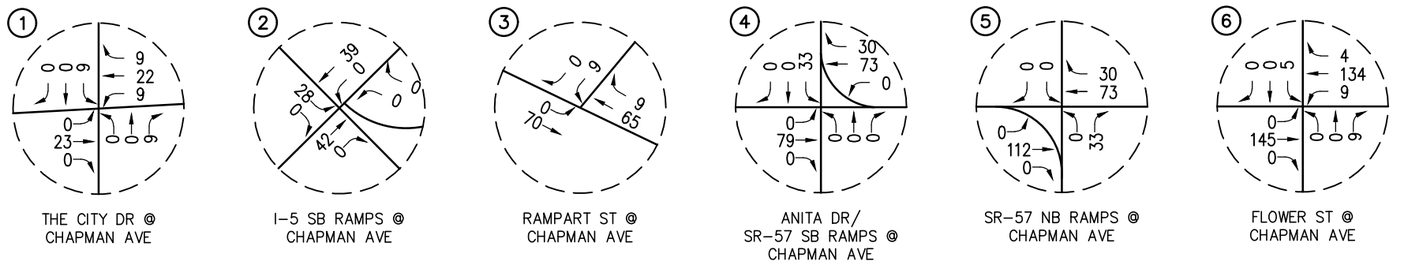
(#) = STUDY INTERSECTION
⟵ = INBOUND PERCENTAGE
⟵ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

# FIGURE 5-1

## PROJECT TRAFFIC DISTRIBUTION PATTERN

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




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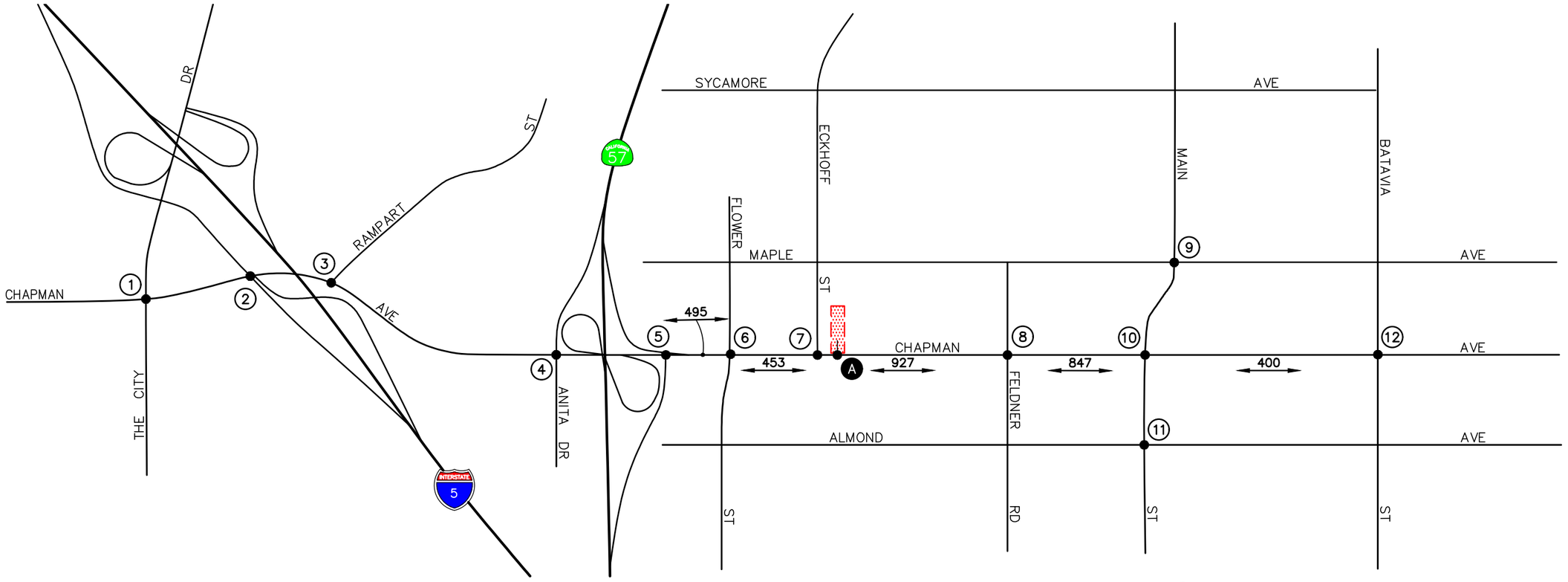
(#) = STUDY INTERSECTION

= PROJECT SITE

# FIGURE 5-2

## AM PEAK HOUR PROJECT TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




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LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

# FIGURE 5-3

## PM PEAK HOUR AND DAILY PROJECT TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

## TABLE 5-1

## PROJECT TRAFFIC GENERATION FORECAST[4]

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total |
| ***Trip Generation Rates:*** | | | | | | | |
| ▪ 536: Charter Elementary School (TE/Student) | 1.85 | 52% | 48% | 1.04 | 35% | 65% | 0.16 |
| ▪ 710: General Office Building (TE/TSF) | 7.83 | 88% | 12% | 1.24 | 16% | 84% | 1.18 |
| ***Proposed Project Trip Generation Forecast:*** | | | | | | | |
| ▪ Charter School Project (864 Students) | 1,598 | 467 | 432 | 899 | 48 | 90 | 138 |
| ***Existing Land Use Trip Generation Forecast:*** | | | | | | | |
| ▪ Existing Buildings (53,913 SF) | 422 | 59 | 8 | 67 | 10 | 54 | 64 |
| **Net Project Trip Generation Forecast (Proposed Project vs. Existing Land Use)** | **+1,176** | **+408** | **+424** | **+832** | **+38** | **+36** | **+74** |

Notes:

- TE/Student = Trip End per Student
- TE/TSF = Trip End per Thousand Square Feet

[4] Source: Trip rates based on *Trip Generation, 12th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2025).*

# 6.0 FUTURE TRAFFIC CONDITIONS

## 6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1.0%) per year. Applied to the Year 2025 existing traffic volumes, this factor results in a 2.0% growth in existing volumes to the near-term horizon year 2027.

## 6.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) in the vicinity of the proposed Project has been researched at the City of Orange and the City of Anaheim. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development.

Based on our research, there are six (6) cumulative projects in the City of Orange and nine (9) cumulative projects in the City of Anaheim within the vicinity of the subject site that have either been built, but not yet fully occupied, or are being processed for approval. These fifteen (15) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this project.

***Table 6-1*** provides a brief description for each of the fifteen (15) cumulative projects. ***Figure 6-1*** graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections and/or roadway segments.

***Table 6-2*** presents the trip generation for the fifteen (15) cumulative projects. As shown in *Table 6-2*, the fifteen (15) cumulative projects are forecast to generate a total of 35,991 daily trips, with 2,038 trips (934 inbound and 1,104 outbound) forecast during the AM peak hour and 3,053 trips (1,781 inbound and 1,272 outbound) forecast during the PM peak hour.

## 6.3 Year 2027 Traffic Volumes

The AM and PM peak hour traffic volumes associated with the fifteen (15) cumulative projects are presented in ***Figures 6-2*** and ***6-3***, respectively. *Figure 6-3* also presents the daily cumulative project traffic volumes.

***Figures 6-4*** and ***6-5*** present the AM and PM peak hour cumulative traffic volumes (existing traffic + ambient growth traffic + cumulative project traffic) at the key study intersections for the Year 2027, respectively. *Figure 6-5* also presents the Year 2027 daily cumulative traffic volumes.

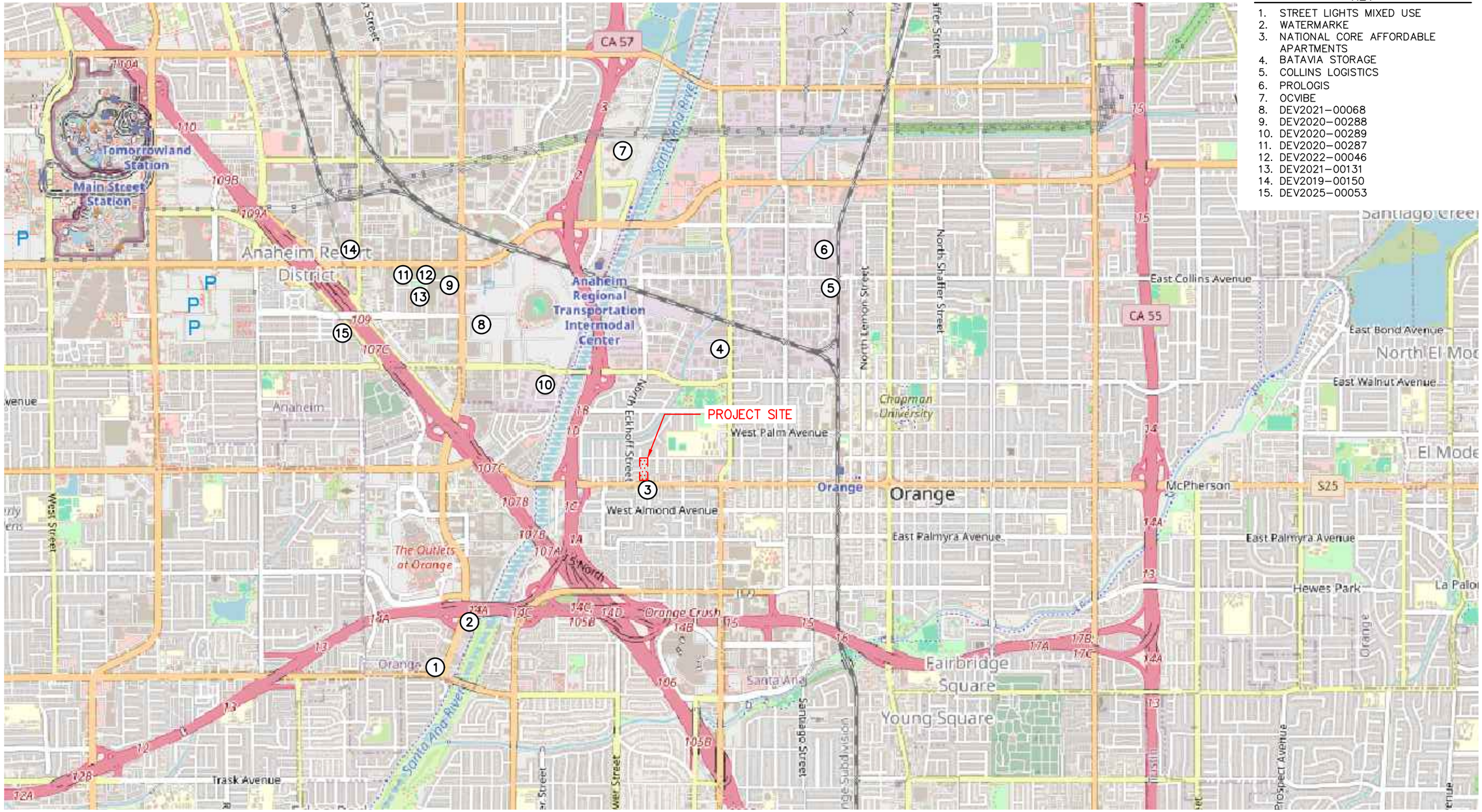
***Figures 6-6*** and ***6-7*** illustrate the Year 2027 forecast AM and PM peak hour traffic volumes, with the inclusion of the trips generated by the proposed Project, respectively. *Figure 6-7* also presents the Year 2027 daily cumulative plus project traffic volumes.

## 6.4 General Plan Buildout Traffic Conditions

Year 2050 traffic volume forecasts for this traffic study were developed via the utilization of the OCTAM 5.1 Year 2050 traffic model provided by OCTA. Specifically, AM peak period and PM peak period link traffic volumes were provided by OCTA for the existing base year (i.e. Year 2019) and for the Year 2050 year. The AM peak period corresponds to a three-hour morning commute period while the PM peak period corresponds to a four-hour afternoon commute period. Using the peak period model runs and the OCTA approved peak hour factors (i.e. AM = 0.3566 and PM = 0.2662), the one-hour peak hour link traffic volumes were determined. These future year 2050 link traffic volumes were post-processed based on the relationship of the base year validation model run output to the base year ground traffic counts resulting in Year 2050 without Project daily traffic volumes for the roadway segments and AM peak hour/PM peak hour turning movements for the key study intersections.

***Figures 6-8*** and ***6-9*** present the AM and PM peak hour General Plan Buildout traffic volumes at the twelve (12) key study intersections, respectively. *Figure 6-9* also presents the daily General Plan Buildout traffic volumes.

***Figures 6-10*** and ***6-11*** present the AM and PM peak hour General Plan Buildout with Project traffic volumes at the twelve (12) key study intersections, respectively. *Figure 6-11* also presents the daily General Plan Buildout with Project traffic volumes.




SOURCE: OPENSTREET

KEY

(#) = LOCATION OF CUMULATIVE PROJECT

= PROJECT SITE

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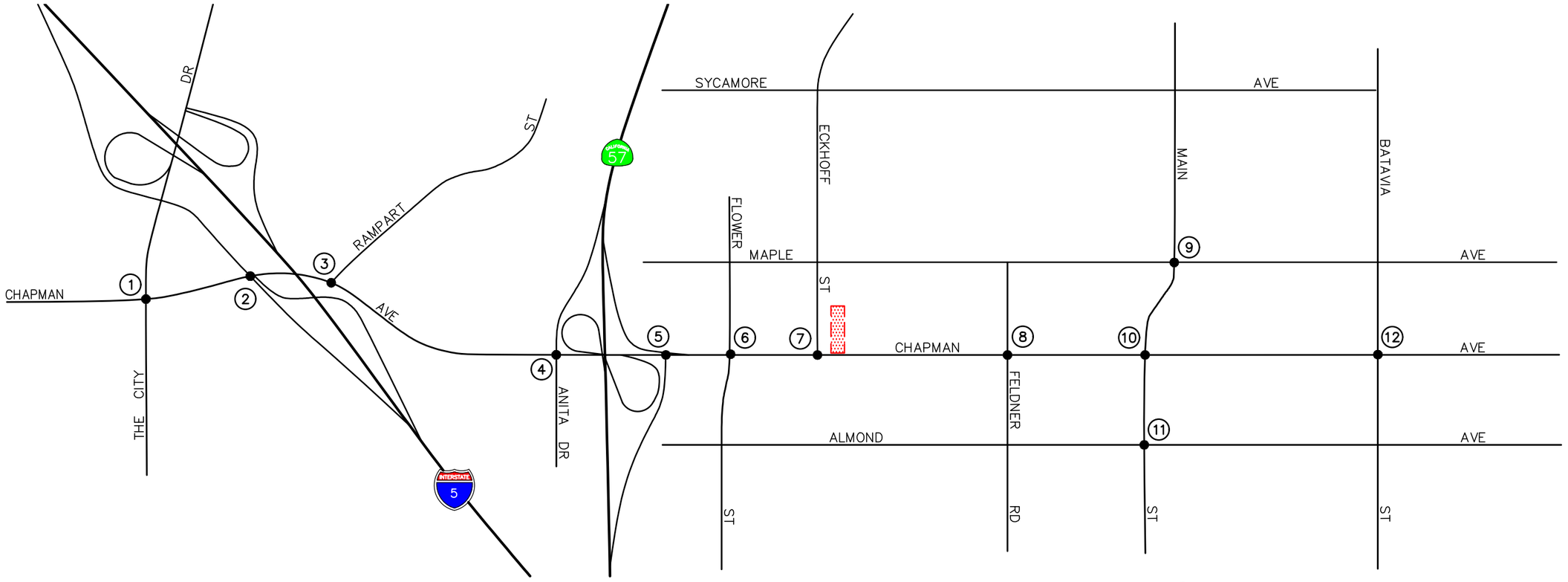
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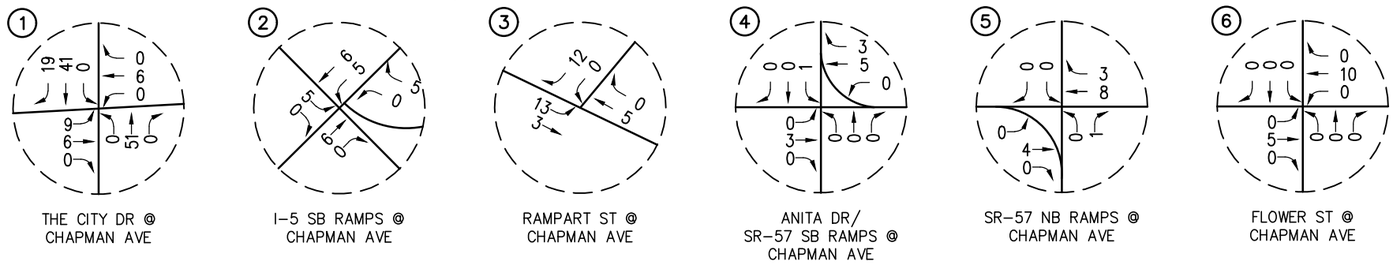
# FIGURE 6-1

## LOCATION OF CUMULATIVE PROJECTS

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

n:\4900\2254991 - crla chapman school site, orange\dwg\4991 f6-1.dwg LDP 10:36:13 01-28-2026 lashlee




1 THE CITY DR @ CHAPMAN AVE

2 I-5 SB RAMPS @ CHAPMAN AVE

3 RAMPART ST @ CHAPMAN AVE

4 ANITA DR/ SR-57 SB RAMPS @ CHAPMAN AVE

5 SR-57 NB RAMPS @ CHAPMAN AVE

6 FLOWER ST @ CHAPMAN AVE

7 ECKHOFF ST @ CHAPMAN AVE

8 FELDNER RD @ CHAPMAN AVE

9 MAIN ST @ MAPLE AVE

10 MAIN ST @ CHAPMAN AVE

11 MAIN ST @ ALMOND AVE

12 BATAVIA ST @ CHAPMAN AVE

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KEY

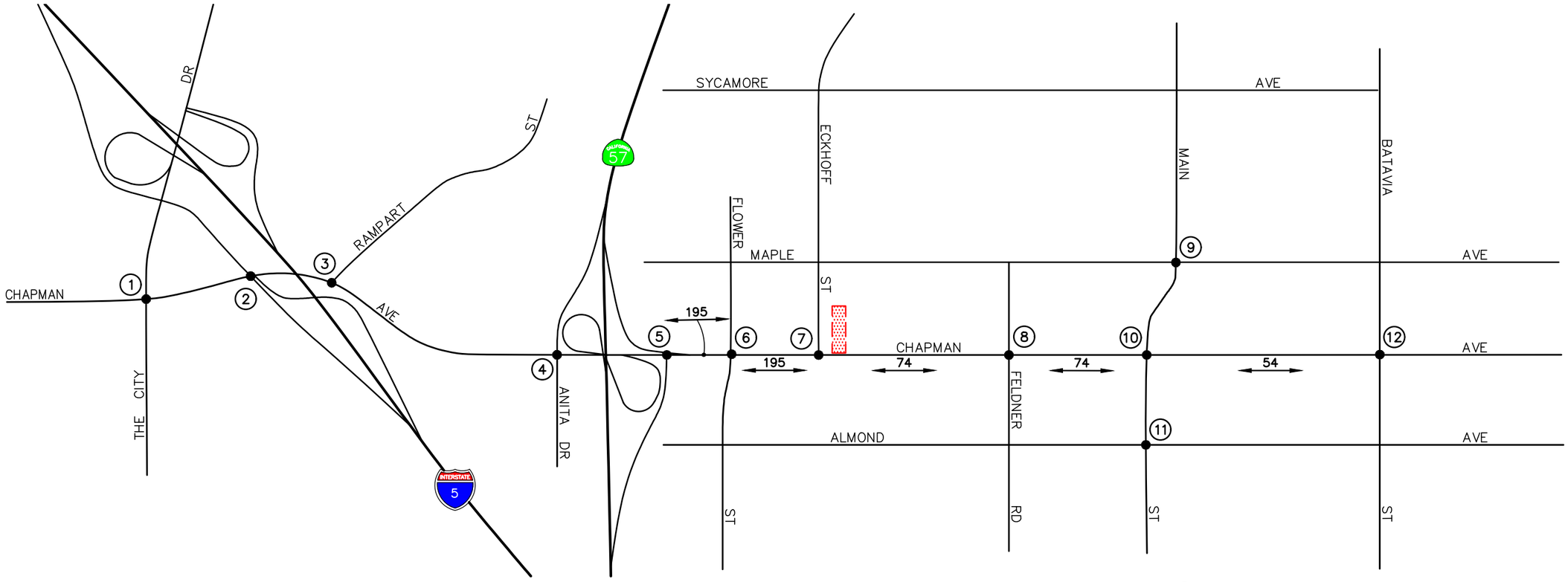
(#) = STUDY INTERSECTION

= PROJECT SITE

# FIGURE 6-2

## AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




n:\4900\2254991 - crla chapman school site, orange\dwg\4991 6-3.dwg LDP 15:17:29 01-27-2026 lashlee

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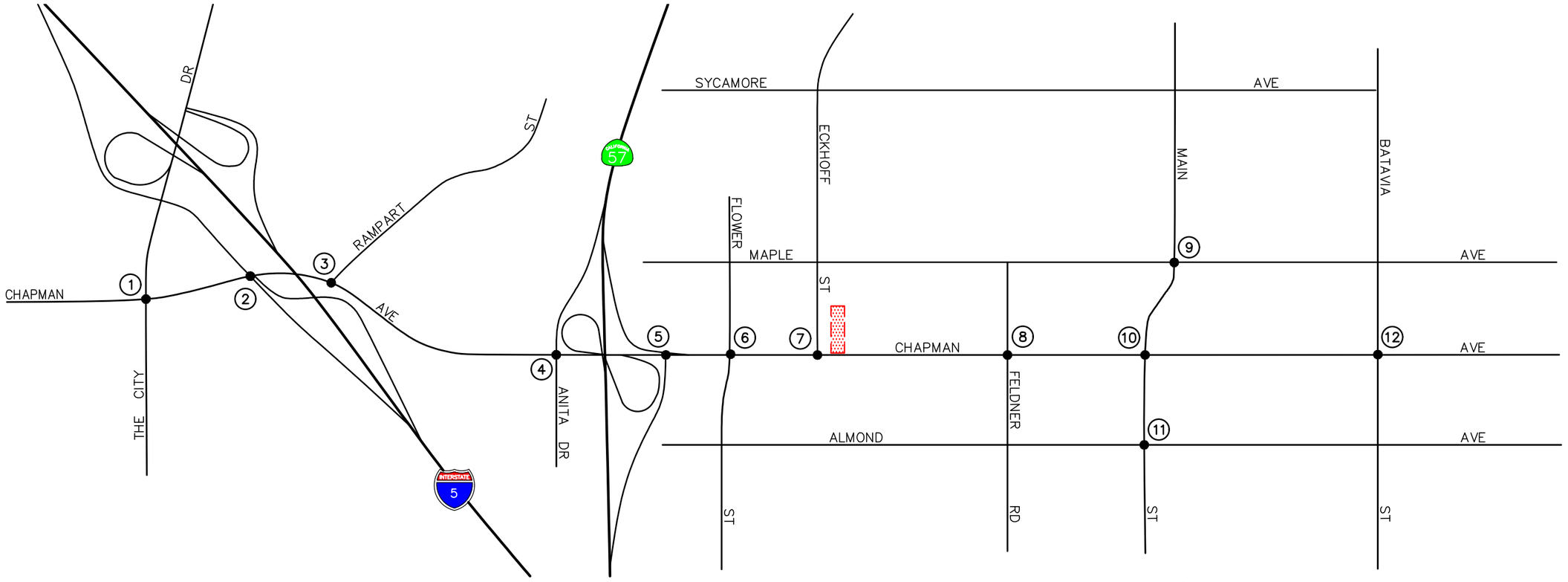
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

# FIGURE 6-3

## PM PEAK HOUR AND DAILY CUMULATIVE PROJECTS TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




n:\4900\2254991 - crla chapman school site, orange\dwg\4991 6-4.dwg LDP 09:20:51 01-28-2026 lashlee

LLG

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KEY

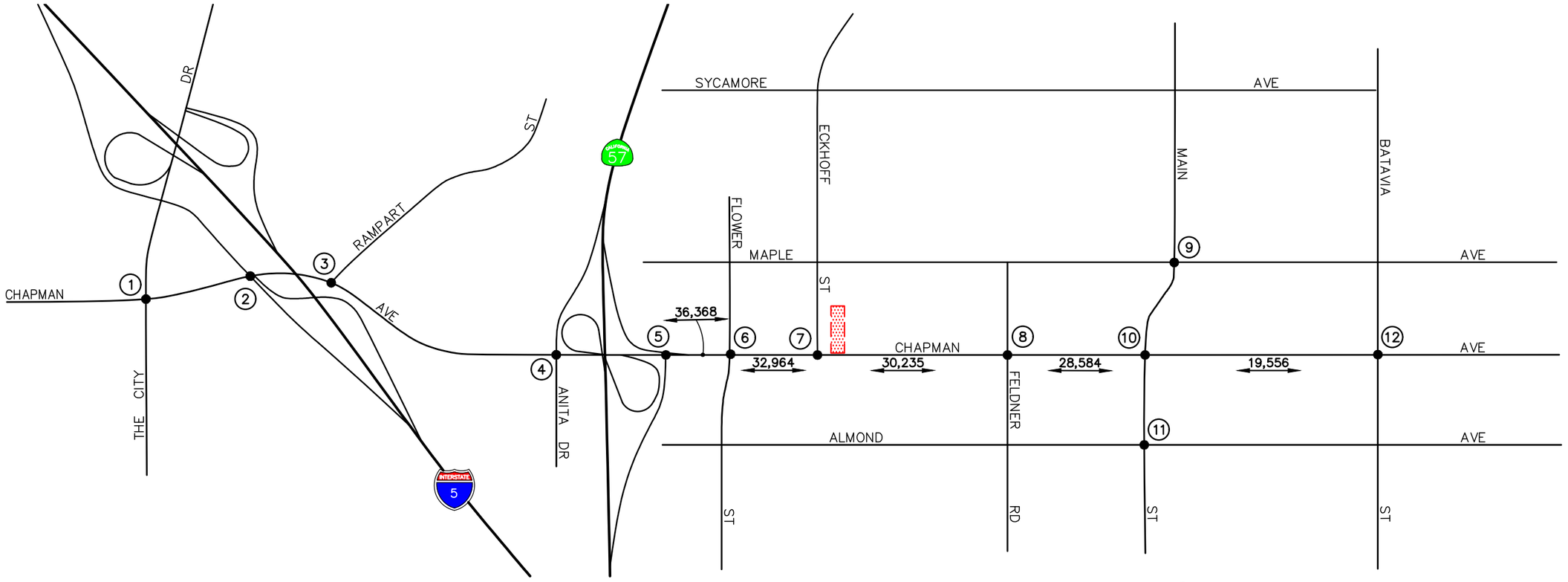
(#) = STUDY INTERSECTION

= PROJECT SITE

# FIGURE 6-4

## YEAR 2027 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




1. THE CITY DR @ CHAPMAN AVE
2. I-5 SB RAMPS @ CHAPMAN AVE
3. RAMPART ST @ CHAPMAN AVE
4. ANITA DR/ SR-57 SB RAMPS @ CHAPMAN AVE
5. SR-57 NB RAMPS @ CHAPMAN AVE
6. FLOWER ST @ CHAPMAN AVE
7. ECKHOFF ST @ CHAPMAN AVE
8. FELDNER RD @ CHAPMAN AVE
9. MAIN ST @ MAPLE AVE
10. MAIN ST @ CHAPMAN AVE
11. MAIN ST @ ALMOND AVE
12. BATAVIA ST @ CHAPMAN AVE

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

XX,XXX = DAILY TRAFFIC VOLUMES

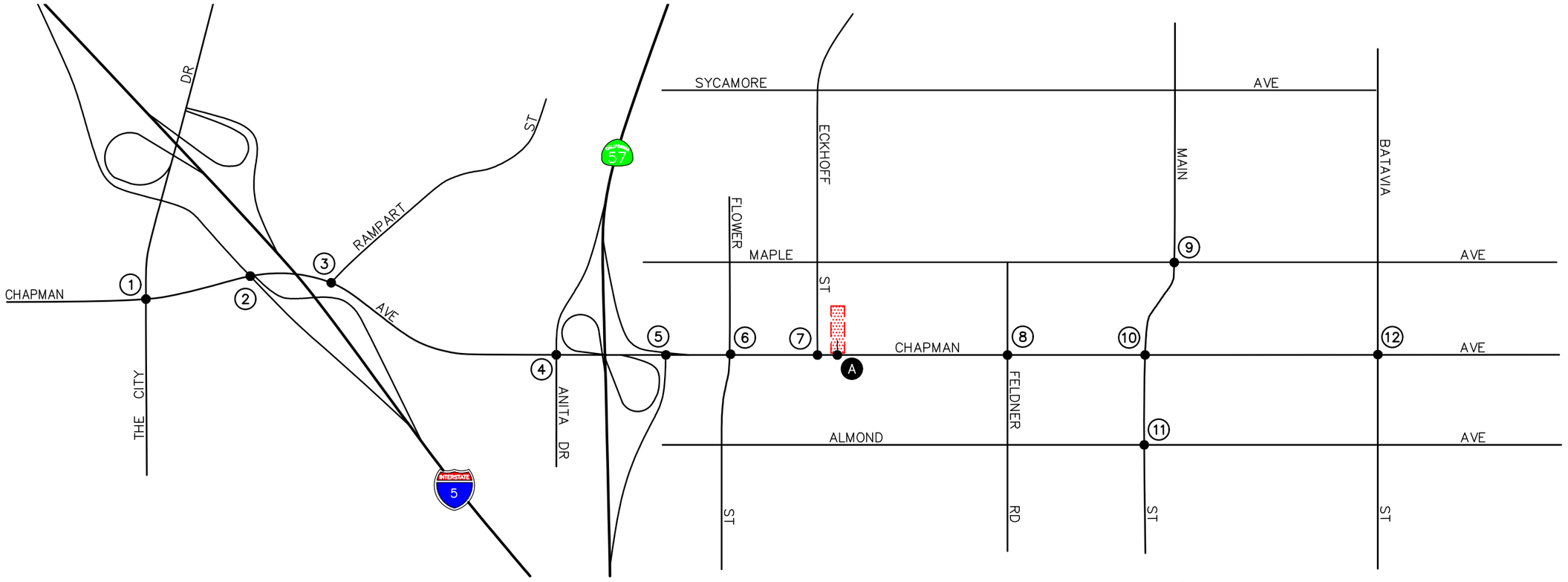
= PROJECT SITE

# FIGURE 6-5

## YEAR 2027 CUMULATIVE PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

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n:\4900\2254991 - crla chapman school site, orange\dwg\4991 6-6.dwg LDP 15:25:28 01-27-2026 lashlee

LLG

N NO SCALE

KEY

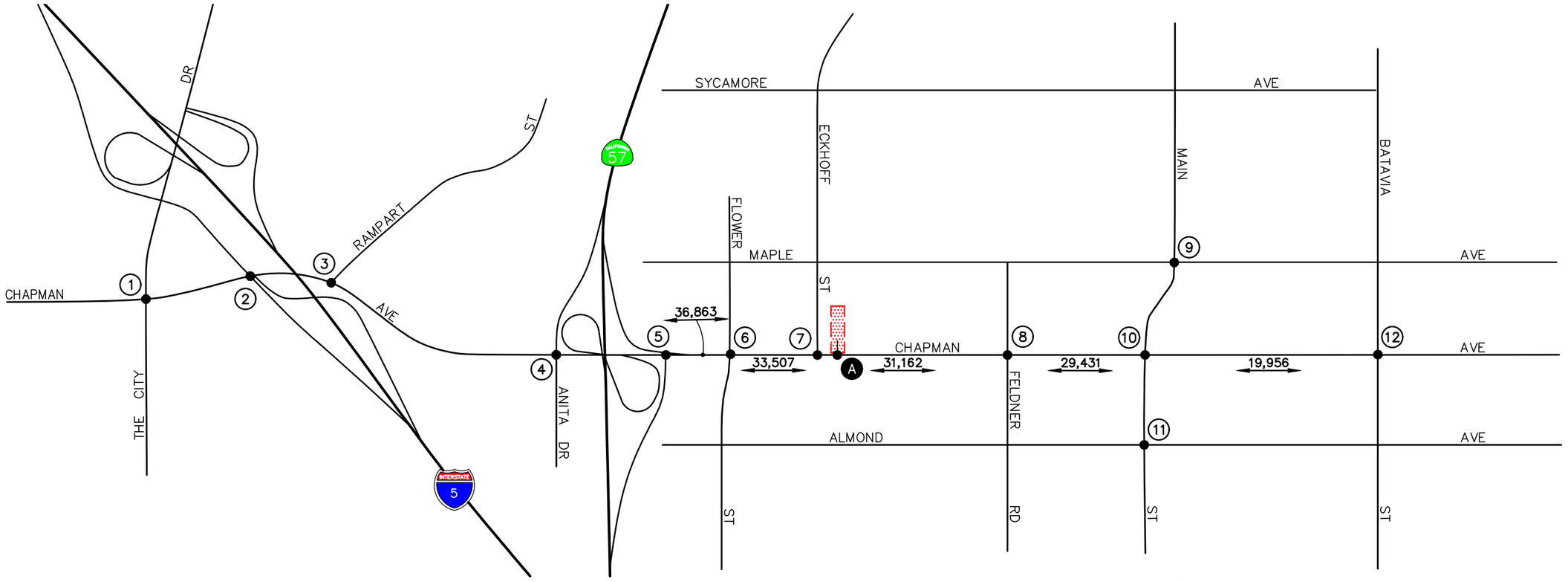
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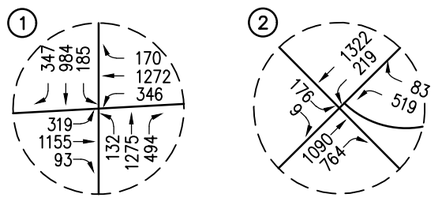
= PROJECT SITE

# FIGURE 6-6

## YEAR 2027 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

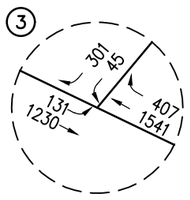


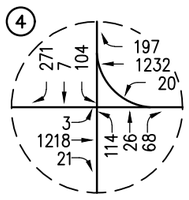

THE CITY DR @ CHAPMAN AVE



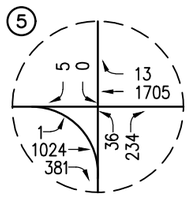

I-5 SB RAMPS @ CHAPMAN AVE



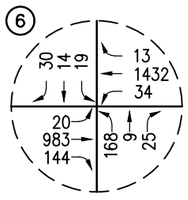

RAMPART ST @ CHAPMAN AVE



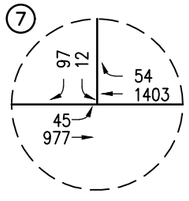

ANITA DR/ SR-57 SB RAMPS @ CHAPMAN AVE



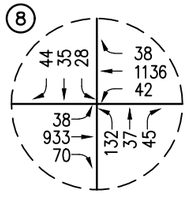

SR-57 NB RAMPS @ CHAPMAN AVE



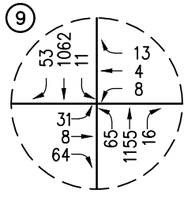

FLOWER ST @ CHAPMAN AVE



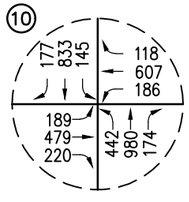

ECKHOFF ST @ CHAPMAN AVE



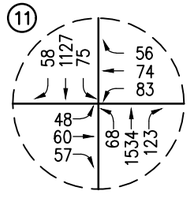

FELDNER RD @ CHAPMAN AVE



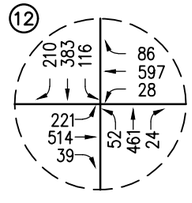

MAIN ST @ MAPLE AVE



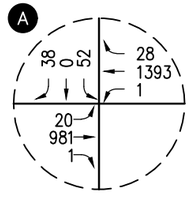

MAIN ST @ CHAPMAN AVE




MAIN ST @ ALMOND AVE




BATAVIA ST @ CHAPMAN AVE




PROJECT DWY @ CHAPMAN AVE

n:\4900\2254991 - crla chapman school site, orange\dwg\4991 6-7.dwg LDP 09:25:03 01-28-2026 lashlee

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N NO SCALE

KEY

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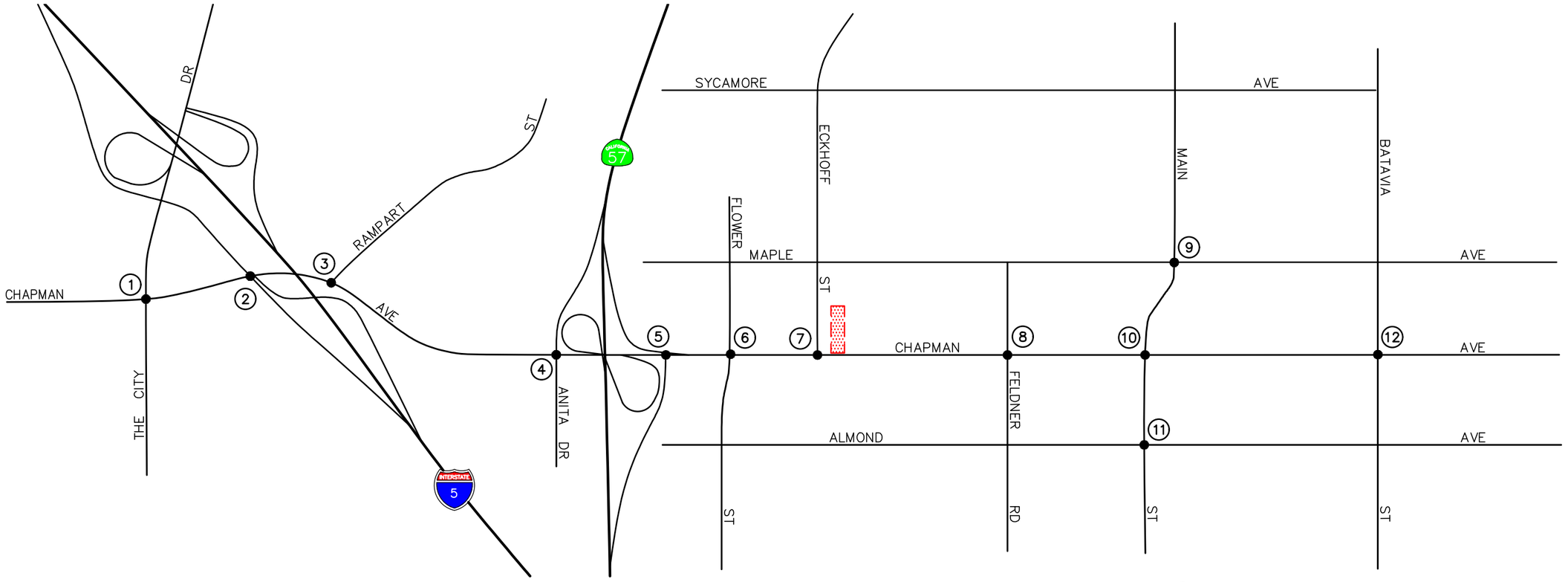
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

# FIGURE 6-7

## YEAR 2027 CUMULATIVE PLUS PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




1 THE CITY DR @ CHAPMAN AVE

2 I-5 SB RAMPS @ CHAPMAN AVE

3 RAMPART ST @ CHAPMAN AVE

4 ANITA DR/ SR-57 SB RAMPS @ CHAPMAN AVE

5 SR-57 NB RAMPS @ CHAPMAN AVE

6 FLOWER ST @ CHAPMAN AVE

7 ECKHOFF ST @ CHAPMAN AVE

8 FELDNER RD @ CHAPMAN AVE

9 MAIN ST @ MAPLE AVE

10 MAIN ST @ CHAPMAN AVE

11 MAIN ST @ ALMOND AVE

12 BATAVIA ST @ CHAPMAN AVE

LLG

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KEY

(#) = STUDY INTERSECTION

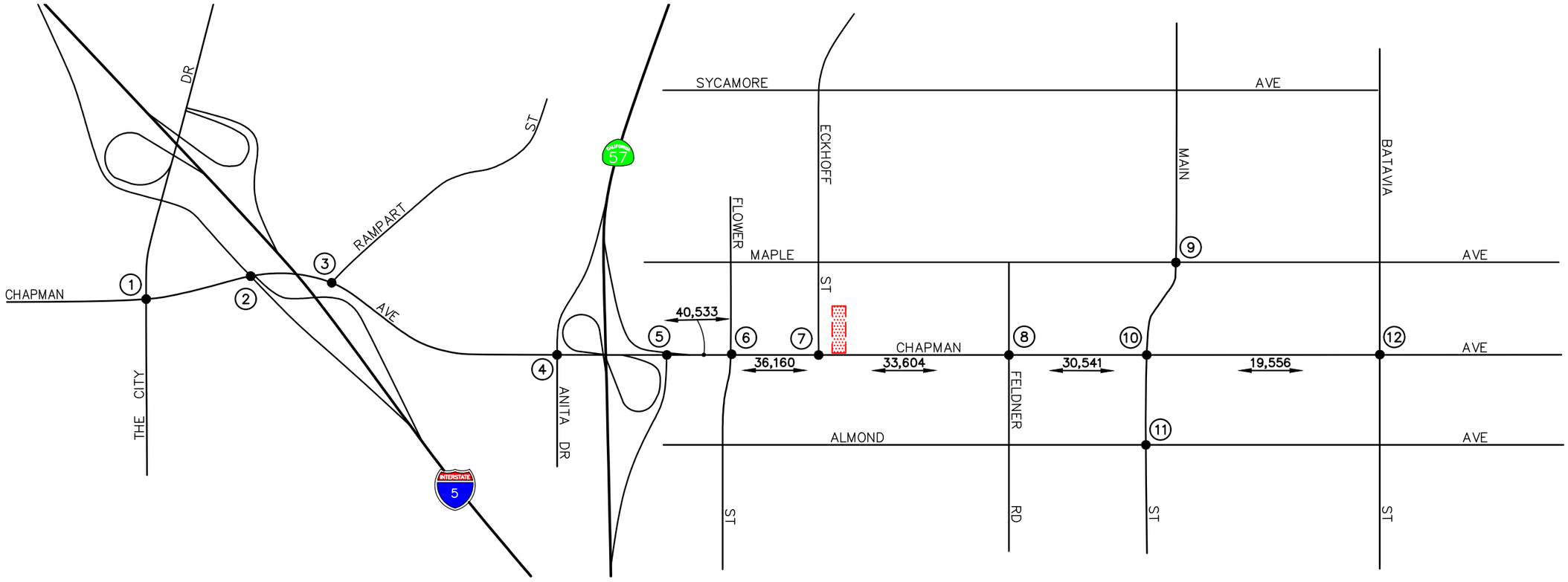
= PROJECT SITE

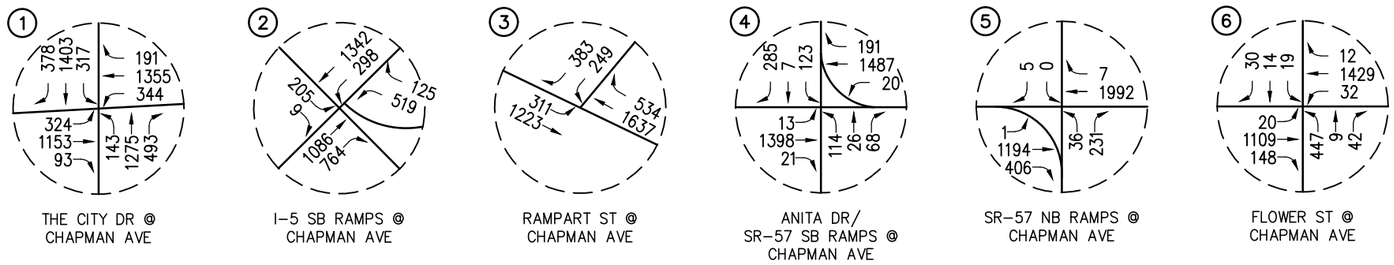
# FIGURE 6-8

## GENERAL PLAN BUILDOUT AM PEAK HOUR TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

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n:\4900\2254991 - crla chapman school site, orange\dwg\4991 f6-9.dwg LDP 16:39:23 03-11-2026 saavedra

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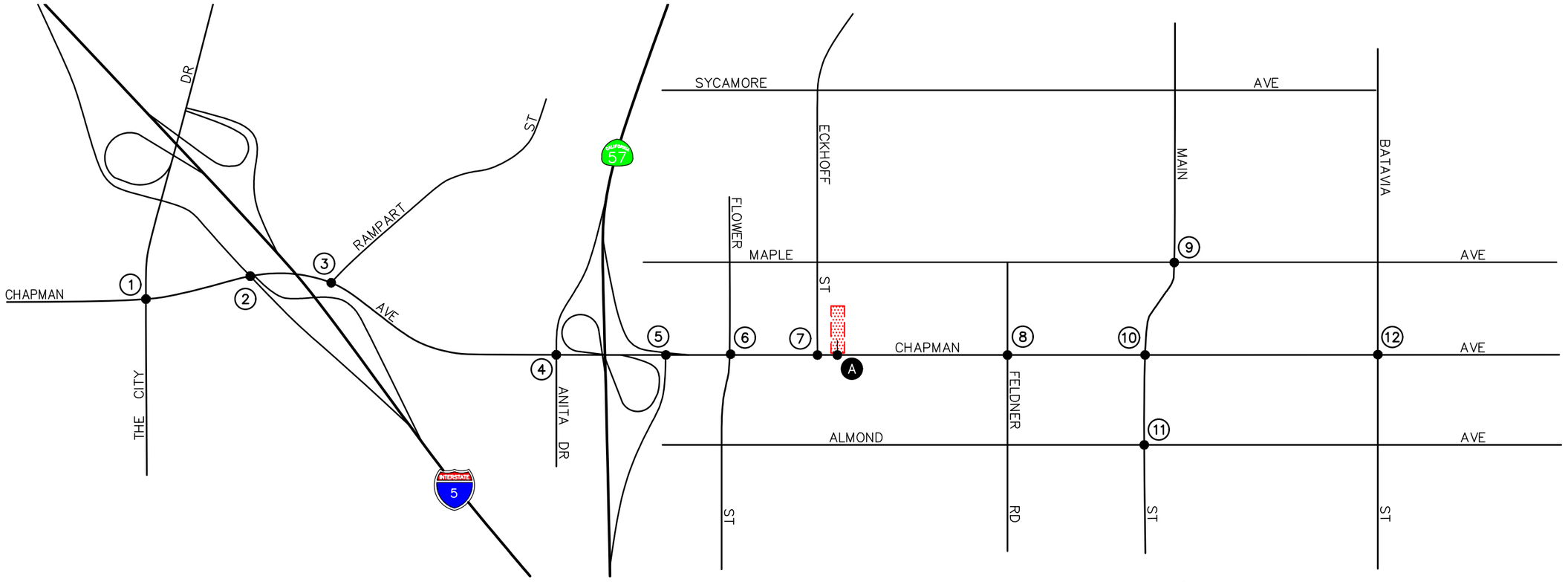
XX,XXX = DAILY TRAFFIC VOLUMES

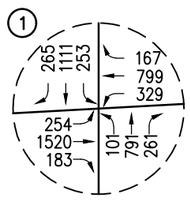
= PROJECT SITE

# FIGURE 6-9

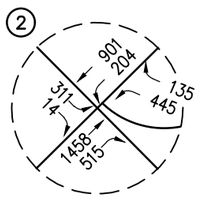
## GENERAL PLAN BUILDOUT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

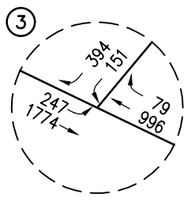


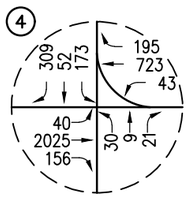

THE CITY DR @ CHAPMAN AVE



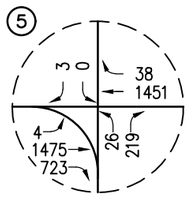

I-5 SB RAMPS @ CHAPMAN AVE



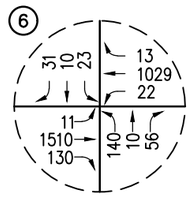

RAMPART ST @ CHAPMAN AVE



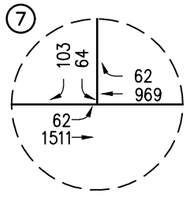

ANITA DR/ SR-57 SB RAMPS @ CHAPMAN AVE



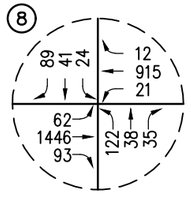

SR-57 NB RAMPS @ CHAPMAN AVE



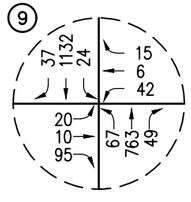

FLOWER ST @ CHAPMAN AVE



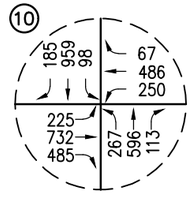

ECKHOFF ST @ CHAPMAN AVE



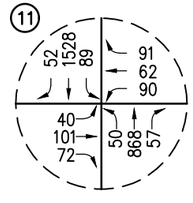

FELDNER RD @ CHAPMAN AVE



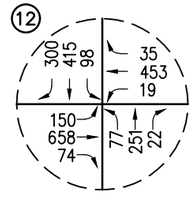

MAIN ST @ MAPLE AVE



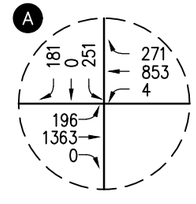

MAIN ST @ CHAPMAN AVE




MAIN ST @ ALMOND AVE




BATAVIA ST @ CHAPMAN AVE




PROJECT DWY @ CHAPMAN AVE

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LLG

N NO SCALE

KEY

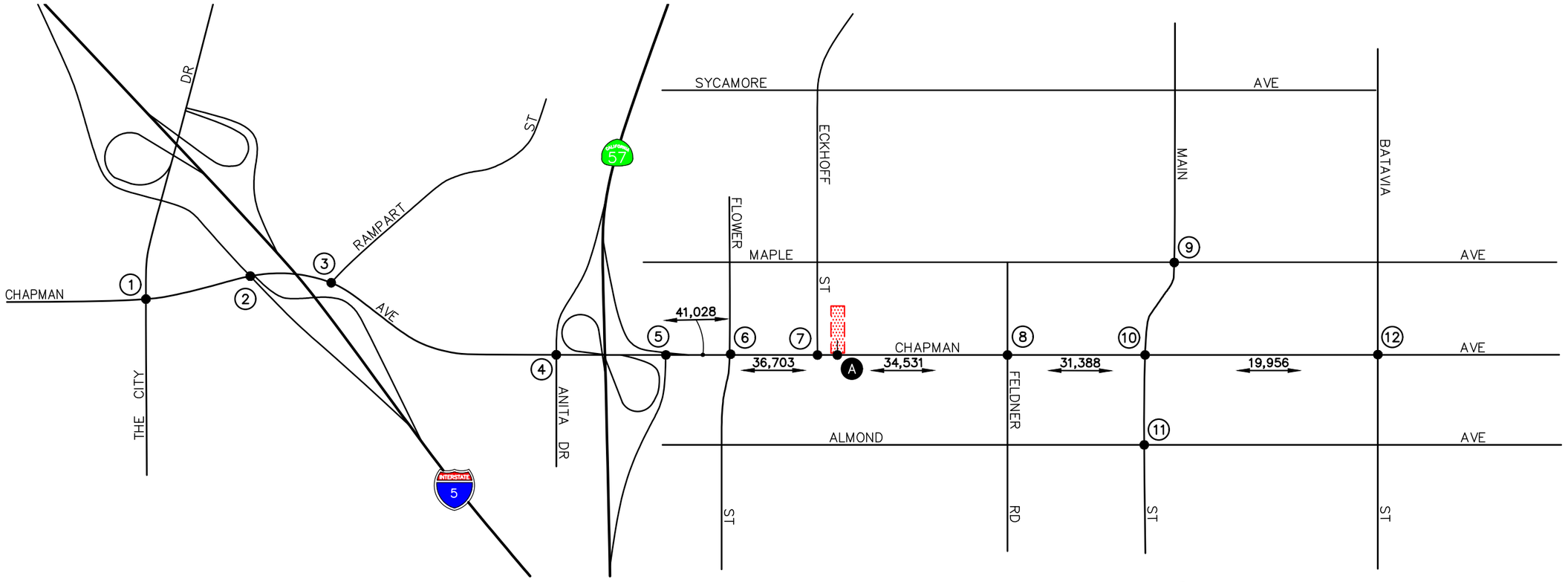
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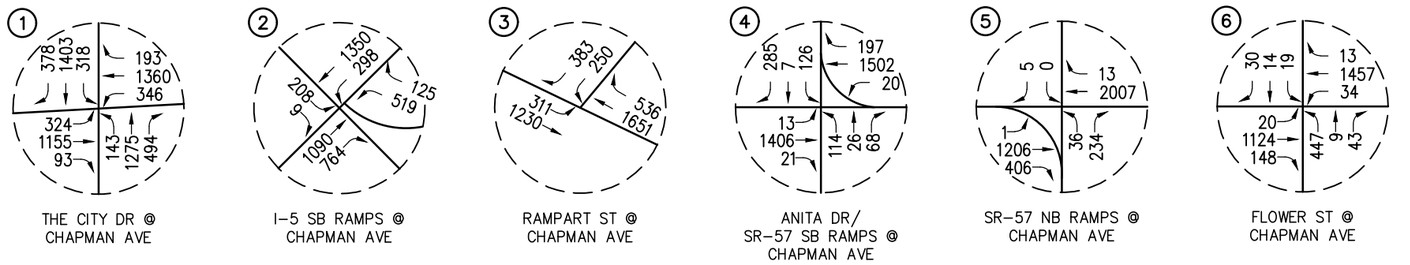
= PROJECT SITE

# FIGURE 6-10

## GENERAL PLAN BUILDOUT PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




n:\4900\2254991 - crla chapman school site, orange\dwg\4991 6-11.dwg LDP 09:27:36 01-28-2026 lashlee

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

# FIGURE 6-11

## GENERAL PLAN BUILDOUT PLUS PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

**TABLE 6-1**
**LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[5]**

| No. | Cumulative Project | Location/Address | Description |
|---|---|---|---|
| *City of Orange* | | | |
| 1. | Street Lights Mixed Use | 840 The City Drive South | 225 DU Multifamily Low Rise<br>9,169 SF Retail |
| 2. | Watermarke | 625 The City Drive South | 401 DU Multifamily Low Rise |
| 3. | National Core Affordable Apartments | 164 S. Marks Way | 50 DU Affordable Housing |
| 4. | Batavia Self Storage | 630 N. Batavia Avenue | 133,372 SF Self-Storage |
| 5. | Collins Logistics | 500 W Collins Avenue | 128,953 SF Warehouse |
| 6. | Prologis | 534 W Struck Avenue | 213,572 SF Warehouse |
| *City of Anaheim* | | | |
| 7. | OCVibe<br>DEV2025-00019<br>DEV2023-00050<br>DEV2020-00125 | 1500 S Douglas Rd | 530 DU Multifamily Low Rise<br>750 DU Multifamily Low Rise<br>325,000 SF Office<br>1,500 DU Multifamily Low Rise<br>490,000 SF Commercial Space<br>492,000 SF Office<br>550 Hotel Rooms |
| 8. | DEV2021-00068 | 1900 S State College Blvd | 22,607 SF Office |
| 9. | DEV2020-00288 | 1845 State College Blvd | 257 DU Multifamily Low Rise |
| 10. | DEV2020-00289 | 2121 S Towne Centre Place | 925 SF Café |
| 11. | DEV2020-00287 | 1338 E Katella Avenue | 270 DU Multifamily Low Rise<br>21,615 SF Commercial Space |
| 12. | DEV2022-00046 | 1432 E Katella Avenue | 253 DU Multifamily Low Rise<br>17,277 SF Commercial Space<br>255 DU Multifamily Low Rise |
| 13. | DEV2021-00131 | Tract 17703 Anaheim | 73 Multifamily Low Rise |
| 14. | DEV2019-00150 | 801 E Katella Avenue | 28,640 SF Office |
| 15. | DEV2025-00053 | 2001 Manchester Avenue | 96 DU Single family Attached |

**Notes:**
- DU = Dwelling Unit
- SF = Square-feet

[5] Source: City of Orange and City of Anaheim Planning Departments.

## TABLE 6-2
## CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[6]

| Cumulative Project Description | | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| 1. | Street Lights Mixed Use[7] | 2,091 | 107 | 112 | 219 | 82 | 65 | 147 |
| 2. | Watermarke[8] | 1,821 | 34 | 114 | 148 | 95 | 61 | 156 |
| 3. | National Core Affordable Apartments | 241 | 5 | 13 | 18 | 14 | 9 | 23 |
| 4. | Batavia Self Storage | 172 | 6 | 5 | 11 | 9 | 10 | 19 |
| 5. | Collins Logistics | 178 | 12 | 3 | 15 | 5 | 14 | 19 |
| 6. | Prologis | 295 | 20 | 6 | 26 | 9 | 23 | 32 |
| 7. | OCVibe[9] | 21,833 | 486 | 386 | 872 | 1,112 | 743 | 1,855 |
| 8. | DEV2021-00068 | 177 | 25 | 3 | 28 | 4 | 23 | 27 |
| 9. | DEV2020-00288 | 1,596 | 25 | 80 | 105 | 83 | 51 | 134 |
| 10. | DEV2020-00289 | 292 | 43 | 41 | 84 | 15 | 14 | 29 |
| 11. | DEV2020-00287 | 2,736 | 69 | 118 | 187 | 128 | 94 | 222 |
| 12. | DEV2022-00046 | 3,251 | 52 | 162 | 214 | 168 | 101 | 269 |
| 13. | DEV2021-00131 | 453 | 7 | 23 | 30 | 24 | 14 | 38 |
| 14. | DEV2019-00150 | 224 | 32 | 4 | 36 | 5 | 29 | 34 |
| 15. | DEV2025-00053 | 631 | 11 | 34 | 45 | 28 | 21 | 49 |
| **Cumulative Projects Total Trip Generation Potential** | | **35,991** | **934** | **1,104** | **2,038** | **1,781** | **1,272** | **3,053** |

6 Unless otherwise noted, Source: *Trip Generation*, 12th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2025).

7 Source: *Traffic Impact Analysis Report for 840 The City Drive South Apartments* prepared by LLG Engineers, dated September 21, 2022.

8 Source: *Site Access Analysis for Watermarke Orange Project* prepared by LLG Engineers, dated October 31, 2024.

9 Source: *Opening Year Analysis for The OCVibe Mixed Use Project* prepared by Pirzadeh & Associates and Gibson Transportation Consulting, dated July 2022. Trip generation was based on land uses assumed for the Project opening year of 2027. Apartment, hotel, and office land uses occurring beyond 2027 were excluded from the analysis. Total trip generation for OC vibe is 36,457 net daily trips, with net 1,863 produced in the AM peak hour and 2,865 net trips produced in the PM peak hour on a "typical" weekday.

# 7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative traffic circulation effects of the proposed Project during the AM peak hour/PM peak hour and on a daily basis was evaluated based on analysis of future operating conditions at the twelve (12) key study intersections and five (5) key roadway segments, without, then with the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection and roadway segment. The significance of the potential traffic circulation effects of the Project at each key intersection and key roadway segment was then evaluated using the following LOS criteria and thresholds.

## 7.1 Impact Criteria and Thresholds

Deficiencies to local and regional transportation systems located in the City of Orange are considered significant if:

Intersections:

- An unacceptable peak hour Level of Service (LOS) at any of the key intersections is projected. According to the City's Circulation Element and stated in the *City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, dated July 2025,* LOS D is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours on all intersections; and

- The project increases traffic demand at the study intersection by 1% of capacity (ICU increase ≥ 0.010), causing or worsening LOS E or LOS F (ICU > 0.900). 0.010), causing or worsening LOS E or LOS F (ICU > 0.900).

- An unsignalized intersection impact is considered to be significant if the project causes an intersection operating at LOS D or better to degrade to LOS E or LOS F, and the traffic signal warrant analysis determines that a traffic signal is justified.

Roadway Segments:

- An unacceptable daily Level of Service (LOS) at any of the key roadway segments is projected. According to the City of Orange General Plan Circulation Element and stated in the *City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, dated July 2025,* LOS C is the minimum acceptable condition that should be maintained on a daily basis on all roadway segments; and

- The project increases traffic demand at the roadway segment by 1% of capacity (V/C increase ≥ 0.010), causing or worsening LOS E or LOS F (V/C > 0.900).

## 7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the twelve (12) key study intersections and five (5) key roadway segments for existing, near-term (Year 2027), and General Plan Buildout traffic conditions:

(a) Existing Traffic Conditions;
(b) Near-Term (Year 2027) Cumulative Traffic Conditions,
(c) Near-Term (Year 2027) Cumulative plus Project Traffic Conditions; and
(d) Scenario (c) with Improvements, if necessary.
(e) General Plan Buildout Traffic Conditions,
(f) General Plan Buildout Plus Project Traffic Conditions; and
(g) Scenario (f) with Improvements, if necessary.

# 8.0 YEAR 2027 PLUS PROJECT ANALYSIS

The following summarizes the "Year 2027 Plus Project" level of service results for the twelve (12) key study intersections and five (5) key roadway segments. The level of service results for the one (1) project driveway is presented in *Section 11.0* of this report.

## 8.1 Intersections

***Table 8-1*** summarizes the peak hour level of service results at the twelve (12) key study intersections for Year 2027 traffic conditions. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-4*). The second column (2) lists projected cumulative traffic conditions (existing plus ambient traffic plus cumulative project traffic) based on existing intersection geometry, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2027 near-term traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU and/or Delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have an operational deficiency based on the LOS standards and criteria defined in this report. The fifth column (5) indicates the anticipated level of service with recommended improvements.

### *8.1.1 Year 2027 Cumulative Traffic Conditions*

An analysis of future (Year 2027) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative project traffic will adversely impact one (1) of the twelve (12) key study intersections. The remaining eleven (11) key study intersections are forecast to continue to operate at acceptable levels of service during the AM and PM peak hours with the addition of ambient traffic growth and cumulative project traffic. The location forecast to operate at an adverse LOS is as follows:

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| Key Intersection | HCM | LOS | HCM | LOS |
| 9. Main Street at Maple Avenue | 103.0 s/v | F | 390.1 s/v | F |

### *8.1.2 Year 2027 Cumulative Plus Project Traffic Conditions*

Review of columns (3) and (4) of *Table 8-1* indicates that one (1) of the twelve (12) key study intersections will continue to operate at an operational deficiency with the addition of project traffic, when compared to the LOS criteria specified in this report. The remaining eleven (11) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to Year 2027 cumulative traffic. The location forecast to operate at an adverse LOS is as follows:

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| Key Intersection | HCM | LOS | HCM | LOS |
| 9. Main Street at Maple Avenue | 265.6 s/v | F | 406.1 s/v | F |

However, as shown in column (5) of *Table 8-1*, the implementation of recommended improvements at the deficient location improves this intersection to acceptable service levels.

Although operational deficiencies are not forecasted in Year 2027 traffic conditions with the project at the key study intersections of Flower Street at Chapman Avenue, Eckhoff Street at Chapman Avenue, Feldner Road at Chapman Avenue, Main Street at Maple Avenue, Main Street at Chapman Avenue, and Batavia Street at Chapman Avenue (i.e. key study intersections #6, #7, #8, #9, #10 and #12), LOS values are shown in column (5) of *Table 8-1* for these key study intersections due to the recommended improvements for the Project Driveway at Chapman Avenue. The recommended improvements, which are discussed further in Section 11.4, will consist of modifying the egress to southbound right-turns out only during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM). With these peak period restrictions, vehicles wanting to travel eastbound on Chapman Avenue from the project site will be required to alter their travel patterns. As such, column (5) of *Table 8-1* also shows the respective level of service results for key study intersections #6, #7, #8, #9, #10 and #12 with the additional re-routed traffic.

***Figures 8-1*** and ***8-2*** present the Year 2027 Cumulative Plus Project with improvements (rerouted volumes) AM and PM peak hour traffic volumes at the six (6) affected key study intersections (i.e. key study intersections #6, #7, #8, #9, #10 and #12) as well as the Project driveway, respectively. It should be noted that *Figure 8-1* also includes an adjustment to the project traffic volumes to account for the proposed staggered start times during the AM peak hour. Based on the staggered start times, only 592 students out of the 864 students would arrive to the project site during the same hour (i.e. AM peak hour).

*Appendix C* also presents the Year 2027 plus project ICU/LOS and HCM/LOS calculations for the twelve (12) key study intersections. *Appendix C* also contains the traffic signal warrant for the intersection of Main Street at Maple Avenue.

## 8.2 Roadway Segments

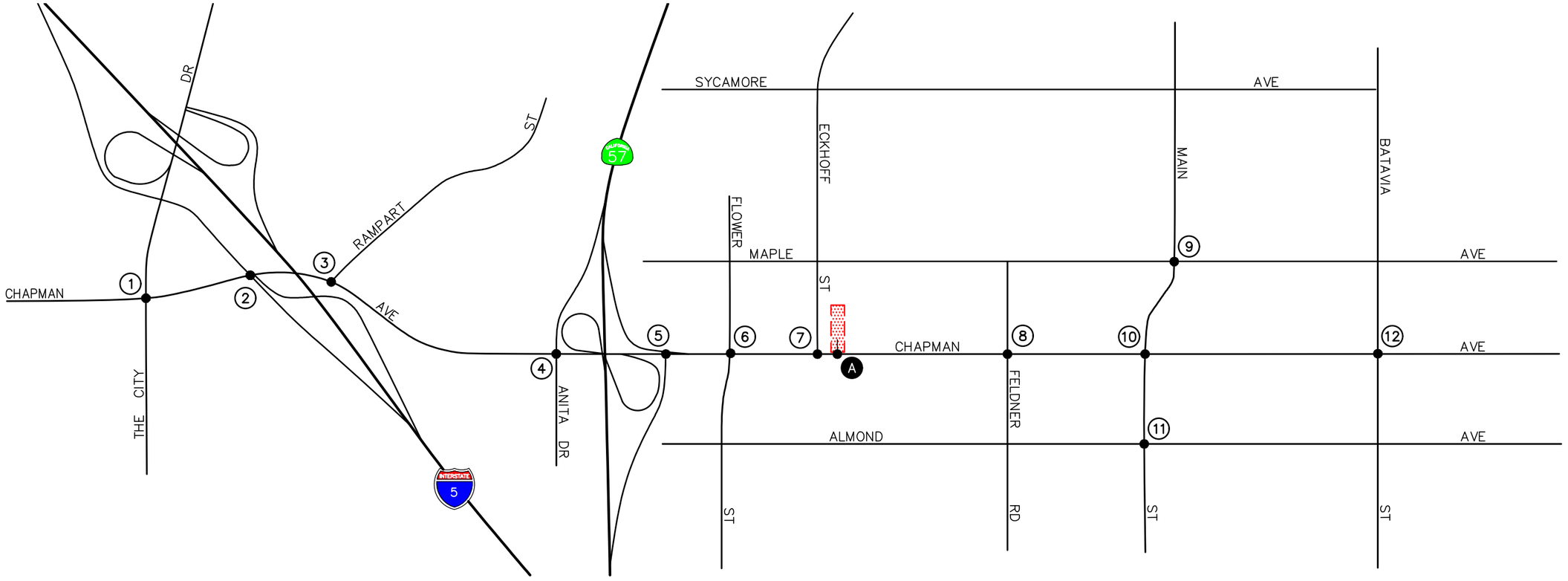
***Table 9-2*** summarizes the roadway segment level of service results at the five (5) key roadway segments for Year 2027 traffic conditions. The first column (1) shows the number of lanes, the second column (2) shows the arterial classification, and the third column (3) shows the LOS "E" capacity. The fourth column (4) presents a summary of projected Year 2027 cumulative daily traffic conditions. The fifth column (5) lists Year 2027 plus project daily traffic conditions. Column (5) also shows the increase in V/C ratio value due to the added daily project trips and indicates whether the traffic associated with the Project will have an operational deficiency based on the LOS standards criteria defined in this report.

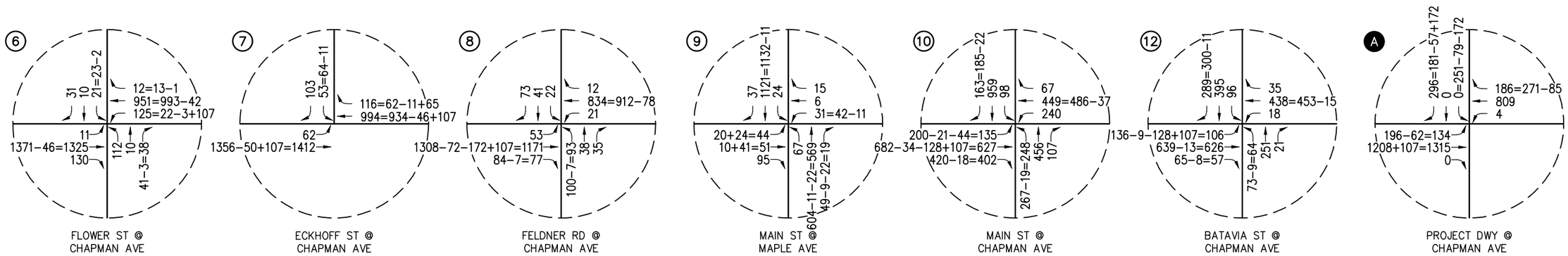
### *8.2.1 Year 2027 Cumulative Traffic Conditions*

An analysis of future (Year 2027) cumulative traffic conditions indicates that the five (5) key roadway segments are forecast to continue to operate at acceptable levels of service on a daily basis with the addition of ambient traffic growth and cumulative projects traffic.

### *8.2.2 Year 2027 Cumulative Plus Project Traffic Conditions*

Review of column (5) of *Table 8-2* indicates that the proposed Project ***will not*** cause an operational deficiency at any of the five (5) key roadway segments. The five (5) key roadway segments are forecast to continue to operate at acceptable service levels on a daily basis with the addition of project generated traffic in the Year 2027 traffic conditions.




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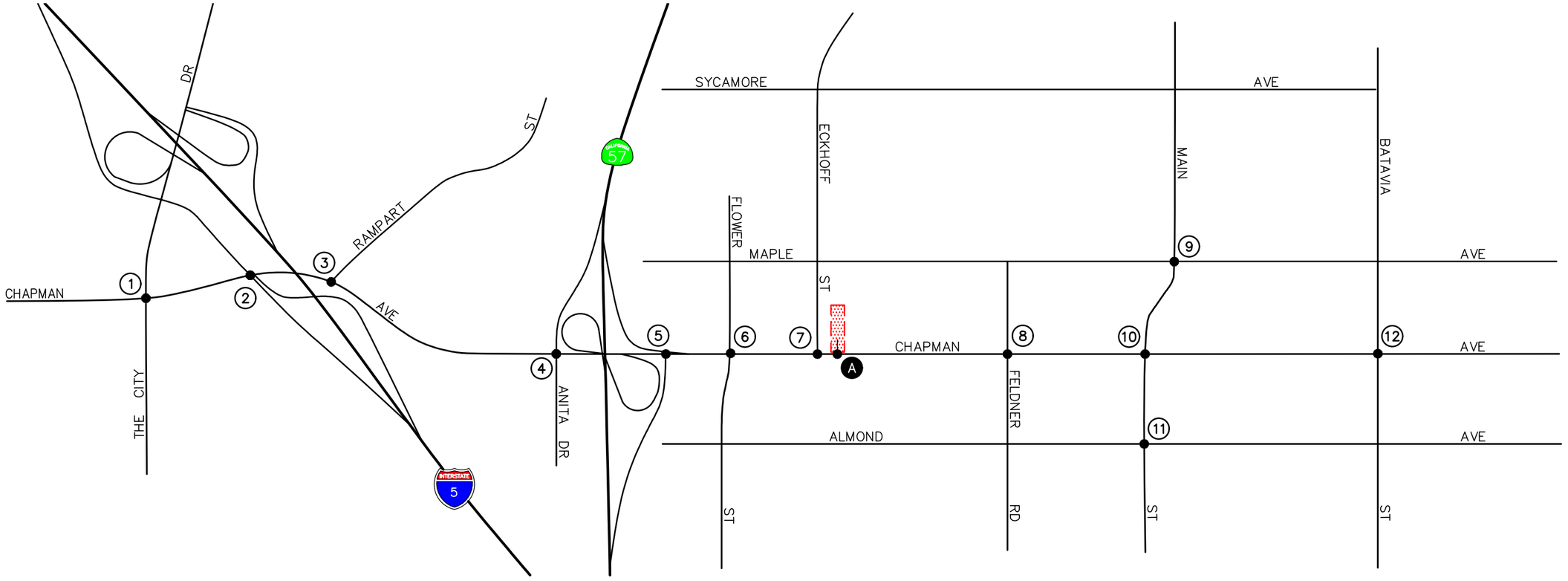
(#) = STUDY INTERSECTION

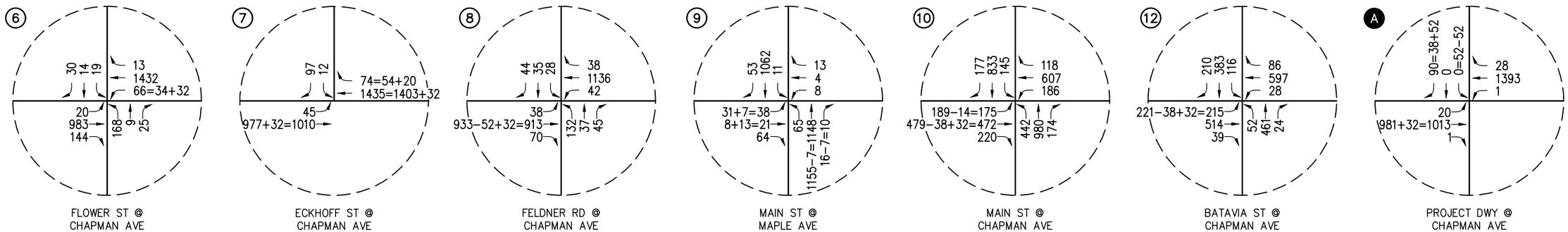
= PROJECT SITE

# FIGURE 8-1

YEAR 2027 CUMULATIVE PLUS PROJECT AM PEAK HOUR
TRAFFIC VOLUMES – WITH IMPROVEMENTS (REROUTED VOLUMES)

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE




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KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

# FIGURE 8-2

## YEAR 2027 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES - WITH IMPROVEMENTS (REROUTED VOLUMES)

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

## TABLE 8-1
## YEAR 2027 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

| Key Intersections | Time Period | Minimum Acceptable LOS | (1) Existing Traffic Conditions | | (2) Year 2027 Cumulative Traffic Conditions | | (3) Year 2027 Cumulative Plus Project Traffic Conditions | | (4) Operational Deficiency | | (5) Year 2027 Cumulative Plus Project With Improvements [a] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ICU/HCM | LOS | ICU/HCM | LOS | ICU/HCM | LOS | Increase | Yes/No | ICU/HCM | LOS |
| 1. The City Drive at | AM | D | 0.634 | B | 0.654 | B | 0.661 | B | 0.007 | No | -- | -- |
| Chapman Avenue | PM | | 0.669 | B | 0.696 | B | 0.698 | B | 0.002 | No | -- | -- |
| 2. I-5 SB Ramps at | AM | D | 0.555 | A | 0.588 | A | 0.596 | A | 0.008 | No | -- | -- |
| Chapman Avenue | PM | | 0.578 | A | 0.590 | A | 0.591 | A | 0.001 | No | -- | -- |
| 3. Rampart Street at | AM | D | 0.384 | A | 0.398 | A | 0.408 | A | 0.010 | No | -- | -- |
| Chapman Avenue | PM | | 0.572 | A | 0.588 | A | 0.591 | A | 0.003 | No | -- | -- |
| 4. Anita Drive/SR-57 SB Ramps at | AM | D | 0.600 | B | 0.612 | B | 0.627 | B | 0.015 | No | -- | -- |
| Chapman Avenue | PM | | 0.639 | B | 0.651 | B | 0.656 | B | 0.005 | No | -- | -- |
| 5. SR-57 NB Ramps at | AM | D | 0.509 | A | 0.521 | A | 0.573 | A | 0.052 | No | -- | -- |
| Chapman Avenue | PM | | 0.510 | A | 0.522 | A | 0.528 | A | 0.006 | No | -- | -- |
| 6. Flower Street at | AM | D | 0.405 | A | 0.414 | A | 0.447 | A | 0.033 | No | 0.499 | A |
| Chapman Avenue | PM | | 0.455 | A | 0.464 | A | 0.470 | A | 0.006 | No | 0.470 | A |
| 7. Eckhoff Street at | AM | D | 19.7 s/v | C | 17.9 s/v | C | 32.2 s/v | D | 14.3 s/v | No | 34.6 s/v | D |
| Chapman Avenue | PM | | 25.3 s/v | D | 26.8 s/v | D | 31.3 s/v | D | 4.5 s/v | No | 33.6 s/v | D |
| 8. Feldner Road at | AM | D | 0.391 | A | 0.398 | A | 0.461 | A | 0.063 | No | 0.429 | A |
| Chapman Avenue | PM | | 0.412 | A | 0.421 | A | 0.427 | A | 0.006 | No | 0.427 | A |

Notes:

- **BOLD ICU/LOS** and **HCM/LOS** values indicate unacceptable service level
- s/v = seconds per vehicle
- [a] = The improvements consist of peak period turn restrictions at the project driveway as described in Section 11.4, which results in re-routed traffic volumes at intersections #6, #7, #8, #9, #10 and #12.

## TABLE 8-1 (CONTINUED)
## YEAR 2027 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

| Key Intersections | Time Period | Minimum Acceptable LOS | (1) Existing Traffic Conditions | | (2) Year 2027 Cumulative Traffic Conditions | | (3) Year 2027 Cumulative Plus Project Traffic Conditions | | (4) Operational Deficiency | | (5) Year 2027 Cumulative Plus Project With Improvements [a] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ICU/HCM | LOS | ICU/HCM | LOS | ICU/HCM | LOS | Increase | Yes/No | ICU/HCM | LOS |
| 9. Main Street at Maple Avenue | AM | D | **119.9 s/v** | **F** | **103.0 s/v** | **F** | **265.6 s/v** | **F** | **162.6 s/v** | **Yes** | 0.587 | A |
| | PM | | **261.4 s/v** | **F** | **390.1 s/v** | **F** | **406.1 s/v** | **F** | **16.0 s/v** | **Yes** | 0.513 | A |
| 10. Main Street at Chapman Avenue | AM | D | 0.687 | B | 0.703 | C | 0.752 | C | 0.049 | No | 0.731 | C |
| | PM | | 0.683 | B | 0.701 | C | 0.715 | C | 0.014 | No | 0.706 | C |
| 11. Main Street at Almond Avenue | AM | D | 0.527 | A | 0.539 | A | 0.544 | A | 0.005 | No | -- | -- |
| | PM | | 0.495 | A | 0.508 | A | 0.513 | A | 0.005 | No | -- | -- |
| 12. Batavia Street at Chapman Avenue | AM | D | 0.494 | A | 0.506 | A | 0.549 | A | 0.043 | No | 0.531 | A |
| | PM | | 0.610 | B | 0.630 | B | 0.637 | B | 0.007 | No | 0.633 | B |

Notes:

- **BOLD ICU/LOS** and **HCM/LOS** values indicate unacceptable service level
- s/v = seconds per vehicle
- [a] = The improvements consist of peak period turn restrictions at the project driveway as described in Section 11.4, which results in re-routed traffic volumes at intersections #6, #7, #8, #9, #10 and #12.

## TABLE 8-2

## YEAR 2027 ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

| Key Roadway Segment | Min. Acc. LOS | (1) No. of Existing Lanes | (2) Arterial Classification | (3) Existing Capacity at LOS "E" | (4) Year 2027 Cumulative Traffic Conditions | | | (5) Year 2027 Cumulative Plus Project Traffic Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Daily Volume | V/C Ratio | LOS | Daily Volume | V/C Ratio | LOS | Inc. | Adverse (Yes/No) |
| A. Chapman Avenue between SR-57 NB Ramps and Flower Street | C | 6D | Major | 56,300 | 36,368 | 0.646 | B | 36,863 | 0.655 | B | 0.009 | No |
| B. Chapman Avenue between Flower Street and Eckhoff Street | C | 6D | Major | 56,300 | 32,964 | 0.586 | A | 33,507 | 0.595 | A | 0.009 | No |
| C. Chapman Avenue between Eckhoff Street and Feldner Road | C | 6D | Major | 56,300 | 30,235 | 0.537 | A | 31,162 | 0.553 | A | 0.016 | No |
| D. Chapman Avenue between Feldner Road and Main Street | C | 6D | Major | 56,300 | 28,584 | 0.508 | A | 29,431 | 0.523 | A | 0.015 | No |
| E. Chapman Avenue between Main Street and Batavia Street | C | 4D | Primary | 37,500 | 19,556 | 0.521 | A | 19,956 | 0.532 | A | 0.011 | No |

# 9.0 GENERAL PLAN BUILDOUT PLUS PROJECT ANALYSIS

The following summarizes the "General Plan Buildout Plus Project" level of service results for the twelve (12) key study intersections and five (5) key roadway segments. The level of service results for the one (1) project driveway is presented in *Section 11.0* of this report.

## 9.1 Intersections

***Table 9-1*** summarizes the peak hour level of service results at the twelve (12) key study intersections for General Plan Buildout traffic conditions. The first column (1) of ICU/LOS and HCM/LOS values in *Table 9-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-4*). The second column (2) lists General Plan Buildout traffic conditions. The third column (3) presents General Plan Buildout traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU and/or Delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria defined in this report. The fifth column (5) indicates the anticipated level of service with recommended improvements.

### *9.1.1 General Plan Buildout Traffic Conditions*

Review of column (2) of *Table 9-1* indicates that one (1) of the twelve (12) key study intersections is forecast to operate at an adverse LOS under General Buildout traffic conditions when compared to the LOS standards defined in this report. The remaining eleven (11) key study intersections are forecast to operate at acceptable LOS D or better during the AM and PM peak hours. The location forecast to operate at an adverse LOS is as follows:

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| Key Intersection | HCM | LOS | HCM | LOS |
| 9. Main Street at Maple Avenue | 92.4 s/v | F | 486.3 s/v | F |

### *9.1.2 General Plan Buildout Plus Project Traffic Conditions*

Review of columns (3) and (4) of *Table 9-1* indicates that one (1) of the twelve (12) key study intersections will continue to operate at an operational deficiency with the addition of project traffic, when compared to the LOS criteria specified in this report. The remaining eleven (11) key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic to General Plan Buildout traffic conditions. The location forecast to operate at an adverse LOS is as follows:

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| Key Intersection | HCM | LOS | HCM | LOS |
| 9. Main Street at Maple Avenue | 301.7 s/v | F | 502.5 s/v | F |

However, as shown in column (5) of *Table 9-1*, the implementation of recommended improvements at the deficient location improves this intersection to acceptable service levels.

Although operational deficiencies are not forecasted in General Plan Buildout traffic conditions with the project at the key study intersections of Flower Street at Chapman Avenue, Eckhoff Street at Chapman Avenue, Feldner Road at Chapman Avenue, Main Street at Maple Avenue, Main Street at Chapman Avenue, and Batavia Street at Chapman Avenue (i.e. key study intersections #6, #7, #8, #9, #10 and #12), LOS values are shown in column (5) of *Table 9-1* for these key study intersections due to the recommended improvements for the Project Driveway at Chapman Avenue. The recommended improvements, which are discussed further in Section 11.4, will consist of modifying the egress to southbound right-turns out only during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM). With these peak period restrictions, vehicles wanting to travel eastbound on Chapman Avenue from the project site will be required to alter their travel patterns. As such, column (5) of *Table 9-1* also shows the respective level of service results for key study intersections #6, #7, #8, #9, #10 and #12 with the additional re-routed traffic.

***Figures 9-1*** and ***9-2*** present the General Plan Buildout Plus Project with improvements (rerouted volumes) AM and PM peak hour traffic volumes at the six (6) affected key study intersections (i.e. key study intersections #6, #7, #8, #9, #10 and #12) as well as the Project driveway, respectively. It should be noted that *Figure 9-1* also includes an adjustment to the project traffic volumes to account for the proposed staggered start times during the AM peak hour. Based on the staggered start times, only 592 students out of the 864 students would arrive to the project site during the same hour (i.e. AM peak hour).

*Appendix C* also presents the General Plan Buildout ICU/LOS and HCM/LOS calculations for the twelve (12) key study intersections for the AM peak hour and PM peak hour. *Appendix C* also presents the traffic signal warrant analysis worksheets for the intersection of Main Street at Maple Avenue.

## 9.2 Roadway Segments

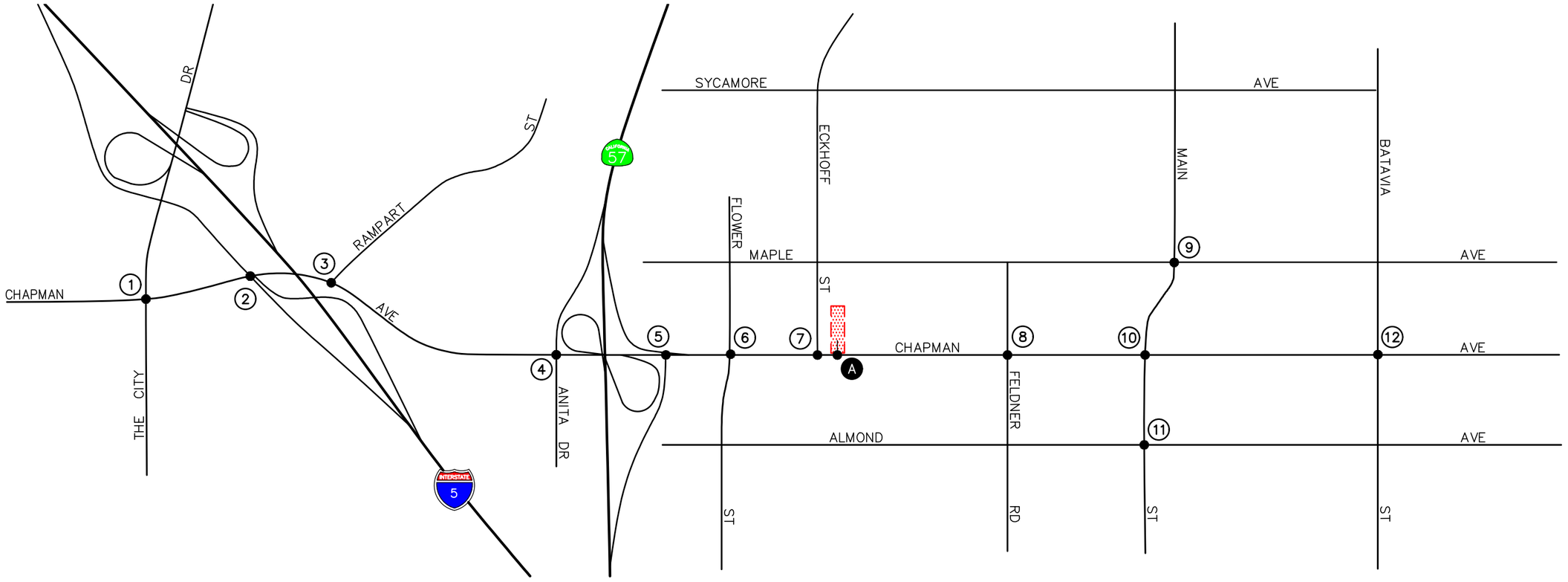
***Table 9-2*** summarizes the roadway segment level of service results at the five (5) key roadway segments for General Plan Buildout traffic conditions. The first column (1) shows the number of lanes, the second column (2) shows the arterial classification and the third column (3) shows the LOS "E" capacity. The fourth column (4) presents a summary of General Plan Buildout daily traffic conditions. The fifth column (5) lists General Plan Buildout daily traffic conditions with the addition of Project traffic. Column (5) also shows the increase in V/C ratio value due to the added daily project trips and indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria defined in this report.

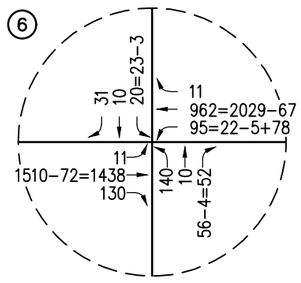
### *9.2.1 General Plan Buildout Traffic Conditions*

An analysis of projected General Plan Buildout without project traffic conditions indicates that the five (5) key roadway segments are forecast to continue to operate at acceptable levels of service on a daily basis.

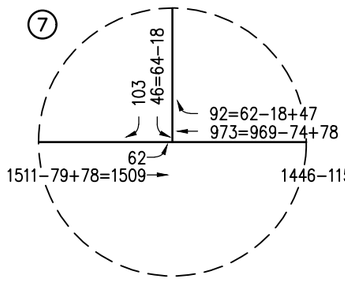
### *9.2.2 General Plan Buildout Plus Project Traffic Conditions*

Review of column (5) of *Table 9-2* indicates that traffic associated with the proposed Project ***will not*** cause an operational deficiency at any of the five (5) key roadway segments when compared to the LOS standards defined in this report. The five (5) key roadway segments are forecast to continue to operate at acceptable service levels on a daily basis with the addition of project generated traffic in the General Plan Buildout traffic condition.

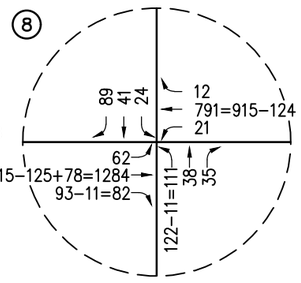


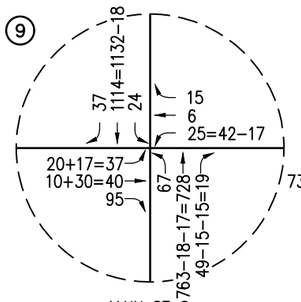

FLOWER ST @
CHAPMAN AVE



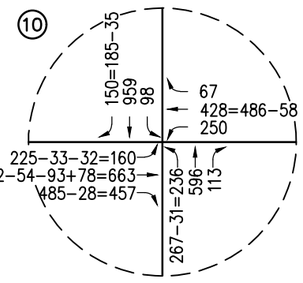

ECKHOFF ST @
CHAPMAN AVE



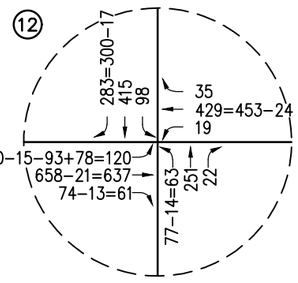

FELDNER RD @
CHAPMAN AVE



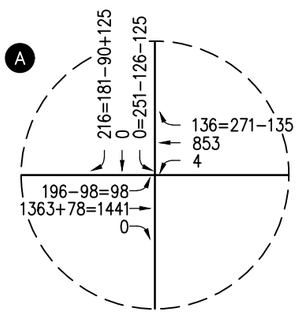

MAIN ST @
MAPLE AVE




MAIN ST @
CHAPMAN AVE




BATAVIA ST @
CHAPMAN AVE




PROJECT DWY @
CHAPMAN AVE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

LLG

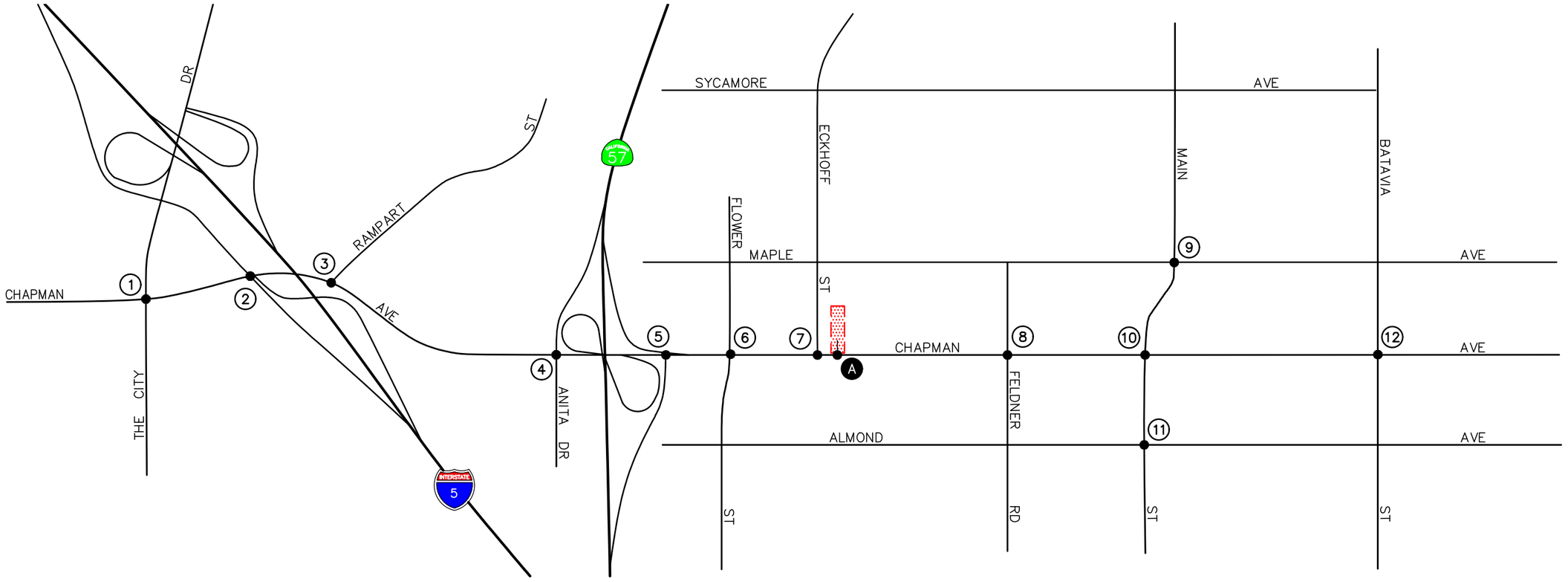
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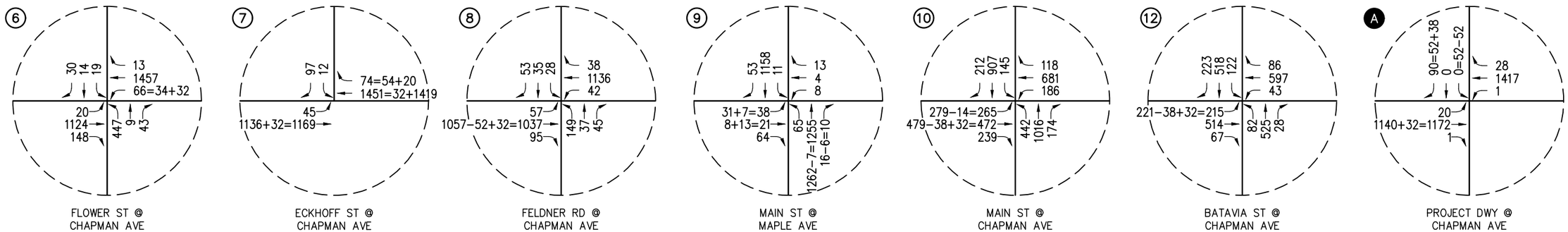
# FIGURE 9-1

## GENERAL PLAN BUILDOUT PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES – WITH IMPROVEMENTS (REROUTED VOLUMES)

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

n:\4900\2254991 – crla chapman school site, orange\dwg\4991 f8-3.dwg LDP 14:18:16 05-13-2026 saavedra




n:\4900\2254991 - crla chapman school site, orange\dwg\4991 f9-2.dwg LDP 14:34:05 05-13-2026 saavedra

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

▭ = PROJECT SITE

# FIGURE 9-2

GENERAL PLAN BUILDOUT PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES – WITH IMPROVEMENTS (REROUTED VOLUMES)

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

## TABLE 9-1

## GENERAL PLAN BUILDOUT PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

| Key Intersections | Time Period | Minimum Acceptable LOS | (1) Existing Traffic Conditions | | (2) General Plan Buildout Traffic Conditions | | (3) General Plan Buildout Plus Project Traffic Conditions | | (4) Operational Deficiency | | (5) General Plan Buildout Plus Project With Improvements [a] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ICU/HCM | LOS | ICU/HCM | LOS | ICU/HCM | LOS | Increase | Yes/No | ICU/HCM | LOS |
| 1. The City Drive at Chapman Avenue | AM | D | 0.634 | B | 0.685 | B | 0.692 | B | 0.007 | No | -- | -- |
| | PM | | 0.669 | B | 0.754 | C | 0.755 | C | 0.001 | No | -- | -- |
| 2. I-5 SB Ramps at Chapman Avenue | AM | D | 0.555 | A | 0.627 | B | 0.635 | B | 0.008 | No | -- | -- |
| | PM | | 0.578 | A | 0.623 | B | 0.624 | B | 0.001 | No | -- | -- |
| 3. Rampart Street at Chapman Avenue | AM | D | 0.384 | A | 0.574 | A | 0.585 | A | 0.011 | No | -- | -- |
| | PM | | 0.572 | A | 0.778 | C | 0.780 | C | 0.002 | No | -- | -- |
| 4. Anita Drive/SR-57 SB Ramps at Chapman Avenue | AM | D | 0.600 | B | 0.692 | B | 0.708 | C | 0.016 | No | -- | -- |
| | PM | | 0.639 | B | 0.745 | C | 0.749 | C | 0.004 | No | -- | -- |
| 5. SR-57 NB Ramps at Chapman Avenue | AM | D | 0.509 | A | 0.562 | A | 0.614 | B | 0.052 | No | -- | -- |
| | PM | | 0.510 | A | 0.581 | A | 0.587 | A | 0.006 | No | -- | -- |
| 6. Flower Street at Chapman Avenue | AM | D | 0.405 | A | 0.457 | A | 0.491 | A | 0.034 | No | 0.520 | A |
| | PM | | 0.455 | A | 0.633 | B | 0.639 | B | 0.006 | No | 0.639 | B |
| 7. Eckhoff Street at Chapman Avenue | AM | D | 19.7 s/v | C | 17.6 s/v | C | 30.3 s/v | D | 12.7 s/v | No | 26.2 s/v | D |
| | PM | | 25.3 s/v | D | 24.7 s/v | C | 27.9 s/v | D | 3.2 s/v | No | 29.6 s/v | D |
| 8. Feldner Road at Chapman Avenue | AM | D | 0.391 | A | 0.450 | A | 0.512 | A | 0.062 | No | 0.472 | A |
| | PM | | 0.412 | A | 0.447 | A | 0.453 | A | 0.006 | No | 0.453 | A |

Notes:

- **BOLD ICU/LOS** and **HCM/LOS** values indicate unacceptable service level
- s/v = seconds per vehicle
- [a] = The improvements consist of peak period turn restrictions at the project driveway as described in Section 11.4, which results in re-routed traffic volumes at intersections #6, #7, #8, #9, #10 and #12.

## TABLE 9-1 (CONTINUED)

## GENERAL PLAN BUILDOUT PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

| Key | Intersections | Time Period | Minimum Acceptable LOS | (1) Existing Traffic Conditions | | (2) General Plan Buildout Traffic Conditions | | (3) General Plan Buildout Plus Project Traffic Conditions | | (4) Operational Deficiency | | (5) General Plan Buildout Plus Project With Improvements [a] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ICU/HCM | LOS | ICU/HCM | LOS | ICU/HCM | LOS | Increase | Yes/No | ICU/HCM | LOS |
| 9. | Main Street at | AM | D | **119.9 s/v** | **F** | **92.4 s/v** | **F** | **301.7 s/v** | **F** | **209.3 s/v** | **Yes** | 0.544 | A |
| | Maple Avenue | PM | | **261.4 s/v** | **F** | **486.3 s/v** | **F** | **502.5 s/v** | **F** | **16.2 s/v** | **Yes** | 0.521 | A |
| 10. | Main Street at | AM | D | 0.687 | B | 0.731 | C | 0.773 | C | 0.042 | No | 0.748 | C |
| | Chapman Avenue | PM | | 0.683 | B | 0.798 | C | 0.811 | D | 0.013 | No | 0.803 | D |
| 11. | Main Street at | AM | D | 0.527 | A | 0.539 | A | 0.544 | A | 0.005 | No | -- | -- |
| | Almond Avenue | PM | | 0.495 | A | 0.508 | A | 0.513 | A | 0.005 | No | -- | -- |
| 12. | Batavia Street at | AM | D | 0.494 | A | 0.529 | A | 0.571 | A | 0.042 | No | 0.548 | A |
| | Chapman Avenue | PM | | 0.610 | B | 0.727 | C | 0.734 | C | 0.007 | No | 0.730 | C |

Notes:

- **BOLD ICU/LOS** and **HCM/LOS** values indicate unacceptable service level
- s/v = seconds per vehicle
- [a] = The improvements consist of peak period turn restrictions at the project driveway as described in Section 11.4, which results in re-routed traffic volumes at intersections #6, #7, #8, #9, #10 and #12.

## TABLE 9-2

## GENERAL PLAN BUILDOUT ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

| Key Roadway Segment | Min. Acc. LOS | (1) No. of Existing Lanes | (2) Arterial Classification | (3) Existing Capacity at LOS "E" | (4) General Plan Buildout Traffic Conditions | | | (5) General Plan Buildout Plus Project Traffic Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Daily Volume | V/C Ratio | LOS | Daily Volume | V/C Ratio | LOS | Inc. | Adverse (Yes/No) |
| A. Chapman Avenue between SR-57 NB Ramps and Flower Street | C | 6D | Major | 56,300 | 40,533 | 0.720 | C | 41,028 | 0.729 | C | 0.009 | No |
| B. Chapman Avenue between Flower Street and Eckhoff Street | C | 6D | Major | 56,300 | 36,160 | 0.642 | B | 36,703 | 0.652 | B | 0.010 | No |
| C. Chapman Avenue between Eckhoff Street and Feldner Road | C | 6D | Major | 56,300 | 33,604 | 0.597 | A | 34,531 | 0.613 | B | 0.016 | No |
| D. Chapman Avenue between Feldner Road and Main Street | C | 6D | Major | 56,300 | 30,541 | 0.542 | A | 31,388 | 0.558 | A | 0.016 | No |
| E. Chapman Avenue between Main Street and Batavia Street | C | 4D | Primary | 37,500 | 19,556 | 0.521 | A | 19,956 | 0.532 | A | 0.011 | No |

# 10.0 STATE OF CALIFORNIA (CALTRANS) METHODOLOGY

## 10.1 Vehicle Miles Traveled Analysis

The Department of Transportation (Caltrans) has also formally adopted VMT as the metric for reviewing the transportation impacts of a land use development project. Caltrans has released the Vehicle Miles Traveled-Focused *Transportation Impact Study Guide (TISG)*, dated May 20, 2020, and the *Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance*, dated February 2024, in order to provide guidance on Caltrans' review of land use projects.

Caltrans' TISG references the *Technical Advisory on Evaluating Transportation Impacts In California Environmental Quality Act* (CEQA), dated December 2018, prepared by the State of California Governor's Office of Land Use and Climate Innovation (LCI) as the basis for its guidance on VMT assessment. The City of Orange recently adopted new traffic impact criteria in July 2025 to be consistent with the CEQA revisions and LCI recommendations. These new guidelines are contained within the *City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment,* dated July 2025 and provide screening criteria and methodology for VMT analysis. Since the City's guidelines are generally consistent with OPR guidelines, no separate VMT analysis has been prepared for Caltrans' review of the proposed project. The VMT analysis for this project is contained within a separate document (i.e. refer to the *Vehicle Miles Traveled Analysis for California Republic Leadership Academy (CRLA), dated March 18, 2026)*.

## 10.2 Off-Ramp Vehicle Queuing Analysis

The *Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance*, dated February 2024, aims to provide recommendations that encourage land use decisions to closely align with state transportation planning priorities, goals, policies, and plans for all land uses, so that these decisions do not impact the safety of the State Highway System (SHS). The following six challenge areas were identified as high priorities in California as they represent the greatest opportunity to reduce fatalities and severe injuries:

- Lane Departures
- Impaired Driving
- Speed Management
- Pedestrians
- Bicyclists
- Intersection

The Caltrans district traffic safety reviewer should consider these safety challenge areas when conducting a safety review.

Given that the proposed Project does not take direct access from a State facility, the Project has not been reviewed for factors pertaining to site access or local roadways. However, the proposed project is expected to generate new project trips at the I-5 and SR-57 Freeway ramps along Chapman Avenue (i.e. key study intersections #2, #4 and #5). Therefore, an analysis of the Project's effect on

off-ramp queuing was prepared in order to determine if the project would cause, or contribute towards, slowing or stopped traffic on mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.

If the Project adds two or more car lengths to the ramp queue that will extend into the freeway mainline, then the location must be reviewed for traffic safety impacts. This review must evaluate speed differential between the off-ramp queue and the mainline of the freeway during the same period. Traffic safety mitigation shall not be requested under conditions where queuing already exists on a freeway exit ramp.

If the speed differential between the mainline lane speeds and the ramp traffic is less than 30 miles per hour (mph), the project would be considered to cause a less-than-significant safety impact and no traffic safety impact mitigation shall be requested.

If the speed differential is 30 mph or more, then there is a potential safety impact. To offset these potential conditions, the traffic safety review should consider requesting the following preferred traffic safety impact mitigation strategies:

- Transportation demand management program(s) to reduce the project's trip generation, which may include increased transit access, commute trip reductions such as rideshare programs, shared mobility facilities (bicycle or vehicular), increased bicycle and pedestrian infrastructure;
- Investments to existing active transportation infrastructure, or transit system amenities (or expansion) to reduce the project's trip generation; and/or
- Potential change(s) to the ramp terminal operations including, but not limited to lane reassignment, traffic signalization, signal phasing or timing modifications, turn lane extensions to accommodate the additional project traffic.

As described in *Section 3.0* above, the off-ramp queuing calculations were prepared utilizing the HCM 7 operational methodology for signalized intersections. A *Vistro* network was created based on existing conditions field reviews at the three (3) ramp intersections. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal phasing, etc., were coded to complete the existing network. Consistent with prior studies conducted in the area, the traffic signal timing cycle lengths were optimized between 90 seconds and 120 seconds for all future traffic analysis scenarios. The corresponding weekday AM peak hour and PM peak hour HCM 7 worksheets for purposes of determining the 95$^{th}$ percentile vehicle queues are contained in ***Appendix D.***

The queuing analysis was prepared for Existing, Year 2027 Plus Project, and General Plan Buildout Plus Project traffic conditions. All of the freeway off-ramp intersection approaches were reviewed in terms of expected maximum vehicle queues (i.e. 95$^{th}$ percentile queues) which represent the maximum back of vehicle queues with 95$^{th}$ percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared to the total ramp storage lengths (i.e. the available storage

length as measured from the applicable off-ramp/frontage road lane striping to the respective off-ramp approach limit lines/merge points).

### *10.2.1 Year 2027 Cumulative Plus Project Traffic Conditions*

As shown in ***Table 10-1***, adequate storage is provided to accommodate the forecast 95$^{th}$ percentile queues under Year 2027 and Year 2027 Cumulative Plus Project traffic conditions at the three (3) off-ramp locations. The proposed Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-5 and SR-57 Freeway mainline travel lanes for Year 2027 and Year 2027 Plus Project traffic conditions. Therefore, the proposed Project is not anticipated to negatively influence safety on the State Highway System.

### *10.2.2 General Plan Buildout Traffic Conditions*

As shown in ***Table 10-2***, adequate storage is provided to accommodate the forecast 95$^{th}$ percentile queues under General Plan Buildout and General Plan Buildout Plus Project traffic conditions at the three (3) off-ramp locations. The proposed Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-5 and SR-57 Freeway mainline travel lanes for General Plan Buildout and General Plan Buildout Plus Project traffic conditions. Therefore, the proposed Project is not anticipated to negatively influence safety on the State Highway System.

## TABLE 10-1

## YEAR 2027 PLUS PROJECT PEAK HOUR FREEWAY OFF-RAMP QUEUING ANALYSIS[10]

| Key Ramp Intersection | Estimated Storage Provided (feet) | Year 2027 Cumulative Traffic Conditions | | | | Year 2027 Cumulative Plus Project Traffic Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Max. Queue (feet) | Adequate Storage (Yes / No) | Max Queue (feet) | Adequate Storage (Yes / No) | Max. Queue (feet) | Adequate Storage (Yes / No) | Max. Queue (feet) | Adequate Storage (Yes / No) |
| 2. I-5 SB Ramps at Chapman Avenue | | | | | | | | | |
| *Northbound Left Turn* | 1,140'[11] | 217' | Yes | 322' | Yes | 217' | Yes | 322' | Yes |
| *Northbound Right Turn* | 300' | 99' | Yes | 98' | Yes | 99' | Yes | 98' | Yes |
| 4. Anita Drive/SR-57 SB Ramps at Chapman Avenue | | | | | | | | | |
| *Southbound Through/Left Turn* | 1,065' | 178' | Yes | 94' | Yes | 208' | Yes | 97' | Yes |
| *Southbound Right Turn* | 535' | 268' | Yes | 267' | Yes | 267' | Yes | 267' | Yes |
| 5. SR-57 NB Ramps at Chapman Avenue | | | | | | | | | |
| *Northbound Left Turn* | 795' | 25' | Yes | 32' | Yes | 25' | Yes | 32' | Yes |
| *Northbound Right Turn* | 1,275' | 203' | Yes | 237' | Yes | 230' | Yes | 239' | Yes |

[10] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

[11] The northbound left-turn consists of dual lanes. The first lane consists of approximately 815 feet of storage, and the second lane consists of approximately 1,465 feet of storage. The storage reported is the average of both lanes.

## TABLE 10-2

## GENERAL PLAN BUILDOUT PLUS PROJECT PEAK HOUR FREEWAY OFF-RAMP QUEUING ANALYSIS[12]

| Key Ramp Intersection | Estimated Storage Provided (feet) | General Plan Buildout Traffic Conditions | | | | General Plan Buildout Plus Project Traffic Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | Max. Queue (feet) | Adequate Storage (Yes / No) | Max Queue (feet) | Adequate Storage (Yes / No) | Max. Queue (feet) | Adequate Storage (Yes / No) | Max. Queue (feet) | Adequate Storage (Yes / No) |
| 2. I-5 SB Ramps at Chapman Avenue | | | | | | | | | |
| *Northbound Left Turn* | 1,140'[13] | 209' | Yes | 308' | Yes | 209' | Yes | 308' | Yes |
| *Northbound Right Turn* | 300' | 119' | Yes | 146' | Yes | 119' | Yes | 146' | Yes |
| 4. Anita Drive/SR-57 SB Ramps at Chapman Avenue | | | | | | | | | |
| *Southbound Through/Left Turn* | 1,065' | 164' | Yes | 109' | Yes | 205' | Yes | 120' | Yes |
| *Southbound Right Turn* | 535' | 282' | Yes | 267' | Yes | 296' | Yes | 280' | Yes |
| 5. SR-57 NB Ramps at Chapman Avenue | | | | | | | | | |
| *Northbound Left Turn* | 795' | 25' | Yes | 30' | Yes | 25' | Yes | 30' | Yes |
| *Northbound Right Turn* | 1,275' | 196' | Yes | 229' | Yes | 221' | Yes | 231' | Yes |

[12] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

[13] The northbound left-turn consists of dual lanes. The first lane consists of approximately 815 feet of storage, and the second lane consists of approximately 1,465 feet of storage. The storage reported is the average of both lanes.

# 11.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

## 11.1 Site Access Evaluation

As shown previously in *Figure 2-2*, access to the proposed Project is currently provided and will continue to be provided via one full access driveway located along W. Chapman Avenue.

## 11.2 Year 2027 Cumulative Plus Project Traffic Conditions

***Table 11-1*** summarizes the intersection operations at the one (1) existing project driveway for Year 2027 plus Project traffic conditions. The operations analysis for the project driveway is based on the *Highway Capacity Manual 7th Edition* (HCM 7) unsignalized methodology. Review of columns (1) and (2) of *Table 11-1* shows that the Project Driveway at Chapman Avenue is forecast to operate in the Year 2027 Plus Project at an unacceptable LOS F during the AM and PM peak hours, resulting in an operational deficiency.

However, as shown in column (3) of *Table 11-1*, with recommended improvements, the Project Driveway at Chapman Avenue is forecast to operate at acceptable LOS D or better during the AM and PM peak hours. As such, project access will be adequate.

## 11.3 General Plan Buildout Plus Project Traffic Conditions

***Table 11-2*** summarizes the intersection operations at the one (1) existing project driveway for General Plan Buildout Plus Project traffic conditions. Review of columns (1) and (2) of *Table 11-2* shows that the Project Driveway at Chapman Avenue is forecast to operate in the General Plan Buildout Plus Project at an unacceptable LOS F during the AM and PM peak hours, resulting in an operational deficiency.

However, as shown in column 3 of *Table 11-2*, with recommended improvements, the Project Driveway at Chapman Avenue is forecast to operate at acceptable LOS C during the AM and PM peak hours. As such, project access will be adequate.

***Appendix E*** presents the level of service calculation worksheets for the one (1) existing project driveway under Year 2027 Cumulative Plus Project traffic conditions and General Plan Buildout Plus Project traffic conditions. *Appendix E* also contains the peak hour traffic signal warrant worksheets for Project Driveway at Chapman Avenue.

## 11.4 Recommended Improvements

The following improvements are recommended to offset the proposed Project's operational deficiency at the intersection of Project Driveway at Chapman Avenue.

- **Project Driveway at Chapman Avenue**: Utilizing appropriate signage, to be confirmed by City of Orange staff, restrict the egress to southbound right-turns out only during the weekday AM peak period (7:00 AM – 9:00 AM) and weekday PM peak period (4:00 PM – 6:00 PM). With this restriction, vehicles wanting to travel eastbound on Chapman Avenue will be required to make a southbound right-turn at the intersection of Project Driveway at Chapman Avenue and

either a westbound right-turn movement at the intersection of Eckhoff Street at Chapman Avenue or a westbound U-turn movement at the intersection of Flower Street at Chapman Avenue to continue back to their intended destination east of the project site. It should be noted that the school will also provide pick-up and drop-off procedures to parents indicating this peak hour turning restriction and it will be monitored by school staff.

It should be noted that in addition to the peak period turning restrictions, the level of service results shown in column (3) of *Tables 11-1* and *11-2,* also include an adjustment to the project traffic volumes to account for the proposed staggered start times during the AM peak hour. Based on the staggered start times, only 592 students out of the 864 students would arrive to the project site during the same hour (i.e. AM peak hour), and the LOS results shown in column (3) of the tables reflect that number of students. It should be further noted that no trip adjustments for staggered start times were made to the primary intersection level of service analysis results shown in *Tables 8-1* and *9-1*, thus resulting in a conservative analysis at the twelve (12) key study intersections.

## 11.5 School Drop-Off and Pick-Up Evaluation

As requested by City of Orange staff, an evaluation of the school drop-off and pick-up area was conducted to ensure that vehicles will not queue back onto Chapman Avenue. The evaluation is based on the best practice standards for on-site queuing related to school drop-off/pick-up activities published in *Strategies for the Greening of Student Pick-Ups at School Dismissal White Paper,* Dustin Qualls, PE, PTOE ("White Paper"), which states that 6% of the effective student enrollment is a reasonable factor for estimating the "maximum queue" of vehicles on site. Given that the data included in the White Paper included some districts that provide school bus service for up to 50% of the student population, the recommended 6% factor was increased by 50% to account for the proposed Project not providing school bus service, thus conservatively resulting in a 9% design factor to estimate the "maximum queue" of vehicles on site.

As stated previously in Section 2.0 of this report, the proposed school will have a maximum enrollment of 864 students and will have staggered start and end times. The proposed Project will have three primary morning start times (i.e. 8:00 AM, 8:30 AM and 9:00 AM) and three primary afternoon end times (i.e. 2:30 PM, 3:00 PM and 3:30 PM). The staggered start times will result in at most 592 students (i.e. the 8:30 and 9:00 start times) out of the 864 students arriving during the same hour. Application of the 9% factor to the 592 students results in a "maximum queue" of 54 vehicles. As presented previously in *Figure 2-2,* the proposed Project can accommodate a maximum queue of approximately 58 vehicles on-site. Therefore, we conclude that the on-site storage for the drop-off/pick-up area is adequate and vehicles are not anticipated to queue back onto Chapman Avenue.

## TABLE 11-1
## YEAR 2027 PLUS PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY

| Project Driveway | Time Period | Intersection Control | (1) Year 2027 Plus Project Traffic Conditions | | (2) Operational Deficiency | (3) Year 2027 Plus Project With Improvements [a] | |
|---|---|---|---|---|---|---|---|
| | | | HCM | LOS | Yes/No | HCM | LOS |
| A. Project Driveway at Chapman Avenue | AM | One–Way Stop | **1,227.2 s/v** | **F** | **Yes** | 33.3 s/v | D |
| | PM | | **89.4 s/v** | **F** | **Yes** | 21.8 s/v | C |

Notes:

s/v = seconds per vehicle

[a] = The improvements consist of peak period turn restrictions at the project driveway as described in Section 11.4.

## TABLE 11-2
## GENERAL PLAN BUILDOUT PLUS PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY

| Project Driveway | Time Period | Intersection Control | (2) General Plan Buildout Plus Project Traffic Conditions | | (3) Operational Deficiency | (4) General Plan Buildout Plus Project With Improvements [a] | |
|---|---|---|---|---|---|---|---|
| | | | HCM | LOS | Yes/No | HCM | LOS |
| A. Project Driveway at Chapman Avenue | AM | One–Way Stop | **1,062.4 s/v** | **F** | **Yes** | 20.5 s/v | C |
| | PM | | **76.0 s/v** | **F** | **Yes** | 20.8 s/v | C |

Notes:

s/v = seconds per vehicle

[a] = The improvements consist of peak period turn restrictions at the project driveway as described in Section 11.4.

## 11.6 Internal Circulation Evaluation

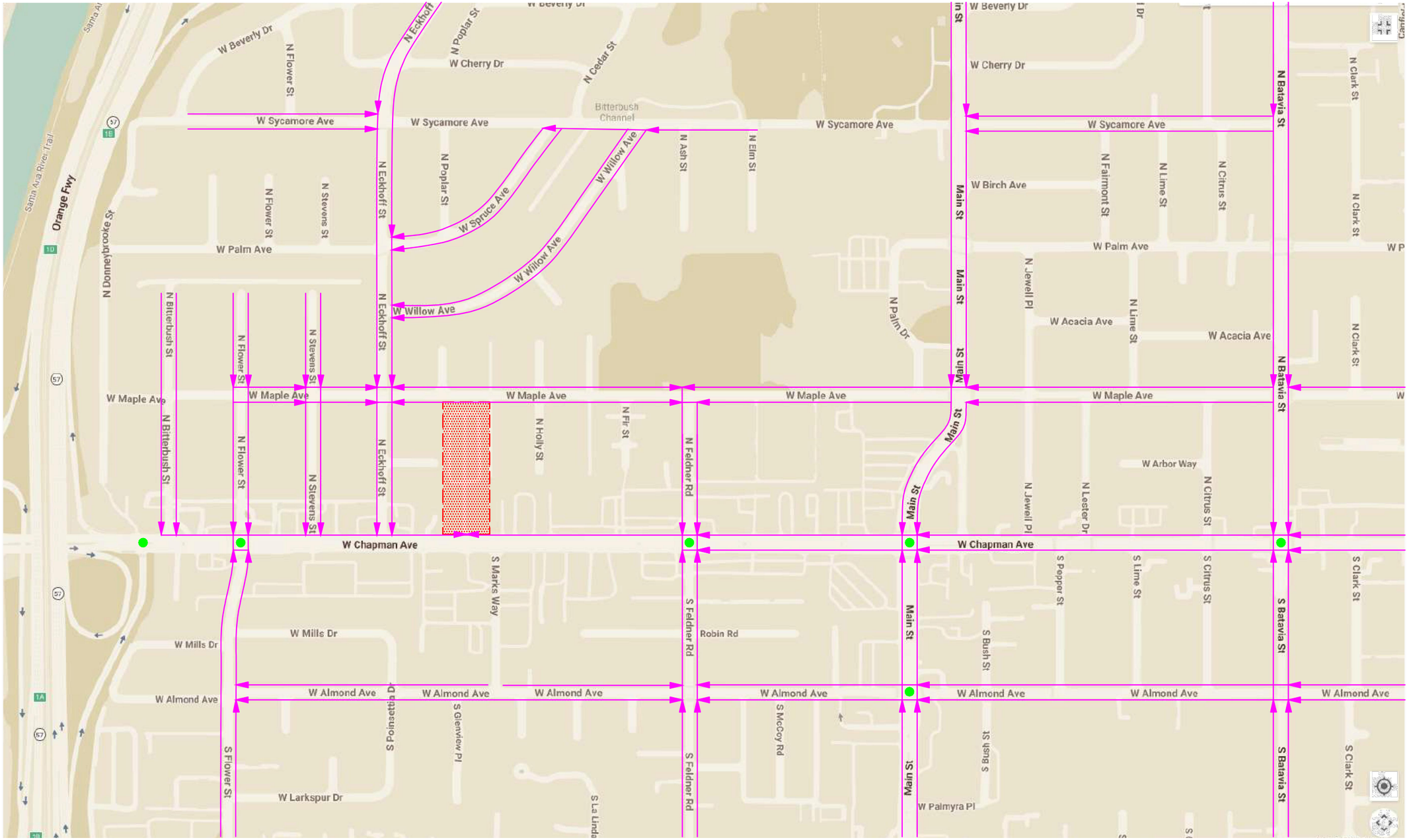
The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks.

## 11.7 Recommended Safe Route To School Evaluation

***Figure 11-1*** presents the recommended safe route to school path of travel for students walking and/or biking to/from the school. This figure illustrates the recommended path of travel and the locations of the signalized intersections. It should be noted that all non-signalized crossings shown on the figure occur at locations that are controlled by a stop sign.

Review of *Figure 11-1* indicates that it is recommended that students located north of the school site make their way to the project site by heading south to Chapman Avenue via Maple Avenue to Eckhoff Street, Feldner Road, Main Street, or Batavia Street. Further review of *Figure 11-1* indicates that it is recommended that students located west and east of the school site make their way to the project site via Chapman Avenue. Lastly, as shown in *Figure 11-1,* it is recommended that students located south of the school site make their way to the project site by heading north to Chapman Avenue via Almond Avenue to Flower Street, Feldner Road, Main Street or Batavia Street. It is then recommended that these students cross the street within the crosswalks at either the signalized intersection of Flower Street/Chapman Avenue or the signalized intersection of Feldner Road/Chapman Avenue and travel along the north side of Chapman Avenue to the project site.

Based on the recommended safe route to school paths of travel, all crossings in the vicinity were evaluated and no locations were identified for additional traffic control. The existing pedestrian facilities in the area are generally adequate for students in the vicinity to walk to school. Furthermore, the north leg of the side-street stop-controlled intersection of Eckhoff Street at Chapman Avenue could be considered for yellow crosswalk striping.




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LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

= PEDESTRIAN PATH OF TRAVEL

= SIGNALIZED INTERSECTION

= PROJECT SITE

NOTE: ALL OTHER CROSSINGS SHOWN ARE CONTROLLED BY A STOP SIGN

# FIGURE 11-1

## EXISTING SITE AERIAL

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

# 12.0 PARKING ANALYSIS

## 12.1 City Parking Code

The parking analysis for the proposed Project was conducted by utilizing the parking ratios defined in the *City of Orange Municipal Code; Section 17.34.060; Table 17.34.060(B),* and comparing it to the proposed parking supply. The following parking ratio was used to determine the required parking.

- ***Kindergarten – 8th Grade:*** *1.8 spaces per classroom, plus adequate loading/unloading zone.*

***Table 12-1*** presents the City-code parking requirements for the proposed Project. As shown, application of the above-referenced parking code ratio to the development totals (i.e. 45 classrooms) results in a City-code parking requirement of 81 spaces. With a proposed on-site parking supply of 100 spaces, the City's parking requirements are satisfied and there will be a surplus of 19 spaces. Given these results, we conclude that there will be adequate parking on site to accommodate the proposed Project.

## 12.2 Special Event Parking

Based on information provided by the applicant, special event parking may be handled in two ways depending on the type of event. The applicant has an agreement with St. John Maron Maronite Catholic Church (located at 300 S Flower Street, Orange, CA 92868) to use the church parking lot for special events. Families who utilize this off-site parking will either walk or take a shuttle from the church parking lot to the Project site. Alternatively, the proposed special event can be broken into multiple days. For example, Back to School Night would have two to four grade levels per night so that the school parking lot can accommodate all visitors.

**TABLE 12-1**

**CITY CODE PARKING REQUIREMENTS[14]**

| Project Description | Size | City of Orange Code Parking Ratio | Spaces Required |
|---|---|---|---|
| California Republic Leadership Academy | 45 classrooms | ▪ 1.8 parking spaces per classroom | 81 Spaces |
| | | **Total City Code Parking Requirement:** | **81 Spaces** |
| | | **Proposed Parking Supply:** | **100 Spaces** |
| | | **Total Parking Surplus (+) or Deficiency (-):** | **+19 Spaces** |

[14] Source: *City of Fontana Municipal Code Section 30-685.*

# 13.0 AREA-WIDE TRAFFIC IMPROVEMENTS

For those intersections and roadway segments where projected traffic volumes are expected to result in operational deficiencies, this report recommends traffic improvements that change the intersection and/or roadway segments geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection and/or roadway segment. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

## 13.1 Year 2027 Plus Project Recommended Improvements

The results of the "Year 2027 Plus Project" intersection capacity analysis presented previously in *Table 8-1* indicates that the proposed Project will cumulatively cause unacceptable operational LOS conditions at the intersection of Main Street at Maple Avenue. The following improvements are recommended for Year 2027 Plus Project traffic conditions:

- **Intersection 9. Main Street at Maple Avenue:** Install a traffic signal with two-phase operation. It should be noted that a traffic signal is warranted at this location under existing traffic conditions.

The results of the "Year 2027 Plus Project" daily roadway segment analysis presented previously in *Table 8-2* indicates that the proposed Project will not cause operational deficiencies at any of the five (5) key roadway segments. As such, no improvements are recommended under this traffic scenario.

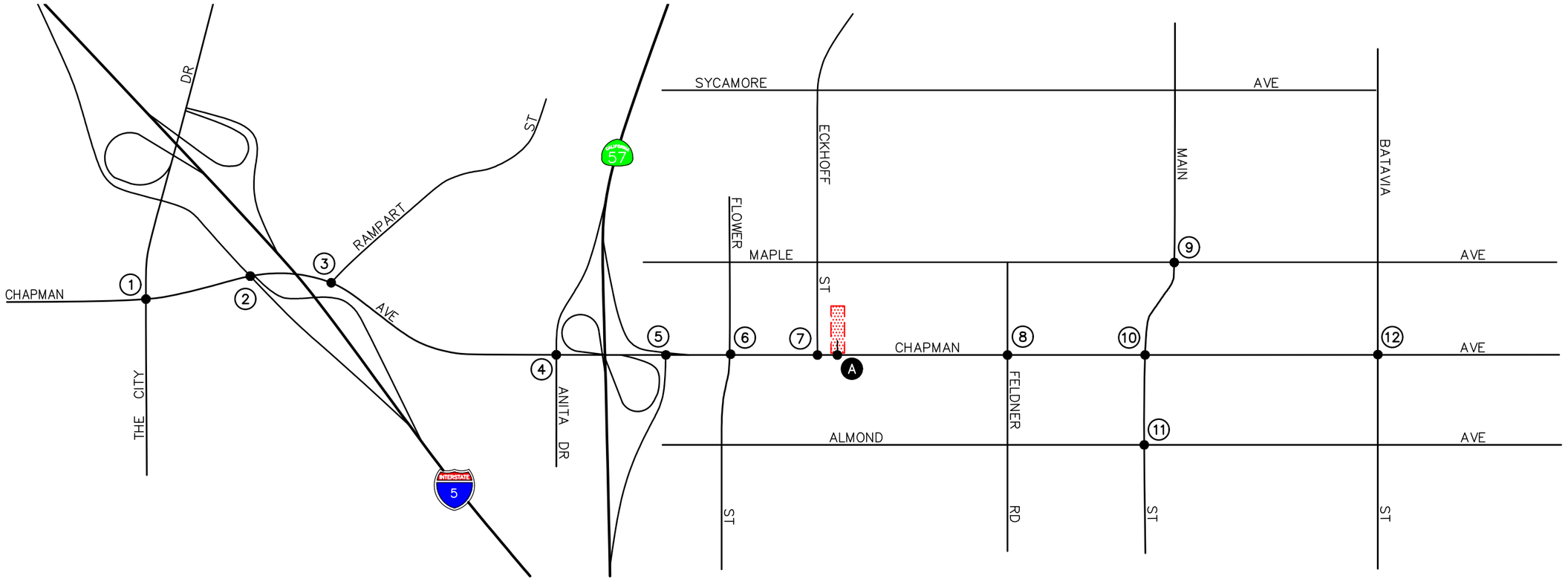
## 13.2 General Plan Buildout Plus Project Recommended Improvements

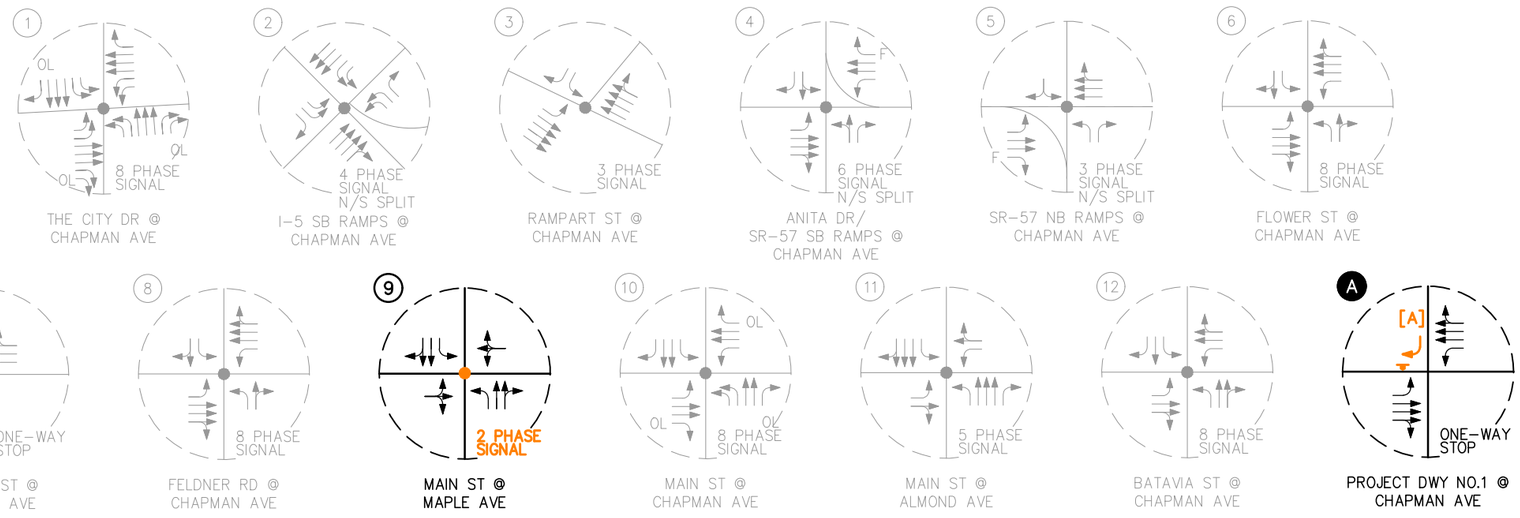
The results of the "General Plan Buildout Plus Project" intersection capacity analysis presented previously in *Table 9-1* indicates that the proposed Project will cumulatively cause unacceptable operational LOS conditions at the intersections of Main Street at Maple Avenue. The following improvements are recommended for General Plan Buildout Plus Project traffic conditions:

- **Intersection 9. Main Street at Maple Avenue:** Install a traffic signal with two-phase operation. It should be noted that a traffic signal is warranted at this location under existing traffic conditions.

The results of the "General Plan Buildout Plus Project" daily roadway segment analysis presented previously in *Table 9-2* indicates that the proposed Project will not cause operational deficiencies at any of the five (5) key roadway segments. As such, no improvements are recommended under this traffic scenario.

***Figure 13-1*** graphically illustrates the recommended improvements for the intersection of Main Street at Maple Avenue. This figure also includes the recommended improvements for the Project Driveway at Chapman Avenue, as described previously in Section 11.4.




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N NO SCALE

KEY

= RECOMMENDED IMPROVEMENT

[A] = UTILIZING APPROPRIATE SIGNAGE, RESTRICT THE EGRESS TO SOUTHBOUND RIGHT-TURN ONLY DURING THE WEEKDAY AM PEAK PERIOD (7:00AM-9:00AM) AND WEEKDAY PM PEAK PERIOD (4:00PM-6:00PM).

= PROJECT

# FIGURE 13-1

## RECOMMENDED IMPROVEMENTS

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

# 14.0 PROJECT FAIR SHARE ANALYSIS

The transportation operational deficiencies associated with the development of the proposed Project were determined based on the future conditions analysis with the proposed Project. The key study intersection forecast to operate at an adverse level of service (i.e. Main Street at Maple Avenue) are discussed previously in *Section 13.0*. As such, the proposed Project's "fair share" of the recommended improvements has been calculated for the key study location that is adversely impacted in existing and future traffic conditions.

## 14.1 Year 2027 Plus Project Traffic Conditions

***Table 14-1*** presents the AM and PM peak hours Project fair share percentages at the key study intersections that are forecast to have operational deficiencies for Year 2027 Plus Project traffic conditions. The first column (1) of *Table 14-1* presents the Project only traffic volumes. The second column (2) presents the Year 2027 plus Project traffic volumes. The third column (3) represents the Project fair share based on the following formula:

- Project Fair Share (3) = Column (1) / Column (2)*100

The Project fair share percentage (most adverse time period) for the one intersection forecast to have operational deficiencies for Year 2027 plus Project traffic conditions that requires physical improvements is shown below:

- 9. Main Street at Maple Avenue 6.43%

## 14.2 General Plan Buildout Plus Project Traffic Conditions

***Table 14-2*** presents the AM and PM peak hours Project fair share percentages at the key study intersections that are forecast to have operational deficiencies for General Plan Buildout Plus Project traffic conditions. The first column (1) of *Table 14-2* presents the Project only traffic volumes. The second column (2) presents the General Plan Buildout plus Project traffic volumes. The third column (3) represents the Project fair share based on the following formula:

- Project Fair Share (3) = Column (1)/Column (2)*100

The Project fair share percentage (most adverse time period) for the one intersection forecast to have operational deficiencies for General Plan Buildout plus Project traffic conditions that requires physical improvements is shown below:

- 9. Main Street at Maple Avenue 5.88%

## TABLE 14-1

## YEAR 2027 PLUS PROJECT TRAFFIC CONDITIONS FAIR SHARE CONTRIBUTION

| Key Intersection | | Impacted Time Period | (1) Project Only Volume | (2) Year 2027 Plus Project Volume | (3) Project Fair Share Responsibility |
|---|---|---|---|---|---|
| 9. | Main Street at Maple Avenue | AM | 135 | 2,101 | **6.43%** |
| | | PM | 20 | 2,490 | 0.80% |

Notes:

- Project Fair Share (3) = Column (1) / Column (2)
- **Bold Project Fair Share Responsibility** is based on worse case

## TABLE 14-2

### GENERAL PLAN BUILDOUT PLUS PROJECT TRAFFIC CONDITIONS FAIR SHARE CONTRIBUTION

| Key Intersection | | Impacted Time Period | (1) Project Only Volume | (2) Buildout Plus Project Volume | (3) Project Fair Share Responsibility |
|---|---|---|---|---|---|
| 9. | Main Street at Maple Avenue | AM | 135 | 2,296 | **5.88%** |
| | | PM | 20 | 2,769 | 0.72% |

Notes:

- Project Fair Share (3) = Column (1) / Column (2)
- **Bold Project Fair Share Responsibility** is based on worse case

## 15.0 MULTIMODAL CIRCULATION

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate for drivers, pedestrians, bicycles, and public transit users.

***Figure 15-1*** illustrates the multimodal transportation (vehicular, pedestrian, bicycle) aspects of the Project site, including connections between sidewalks, signalized crosswalks, unsignalized crossings, as well as bicycle facilities.

Pedestrian Circulation

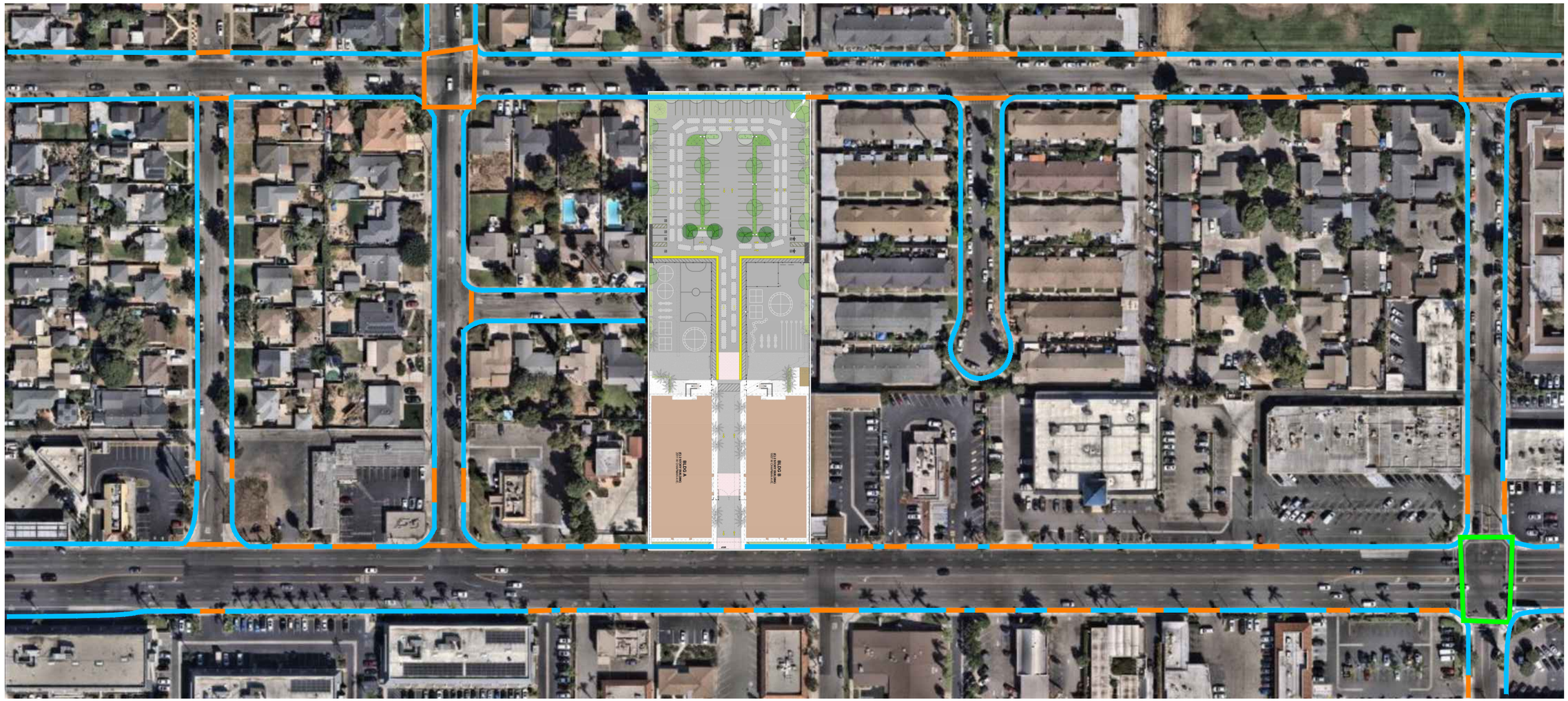
Pedestrian circulation will be provided via existing public sidewalks along Chapman Avenue, Eckhoff Street, Feldner Road, Maple Street, and Main Street within the vicinity of the Project. The signalized intersections of Flower Street at Chapman Avenue, Feldner Road at Chapman Avenue, and Main Street at Chapman Avenue currently provide protected crossings along all legs of these intersections, which will provide pedestrians safe and convenient access to and from the Project site.

Public Transit

Public transit bus service is provided in the Project area by the Orange County Transit Authority (OCTA). *Section 3.2* contains descriptions for the following transit routes:

- *Route 53*
- *Route 54*
- *Route 57*
- *Route 453*
- *Route 553*

The four closest bus stops nearest to the Project site are located on the northwest corner and southeast corner of Feldner Road at Chapman Avenue and Flower Street at Chapman Avenue.




SOURCE: GOOGLE

KEY

= SIDEWALKS
= SIGNALIZED CROSSING
= UNSIGNALIZED CROSSING
= EXISTING
= FUTURE TO BE CONSTRUCTED BY PROJECT

LLG

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# FIGURE 15-1

## MULTIMODAL PLAN

CALIFORNIA REPUBLIC LEADERSHIP ACADEMY, ORANGE

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## 16.0 CONGESTION MANAGEMENT PROGRAM (CMP)

This analysis is consistent with the requirements and procedures outlined in the current *Orange County Congestion Management Program (CMP).* The CMP requires that a traffic impact analysis be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System (HS). Per the CMP guidelines, this number is based on the desire to analyze any impacts that will be 3.0% or more of the existing CMP highway system facilities' capacity.

However, as noted in this traffic study, the proposed Project is expected to generate 1,598 daily trips, and thus does not meet the criteria required for a CMP traffic analysis. Therefore, it is concluded that the proposed Project will not cause any operational deficiencies on the Congestion Management Program Highway System.

## 17.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The project site is located at 1937 and 2011 W. Chapman Avenue in the City of Orange, California. The project site is currently occupied by two existing office buildings totaling 53,913.2 SF. The Project will consist of tenant improvements to the two existing buildings to provide a new charter school (TK through 8th grade) for a maximum enrollment of 864 students. A total of 45 classrooms will be provided between the two buildings. The proposed Project will have 45 staff members on site that will consist of 35 total teachers across all grades and 10 non-teaching/administrative staff. To accommodate the new play areas, the Applicant proposes to remove 111 parking spaces from the surface parking lot, leaving 100 parking spaces available. The drop-off/pick-up area will have an on-site queuing capacity of approximately 58 vehicles. The proposed Project is expected to be completed by the Year 2027 for the 2027- 2028 school year. Access to the proposed Project will be provided via an existing full access unsignalized driveway located along W. Chapman Avenue.

  The proposed Project will also implement the following to help reduce its effect on local area traffic during the AM peak hour.

  - **Staggered Start and End Times:** The start and end times for the proposed Project will be staggered, with three primary morning start times (i.e. 8:00 AM, 8:30 AM and 9:00 AM) and three primary afternoon end times (i.e. 2:30 PM, 3:00 PM and 3:30 PM). The table below shows the start and end times by grade level and the approximate number of students.

| Grade Levels | Start Time | End Time | Number of Students |
|---|---|---|---|
| TK – AM | 8:30 AM | 12:00 PM | 40 |
| TK – PM | 11:30 AM | 3:00 PM | 20 |
| K, 1st, 2nd | 8:00 AM | 2:30 PM | 252 |
| 3rd, 4th, 5th | 8:30 AM | 3:00 PM | 276 |
| 6th, 7th, 8th | 9:00 AM | 3:30 PM | 276 |

  - **Traffic Control Coordinators and Valet Assistant Staff:** The school will have three (3) traffic control coordinators located within the parking lot and six (6) valet assistant staff located within the drop-off and pick-up areas to ensure the drop-off and pick-up procedures will function efficiently. All personnel will utilize two-way walkie talkies to communicate with one another.

- ***Study Scope*** – The twelve (12) key study intersections, one (1) project driveway, and five (5) key roadway segments selected for evaluation were determined based on coordination with City of Orange Traffic Engineering staff and application of the "51 or more peak hour trip threshold" criteria outlined in the City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles

Traveled and Level of Service Assessment, dated July 2025. The intersections and roadway segments listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where each key study intersection/roadway segment is located is also identified with the following nomenclature utilized; (O) = City of Orange and (C) = Caltrans.

| ***Key Study Intersections*** |
|---|
| 1. The City Drive at Chapman Avenue (O) |
| 2. I-5 SB Ramps at Chapman Avenue (O/C) |
| 3. Rampart Street at Chapman Avenue (O) |
| 4. Anita Drive/SR-57 SB Ramps at Chapman Avenue (O/C) |
| 5. SR-57 NB Ramps at Chapman Avenue (O/C) |
| 6. Flower Street at Chapman Avenue (O) |
| 7. Eckhoff Street at Chapman Avenue (O) |
| 8. Feldner Road at Chapman Avenue (O) |
| 9. Main Street at Maple Avenue (O) |
| 10. Main Street at Chapman Avenue (O) |
| 11. Main Street at Almond Avenue (O) |
| 12. Batavia Street at Chapman Avenue (O) |
| -- Project Driveway at Chapman Avenue (O) |

| ***Key Roadway Segments*** |
|---|
| A. Chapman Avenue between SR-57 NB Ramps and Flower Street (O) |
| B. Chapman Avenue between Flower Street and Eckhoff Street (O) |
| C. Chapman Avenue between Eckhoff Street and Feldner Road (O) |
| D. Chapman Avenue between Feldner Road and Main Street (O) |
| E. Chapman Avenue between Main Street and Batavia Street (O) |

Detailed peak hour level of service analyses were prepared for Existing Traffic Conditions, Year 2027 Cumulative Traffic Conditions, Year 2027 Cumulative Plus Project Traffic Conditions, General Plan Buildout Traffic Conditions, and General Plan Buildout Plus Project Traffic Conditions at these locations.

- ***Existing Traffic Conditions*** – One (1) of the twelve (12) key study intersections currently operates at an unacceptable level of service during the AM and PM peak hour. The intersection of Main Street at Maple Avenue currently operates at unacceptable LOS F during the AM and PM peak hour. The remaining eleven (11) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours. All five (5) key roadway segments currently operate at acceptable LOS B or better on a daily basis.

- ***Project Trip Generation*** – The proposed Project is forecast to generate approximately 1,598 daily trips, with 899 trips (467 inbound, 432 outbound) produced in the AM peak hour and 138 trips

(48 inbound, 90 outbound) produced in the PM peak hour on a "typical" weekday. *The potential impact of these Project trips (i.e. 899 AM trips and 138 PM trips) have been assessed in the traffic study.*

For informational purposes, the existing land use is forecast to generate approximately 422 daily trips, with 67 trips (59 inbound, 8 outbound) produced in the AM peak hour and 64 trips (10 inbound, 54 outbound) produced in the PM peak hour on a "typical" weekday. Comparison of the trips generated by the existing land use to the trips generated by the proposed Project shows that the proposed Project will generate 1,176 greater daily trips, 832 greater AM peak hour trips, and 74 greater PM peak hour trips.

- ***Cumulative Projects Traffic Characteristics*** – The fifteen (15) cumulative projects are forecast to generate a total of 35,991 daily trips, with 2,038 trips (934 inbound and 1,104 outbound) forecast during the AM peak hour and 3,053 trips (1,781 inbound and 1,272 outbound) forecast during the PM peak hour.

- ***Year 2027 Cumulative Plus Project Traffic Conditions*** – One (1) of the twelve (12) key study intersections will continue to operate at an operational deficiency with the addition of project traffic, when compared to the LOS criteria specified in this report. The remaining eleven (11) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to Year 2027 cumulative traffic. The location forecast to operate at an adverse LOS is as follows:

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| Key Intersection | HCM | LOS | HCM | LOS |
| 9. Main Street at Maple Avenue | 265.6 s/v | F | 406.1 s/v | F |

The proposed Project ***will not*** cause an operational deficiency at any of the five (5) key roadway segments. The five (5) key roadway segments are forecast to continue to operate at acceptable service levels on a daily basis with the addition of project generated traffic in the Year 2027 traffic conditions.

- ***General Plan Buildout Plus Project Traffic Conditions*** – One (1) of the twelve (12) key study intersections will continue to operate at an operational deficiency with the addition of project traffic, when compared to the LOS criteria specified in this report. The remaining eleven (11) key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic to General Plan Buildout traffic conditions. The location forecast to operate at an adverse LOS is as follows:

| | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| Key Intersection | HCM | LOS | HCM | LOS |
| 9. Main Street at Maple Avenue | 301.7 s/v | F | 502.5 s/v | F |

The proposed Project ***will not*** cause an operational deficiency at any of the five (5) key roadway segments. The five (5) key roadway segments are forecast to continue to operate at acceptable service levels on a daily basis with the addition of project generated traffic in the General Plan Buildout traffic conditions.

- ***State of California (Caltrans) Methodology*** –The proposed Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-5 and SR-57 Freeway mainline travel lanes for Year 2027 Cumulative Plus Project and General Plan Buildout Plus Project traffic conditions. Therefore, the proposed Project is not anticipated to negatively influence safety on the State Highway System.

- ***Site Access Evaluation –*** The Project Driveway at Chapman Avenue is forecast to operate in the Year 2027 Plus Project and General Plan Buildout Plus Project traffic conditions at an unacceptable LOS F during the AM and PM peak hours, resulting in an operational deficiency. However, with recommended improvements, the Project Driveway at Chapman Avenue is forecast to operate at acceptable LOS D or better during the AM and PM peak hours. As such, project access will be adequate.

  The following improvements are recommended to offset the proposed Project's operational deficiency at the intersection of Project Driveway at Chapman Avenue.

  - **Project Driveway at Chapman Avenue**: Utilizing appropriate signage, to be confirmed by City of Orange staff, restrict the egress to southbound right-turns out only during the weekday AM peak period (7:00 AM – 9:00 AM) and weekday PM peak period (4:00 PM – 6:00 PM). With this restriction, vehicles wanting to travel eastbound on Chapman Avenue will be required to make a southbound right-turn at the intersection of Project Driveway at Chapman Avenue and either a westbound right-turn movement at the intersection of Eckhoff Street at Chapman Avenue or a westbound U-turn movement at the intersection of Flower Street at Chapman Avenue to continue back to their intended destination east of the project site. It should be noted that the school will also provide pick-up and drop-off procedures to parents indicating this peak hour turning restriction and it will be monitored by school staff.

    It should be noted that in addition to the peak period turning restrictions, the level of service results shown in column (3) of *Tables 11-1* and *11-2,* also include an adjustment to the project traffic volumes to account for the proposed staggered start times during the AM peak hour. Based on the staggered start times, only 592 students out of the 864 students would arrive to the project site during the same hour (i.e. AM peak hour), and the LOS results shown in column (3) of the tables reflect that number of students.

    It should be further noted that no trip adjustments for staggered start times were made to the primary intersection level of service analysis results shown in *Tables 8-1* and *9-1*, thus resulting in a conservative analysis at the twelve (12) key study intersections.

- ***School Drop-Off and Pick-Up Evaluation*** **–** The proposed school will have a maximum enrollment of 864 students and will have staggered start and end times. The proposed Project will have three primary morning start times (i.e. 8:00 AM, 8:30 AM and 9:00 AM) and three primary afternoon end times (i.e. 2:30 PM, 3:00 PM and 3:30 PM). The staggered start times will result in only 592 students out of the 864 students arriving during the same hour. Application of the 9% factor to the 592 students results in a "maximum queue" of 54 vehicles. The proposed Project can accommodate a maximum queue of approximately 58 vehicles on-site. Therefore, we conclude that the on-site storage for the drop-off/pick-up area is adequate and vehicles are not anticipated to queue back onto Chapman Avenue.

- ***Recommended Safe Route to School Evaluation*** **–** It is recommended that students located north of the school site make their way to the project site by heading south to Chapman Avenue via Maple Avenue to Eckhoff Street, Feldner Road, Main Street, or Batavia Street. In addition, it is recommended that students located west and east of the school site make their way to the project site via Chapman Avenue. Lastly, it is recommended that students located south of the school site make their way to the project site by heading north to Chapman Avenue via Almond Avenue to Flower Street, Feldner Road, Main Street or Batavia Street. It is then recommended that these students cross the street within the crosswalks at either the signalized intersection of Flower Street/Chapman Avenue or the signalized intersection of Feldner Road/Chapman Avenue and travel along the north side of Chapman Avenue to the project site.

  Based on the recommended safe route to school paths of travel, all crossings in the vicinity were evaluated and no locations were identified for additional traffic control. The existing pedestrian facilities in the area are generally adequate for students in the vicinity to walk to school. Furthermore, the north leg of the side-street stop-controlled intersection of Eckhoff Street at Chapman Avenue could be considered for yellow crosswalk striping

- ***Internal Circulation Evaluation*** **–** The on-site circulation layout of the proposed Project on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks.

- ***Parking Analysis*** **–** Application of the City parking code ratio to the development totals results in a City-code parking requirement of 81 spaces. With a proposed on-site parking supply of 100 spaces, the City's parking requirements are satisfied and there will be a surplus of 19 spaces. Given these results, we conclude that there will be adequate parking on site to accommodate the proposed Project.

- ***Recommended Improvements (Intersections)*** **–** The results of the intersection capacity analysis presented previously in *Tables 8-1* and *9-1* indicate that the proposed Project will cumulatively cause unacceptable operational LOS conditions at the intersection of Main Street at Maple Avenue. The following improvements are recommended for Year 2027 Plus Project and General Plan Buildout Plus Project traffic conditions:

- **Intersection 9. Main Street at Maple Avenue**: Install a traffic signal with two-phase operation. It should be noted that a traffic signal is warranted at this location under existing traffic conditions.

- ***Recommended Improvements (Roadway Segments)* –** The results of the daily roadway segment analysis presented previously in *Tables 8-2* and *9-2* shows that the proposed Project ***will not*** cause operational deficiencies at any of the five (5) key roadway segments under the "Year 2027 Plus Project" and "General Plan Buildout Plus Project" traffic scenarios. As such, no improvements are recommended under this traffic scenario.

- ***Year 2027 Project Fair Share Analysis* –** The Project fair share percentages (most adverse time period) for the one intersection forecast to have operational deficiencies for Year 2027 Plus Project traffic conditions that require physical improvements are shown below:

  - 9. Main Street at Maple Avenue 6.43%

- ***General Plan Buildout Project Fair Share Analysis* –** The Project fair share percentages (most adverse time period) for the one intersection forecast to have operational deficiencies for General Plan Buildout Plus Project traffic conditions that require physical improvements are shown below:

  - 9. Main Street at Maple Avenue 5.88%

- ***Multimodal Circulation* –** The on-site circulation layout of the proposed Project on an overall basis is adequate for drivers, pedestrians, bicyclists, and public transit users. Pedestrian circulation would be provided via existing public sidewalks along Chapman Avenue, Eckhoff Street, Feldner Road, Maple Street, and Main Street within the vicinity of the Project. The signalized intersections of Flower Street at Chapman Avenue, Feldner Road at Chapman Avenue, and Main Street at Chapman Avenue currently provide protected crossings along all legs of these intersections, which will provide pedestrians safe and convenient access to and from the Project site. Public transit bus service is provided in the Project area by the Orange County Transit Authority (OCTA) via Routes 53, 54, 57, 453 and 553. The four closest bus stops nearest to the Project site are located on the northwest corner and southeast corner of Feldner Road at Chapman Avenue and Flower Street at Chapman Avenue.

- ***Congestion Management Program (CMP)* –** The proposed Project will not cause any operational deficiencies on the Congestion Management Program Highway System.

**SITE PHOTOS EXHIBIT**
**1937 – 2011 W. CHAPMAN AVENUE, ORANGE, CA 92868**
**CALIFORNIA REPUBLIC LEADERSHIP ACADEMY**

## Aerial Site Photo

*Source: Google Maps (November 2025)*



**SITE PHOTOS EXHIBIT**
**1937 – 2011 W. CHAPMAN AVENUE, ORANGE, CA 92868**
**CALIFORNIA REPUBLIC LEADERSHIP ACADEMY**

**Figure 1 – Looking North on W. Chapman Ave.**




**Figure 2 – Looking East on W. Chapman Ave.**



**Figure 3 – Looking Northeast on W. Chapman Ave. at 2011 W. Chapman**



**Figure 4 – Looking Northwest on W. Chapman Ave. at 1937 W. Chapman**



**Figure 5 – Looking West on W. Chapman Ave.**



**Figure 6 – Looking South on W. Maple Ave.**



**Figure 7 – Looking East on W. Maple Ave.**



**Figure 8 – Looking South on W. Maple Ave.**

