

HISTORIC RESOURCES GROUP

HISTORIC ASSESSMENT REPORT 237 WEST CHAPMAN AVENUE, ORANGE NOVEMBER 2025



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1.0 EXECUTIVE SUMMARY

This Historic Assessment Report (Report), prepared by Historic Resources Group, LLC (HRG), evaluates the proposed rehabilitation and adaptive reuse project (Project) at 237 West Chapman Avenue (Project Site) in the City of Orange (City). This Report is intended to inform environmental review of the Project. The Project Site is improved with a superstation, an automobile-related property type that combines a filling station with auto services, built in 1924 by the Standard Oil Company. The superstation is composed of two one-story utilitarian buildings arranged around a surface parking lot: a 1924 auto services building with an attached canopy added between 1939 and 1947 (Building A) at the rear (northeast corner) of the Project Site; and a 1924 filling station with two attached canopies added between 1939 and 1947 (Building B) at the front (southwest corner) of the Project Site. There is also a pole sign dating from between 1957 and 1974 on the Project Site.

The Project Site is a contributing property in the Old Towne Orange Historic District, which is listed in the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register); and the locally designated Old Towne Orange Local Historic District. The Old Towne Orange Historic District is a mandatory historical resource as defined by the California Environmental Quality Act (CEQA). This Report evaluates whether the Project has the potential to impact 237 West Chapman Avenue, and by extension, the historic districts. In order to inform that analysis, this Report evaluates the Project against the applicable Secretary of the Interior's Standards for Rehabilitation and the City's applicable Historic Preservation Design Standards.

Historical resources that are in immediate proximity to a project are more likely to be adversely impacted. Therefore, in order to identify potential impacts resulting from the Project to the Old Towne Orange Historic District and Old Towne Orange Local Historic District, this Report has defined a Potential Impact Area surrounding the Project Site. The Potential Impact Area, which is described in more detail in Section 3.0, Methodology, of this Report, includes two contributors that immediately border the Project Site: 223 West Chapman Avenue and 121 North Lemon Street. The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of these two contributors, and therefore, would not result in a substantial adverse change to the integrity and significance of the historic districts. Therefore, the Project's impacts on historical resources would be less than significant as defined by CEQA.

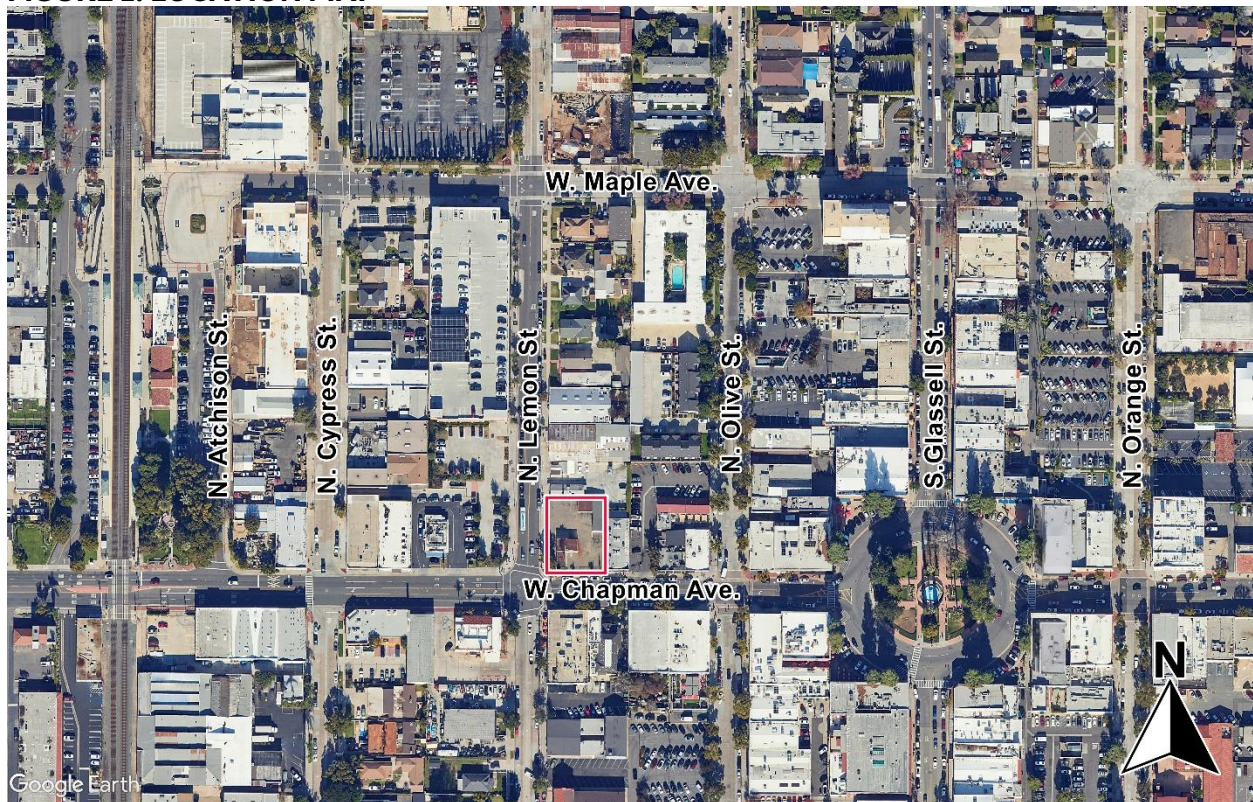
The Project Site is located within the City of Orange Santa Fe Depot Specific Plan area. Therefore, the Project is also evaluated below against the Santa Fe Depot Specific Plan's applicable Design Guidelines for Historic Buildings to determine whether the Project is compatible with its surroundings.

2.0 PROJECT SUMMARY

Project Location

The Project Site at 237 West Chapman Avenue occupies lots 19 and 20, block D, Town of Orange Tract in the City of Orange (APN 039-173-10).¹ The Project Site covers a total area of 10,887 square feet and is located at the northeast corner of West Chapman Avenue and North Lemon Street, in the block bounded by West Maple Avenue to the north, North Olive Street to the east, West Chapman Avenue to the south, and North Lemon Street to the west. The Project Site fronts West Chapman Avenue and North Lemon Street and is improved with a superstation composed of two buildings (Buildings A and B) built in 1924 with attached canopies added between 1939 and 1947. A location map is included in Figure 1 below.

FIGURE 1: LOCATION MAP



Project Site outlined in red (source: Google Earth)

Project Description

The Project proposes to rehabilitate and adaptively reuse the superstation on the Project Site as a restaurant and bar (The Win-Dow). In order to accommodate this new use, some exterior alterations to Buildings A and B would be required, limited to selective fenestration alterations to provide new building access, ventilation, and walk-up counter service; branding signage; and landscaping and site improvements. Tempered glazing is also required at Building B. The Project

¹ Lot 19 is shared with the adjacent property at 223 West Chapman Avenue.

would include in-kind exterior repairs to Buildings A and B. A detailed description of the proposed Project is provided below. Architectural drawings of the Project, prepared by AO and dated November 2025, are excerpted in Figures 2-11 below, and included in full in Appendix B.

BUILDING A (AUTO SERVICES BUILDING AND ATTACHED CANOPY)

Building A would be adaptively reused as a kitchen with walk-up counter service. Proposed exterior alterations to accommodate this use include:

- Infill of the existing garage bays on the west façade with new wood windows and a door to provide building access. The area around new fenestration would be infilled and finished in cement plaster to match the existing on the building; and strips would be added on the cement plaster to delineate the original garage bay openings.
- Infill of a door on the west façade to accommodate new restrooms below the existing canopy. The restrooms would be constructed on top of the existing canopy slab; would be structurally independent of the canopy; and would maintain physical separation from the canopy's columns and exposed underside.
- Installation of a cantilevered, wrap-around service counter on the south and west façades.
- Installation of wood windows within the existing window opening on the south façade.
- Installation of new mechanical equipment on the roof, set back from the existing parapet and concealed from the public right-of-way behind a new screen.
- Installation of cabinet signs on the west and south façades.
- Installation of a rotating pole sign on top of the roof.

BUILDING B (FILLING STATION AND TWO ATTACHED CANOPIES)

Building B would be adaptively reused as a bar with walk-up counter service. Proposed exterior alterations to accommodate this use include:

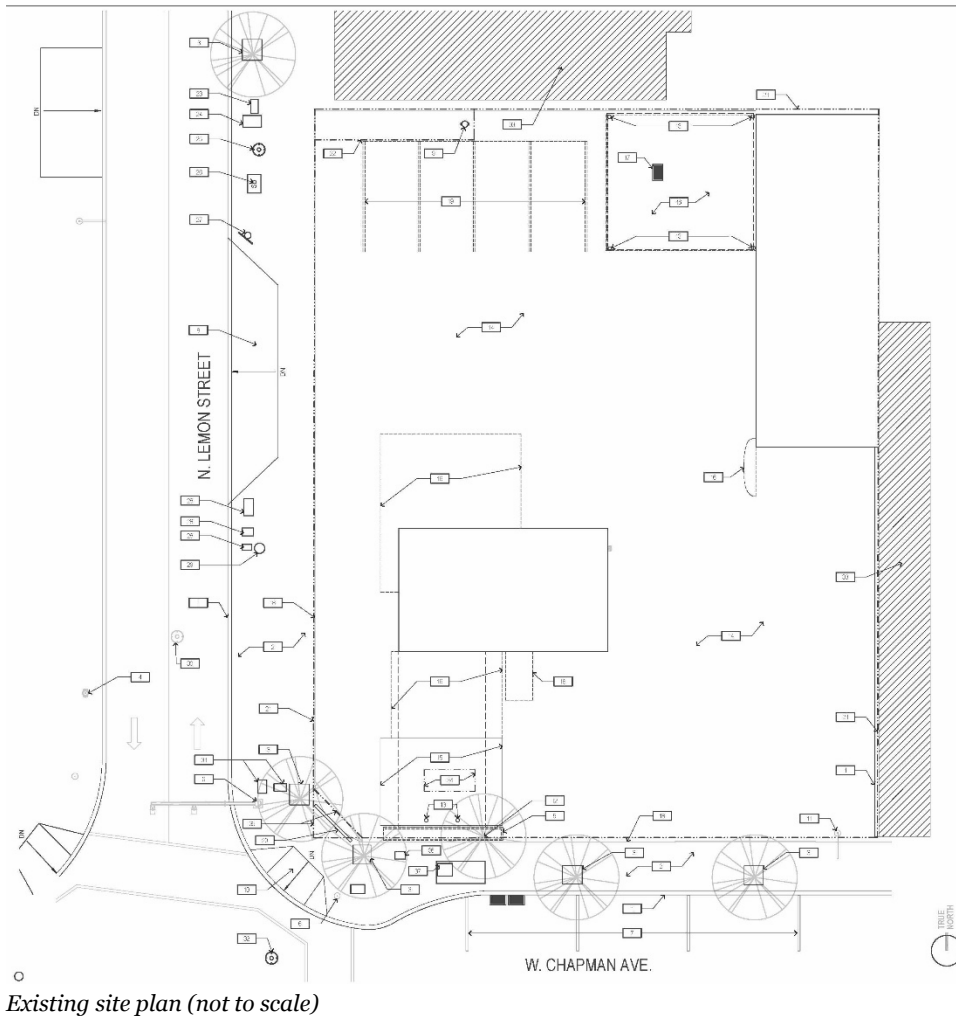
- Retention of all fixed metal window frames on the south and west façades, with removal of the existing glazing; and installation of new metal windows with tempered glazing interior to the existing window frames.
- Retention of all transom window frames on the south and west façades, with removal of the existing glazing; and installation of new tempered glazing within the existing window frames.
- Removal of the existing double door on the south facade; and installation, within the existing door frame, of a new metal window with tempered glazing and a metal panel to match the existing on the building.
- Removal of two non-original service doors on the west façade; and installation, within the existing door frames, of a new metal window with tempered glazing and metal panels to match the existing on the building.
- Removal of an existing fixed metal window on the north façade; and enlargement of the existing window opening to accommodate a new pedestrian door to provide building access.
- Installation of a cantilevered, wrap-around service counter on the south and west façades.
- Installation of new ventilation on the existing roof.

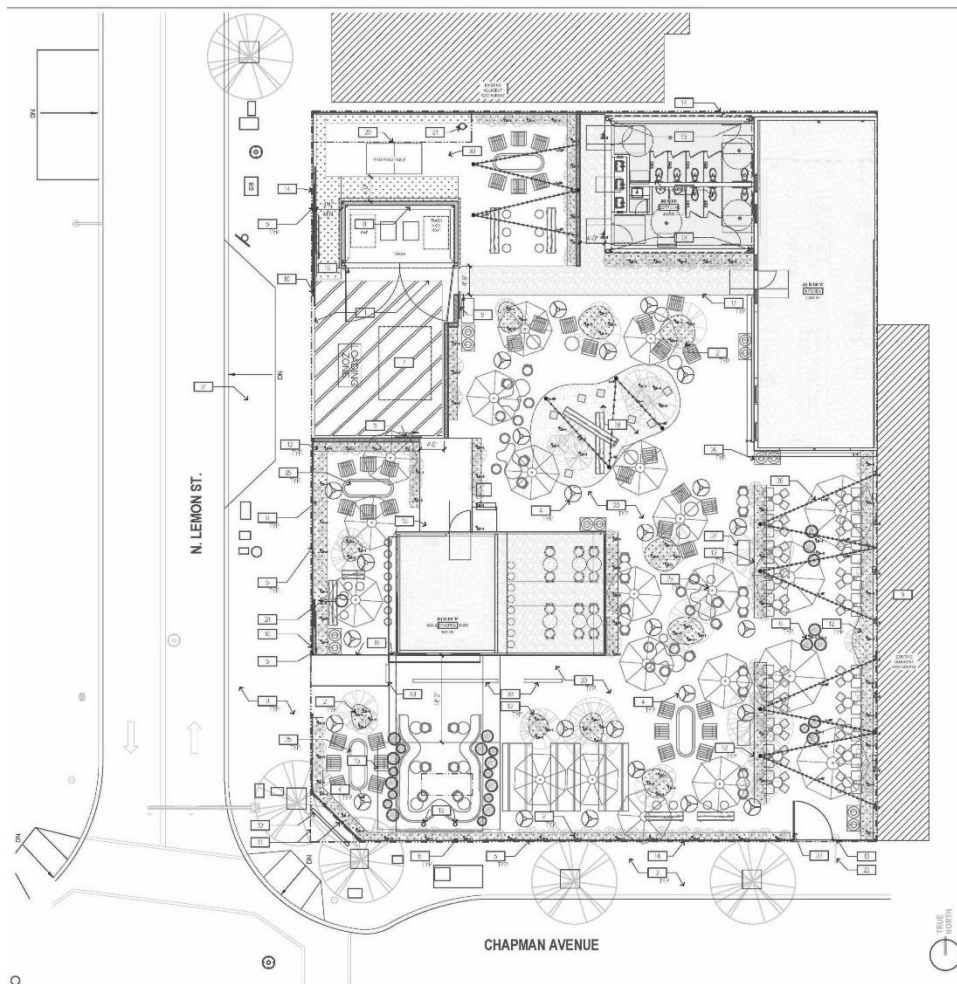
- Partial replacement of the existing concrete slab below the south canopy with a new concrete slab that meets accessibility requirements; and installation of a queue railing on the new slab.
- Removal of the existing concrete slab below the east canopy; and installation of new pavers within the footprint of the existing slab.
- Removal of non-original metal security doors from the existing vehicle entrances on the east canopy; and installation of new glazed metal roll-up doors within the entrances to create an indoor/outdoor seating area.
- Retention of all transom window frames on the east canopy, with removal of all existing glazing; and installation of new tempered glazing within the existing window frames.
- Installation of applied letter signage on the south, west, and east façades.

LANDSCAPE AND SITE IMPROVEMENTS

As part of the property's adaptive reuse, the Project proposes landscape and site improvements. The existing street trees, pole sign, and brick monument sign would be retained. Decomposed granite would be compacted over the existing non-original asphaltic surface parking lot; and in-ground planters, in-ground lighting, and movable potted plants and furniture would be added in the existing parking lot. A concrete slab on the north side of Building B would be removed in order to accommodate a new loading zone. A new metal fence would enclose the loading zone. A new perimeter fence would also be installed along West Chapman Avenue and North Lemon Street. A trash enclosure would be added at the northwest corner of the parcel.

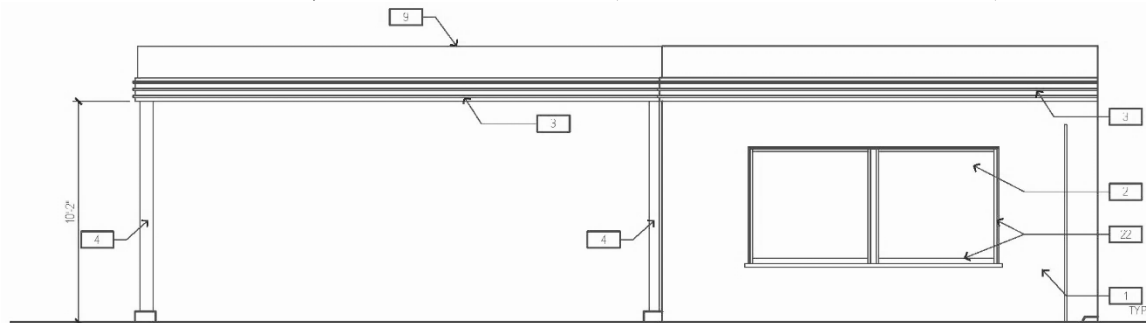
FIGURE 2: SITE PLAN (EXISTING AND PROPOSED)



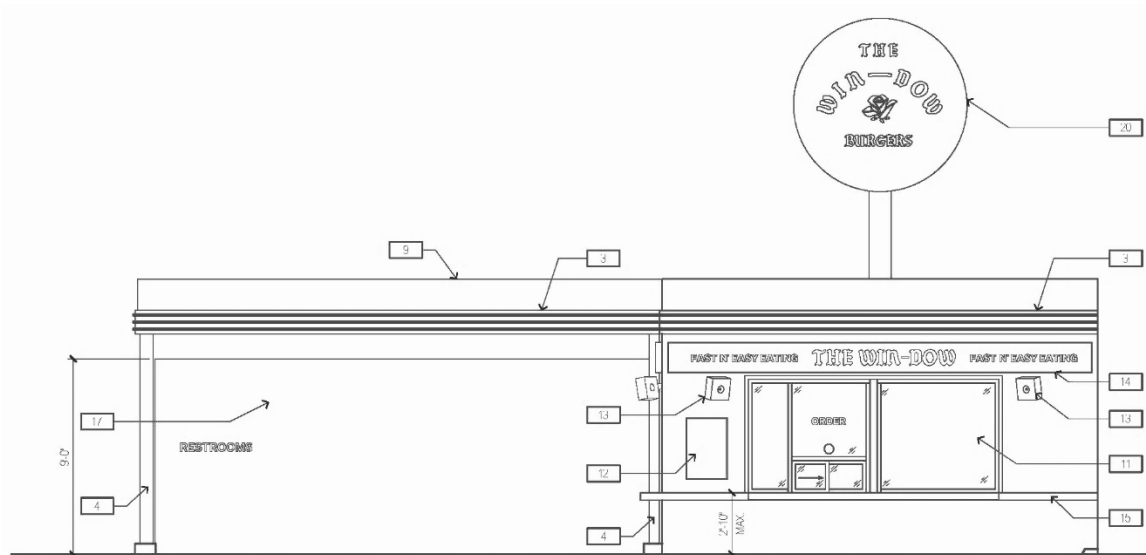


○
Proposed site plan (not to scale)

FIGURE 3: BUILDING A, SOUTH ELEVATION (EXISTING AND PROPOSED)

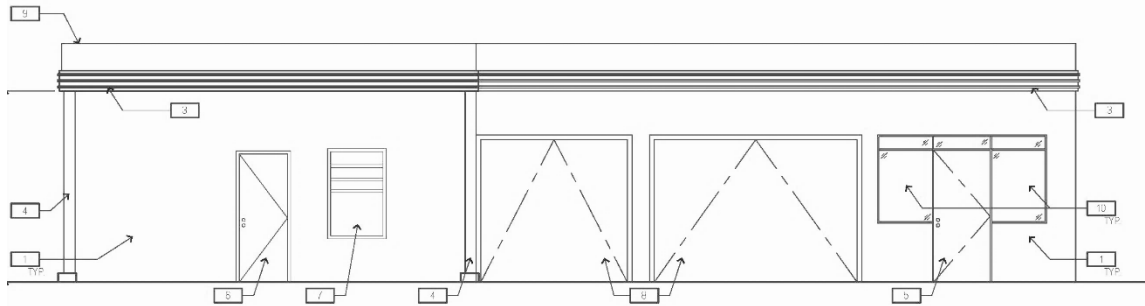


Building A, existing south (primary, West Chapman Avenue) elevation (not to scale)

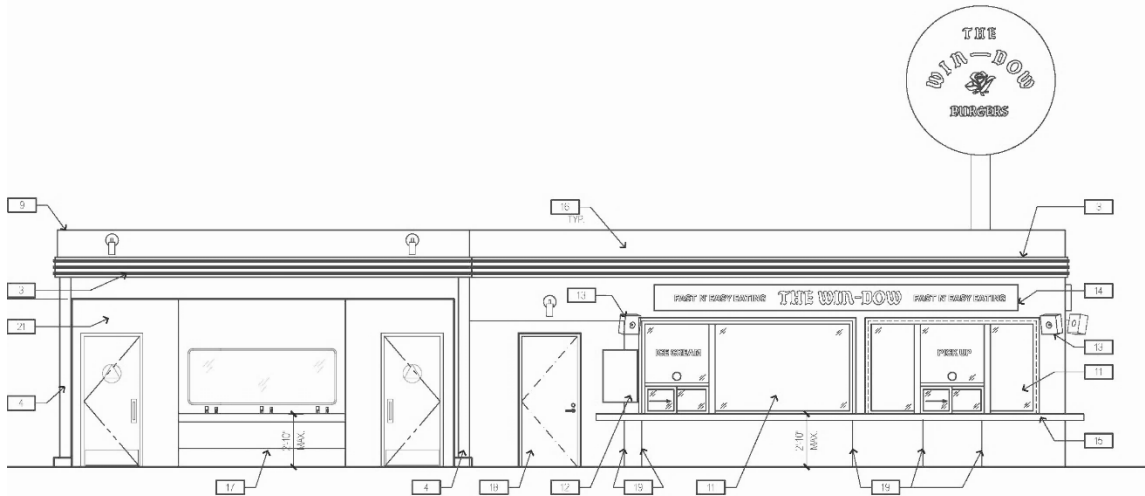


Building A, proposed south elevation (not to scale)

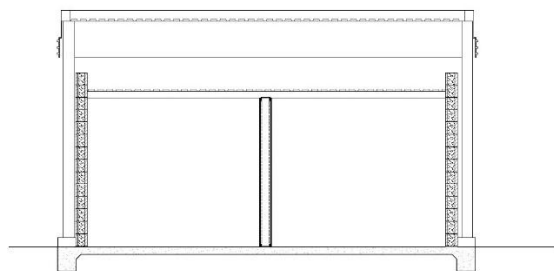
FIGURE 4: BUILDING A, WEST ELEVATION (EXISTING AND PROPOSED)



Building A, existing west (secondary, North Lemon Street) elevation (not to scale)

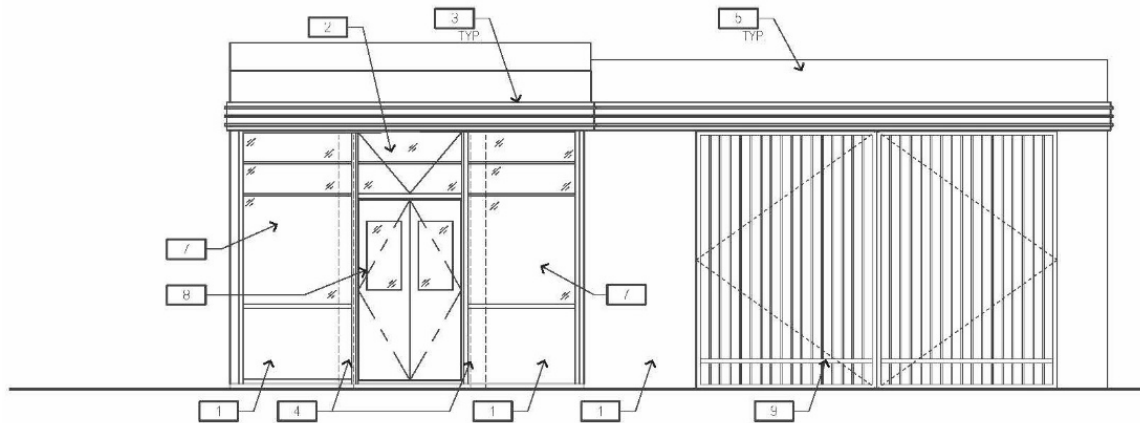


Building A, proposed west elevation (not to scale)

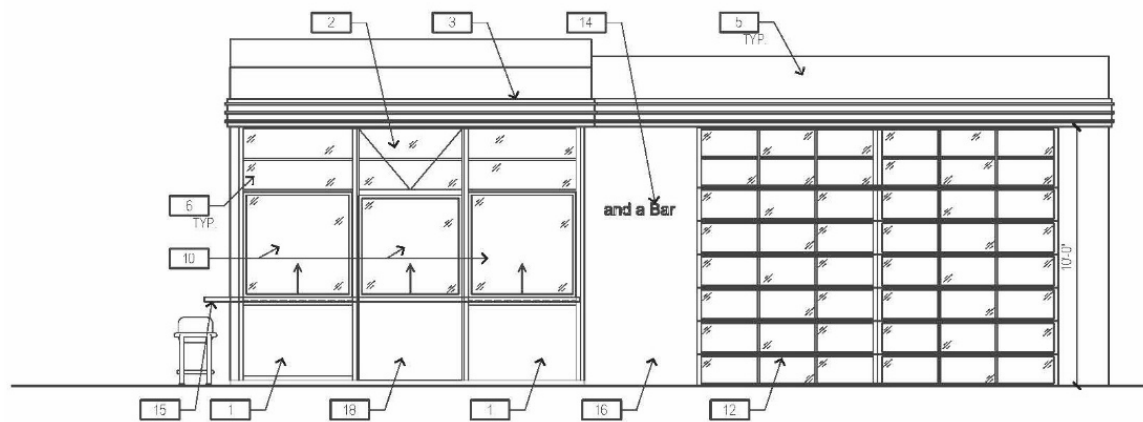


Building A, section showing proposed restrooms below canopy (not to scale)

FIGURE 5: BUILDING B, SOUTH ELEVATION (EXISTING AND PROPOSED)

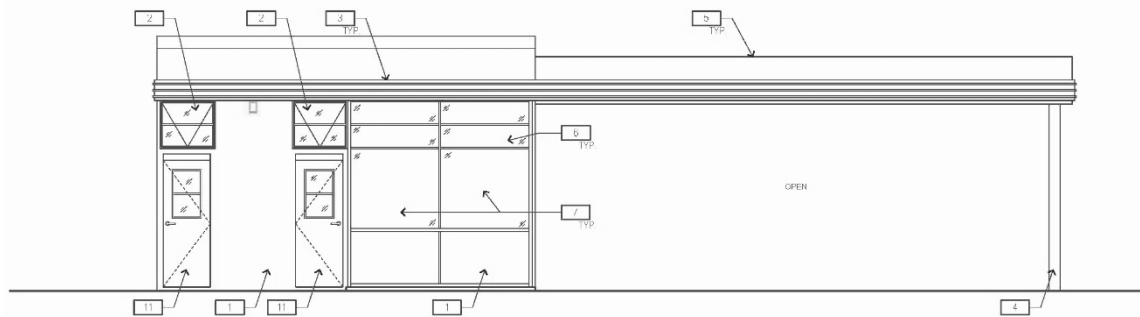


Building B, existing south (primary, West Chapman Avenue) elevation (not to scale)

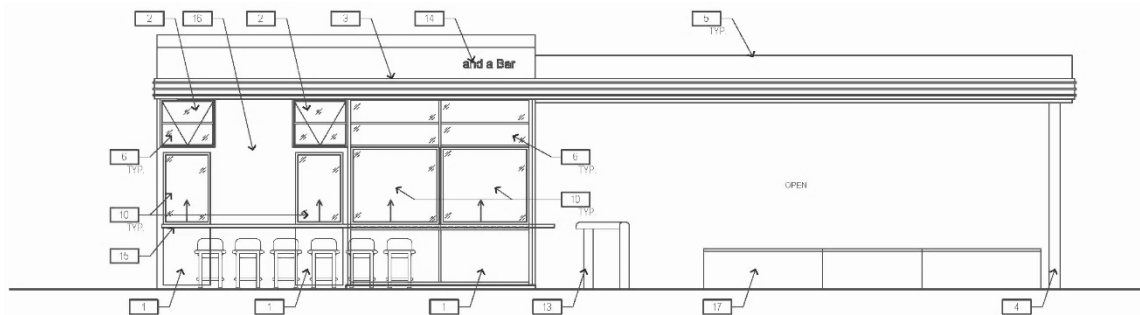


Building B, proposed south elevation (not to scale)

FIGURE 6: BUILDING B, WEST ELEVATION (EXISTING AND PROPOSED)

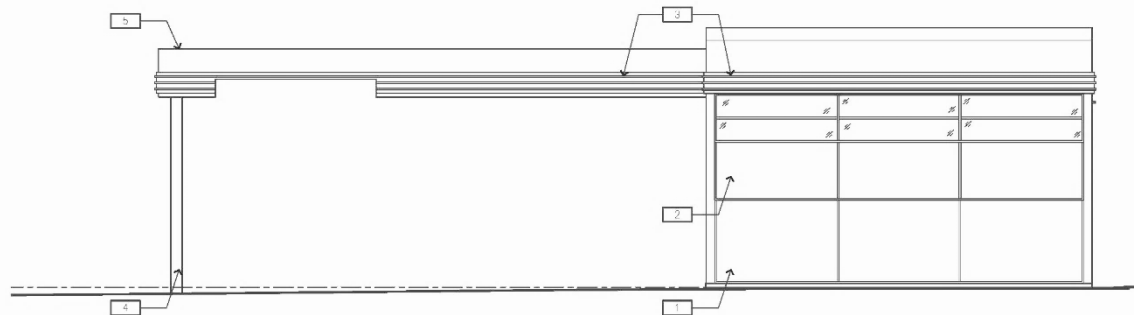


Building B, existing west (secondary, North Lemon Street) elevation (not to scale)

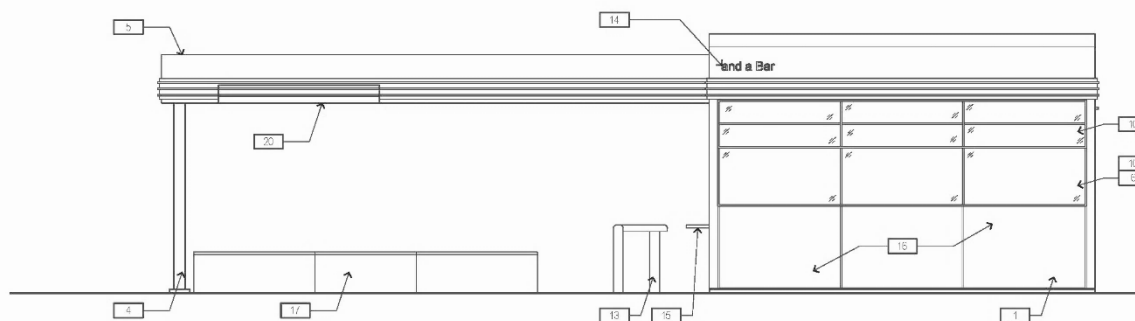


Building B, proposed west elevation (not to scale)

FIGURE 7: BUILDING B, EAST ELEVATION (EXISTING AND PROPOSED)

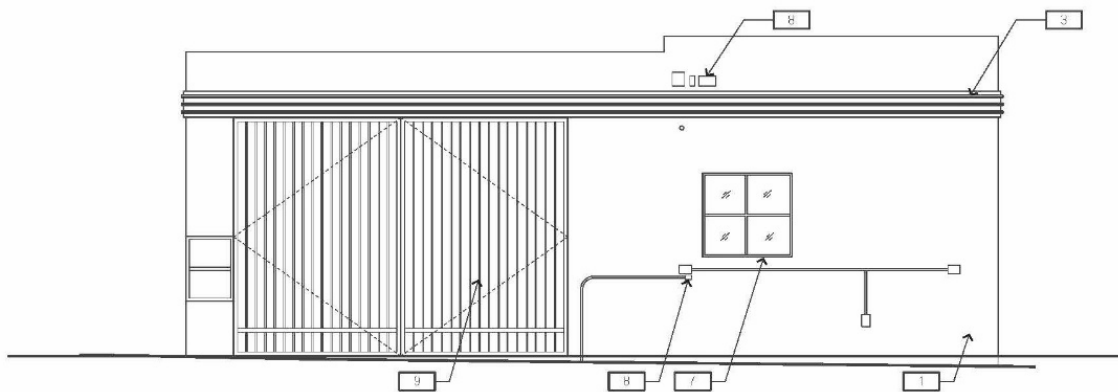


Building B, existing east elevation (not to scale)



Building B, proposed east elevation (not to scale)

FIGURE 8: BUILDING B, NORTH ELEVATION (EXISTING AND PROPOSED)



Building B, existing north (rear) elevation (not to scale)

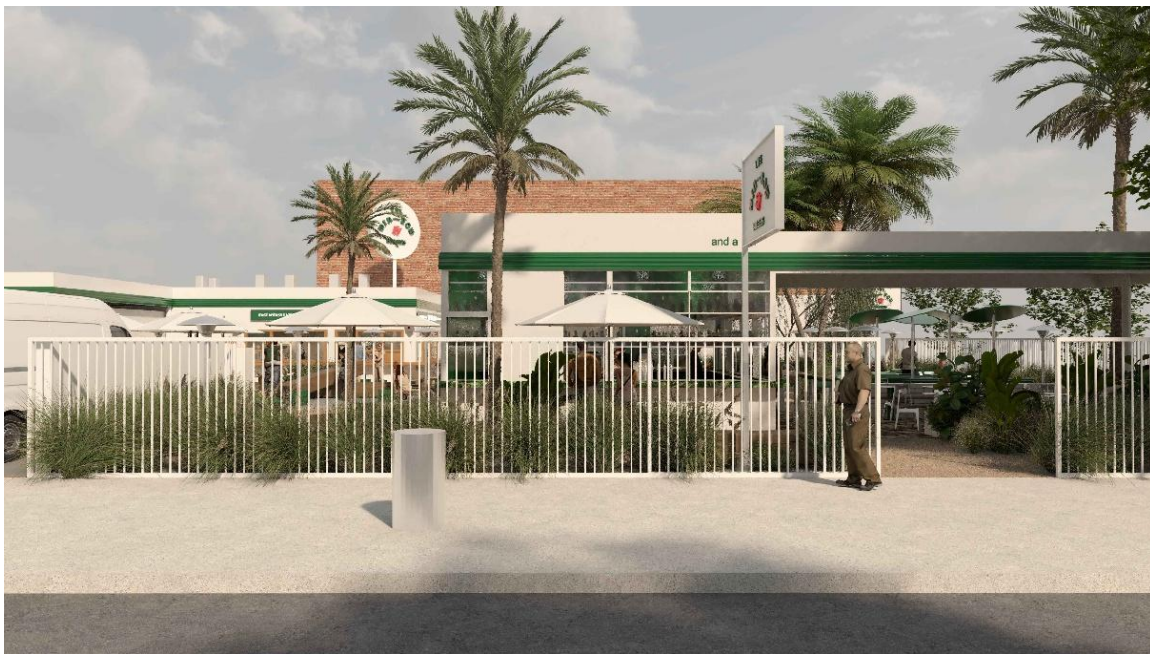


Building B, proposed north elevation (not to scale)

FIGURE 9: PROJECT SITE, RENDERINGS (PROPOSED)



Project Site, view north from West Chapman Avenue ((Building A, right; Building B, left)



Project Site, view east from North Lemon Street (Building A, left; Building B, right)

FIGURE 10: BUILDING A, RENDERINGS (PROPOSED)



Building A, south façade, view north from West Chapman Avenue



Building A, south (left) and west (center) façades, view east from North Lemon Street

FIGURE 11: BUILDING B, RENDERINGS (PROPOSED)



Building B, south (left) and east (right) façades, view northwest from West Chapman Avenue



Building B, east (left) and north (right) façades, view southwest

3.0 METHODOLOGY

The field methods and analysis in this Report are based on guidance from the National Park Service, the California Office of Historic Preservation, and the City of Orange for evaluating potential impacts to historical resources; and an identification of physical features and historic integrity ascertained during the site visit and through building records.

POTENTIAL IMPACT AREA

The analysis in this Report focuses on those areas reasonably foreseen to be potentially impacted by the Project. In addition to examining the Project Site, this Report also defines an area outside the Project Site where potential impacts could reasonably be expected to occur (Potential Impact Area).

In determining the Potential Impact Area for this Report, three factors were considered: (1) the existing setting of the Project Site; (2) the scale and nature of the Project; and (3) the potential impacts the Project could have on the Old Towne Orange Historic District and the Old Towne Orange Local Historic District. The historic districts contain an eclectic mix of residential, commercial, and industrial uses constructed in the late 19th and early 20th centuries, and all new construction associated with the Project would be of a similar size and scale to many of the existing buildings found in the surrounding area. All alteration and new construction associated with the Project would be contained within the Project Site, and therefore, the potential for impacts to historical resources located outside the Project Site is minimal.

The Potential Impact Area has therefore been defined as the two historic district contributors that immediately border the Project Site: 223 West Chapman Avenue and 121 North Lemon Street. A field examination of the Potential Impact Area was conducted on May 9, 2025, to document these properties. Properties beyond the Potential Impact Area were not included in this Report because the Project would have no potential to directly or indirectly impact those properties or their surrounding settings in accordance with CEQA.

A map of the Potential Impact Area is included in Section 7.0, Analysis of Potential Impacts, of this Report.

RESEARCH

This Report was prepared using sources related to the history and development of the Project Site, as well as the Project, including:

- Building permits
- Historic newspaper articles
- Historic aerial photography
- Field inspection of the Project Site and Potential Impact Area
- Other primary and secondary sources relevant to the history and development of the Project Site and surrounding area
- City of Orange Historic Preservation Design Standards²

² City of Orange, Historic Preservation Design Standards, adopted by Orange City Council on December 12, 2018.

- City of Orange Santa Fe Depot Specific Plan³
- Department of Parks and Recreation Forms, 523 Series for 237 West Chapman Avenue and properties in Potential Impact Area
- Plans for the Project (AO, November 2025)

FIELD EXAMINATIONS

Equipped with research on the Project Site's development history and relevant historic contexts, field examinations of the Project Site and Potential Impact Area were conducted on May 9, 2025, to review and confirm previous evaluations. Properties in the Potential Impact Area were observed and documented from the public right-of-way only.

PROJECT TEAM

Research, field inspection, and analysis for this report were performed by John LoCascio, AIA, Principal Architect; and Adam Rajper, Senior Historic Preservation Specialist, of HRG. Both are qualified professionals who meet the Secretary of the Interior's Professional Qualification Standards for their respective fields. Resumes of primary authors are included in Appendix A.

³ City of Orange, Orange Santa Fe Depot Specific Plan, September 2012.

4.0 DEVELOPMENT HISTORY

This Report analyzes potential impacts resulting from the Project to the Old Towne Orange Historic District and Old Towne Orange Local Historic District. In order to provide a general context for that analysis, a brief development history of the Project site at 237 West Chapman Avenue, a contributing property in both districts, is included.

Historical Development

The Project Site is improved with a superstation built in 1924 by the Standard Oil Company at a cost of \$5,000.⁴ Originally known as William's Super Service Station, it is an example of a 1920s superstation, an automobile-related property type that combines a filling station with auto services, such as tires, lubrication, and washing.⁵ The superstation is composed of two one-story utilitarian buildings arranged around a surface parking lot: a 1924 auto services building with an attached canopy added in between 1939 and 1947 (Building A) at the rear (northeast corner) of the Project Site; and a 1924 filling station with two attached canopies added between 1939 and 1947 (Building B) at the front (southwest corner) of the Project Site.⁶ The parking lot was originally gravel.⁷ A pole sign was installed at West Chapman Avenue between 1957 and 1974.⁸ Photographs of Building B dating from c. 1970 and 1991 are included below. The development history of 237 West Chapman Avenue is summarized in Figure 12 below.



Image 1. Building B in c. 1970, courtesy Orange Public Library

⁴ "Service Station Started at Orange," *The Register*, January 17, 1923. Construction was complete the following year, based on newspaper advertisements for William's Super Service Station.

⁵ "Free Demonstrations at the Following Stations: Saturday Only," *The Orange County Plain Dealer*, November 11, 1924.

⁶ The present canopy attached to the auto services building was constructed between 1939 and 1947, replacing an earlier canopy that extended to N. Lemon St. Based on aerial photographs: flight ID C-5925, frame 120, October 1, 1939; and flight ID GS-CP-9, frame 11, January 1, 1947.

⁷ "Service Station Started at Orange," *The Register*, January 17, 1923.

⁸ Based on historic aerial photographs and newspaper research. The pole sign is not visible on a 1957 aerial photograph: flight ID PAI-84V, frame 8-2-3, April 2, 1957; however, it is visible on a 1974 aerial photograph: flight ID TG-7400, frame 13-19, November 30, 1974. More research is needed to determine if the pole sign was erected by the Hoffman Radiator Service. The oldest newspaper advertisement found during research for that business dates from 1968: *Los Angeles Times*, July 11, 1968.



Image 2. Building B in 1991, 1991 Department of Parks and Recreation Form, 523 Series, for 237 West Chapman Avenue

Alterations

Available building permits on file with City of Orange Building and Safety Division do not document any major exterior alterations to the superstation at 237 West Chapman Avenue. Major exterior alterations, based on field observations, are summarized below.

Building A

- One garage bay infilled on west façade.
- Window glazing removed and blocked with plywood on south façade.
- Signage removed.

Building B

- Window glazing selectively painted or removed and blocked with plywood on west and east façades.
- Doors replaced on west façade.
- Signage removed.
- Retracting metal security doors added at vehicular entrances in east canopy.
- Freestanding gasoline pumps removed.

Parking Lot

- Original gravel parking lot replaced with asphaltic surface parking lot.

FIGURE 12: DEVELOPMENT HISTORY OF 237 WEST CHAPMAN AVENUE



Project site outlined in red (source: Google Earth)

Key

1. **Building A:** Auto services building (1924) with attached canopy (1939-1947)
2. **Building B:** Filling station (1924) with two attached canopies (south and east canopies, 1939-1947)
3. **Pole sign** (1957-1974)
4. **Parking lot** (1924 and later dates)

5.0 IDENTIFICATION OF HISTORICAL RESOURCES

National Register and Local Old Towne Orange Historic District

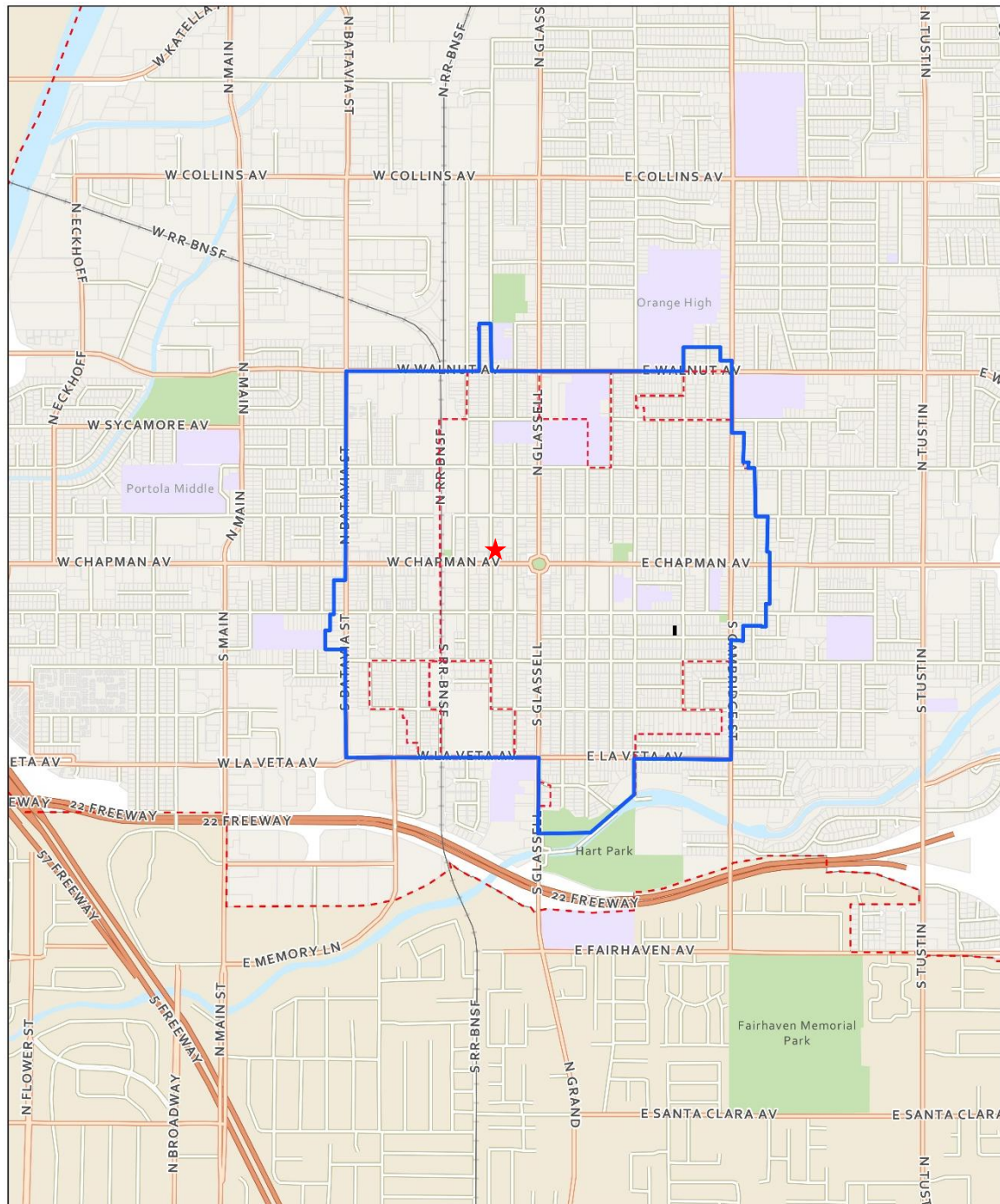
A collection of three overlapping historic districts makes up Old Towne Orange: (1) the National Register of Historic Places (National Register) Plaza Historic District; (2) the National Register Old Towne Orange Historic District; and (3) the locally designated Old Towne Orange Local Historic District. The Project Site is located in the Old Towne Orange Historic District and Old Towne Orange Local Historic District; and it is a contributor to both historic districts. Maps of the Old Towne Orange Historic District and Old Towne Orange Local Historic District are included in Figure 13 below.

The Old Towne Orange Local Historic District was designated by the City Council in 1994. In 1997, the smaller Old Towne Orange Historic District, which is included in the Old Towne Orange Local Historic District, was listed in the National Register of Historic Places (National Register) under Criteria A and C. Because the Old Towne Orange Historic District is listed in the National Register, it is automatically listed in the California Register of Historical Resources (California Register) under Criteria 1 and 3; and it is a mandatory historical resource as defined by the California Environmental Quality Act (CEQA). The Old Towne Orange Historic District and Old Towne Orange Local Historic District are significant as the location of the City's original residential community, central business district, and industrial area. Contributing buildings vary in scale and represent an eclectic mix of time periods and architectural styles.

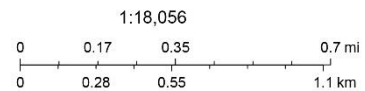
The Old Towne Orange Historic District is roughly bounded by Walnut Avenue to the north; Cambridge and Waverly Streets to the east; La Veta Avenue and Santiago Creek to the south; and railways lines and Clark, Parker, and Glassell Street to the west. The period of significance for the historic district is 1888-1940. This timeframe corresponds with the period in which the district was originally developed. Its boundary includes the National Register-listed Plaza Historic District. At the time of its designation, the Old Towne Orange Historic District contained 1,230 contributing buildings and 4 contributing objects; and 512 non-contributing buildings.

Historical resources, including contributing properties in a historic district, that immediately border a project have a reasonable potential to be impacted by the project, either through direct impacts as a result of construction activity, or indirectly due to changes in the setting resulting from the proposed new construction. Therefore, in order to evaluate impacts resulting from the Project to the Old Towne Orange Historic District and Old Towne Orange Local Historic District, and as explained above in Section 3.0, Methodology, this Report has defined a Potential Impact Area that is limited to two contributors that immediately border the Project Site: 223 West Chapman Avenue and 121 North Lemon. A map of the Potential Impact Area is included in Figure 14 below.

FIGURE 13: OLD TOWNE ORANGE HISTORIC DISTRICT MAP



- Local Old Towne Historic District
- National Register Old Towne Historic District



237 West Chapman Avenue indicated by red star

FIGURE 14: MAP OF POTENTIAL IMPACT AREA



Project Site outlined in red; adjacent properties outlined in blue (source: Google Earth)

Key

1. 237 W. Chapman Ave. (commercial building)
2. 121 N. Lemon St. (commercial building)
3. 121 N. Lemon St. (single-family residence)

237 WEST CHAPMAN AVENUE (PROJECT SITE)



237 West Chapman Avenue is a contributing property in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. The property is an excellent and intact example of a 1920s superstation, an automobile-related property type that combines a filling station with auto services. 237 West Chapman Avenue was first surveyed in 1982, when the City Council authorized a historic resources survey to identify, evaluate and document all pre-1940

buildings throughout the City of Orange. The purpose of the survey was to gather data needed to prepare a Historic Preservation Element for the City's General Plan.⁹ The 1982 survey was updated in 1991.¹⁰ In 2005, the City conducted another historic resources survey; 237 West Chapman Avenue was surveyed at that time. The 2005 Department of Parks and Recreation

⁹ City of Orange Planning Department, Historic Inventory Old Towne, 1982.

¹⁰ AEGIS, City of Orange Historic Building Inventory Update, Final Report, October 1991.

Form, 523 Series, for the property is included in Appendix C. It describes 237 West Chapman Avenue Street as follows:

Historic Resources Inventory #039211: This structure consists of two projecting bays, each supported by columns. The roof of each of these bays is in the curvilinear style with banding typical of Moderne structures.

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.¹¹

POTENTIAL IMPACT AREA

As summarized in Table 1 below, the Potential Impact Area includes two (2) properties: 223 West Chapman Avenue and 121 North Lemon Street. 223 West Chapman Avenue, a one-story commercial building built in 1926, is a contributing property in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. 121 North Lemon Street is improved with two buildings: a one-story commercial building built in 1940; and a one-story single-family residence built in c. 1935. The commercial building is a contributing property in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. The residence is pending review for inclusion as a contributor to both districts.

TABLE 1. POTENTIAL IMPACT AREA

NUMBER	STREET	DATE	CONTRIBUTOR?	CURRENT PHOTOGRAPH (HRG, 2025)
223	W. Chapman Ave.	1926	Yes	
121	N. Lemon St.	1940	Yes	

¹¹ Chattel, Inc. Department of Parks and Recreation Form, 523 Series, for 237 West Chapman Avenue. May 2005.

NUMBER	STREET	DATE	CONTRIBUTOR?	CURRENT PHOTOGRAPH (HRG, 2025)
121	N. Lemon St.	c. 1935	Pending review	

6.0 DESCRIPTION OF PROJECT SITE

The Project Site at 237 West Chapman Avenue occupies a flat rectangular parcel at the northeast corner of West Chapman Avenue and North Lemon Street. It is improved with a superstation built in 1924 by the Standard Oil Company. The superstation is composed of two freestanding utilitarian buildings arranged around an irregularly-shaped asphaltic surface parking lot: a 1924 auto services building with an attached canopy added between 1939 and 1947 (Building A) at the rear (northeast corner) of the Project Site; and a 1924 filling station with two attached canopies added between 1939 and 1947 (Building B) at the front (southwest corner) of the Project Site. A metal pole sign at West Chapman Avenue dates from between 1957 and 1974. Two adjacent buildings abut the north and east sides of the property: a one-story commercial building built in 1926 (223 West Chapman Avenue); and a one-story commercial building built in 1940 (121 North Lemon Street). Current photographs of the Project Site are included below.

Building A has an L-shaped plan and is situated at the rear (northeast corner) of the parcel. It has a concrete foundation, concrete block perimeter walls finished with smooth cement plaster, and shallow flat parapet adorned with a Streamline Moderne stepped metal cornice. Fenestration consists of paired rectangular windows (infilled), three garage bays (one infilled), and a wood panel door. On the west façade, there is recessed storage shelf. The attached west canopy rests on a raised concrete slab and features round metal columns, a Streamline Moderne stepped metal cornice, and a shallow flat parapet.

Building B has an L-shaped plan and is situated at the front (southeast corner) of the parcel, minimally set back from West Chapman Avenue and North Lemon Street. It has a concrete foundation, metal panel perimeter walls, and a shallow flat parapet. Fenestration consists of fully glazed fixed metal windows, divided-lite fixed metal transom windows, divided-lite metal hopper windows, partially glazed paired wood entry doors, and two partially glazed wood single service doors. The attached south canopy rests on a concrete slab with a sunken service pit and features round metal columns and a Streamline Moderne stepped metal cornice. The attached east canopy has metal panel walls, two vehicular entrances with retracting metal security doors, fully glazed fixed metal windows, divided-lite fixed metal transom windows, a Streamline Moderne stepped metal cornice, and shallow flat parapet.

The pole sign has a metal sign box with applied vinyl lettering reading “Hoffman Radiator Service.” Other site features include a concrete slab on the north side of Building A, the former location of gasoline pumps. Landscaping along the street frontage includes a metal fence with driveway gates, mature growth street trees, a brick planter, and a brick monument sign with applied metal lettering reading “Orange Plaza Historic District.”

Character-defining Features

An inventory of extant exterior character-defining features of 237 West Chapman is included in table 2 below. Character-defining features are identified and noted as being either “primary” or “secondary,” based on the degree to which they contribute to the property’s significance, as well as their overall condition.

The project should aim to retain primary character-defining features to the furthest extent feasible to achieve conformance with the *Secretary of the Interior's Standards* and the *City of Orange's Historic Preservation Standards*; and to protect the property's status as a contributor to the National Register and locally designated Old Towne Orange Historic Districts. There is greater flexibility with secondary character-defining features; these should be retained, as feasible.

Alterations and conditions are specified in the inventory for selected primary and secondary character-defining features. Features not identified in this inventory do not contribute to the property's historic significance.

PHOTOGRAPHS OF THE PROJECT SITE

Historic Resources Group, May 2025



Image 1: Project Site, view northeast from West Chapman Avenue and North Lemon Street



Image 2: Building A, south and west façades, view northeast



Image 3: Building B, south and east façades, view northwest



Image 4: Building B, north and west façades, view southeast



Image 5: Pole sign

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

BUILDING A				
Auto Services Building & Attached Canopy				
<i>Location/Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Alterations/Condition</i>	<i>Photographs (HRG, 2025)</i>
Overall Form and Massing	L-shaped plan	Primary		
	Simple massing	Primary		
	Asymmetrical composition	Primary		
	One-story height	Primary		
Auto Services Building: General Exterior	Rectangular plan	Primary		
	Concrete block perimeter walls; cement plaster finish	Primary	Condition: Settlement and structural cracks; delaminating paint	
Auto Services Building, Garages: West Façade	Three garage bays	Primary	Alterations: Southernmost garage bay infilled; garage doors replaced at two extant bays Condition: Delaminating paint; infill materials at southernmost garage bay deteriorating; garage doors deteriorating	

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

BUILDING A				
Auto Services Building & Attached Canopy				
<i>Location/Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Alterations/Condition</i>	<i>Photographs (HRG, 2025)</i>
Auto Services Building, Workshop: West Façade	Wood panel pedestrian door	Secondary	Condition: Delaminating paint <i>Note: Photograph included under "interior" below</i>	
	Recessed storage shelf	Secondary	Condition: Delaminating paint	
Auto Services Building, Garages: South Façade	Paired square window openings (blocked)	Primary	Alterations: Windows blocked with plywood; wood window frames, wood casings, and wood windowsills extant and likely original Condition: Window frames, wood casings, and wood windowsills deteriorating	
Auto Services Building: Roof	Flat, wood frame roof with shallow parapet	Primary		 <i>Source: Google Earth</i>
	Streamline Moderne stepped metal cornice	Primary		

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

BUILDING A				
Auto Services Building & Attached Canopy				
<i>Location/Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Alterations/Condition</i>	<i>Photographs (HRG, 2025)</i>
Auto Services Building, Canopy	Raised concrete slab	Primary	Alterations: Canopy constructed between 1939 and 1947, replacing an earlier canopy that extended to N. Lemon St. Condition: Cracks; previous patching	
	Round metal columns; painted finish	Primary	Condition: Corrosion; delaminating paint	
	Metal canopy; painted finish	Primary	Alterations: Signage removed Condition: Corrosion; delaminating paint	
	Streamline Moderne stepped metal cornice; painted finish	Primary	Condition: Section of metal cornice missing on east side of canopy	
	Shallow flat parapet	Primary		
	Exposed structure on underside of canopy	Primary		

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

BUILDING B				
Filling Station & Two Attached Canopies				
<i>Location/Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Alterations/Condition</i>	<i>Photographs (HRG, 2025)</i>
Overall Form and Massing	L-shaped plan	Primary		
	Simple massing	Primary		
	Asymmetrical composition	Primary		
	One-story height	Primary		
Filling Station, Office: General Exterior	Rectangular plan	Primary		
	Metal panel perimeter walls; painted finish	Primary	Condition: Corrosion; warping/damage; delaminating paint	
	Corner window at south and west façades; continuous lite pattern composed of metal mullions and muntins; fixed metal windows below metal transom windows that meet at corner metal structural post	Primary		
Filling Station, Office: South Façade	Fully glazed fixed metal windows; painted finish	Primary	Condition: Delaminating paint	
	Divided-lite fixed metal transom windows; painted finish	Primary	Condition: Delaminating paint	

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

BUILDING B				
Filling Station & Two Attached Canopies				
<i>Location/Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Alterations/Condition</i>	<i>Photographs (HRG, 2025)</i>
	Divided-lite metal hopper window; painted finish	Primary	Condition: Delaminating paint	
	Partially glazed wood double door; painted finish	Primary	Condition: Delaminating paint	
Filling Station, Office: West Façade	Fully glazed fixed metal windows; painted finish	Primary	Condition: Delaminating paint	
	Divided-lite fixed metal transom windows; painted finish	Primary	Condition: Delaminating paint	
	Divided-lite metal hopper windows above doors; painted finish	Primary	Alterations: One lite painted; one lite removed and blocked with plywood Condition: Delaminating paint	
	Two rectangular door openings	Primary	Alterations: Doors replaced	

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

BUILDING B				
Filling Station & Two Attached Canopies				
<i>Location/Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Alterations/Condition</i>	<i>Photographs (HRG, 2025)</i>
Filling Station, Office: North Façade	Fixed divided-lite metal window; painted finish	Secondary	Condition: Delaminating paint	
Filling Station, Office: Roof	Flat roof with shallow parapet	Primary		 <i>Source: Google Earth</i>
	Streamline Moderne stepped metal cornice; painted finish	Primary		
Filling Station, South Canopy	Concrete slab	Primary	Alterations: Gasoline pumps removed at unknown date (not visible in c. 1970 photograph) Condition: Cracks; previous patching	
	Round metal columns; painted finish; round concrete footings	Primary	Condition: Corrosion; delaminating paint	
	Metal canopy; painted finish	Primary	Alterations: Signage removed Condition: Corrosion; delaminating paint	

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

BUILDING B				
Filling Station & Two Attached Canopies				
<i>Location/Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Alterations/Condition</i>	<i>Photographs (HRG, 2025)</i>
	Streamline Moderne stepped metal cornice; painted finish	Primary	Condition: Section of metal cornice missing on east side of canopy	
	Shallow flat parapet	Primary		
	Exposed structure on underside of canopy	Primary		
	Sunken service pit	Secondary		
Filling Station, East Canopy	Concrete slab	Primary	Alterations: Car lift removed	 
	Metal panel walls and ceiling; painted finish	Primary	Alterations: Signage removed Condition: Corrosion; warping/damage; delaminating paint	
	Rectangular vehicle entrances on north and south sides	Primary	Alterations: Retracting metal security doors added at both entrances	
	Fully glazed fixed metal windows; painted finish	Primary	Alterations: Glazing removed and blocked with plywood	
	Divided-lite fixed metal transom windows; painted finish	Primary	Condition: Cracked glazing; corrosion; delaminating paint	
	Streamline Moderne stepped metal cornice; painted finish	Primary		
	Shallow flat parapet	Primary		
	Exposed structure on underside of canopy	Primary		

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

Site Features				
Pole Sign, Parking Lot, & Concrete Slab				
Location/Space	Feature	Significance	Alterations/Condition	Photographs (HRG, 2025)
Pole Sign	Metal pole	Secondary	Condition: Graffiti	
	Metal sign box with applied vinyl lettering ("Hoffman Radiator Service")	Secondary	Condition: Corrosion; delaminating paint	
Parking Lot	Irregularly shaped parking lot	Secondary	Alterations: Asphaltic surface added at unknown date (newspaper research indicates that parking lot was originally gravel);¹² resurfaced and patched at various dates Condition: Cracks observed in asphaltic surface	

¹² "Service Station Started at Orange," *The Register*, January 17, 1923.

TABLE 2. CHARACTER-DEFINING FEATURES INVENTORY

Site Features				
Pole Sign, Parking Lot, & Concrete Slab				
Location/Space	Feature	Significance	Alterations/Condition	Photographs (HRG, 2025)
				
Concrete Slab (Former Filling Area)	Rectangular concrete slab on north side of Building B	Secondary	Alterations: Gasoline pumps removed at unknown date	

7.0 EVALUATION OF POTENTIAL IMPACTS

The Project proposes to rehabilitate and adaptively reuse the superstation on the Project Site as a restaurant and bar (The Win-Dow). This Report evaluates whether the Project has the potential to impact the superstation, a contributing Old Towne Orange Historic District and the Old Towne Orange Local Historic District; and by extension, the historic districts. In order to inform that analysis, the Project is evaluated below against the applicable Secretary of the Interior's Standards for Rehabilitation and the City of Orange's applicable Historic Preservation Design Standards. The Project Site is located within the City of Orange Santa Fe Depot Specific Plan area. Therefore, the Project is also evaluated below against the Santa Fe Depot Specific Plan's applicable Design Guidelines for Historic Buildings to determine whether the Project is compatible with its surroundings.

Framework for Analysis

THE SECRETARY OF THE INTERIOR'S STANDARDS

The Secretary of the Interior's Standards for the Treatment of Historic Properties (the Standards) provide guidance for reviewing proposed projects that may affect historical resources. The Standards and associated Guidelines address four distinct historic "treatments" including: (1) preservation, (2) rehabilitation, (3) restoration, and (4) reconstruction. The specific Standards and Guidelines associated with each of these possible treatments are provided on the National Park Service's website regarding the treatment of historical resources.¹³

The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation, rehabilitation, and maintenance of historic materials and features. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and interior of the buildings. The Standards also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction.

The Standards for Rehabilitation (36 CFR 67) address the most prevalent treatment. "Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values." As stated in the definition, the treatment "rehabilitation" assumes that at least some repair or alteration of the historic building will be needed in order to provide for an efficient contemporary use; however, these repairs and alterations must not damage or destroy materials, features, or finishes that are important in defining the building's historic character. The Standards are applied taking into consideration the economic and technical feasibility of each project.

¹³ U.S. Department of the Interior, National Park Service, *Technical Preservation Services*, "The Secretary of the Interior's Standards for the Treatment of Historic Properties," Historic Resources Group

<http://www.nps.gov/tps/standards.htm> (accessed October 2022).

HISTORIC PRESERVATION DESIGN STANDARDS FOR OLD TOWNE ORANGE

The City of Orange's Historic Preservation Design Standards (HPDS), also known as the Old Towne Design Standards, were adopted by the City Council in 1995 and subsequently amended. The purpose of the HPDS is to protect the distinct sense of place conveyed by Orange's historic buildings and neighborhoods. The HPDS are based on the *Secretary of the Interior's Standards for Rehabilitation* to help property owners, design professionals and residents understand the features that make buildings and neighborhoods special and provide guidance on how best to preserve those features; and guide the design of new construction so that it relates respectfully to historic buildings.

SANTA FE DEPOT SPECIFIC PLAN¹⁴

The Project Site is located within the City of Orange Santa Fe Depot Specific Plan area. The Santa Fe Depot Specific Plan includes Design Guidelines for Historic Buildings that work in conjunction with the Secretary of the Interior's Standards for the Treatment of Historic Properties and the Historic Preservation Standards to preserve and protect the historic integrity of the area while also meeting the demand for new infill development.

The Specific Plan area extends from Walnut Avenue to Palmyra Avenue, and generally from Parker Street to Olive Street, with the Santa Fe Depot at the heart of the area. It is located just west of the Plaza, is entirely within the local Old Towne Historic District and partially within the National Register Old Towne Orange Historic District.

The Santa Fe Depot Specific Plan was originally adopted in December 1993 with policies and standards for new development in the area immediately surrounding the City of Orange's historic Santa Fe Depot train station and Orange County Transit Authority (OCTA) bus transfer station. Collectively, these transit facilities are known as the Orange Transportation Center. The 1993 Specific Plan was conceived to address the development of a commuter rail station, as well as aesthetic and physical improvements to existing infrastructure, preservation of historic buildings, and the concentrated integration of specialty retail uses and housing around the Depot.

The purpose of the Santa Fe Depot Specific Plan is to build an environment around the Santa Fe Depot that supports and facilitates transit use by capitalizing on pedestrian traffic and encouraging a mix of employment, shopping and residential uses within easy walking distance (one-quarter to one-half mile radius) of the Orange Transportation Center. Development should be designed for pedestrians, with pedestrian linkages to the transportation center and connections to the Plaza, Chapman University, residential neighborhoods, and other destinations in the area. The intent is to bring new vitality to the Santa Fe Depot area, making it a vibrant part of Old Towne Orange.

A map of the Santa Fe Depot Specific Plan area is included in Figure 15 below.

¹⁴ Excerpted and adapted from City of Orange, Orange Santa Fe Depot Specific Plan, September 2012.
Historic Resources Group

FIGURE 15: SANTA FE DEPOT SPECIFIC PLAN AREA MAP



Key

-  Specific Plan Boundary
-  Not a part of Santa Fe Depot Specific Plan
-  Metrolink/Rail Corridor
-  Santa Fe Depot

237 West Chapman Avenue indicated by red star

Proposed Alterations on the Project Site

In order to inform the evaluation of the Project under the applicable Secretary of the Interior's Standards for Rehabilitation, the City of Orange's applicable Historic Preservation Design Standards, and the Santa Fe Depot Specific Plan's applicable Design Guidelines for Historic Buildings, proposed alterations to the superstation's character-defining features are summarized in Table 3 below.

TABLE 3. SUMMARY OF PROPOSED ALTERATIONS

BUILDING A			
Auto Services Building & Attached Canopy			
<i>Location/ Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Proposed Alterations</i>
Overall Form and Massing	L-shaped plan	Primary	No alterations proposed.
	Simple massing	Primary	No alterations proposed.
	Asymmetrical composition	Primary	No alterations proposed.
	One-story height	Primary	No alterations proposed.
Auto Services Building: General Exterior	Rectangular plan	Primary	No alterations proposed.
	Concrete block perimeter walls; cement plaster finish	Primary	A cantilevered, wrap-around service counter would be installed on the south and west façades, below new windows (see below for additional notes on proposed windows). Cabinet signs would be installed on the west and south façades.
Auto Services Building, Garages: West Façade	Three garage bays	Primary	The existing garage bays would be retained and partially infilled with new fenestration, including a pedestrian slab door (north bay) and wood windows (center and south bays). The surrounding area would be infilled and finished in cement plaster to match the existing on the building. Strips would be added to delineate the original garage bay openings.
Auto Services Building, Workshop: West Façade	Wood panel pedestrian door	Secondary	The existing pedestrian door would be removed; the existing door opening would be infilled to accommodate new restrooms below the canopy.
	Recessed storage shelf	Secondary	The existing storage shelf would be removed; the resulting niche would be infilled to accommodate new restrooms below the canopy.

TABLE 3. SUMMARY OF PROPOSED ALTERATIONS

BUILDING A			
Auto Services Building & Attached Canopy			
<i>Location/ Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Proposed Alterations</i>
Auto Services Building, Garages: South Façade	Paired square window openings (blocked)	Primary	The existing window opening would be retained; wood windows would be intalled within the existing opening.
Auto Services Building: Roof	Flat, wood frame roof with shallow parapet	Primary	New mechanical equipment would be installed on the roof; a new rooftop screen, set back from the existing parapet, would be installed to conceal the equipment from the public right-of-way. A rotating pole sign would be installed on top of the existing roof.
	Streamline Moderne stepped metal cornice	Primary	No alterations proposed.
Auto Services Building, Canopy	Raised concrete slab	Primary	The existing slab would be retained; restrooms would be isntalled on top of the slab, below the canopy; the restrooms would be structurally independent of the canopy, with appropriate separation from the canopy's columns and exposed underside.
	Round metal columns; painted finish	Primary	See note above about restrooms.
	Metal canopy; painted finish	Primary	See note above about restrooms.
	Streamline Moderne stepped metal cornice; painted finish	Primary	No alterations proposed.
	Shallow flat parapet	Primary	No alterations proposed.
	Exposed structure on underside of canopy	Primary	See note above about restrooms.

TABLE 3. SUMMARY OF PROPOSED ALTERATIONS

BUILDING B			
Filling Station & Two Attached Canopies			
<i>Location/ Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Proposed Alterations</i>
Overall Form and Massing	L-shaped plan	Primary	No alterations proposed.
	Simple massing	Primary	No alterations proposed.
	Asymmetrical composition	Primary	No alterations proposed.
	One-story height	Primary	No alterations proposed.
Filling Station, Office: General Exterior	Rectangular plan	Primary	No alterations proposed.
	Metal panel perimeter walls; painted finish	Primary	A cantilevered, wrap-around service counter would be installed on the south and west façades, below new windows (see below for additional notes on proposed windows).
	Corner window at south and west façades; continuous lite pattern composed of metal mullions and muntins; fixed metal windows below metal transom windows that meet at corner metal structural post	Primary	The existing window frames would be retained; the existing glazing would be removed; new metal windows with tempered glazing would be installed interior to the existing fixed window frames; new tempered glazing would be installed within the existing transom window frames. Applied letter signage would be installed on the south and west façades.
Filling Station, Office: South Façade	Fully glazed fixed metal windows; painted finish	Primary	The existing window frames would be retained; the existing glazing would be removed; new metal windows with tempered glazing would be installed interior to the existing window frames.
	Divided-lite fixed metal transom windows; painted finish	Primary	The existing window frames would be retained; the existing glazing would be removed; new tempered glazing would be installed within the existing window frames.
	Divided-lite metal hopper window; painted finish	Primary	No alterations proposed.
	Partially glazed wood double door; painted finish	Primary	The existing double door would be removed; the existing door opening would be infilled with a new metal window with tempered glazing and a metal panel to match the existing on the building.

TABLE 3. SUMMARY OF PROPOSED ALTERATIONS

BUILDING B			
Filling Station & Two Attached Canopies			
<i>Location/ Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Proposed Alterations</i>
Filling Station, Office: West Façade	Fully glazed fixed metal windows; painted finish	Primary	The existing window frames would be retained; the existing glazing would be removed; new metal windows with tempered glazing would be installed interior to the existing window frames.
	Divided-lite fixed metal transom windows; painted finish	Primary	The existing window frames would be retained; the existing glazing would be removed; new tempered glazing would be installed within the existing window frames.
	Divided-lite metal hopper windows above doors; painted finish	Primary	No alterations proposed.
	Two rectangular door openings	Primary	The existing door openings would be retained; the openings would be infilled with new metal windows with tempered glazing and metal panels to match the existing on the building.
Filling Station, Office: North Façade	Fixed divided-lite metal window; painted finish	Secondary	The existing window would be removed; the existing window opening would be retained and enlarged to accommodate a new pedestrian slab door.
Filling Station, Office: Roof	Flat roof with shallow parapet	Primary	New ventilation, that would not be visible from public right-of-way, would be installed on the existing roof.
	Streamline Moderne stepped metal cornice; painted finish	Primary	No alterations proposed.
Filling Station, South Canopy	Concrete slab	Primary	The existing slab would be partially replaced with a new concrete slab to meet accessibility requirements. A metal queue railing would be installed on the new slab.
	Round metal columns; painted finish; round concrete footings	Primary	No alterations proposed.
	Metal canopy; painted finish	Primary	No alterations proposed.
	Streamline Moderne stepped metal cornice; painted finish	Primary	No alterations proposed.
	Shallow flat parapet	Primary	No alterations proposed.

TABLE 3. SUMMARY OF PROPOSED ALTERATIONS

BUILDING B			
Filling Station & Two Attached Canopies			
<i>Location/ Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Proposed Alterations</i>
	Exposed structure on underside of canopy	Primary	No alterations proposed.
	Sunken service pit	Secondary	No alterations proposed.
Filling Station, East Canopy	Concrete slab	Primary	The existing slab would be removed; new pavers would be installed within the footprint of the existing slab.
	Metal panel walls and ceiling; painted finish	Primary	Applied letter signage would be installed on the east side of the canopy, facing the interior (east) of the property.
	Rectangular vehicle entrances on north and south sides	Primary	The vehicle entrances would be retained; the non-original metal security doors would be removed at both entrances; new glazed metal roll-up doors would be installed within both entrances.
	Fully glazed fixed metal windows; painted finish	Primary	The existing window frames would be retained; the existing glazing would be removed; new tempered glazing would be installed within the existing frames.
	Divided-lite fixed metal transom windows; painted finish	Primary	The existing window frames would be retained; the existing glazing would be removed; new tempered glazing would be installed within the existing frames.
	Streamline Moderne stepped metal cornice; painted finish	Primary	No alterations proposed.
	Shallow flat parapet	Primary	No alterations proposed.
	Exposed structure on underside of canopy	Primary	No alterations proposed.

TABLE 3. SUMMARY OF PROPOSED ALTERATIONS

Site Features			
Pole Sign, Parking Lot, & Concrete Slab			
<i>Location/ Space</i>	<i>Feature</i>	<i>Significance</i>	<i>Proposed Treatment</i>
Pole Sign	Metal pole	Secondary	No alterations proposed.
	Metal sign box with applied vinyl lettering ("Hoffman Radiator Service")	Secondary	No alterations proposed.
Parking Lot	Irregularly shape parking lot	Secondary	The irregular shape of the parking lot would be retained; decomposed granite would be compacted over the existing non-original asphaltic surface; landscaping, hardscaping, and furniture would be added throughout.
Concrete Slab (Former Filling Area)	Rectangular concrete slab on north side of Building B	Secondary	The existing slab would be removed in order to accommodate a new loading zone on the north side of Building B; the loading zone would be enclosed by a new metal fence and contain new plumbing equipment; a trash enclosure would be added at the northwest corner of the parcel.

Evaluation: Secretary of the Interior's Standards

The Project is evaluated below against the applicable Standards for Rehabilitation to identify potential impacts to the Old Towne Orange Historic District and Old Towne Orange Local Historic District.

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

237 West Chapman Avenue was historically used as a superstation, an automobile-related property type that combines a filling station with auto services. It has remained in its original use, with some changes to its defining characteristics, site, and environment. The Project would rehabilitate and adaptively reuse the superstation as a restaurant and bar (The Win-Dow). In order to accommodate this proposed use, some exterior alterations to Buildings A and B would be required, limited to selective fenestration alterations to provide new building access, ventilation, and walk-up counter service; branding signage; and landscaping and site improvements. At Building B, tempered glazing is also required.

Building A would be adaptively reused as a kitchen with walk-up counter service, and restrooms would be constructed below the attached canopy. To allow these new uses, alterations are required to the west (North Lemon Street) and south (West Chapman Avenue) façades, mainly in areas that have already been altered, including the garage bays on the west façade (the southernmost has been infilled) and the wood window on the south façade (which has been boarded). Since the building historically featured a wood window, new wood windows would be installed within the garage bays, along with a door for building access, and the surrounding area would be infilled and finished in cement plaster to match the existing. Strips would be added on the cement plaster to delineate the original garage bay openings. Signage and a cantilevered, wrap-around service counter would be installed on the west and south façades. A door and recessed storage shelf on the west façade would be removed to accommodate the new restrooms. The restrooms would be constructed on top of the existing concrete slab below the canopy; would be structurally independent of the canopy; and would maintain physical separation from the canopy's columns and exposed underside. At the roof, new rooftop mechanical equipment, set back from the parapet and concealed from the public right-of-way behind a screen, and a rotating pole sign, would be added.

Building B would be adaptively reused as a bar with walk-up counter service. To allow these new uses, exterior alterations are required to the building and its two attached (south and east) canopies. Fenestration would be altered as follows: all fixed metal window frames on the south (West Chapman Avenue) and west (North Lemon Street) façades would be retained, but their glazing would be removed and new metal windows with tempered glazing would be installed interior to the existing frames; transom windows on the south and west facades would be retained but reglazed, with new tempered glass installed within the existing frames; an existing double door on the south façade would be removed, with the door opening infilled with a metal window with tempered glazing and a metal panel to match the existing panels on the building; two non-original service doors on the west façade would be removed, with the door opening infilled with metal windows with tempered glazing and metal panels to match the existing panels

on the building; and a fixed metal window on the north façade would be removed, with the window opening enlarged to accommodate a pedestrian door for building access. No changes are proposed to the hopper windows on the south and west façades. A cantilevered, wrap-around service counter would be installed on the south and west façades. New rooftop ventilation would be added on the building. At the south canopy, the existing concrete slab would be partially replaced with a new concrete slab that meets accessibility requirements, and a queue railing would be installed on the new slab. At the east canopy, the concrete slab would be removed, and new pavers would be installed within its existing footprint; new glazed metal roll-up doors would replace the non-original metal security doors at the vehicle entrances; transom windows would be retained but reglazed, with new tempered glass installed within the existing frames; and exterior signage would be added on the east side.

The Project would retain the existing street trees, pole sign, and brick monument sign adjacent to the property. As part of the property's adaptive reuse, the Project proposes landscape and site improvements. Decomposed granite would be compacted over the existing non-original asphaltic surface parking lot; and in-ground planters, in-ground lighting, and movable potted plants and furniture would be added in the existing parking lot. A concrete slab on the north side of Building B would be removed in order to accommodate a new loading zone. A new metal fence would enclose the loading zone. A new perimeter fence would also be installed along West Chapman Avenue and North Lemon Street. A trash enclosure would be added at the northwest corner of the parcel.

The Project does not propose any exterior alterations to, or changes that would substantially impact the site and environment of, adjacent contributing properties in the Old Towne Orange Historic District and Old Towne Orange Local Historic District, including 223 West Chapman Avenue and 121 North Lemon Street. As such, the Project does not have the potential to impact these properties, either through direct impacts as a result of construction activity, or indirectly due to changes in the setting resulting from the proposed new construction; and by extension, the historic districts.

In summary, the Project would result in minimal change to the distinctive exterior materials, features, spaces, and spatial relationships that characterize the superstation on the Project Site and immediately adjacent contributing properties in the Historic District and Old Towne Orange Local Historic District. As such, the overall historic integrity of the historic districts would be unimpaired. **The Project meets Standard 1.**

Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

The historic character of the superstation on the Project Site would be retained and preserved, including Building A and Building B's existing L-shaped configuration; simple massing; façade composition; one-story height; perimeter wall materials and finishes; the majority of original window frames; flat roofs with shallow parapets; applied decorative features; and canopies. As required by the property's proposed restaurant and bar use, and as summarized above, the Project requires fenestration alterations to provide new building access, ventilation, and walk-up counter

service; signage; and landscaping and site improvements. Tempered glazing is also required at Building B. Proposed changes to the property would be compatible with the historic superstation's utilitarian design, and would result in minimal removal of historic materials or alterations to features or spaces that characterize the property. On Building A, new fenestration would be added within original openings; on Building B, original window frames would mostly be retained, with new glazing installed within, and new windows installed interior to, the existing frames; and all fenestration alterations would be reversible. Although restrooms would be constructed below Building A's canopy, they would be structurally independent of the canopy and physically separated from the canopy's columns and exposed underside. The Project does not propose any changes to adjacent contributing properties in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. As such, the overall historic character of both historic districts would be retained and preserved. **The Project meets Standard 2.**

Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The Project does not propose any changes that would create a false sense of historical development, and no conjectural features or architectural elements from other buildings in the Old Towne Orange Historic District and Old Towne Orange Local Historic District would be incorporated in the Project. **The Project meets Standard 3.**

Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The superstation on the Project Site is composed of a 1924 auto services building with an attached canopy added between 1939 and 1947 (Building A); and a 1924 filling station with two attached canopies added between 1939 and 1947 (Building B). The canopies generally date from the period of significance associated with the Old Towne Orange Historic District and Old Towne Orange Local Historic District, 1888-1940; and they are associated with the property's original automobile-related use. Therefore, the canopies are character-defining features. The Project would retain and preserve Buildings A and B and their respective significant canopies, with minimal alterations to accommodate the property's new use. **The Project meets Standard 4.**

Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The Project would retain the majority of the distinctive features, finishes, and examples of craftsmanship that characterize the superstation on the Project Site, including Building A and Building B's existing L-shaped configuration; simple massing; façade composition; one-story height; perimeter wall materials and finishes; the majority of original windows; flat roofs with shallow parapets; applied decorative features; and canopies. As noted above, the Project requires fenestration alterations to provide new building access, ventilation, and walk-up counter service; signage; and landscaping and site improvements. Tempered glazing is also required at Building B. New wood and metal windows would match original windows on the superstation in terms of material; and would be compatible with the superstation's utilitarian design. The Project does not propose any changes to adjacent contributing properties in the Old Towne Orange Historic

District and Old Towne Orange Local Historic District. As such, the overall historic character of both historic districts would be retained and preserved. **The Project meets Standard 5.**

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The Project would retain and repair in-kind the majority of historic features on Buildings A and B; this would include exterior materials and finishes, and on Building B, most original window frames. On Building A the area around new fenestration within existing garage bay and window openings would be infilled and finished in cement plaster wall to match the existing on the building. Strips would be added on the cement plaster to delineate the original garage bay openings. Where required on Building B, new windows would be installed interior to existing window frames, and new tempered glazing would be installed within existing window frames. The Project does not propose any changes to adjacent contributing properties in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. **The Project meets Standard 5.**

Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The Project does not propose chemical or physical treatments that cause damage to historic materials. **The Project meets Standard 7.**

Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

The Project Site is not located in an identified archeological zone. Therefore, it is not likely that excavation for the Project may uncover unknown archeological resources on the site.¹⁵ **If unexpected archeological resources are found, and they are identified, protected, preserved, and/or documented in consultation with a qualified archeologist, the Project would meet Standard 8.**

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

In order to adaptively reuse the superstation on the Project Site as a restaurant and bar, and to ensure the property's long-term viability, the Project requires some alterations to character-defining features. Proposed changes would be limited to selective fenestration alterations to provide new building access, ventilation, and walk-up counter service; signage; and landscaping

¹⁵ Recommendations for identification and treatment of possible archaeological resources are beyond the scope of this Historic Resources Group

report; the Lead Agency would need to determine whether archaeological resources would be impacted by this project.

and site improvements. Tempered glazing is also required at Building B. While alterations to individual features are proposed, both buildings that compose the superstation would be retained and preserved, and the property, overall, would continue to convey its significance as a 1920s superstation. Moreover, Project would result in minimal change to the wider setting of the Old Towne Orange Historic District and Old Towne Orange Local Historic District; and the integrity of both historic districts would not be impaired by proposed changes on the Project Site; following Project completion, both districts would continue to convey their significance.

Building A would be adaptively reused as a kitchen with walk-up counter service, and restrooms would be constructed below the attached canopy. To allow these new uses, alterations are required to the west (North Lemon Street) and south (West Chapman Avenue) façades, mainly in areas that have already been altered, including the garage bays on the west façade (the southernmost has been infilled) and the wood window on the south façade (which has been boarded). Since the building historically featured a wood window, new wood windows would be installed within the garage bays, along with a door for building access, and the surrounding area would be infilled and finished in cement plaster to match the existing. Strips would be added on the cement plaster to delineate the original garage bay openings. Signage and a cantilevered, wrap-around service counter would be installed on the west and south façades. A door and recessed storage shelf on the west façade would be removed to accommodate the new restrooms. The restrooms would be constructed on top of the existing concrete slab below the canopy; would be structurally independent of the canopy; and would maintain physical separation from the canopy's columns and exposed underside. At the roof, new rooftop mechanical equipment, set back from the parapet and concealed from the public right-of-way behind a screen, and a rotating pole sign, would be added.

Building B would be adaptively reused as a bar with walk-up counter service. To allow these new uses, exterior alterations are required to the building and its two attached (south and east) canopies. Fenestration would be altered as follows: all fixed metal window frames on the south (West Chapman Avenue) and west (North Lemon Street) façades would be retained, but their glazing would be removed and new metal windows with tempered glazing would be installed interior to the existing frames; transom windows on the south and west facades would be retained but reglazed, with new tempered glass installed within the existing frames; an existing double door on the south façade would be removed, with the door opening infilled with a metal window with tempered glazing and a metal panel to match the existing panels on the building; two non-original service doors on the west façade would be removed, with the door opening infilled with metal windows with tempered glazing and metal panels to match the existing panels on the building; and a fixed metal window on the north façade would be removed, with the window opening enlarged to accommodate a pedestrian door for building access. No changes are proposed to the hopper windows on the south and west façades. A cantilevered, wrap-around service counter would be installed on the south and west façades. New rooftop ventilation would be added on the building. At the south canopy, the existing concrete slab would be partially replaced with a new concrete slab that meets accessibility requirements, and a queue railing would be installed on the new slab. At the east canopy, the concrete slab would be removed, and new pavers would be installed within its existing footprint; new glazed metal roll-up doors would replace the non-original metal security doors at the vehicle entrances; transom windows would be

retained but reglazed, with new tempered glass installed within the existing frames; and exterior signage would be added on the east side.

The Project would retain the existing street trees, pole sign, and brick monument sign adjacent to the property. As part of the property's adaptive reuse, the Project proposes landscape and site improvements. Decomposed granite would be compacted over the existing non-original asphaltic surface parking lot; and in-ground planters, in-ground lighting, and movable potted plants and furniture would be added in the existing parking lot. A concrete slab on the north side of Building B would be removed in order to accommodate a new loading zone. A new metal fence would enclose the loading zone. A new perimeter fence would also be installed along West Chapman Avenue and North Lemon Street. A trash enclosure would be added at the northwest corner of the parcel.

The Project Site immediately borders two contributing properties within the boundaries of the Old Towne Orange Historic District and Old Towne Orange Local Historic District: 223 West Chapman Avenue and 121 North Lemon Street. The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of these two contributors, and therefore, would not result in a substantial adverse change to the integrity and significance of the historic districts, either through direct impacts as a result of construction activity, or indirectly due to changes in the setting resulting from the proposed new construction.

In summary, exterior alterations proposed under the Project would be compatible with the superstation on the Project Site, a contributing property in the Old Towne Orange Historic District and Old Towne Orange Local Historic District, as well as adjacent contributing properties in both historic districts, in terms of location, size, scale, massing, and proportions. **The Project meets Standard 9.**

Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The Project does not propose any additions or related new construction on the Project Site. **Standard 10 is not applicable.**

Evaluation: Historic Preservation Design Standards for Old Towne Orange

Standards for Historic Building Features: Roofs

1. *The historic roof shall be preserved and maintained.*
 - a. *Changing the slope or orientation of a historic roof is inappropriate.*
 - b. *The depth of the eaves is an important character-defining feature of a historic building and should be preserved. Adding fascia, cutting off exposed rafter tails, or boxing in exposed rafters is inappropriate.*
 - c. *Other important historic roof details include vents, corbels, dormers, finials, built-in gutters, collectors, downspouts, and chimneys. These elements should be preserved and repaired as necessary.*

The Project would preserve and maintain historic roofs on the Project Site. Buildings A and B, which compose the superstation, feature flat roofs with shallow parapets. The Project does not propose any alterations to the existing slope or orientation of existing roofs and parapets. The roofs and parapets would be repaired in-kind, including decorative metal Streamline Moderne stepped metal cornices. Missing or deteriorated cornice sections would be replaced in-kind. On Building A, new rooftop mechanical equipment, set back from the parapet and concealed from the public right-of-way behind a screen, and a rotating pole sign, would be added. On Building B, new rooftop ventilation would be added that would not be visible from the public right-of-way. **The Project meets this Standard.**

2. *Specialty historic roofing materials shall be preserved.*
 - a. *Deteriorated sections of specialty historic roofing materials, such as clay tile, may be replaced with materials that exactly match the historic materials.*

The superstation on Project does not feature specialty historic roofing materials, other than decorative metal Streamline Moderne stepped metal cornices; these would be retained and preserved, with missing or deteriorated sections replaced in-kind. **The Project meets this Standard.**

3. *Replacement roofing materials should be substantially similar in scale, texture, and color to materials used historically.*

The Project does not propose replacement roofing. **This Standard is not applicable.**

4. *New dormers should not be added to elevations that face the street.*

The Project does not propose dormers. **This Standard is not applicable.**

5. *New skylights should not be added to elevations that face the street.*

- a. *New skylights must be flush with the roof plane.*

The Project does not propose skylights. **This Standard is not applicable.**

6. *New roof vents should be low profile and coordinated with the color of the roofing material.*

On Building B, new rooftop ventilation would be added. The new ventilation would be low in profile; would not be visible from the public right-of-way; and would be compatible with, and would not result in damage to, the existing standing seam metal roof. **The Project meets this Guideline.**

Standards for Historic Building Features: Windows and Doors

1. *Historic windows and doors shall be preserved and maintained.*
 - a. *Do not alter the location, number, size, pattern, or proportion of historic windows and doors on elevations visible from the street.*
 - b. *Enclosing a historic opening or adding a new opening on elevations visible from the street is generally inappropriate.*
 - c. *Historic grillwork on windows should be retained. New security bars should not be added to windows or doors on street-facing elevations.*
 - d. *Simple door and window screens that are compatible with the architectural style of the building are appropriate. Typically, wood frame screens will be most compatible with houses in the historic district. Clear anodized aluminum screens are generally not appropriate.*
 - e. *Awnings and shutters should only be used where they are compatible with the architectural style of the building. They should be similar in materials, design, and operation to those used historically and should match the shape of the window on which they are installed.*

The proposed adaptive reuse of the property as a restaurant and bar would require some alterations to fenestration to provide new building access, ventilation, and walk-up counter service. Tempered glazing is also required at Building B.

On Building A, required fenestration alterations would be limited to areas on the west (North Lemon Street) and south (West Chapman Avenue) façades that have already been altered, including the garage bays on the west façade (the southernmost has been infilled) and the wood window on the south façade (which has been boarded). Since the building historically featured a wood window, new wood windows would be installed within the garage bays, along with a door for building access, and the surrounding area would be infilled and finished in cement plaster to match the existing; and wood windows would be installed within the existing window opening on the south façade. Strips would be added on the cement plaster to delineate the original garage bay openings on the west façade.

On Building B, required fenestration alterations would be as follows: all fixed metal window frames on the south (West Chapman Avenue) and west (North Lemon Street) façades would be retained, but their glazing would be removed and new metal windows with tempered glazing would be installed interior to the existing frames; transom windows on the south and west facades would be retained but reglazed, with new tempered glass installed within the existing frames; an existing double door on the south façade would be removed, with the door opening infilled with a metal window with tempered glazing and a metal panel to match the existing panels on the building; two non-original service doors on the west façade would be removed, with the door opening infilled with metal windows with tempered glazing and metal panels to match the existing panels on the building; and a fixed metal window on the north façade would be removed, with the window opening enlarged to accommodate a pedestrian door for building access. No changes are proposed to the hopper windows on the south and west façades. At the east canopy, new glazed metal roll-up doors would replace the non-original metal security doors at the vehicle entrances; and transom windows would be retained but reglazed, with new tempered glass installed within the existing frames.

In summary, the overall appearance and fenestration pattern on Buildings A and B, which compose the superstation on the Project Site, would be minimally altered; and all proposed fenestration alterations on the building are reversible. **The Project meets this Standard.**

2. *Historic windows and doors with signs of damage or deterioration shall be repaired, rather than replaced.*
 - a. *Repairs should follow the recommendations of NPS Preservation Brief 9 – The Repair of Historic Wooden Windows and other applicable technical guidance from NPS Technical Preservation Services. See Appendix B for a complete list of Preservation Briefs.*
 - b. *If glass in historic windows or doors must be replaced, clear glazing is appropriate. Reflective coatings or dark tints are not appropriate. Limited use of frosted or opaque glass may be appropriate on side or rear elevations, if privacy from adjacent properties is a concern.*

As explained under Standard 1 above, the Project would retain the majority of existing fenestration that characterizes the superstation on the Project Site. On Building A, fenestration has already been altered. Fenestration on Building B is intact, including fixed metal windows, metal transom windows, and metal hopper windows. The window frames on Building B would be retained, appropriately repaired in-kind, and repainted; compatible metal windows with tempered glazing would be installed interior to the frames, as required; new tempered glazing would be installed within the existing frames, as required; and all fenestration alterations would be reversible. **The Project meets this Standard.**

A historic window or door that is beyond repair may be replaced in kind.

- c. *The replacement window or door should match the size, shape, arrangement of panes, materials, method of construction and profile of the historic feature.*

- d. *The replacement window or door will likely need to be custom-made to match the historic design and materials.*

As explained above, original fenestration is only intact on Building B. The Project would retain the original metal window frames on this building. The frames are generally in fair to good condition, with some instances of poor conditions observed. The Project does not anticipate that largescale replacement of original metal frames would be required due to condition issues; and seeks to retain and repair original metal window frames in-kind, to the extent possible. During Project implementation, sections of window frames determined to be deteriorated beyond repair would be replaced in-kind with close replicas. **The Project meets this Standard.**

3. *Restoring original windows and doors that have been removed or altered is encouraged.*

- a. *If a window or door has been replaced with non-historic materials, a new window or door that is compatible with the architectural style of the building may be installed in its place. Design of the replacement should be based on historic photographic evidence. If no such evidence exists, the replacement should be based on a combination of physical evidence (indications in the structure itself) and evidence of similar openings on the building and on buildings of the same architectural style. The new window or door should reflect the size, shape, materials, and arrangement of panes of historic features.*

On Building A, original fenestration has been altered on the west façade (the southernmost garage bay has been infilled) and south façade (a wood window has been boarded). Since the building historically featured a wood window, new wood windows would be installed within the existing garage bays, along with a door for building access, and the surrounding area would be infilled and finished in cement plaster to match the existing. Strips would be added on the cement plaster to delineate the original garage bay openings. **The Project meets this Standard.**

Standards for Historic Building Features: Architectural Details and Building Materials

1. *Historic architectural details and building materials shall be preserved.*
 - a. *Regularly check historic materials for conditions such as moisture accumulation that can cause deterioration.*
 - b. *Do not remove historic materials that are in good condition.*
 - i. *All materials weather over time and a scarred or uneven surface does not mean that a particular building element is too deteriorated to be preserved.*
 - ii. *Materials that show signs of age are part of the character of historic buildings.*
 - c. *Distinctive architectural features and examples of skilled craftsmanship are particularly important to the character of a historic building and should receive*

sensitive treatment. Distinctive features may include decorative elements, such as brackets, exposed rafter tails, and columns, or the pattern of materials used in construction, such as decorative shingles or masonry. Removing or covering these details is inappropriate.

- d. Do not alter historic finishes. Unpainted historic masonry, concrete, or wood elements should not be painted. Similarly, wood elements that were painted historically should have a painted finish to protect materials from deterioration.*

The Project would retain and preserve the majority of the historic architectural details and materials that characterize the superstation on the Project Site and are in good condition. This includes Building A's cement plaster cladding, decorative Streamline Moderne stepped cornice, and attached metal canopy; and Building B's metal panel perimeter walls and attached metal canopies. All required repairs would be in-kind, and only previously painted features and materials would be repainted. **The Project meets this Standard.**

2. Historic materials shall be repaired in place to the greatest extent feasible.

- a. Repairs should maintain as much historic material as possible by patching, splicing and consolidating deteriorated materials.*
- b. Materials that can be repaired in place should not be removed or replaced.*
- c. When cleaning or repairing historic materials, use the gentlest means possible.*

The Project would retain and perform in-kind repairs to the majority of the historic materials that characterize the superstation on the Project Site, *in situ*. **The Project meets this Standard.**

3. Historic materials that are too deteriorated to be repaired shall be replaced in kind.

- a. Replacement is a last resort when historic materials cannot be repaired.*
- b. Replacement should be limited to only those portions of the historic elements that cannot be repaired. For example, complete replacement of a window is not appropriate if only the sill is deteriorated beyond repair.*
- c. Replacement elements shall match the historic design, materials, scale, size, proportion, finish, texture, details, profile, reflectivity, and durability.*
- d. Synthetic replacement materials, such as vinyl siding or synthetic stucco, are not appropriate for use on a historic building.*
- e. Replacement of a historic material with an alternate material may be considered in limited circumstances.*
 - i. The proposed alternate material will be evaluated using the criteria described in National Park Service Preservation Brief 16: The Use of Substitute Materials on Historic Building Exteriors.*

- ii. *The applicant will provide justification for the use of an alternate material including information on the availability and performance of an in-kind replacement material. The applicant will also provide samples and specifications of the proposed alternate material, including information on performance and durability.*

The Project would retain and perform in-kind repairs to the majority of the historic materials that characterize the superstition on the Project Site. Materials deteriorated beyond repair would be replaced in-kind. As explained above, the Project would retain the original metal window frames on Building B. During Project implementation, sections of window frames determined to be deteriorated beyond repair would be replaced in-kind with close replicas. **The Project meets this Standard.**

4. *Removing non-historic features where possible is strongly encouraged.*

- a. *In some cases, these later additions may be obscuring original historic materials that can be recovered.*

237 West Chapman Avenue was historically used as a superstation, an automobile-related property type that combines a filling station with auto services. It has remained in its original use, with no additions and minimal exterior alterations. **This Standard is not applicable.**

5. *If historic features are missing, replacement should be based on historic documentation. If historic photographs or physical evidence, such as remnant marks on the structure, are not available, the design of replacement details should be based on similar elements on buildings of the same architectural style in the neighborhood.*

Missing historic features were not observed on the property. **This Standard is not applicable.**

6. *Adding architectural details or elaborate decorative elements that are not appropriate to the architectural style of the building or are not clearly based on evidence from the building's history should be avoided.*

The Project does not propose architectural details or elaborate decorative elements that are incompatible with the period and utilitarian design of the property. The Project would not incorporate any features that would create a false sense of historical development, or any conjectural features copied from other buildings in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. **The Project meets this Standard.**

7. *Paint colors that are appropriate to the period and style of the building are strongly encouraged.*

Under the Project, previously painted features and materials that characterize the property would be repainted. Paint colors would be appropriate for the period and utilitarian design of the superstation on the Project Site. **The Project meets this Standard.**

Standards for Historic Building Features: Mechanical Systems

1. *Mechanical equipment shall be located in areas not visible from the street.*
 - a. *Equipment mounted directly on a historic building should be attached using the least invasive method, without damaging historic features.*
 - b. *Roof-mounted equipment is only appropriate on flat roofs with existing parapet walls to fully screen the equipment.*
 - c. *Satellite dishes and similar equipment shall be located in areas that are least visible from the street.*
 - d. *Ground-mounted or building-mounted equipment shall be appropriately screened from view from the street.*

The proposed adaptive reuse of the superstation on the Project Site as a restaurant and bar requires the installation of rooftop mechanical equipment on Buildings A. The new equipment would be set back from the building's parapet and concealed from the public right-of-way behind a screen. **The Project meets this Standard.**

2. *Solar panels shall be located in areas that are least visible from the street.*
 - a. *Rooftops of detached garages or rear-facing roofs of primary buildings are the most appropriate locations for solar panels.*
 - b. *On flat roofs with parapet walls, solar panels may be installed on the full extent of the roof, provided that the panels are not visible above the parapet walls.*
 - c. *On sloped roofs, solar panels shall be installed on the rear 50 percent of the roof of the primary building.*
 - d. *On corner lots, for buildings with sloped roofs, solar panels shall be installed on the interior 25 percent of the roof of the primary building.*
 - e. *If the permitted locations for solar panels in Standard 2c or 2d cause the installation to be visible from the street, staff may require the proposed system to be modified to reduce its visibility. The modification shall not significantly increase the cost of the system or significantly decrease its efficiency, as defined by California Civil Code Section 714.*
 - f. *Solar panels shall be parallel to the roof plane, shall not extend more than 10 inches above the roof surface, and shall not overhang or alter existing rooflines.*
 - g. *Solar panels shall be attached to roofs using the least invasive method possible, without damaging historic features.*
 - h. *Solar panels shall be neatly arranged in a rectangular format with no gaps between the panels.*

The Project does not propose solar panels. **This Standard is not applicable.**

Standards for Historic Commercial Buildings: Setting and Building Features

1. *Historic Sidewalks features, including street lights, should be preserved.*
 - a. *Historic sidewalks may include unique score patterns, textures or materials that shall be preserved.*

The Project does not propose any changes to sidewalks. **This Standard is not applicable.**

2. *Primary building entrances should be oriented towards the street.*
 - a. *Relocating the primary entrance to the rear of a building to face an alley or parking lot is inappropriate.*

Building A, which was designed to provide auto services, does not feature a clearly defined primary entrance for pedestrian use. In contrast, Building B has a primary pedestrian entrance on its south façade, fronting West Chapman Avenue, that consists of a double door. In order to accommodate walk-up counter service, as required by the property's proposed use under the Project, the double door would be removed; the existing door opening would be infilled with a new metal window with tempered glazing and a metal panel to match the existing on the building. The Project would thus eliminate this primary, street-facing entrance. However, the existing double door would be stored on-site for potential future reinstallation; and following Project completion, Building B would continue to maintain its pedestrian orientation along West Chapman Avenue by providing walk-up counter service through the south façade; and proposed alterations to the original primary entrance would be reversible. **The Project meets this Standard.**

3. *Outdoor dining is encouraged in front of buildings in the Plaza and Downtown Core.*
 - a. *Outdoor dining in the public right of way in the Downtown Core requires issuance of an Outdoor Dining Permit. Consult OMC Chapter 12.18 for the requirements of the Outdoor Dining Permit.*
 - b. *Fences or other barriers in the sidewalk around the outdoor dining area are prohibited on Chapman Avenue or Glassell Street. Removable fences or other barriers may be considered in the dining zones in the quadrants around the Plaza.*

The Project would provide seating for outdoor dining in the existing parking lot on the Project Site. No outdoor dining in the public right-of-way is proposed. **The Project meets this Standard.**

4. *When commercial uses occupy historic residential buildings, the front yard landscaping should be retained.*
 - a. *Parking in the front yard is prohibited.*
 - b. *Pedestrian-oriented uses, such as outdoor dining, may be considered in the front*

yard area, provided that the use can be accommodated with limited additions of paving or non-porous surfaces.

There are no residential buildings on the Project Site. **This Standard is not applicable.**

5. *Exterior light fixtures shall be compatible with the architectural style of the building.*
 - a. *Animated or flashing lights are prohibited.*
 - b. *Colored lights are prohibited, except for exposed neon used in signage.*
 - c. *Lighting should typically have a warm color temperature.*
 - d. *Light sources on building and site lighting should be shielded to prevent glare and light spill onto neighboring properties.*

In-ground lighting is proposed at the existing parking lot on the Project Site to illuminate the historic buildings and new landscape elements. The Project does not include animated, flashing, and colored lights, or light sources that would have the potential to cause glare or light spill onto neighboring properties. **The Project meets this Standard.**

6. *Trash enclosures and utility and service cabinets shall be integrated into the design of the building and site and shall be located at secondary elevations to the greatest extent feasible.*

Under the Project, low walls would be added to accommodate a trash area at the rear (northwest corner) of the parcel, fronting North Lemon Street. **The Project meets this Standard.**

7. *The height of a new building or an addition to an existing building shall not exceed two stories, 30 feet or the height of adjacent buildings, whichever is the lesser height.*
 - a. *In the Plaza Historic District and Downtown Core, a new story added on top of an existing building may be appropriate under limited circumstances. An upper floor addition shall not cover the entire footprint of the existing building and should be set back from the street-facing elevations of the building.*
 - b. *Additions to existing buildings to provide elevator access to upper floors may exceed the height of adjacent buildings.*

The Project does not propose any additions or related new construction on the Project Site. **This Standard is not applicable.**

8. *In the Plaza Historic District, new construction with exposed sloped roofs is prohibited.*

The Project Site is not located in the Plaza Historic District. **This Standard is not applicable.**

9. *In the Plaza Historic District, a consistent building street wall with zero setbacks shall be maintained by all new construction.*

- a. *Recessed entrances, consistent with the pattern of historic storefronts in the Plaza, shall be used.*

The Project Site is not located in the Plaza Historic District. **This Standard is not applicable.**

- 10. In the Downtown Core and Spoke Streets, new construction shall be compatible with the prevailing pattern of setbacks of surrounding properties on the same street.*

The Project does not propose any additions or related new construction that would change the prevailing pattern of setbacks of surrounding properties on West Chapman Avenue or North Lemon Street. **This Standard is not applicable.**

- 11. For new construction, a 15 foot landscape area is required between all parking areas and any public right of way.*

The Project does not propose any additions or related new construction. **This Standard is not applicable.**

- 12. For existing construction, landscape areas should be provided between all parking areas and any public right of way to the greatest extent feasible.*

The Project does not propose on-site parking. **This Standard is not applicable.**

Standards for Historic Commercial Buildings: Storefronts

- 1. Historic commercial storefronts and their component elements, such as display windows, bulkheads, transoms, prism glass, doors, pillars, and pilasters, shall be preserved.*
 - a. Do not alter the location, number, size, pattern or proportion of historic openings, particularly on primary elevations.*
 - b. Interior spaces should be designed so that new partitions do not impact the appearance of the historic storefront.*

The superstation on the Project Site does not feature storefronts. **This Standard is not applicable.**

- 2. Transparent, clear glazing is appropriate for ground floor storefronts. Reflective coatings or dark tints on storefront glazing are prohibited.*

The superstation on the Project Site does not feature storefronts. **This Standard is not applicable.**

- 3. New replacements of non-historic storefronts should be based on evidence of the historic appearance of the building or the pattern and features of surrounding historic storefronts.*
 - a. Recessed entrances at new storefronts shall be used in the Plaza Historic District and are encouraged in other locations.*

- b. New storefronts in the Plaza and Downtown Core should maintain the existing pattern of glass at the building wall along the sidewalk. Removing storefront glazing to create recessed outdoor areas at the front of commercial buildings is generally discouraged and will only be appropriate if the building is a non-contributor to the Historic District or if the building has a documented history of a recessed storefront in that location.*

- 4. Security bars or roll-down gates are prohibited.*

The Historic Preservation Design Standards were prepared for residential and commercial property types most commonly found in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. The superstation on the Project Site is a rare example of an automobile-related property in these historic districts. The north and south vehicular entrances of Building B's east canopy are fitted with metal retracting security doors, which are typical of automobile-related properties but otherwise uncommon in the districts as a whole; under the Project, they would be replaced with glazed metal roll-up doors to create an indoor/outdoor seating area. The new roll-up doors would be removable. **The Project meets the intent of this Standard.**

- 5. Awnings should be similar in materials, design, and operation to those used historically.*

- a. An awning should typically fit within each of the building's structural bays, exactly over the display windows.*
 - b. Internally illuminated awnings or vinyl awnings are prohibited.*

The Project does not propose awnings. **This Standard is not applicable.**

- 6. Reconstructing historic storefronts that have been removed or altered is encouraged.*

- a. If a historic opening has been replaced with non-historic materials, a new one that is compatible with the architectural style of the building may be installed in its place. Design of the replacement should be based on available photographic evidence. If no such evidence exists, the replacement should be based on a combination of physical evidence (indications in the structure of the building) and evidence of similar elements on buildings of the same architectural style in the historic district. The new opening should reflect the size, shape, design and materials of similar openings.*

The superstation on the Project Site does not feature storefronts. **This Standard is not applicable.**

Standards for Historic Commercial Buildings: Signage

- 1. Historic signs, including painted wall signs, shall be preserved and shall not be painted over, covered, defaced or removed.*

- a. *The City maintains a list of historic painted signs in the Plaza. Consult the Historic Preservation Planner prior to starting any work on a painted sign on a historic building.*

There is a non-original pole sign on the Project Site, fronting West Chapman Avenue, that dates from between 1957 and 1974. The pole sign has a metal sign box with applied vinyl lettering reading “Hoffman Radiator Service.” The pole sign was installed after the period of significance the Old Towne Orange Historic District and Old Towne Orange Local Historic District (1888-1940); however, it would be retained and restored under the Project due to its association with the superstation’s original automobile-related use. For branding purposes, the existing vinyl lettering on the sign box would be replaced with new vinyl lettering. **The Project meets this Standard.**

2. *New signs should be made of traditional materials such as wood or metal used in a traditional way.*
 - a. *Plastic signs are not permitted.*
 - b. *Painted signs may be allowed on existing painted surfaces. Painted signs are prohibited on unpainted masonry surfaces.*
 - c. *If an alternate sign material is proposed, it shall be compatible with the design, texture, reflectivity, durability and color of a traditional sign material.*

As part of the property’s proposed restaurant and bar use, and renaming as The Win-Dow, new branding signage is required.

On Building A, cabinet signs would be added above the new walk-up service windows on the west and south façade. On Building B, applied letter signage would be added on the south, west, and east façades. **The proposed cabinet signage and applied letter signage meet this Standard.**

A metal illuminated rotating pole sign with vinyl lettering is proposed on Building A’s roof. The pole sign would be made of traditional materials used in a traditional way. However, as elaborated below, the pole sign’s proposed rooftop location and scale relative to the building are incompatible with the property. **Therefore, the proposed rotating pole meets this Standard; but does not conform with the overall intent of the Historic Preservation Design Standards, as elaborated below.**

3. *Signs should be designed and placed to be consistent with the size and style of the building.*
 - a. *New signs should not conceal or diminish architectural features of the building.*
 - b. *Avoid oversized signs. The proportions of the building should guide sign size.*

- c. Traditional sign locations include belt courses above storefronts, on transom panels, on wall surfaces above second floor windows, projecting from the face of the building, or on awning valences.*

The placement and design of the proposed cabinet signs on Building A and applied letter signage on Building B would be compatible with the size and utilitarian design of the superstation on the Project Site; would be limited to traditional sign locations on façades; and would not conceal or materially impair features that characterize the property. **The proposed cabinet signage and applied letter signage meet this Standard.**

The proposed rotating pole sign on Building A's roof would not conceal or diminish architectural features that characterize the building. However, the proposed rooftop location is inappropriate, as Building A did not historically feature rooftop signage; and the scale of the pole sign, as proposed, is visually dominating and disproportionate to the building. **Therefore, the proposed rotating pole partially meets this Standard; but does not conform with the overall intent of the Historic Preservation Design Standards.**

- 4. Sign installation shall not damage historic materials.*
 - a. Mounting brackets and hardware shall be anchored into mortar joints only, not into the face of masonry units.*
 - b. All attachments penetrating historic materials shall use materials that prevent rust and deterioration.*

The proposed signage on Buildings A and B would be installed in a manner that minimizes damage to historic cladding materials, including Building A's cement plaster cladding and Building B's metal panel exterior walls; and would not result in deterioration of these materials. **The proposed cabinet signage and applied letter signage meet this Standard.**

The proposed rotating pole sign on Building A's roof would be attached in a manner that minimizes damage to the roof; and would not result in the deterioration of roofing materials. **The proposed rotating pole meets this Standard; but does not conform with the overall intent of the Historic Preservation Design Standards, as explained above.**

- 5. Signs shall be externally illuminated.*
 - a. Internally illuminated signs are not permitted, with the exception of halo-lit channel letters.*
 - b. Neon is encouraged for blade or wall signs.*
 - c. External illumination may be from concealed sources or from compatible metal fixtures.*

The proposed signage on Buildings A and B would be externally illuminated. **The proposed cabinet signage and applied letter signage meet this Standard.**

The proposed rotating pole sign on Building A's roof would be internally illuminated. **The proposed rotating pole does not meet this Standard; and does not conform with the overall intent of the Historic Preservation Design Standards, as explained above.**

6. *One wall sign is permitted per tenant on each building elevation.*
 - a. *A wall sign is limited to a maximum of one square foot for each lineal foot of the tenant's street frontage.*
 - b. *Maximum total sign length is 20 feet.*
 - c. *Letter height shall be no more than 24 inches tall.*
 - d. *Multiple lines of text are permitted, provided the sign area requirements are met.*

Multiple tenants would not occupy the property. **This Standard is not applicable.**

7. *One blade sign is permitted per tenant, in lieu of a wall sign.*
 - a. *A blade sign is limited to 15 square feet in area for each face.*
 - b. *The sign shall have at least 8 feet of vertical clearance between grade and the lowest point of the sign.*
 - c. *A sign may project over the public right of way, provided that the sign meets the requirements of Orange Municipal Code 17.12.040.D.12.*

A blade sign is not proposed. **This Standard is not applicable.**

8. *One hanging sign, oriented toward pedestrians, is permitted per tenant, in addition to the permitted wall or blade sign.*
 - a. *A hanging sign is limited to 8 square feet in area for each face.*
 - b. *A sign may project over the public right of way, provided that the sign meets the requirements of Orange Municipal Code 17.12.040.D.12.*

A hanging or blade sign is not proposed. **This Standard is not applicable.**

9. *Reversible painted or adhesive or vinyl signs are appropriate for use on window and door glazing.*
 - a. *Window sign area counts as part of the total allowable area for wall signs.*
 - b. *A window sign with a solid background is limited to no more than 10 percent of the glazing area.*

- c. *A window sign with lettering only is limited to no more than 20 percent of the glazing area.*

Painted, adhesive, or vinyl signs for window and door glazing are not proposed. **This Standard is not applicable.**

10. Signage printed on an awning valence is appropriate.

- a. *Awning signage counts as part of the total allowable area for wall signs.*
- b. *Signage on the upper face of the awning is not permitted.*
- c. *Signage on the awning valence should be no more than 50 percent of the valence area.*

The Project does not propose awnings. **This Standard is not applicable.**

11. Freestanding signs are prohibited in the Plaza or in the Downtown Core for properties fronting Glassell Street or Chapman Avenue.

The Project does not propose freestanding signs. **This Standard is not applicable.**

12. One freestanding monument sign is permitted for properties outside of the Plaza or Downtown Core, in lieu of a wall or blade sign.

- a. *A freestanding sign is limited to 12 square feet in area for each face, excluding the base structure.*
- b. *A freestanding sign is limited to 42 inches in height.*

The Project does not propose a monument sign. **This Standard is not applicable.**

13. Signs for commercial uses in formerly residential buildings should not obstruct architectural features and should be compatible with the scale and appearance of the building. In these cases, freestanding monument signs are preferred.

There are no residential buildings on the Project Site. **This Standard is not applicable.**

Evaluation: Santa Fe Depot Specific Plan

The Project Site is improved with a superstation, a commercial property type. Projects involving non-commercial buildings in the Santa Fe Depot Specific Plan should consider the following criteria from the Design Guidelines for Historic Buildings.

- 1. *Maintaining the general alignment of the building fronts along either the sidewalk or set back on the lot.*

The Project does not propose any changes to the general alignment of building fronts, along either the sidewalk or set back on the Project Site or in surrounding properties on West Chapman Avenue or North Lemon Street. **The Project meets this Guideline.**

2. The retention of original roof forms.

The Project would preserve and maintain historic roofs on the Project Site. Buildings A and B, which compose the superstation, feature flat roofs with shallow parapets. The Project does not propose any alterations to the existing slope or orientation of existing roofs and parapets. **The Project meets this Guideline.**

3. The maintenance of the size, shape and materials and locations of original windows. Repairing windows is preferable to replacement.

The proposed adaptive reuse of the property as a restaurant and bar would require some alterations to original windows and window openings to provide new building access, ventilation, and walk-up counter service. Tempered glazing is also required at Building B.

On Building A, the wood window on the south façade has been boarded. Since the building historically featured a wood window, new wood windows would be installed within the existing window opening.

On Building B, required window alterations would be as follows: all fixed metal window frames on the south (West Chapman Avenue) and west (North Lemon Street) façades would be retained, but their glazing would be removed and new metal windows with tempered glazing would be installed interior to the existing frames; transom windows on the south and west facades would be retained but reglazed, with new tempered glass installed within the existing frames; and a fixed metal window on the north façade would be removed, with the window opening enlarged to accommodate a pedestrian door for building access. No changes are proposed to the hopper windows on the south and west façades. On the north façade, a fixed metal window would be removed, with the window opening enlarged to accommodate a pedestrian door for building access.

Despite these alterations, following Project implementation, the overall appearance and fenestration pattern on Buildings A and B, which compose the superstation on the Project Site, would be minimally altered; and all proposed fenestration alterations on the building are reversable. **The Project meets this Guideline.**

4. The replacement of deteriorated windows only where necessary, and replacement with windows which match the original window in type, proportion, materials and arrangement. If feasible, the original casing and frame should be preserved.

Original windows are only intact on Building B. The Project would retain the original metal window frames on this building. The frames are generally in fair to good condition, with some instances of poor conditions observed. The Project does not anticipate that largescale replacement of original metal frames would be required due to condition issues; and seeks to retain and repair original metal window frames in-kind, to the extent possible. During Project

implementation, sections of window frames determined to be deteriorated beyond repair would be replaced in-kind with close replicas. **The Project meets this Guideline.**

5. *The retention and repair of original openings and doors. Altering or enclosing the configuration of an historic door opening is discouraged.*

The proposed adaptive reuse of the property as a restaurant and bar would require some alterations to original doors and door openings to provide new building access, ventilation, and walk-up counter service. Tempered glazing is also required at Building B.

On Building A, the garage bays on the west façade have been altered, with the southernmost bay infilled. Since the building historically featured a wood window, new wood windows would be installed within the garage bays, along with a door for building access, and the surrounding area would be infilled and finished in cement plaster to match the existing. Strips would be added on the cement plaster to delineate the original garage bay openings. A door on the west façade, where the canopy abuts the building, would be removed to accommodate new restrooms below the canopy.

On Building B, an existing double door on the south façade would be removed, with the door opening infilled with a metal window with tempered glazing and a metal panel to match the existing panels on the building; and two non-original service doors on the west façade would be removed, with the door opening infilled with metal windows with tempered glazing and metal panels to match the existing panels on the building.

Despite these alterations, following Project implementation, the overall appearance and fenestration pattern on Buildings A and B, which compose the superstation on the Project Site, would be minimally altered; and all proposed fenestration alterations on the building are reversable. **The Project meets this Guideline.**

6. *The replacement of doors only where necessary, and replacement with a door style which is similar to the original and the preservation the original frame.*

On Building B, non-original metal security doors at the vehicle entrances on the east canopy would be replaced with new glazed metal roll-up doors would replace the non-original metal security that are compatible the utilitarian design of the superstation on the Project Site. **The Project meets this Guideline.**

7. *Repairing historic materials by patching, piecing-in, splicing, consolidating or otherwise reinforcing, rather than replacement.*

The Project would retain and repair in-kind the majority of historic materials on Buildings A and B. This includes Building A's cement plaster cladding and metal canopy and Building B's metal panel exterior walls, metal window frames, and metal canopies. During Project implementation, historic materials determined to be deteriorated beyond repair would be replaced in-kind. **The Project meets this Guideline.**

8. *The preservation of decorative architectural features and restoration of missing features when historic evidence is available.*

The superstation on the Project site features a utilitarian design ornamentation limited to decorative Streamline Moderne stepped cornice; these would be retained, repaired in-kind, and repainted. Missing historic features were not observed on the property. **The Project meets this Guideline.**

9. *The removal of inappropriate siding which covers original materials.*

Inappropriate siding has not been applied over original materials on the superstation on the Project Site. **This Guideline is not applicable.**

Impacts to National Register and Local Old Towne Orange Historic Districts

The Project proposes alterations and new construction on the Project Site. Historical resources, including contributing properties in a historic district, that immediately border a project are more likely to be adversely impacted by way of construction activities or alterations to the immediate setting of the resources. Historical resources physically separated from a project by other buildings or streets, or by additional distance, are less likely to be adversely impacted due to this spatial separation. Therefore, as noted in Section 3.0, Methodology, this Report defines a Potential Impact Area to evaluate potential impacts to the Old Towne Orange Historic District and Old Towne Orange Local Historic District resulting from the Project. The Potential Impact Area is limited to two historic district contributors that immediately border the Project Site: 223 West Chapman Avenue and 121 North Lemon Street. Impacts to these properties resulting from the Project are evaluated below.

223 WEST CHAPMAN AVENUE

223 West Chapman Avenue, a one-story commercial building built in 1926, is a contributing property in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. Although the Project Site borders 223 West Chapman Avenue, the Project would be physically separated from this property: and the Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of the commercial building. As such, the Project would not have the potential to adversely impact the commercial building by way of alterations or construction activities. By altering the superstation and introducing new construction on the Project Site, the Project would change the wider setting of 223 West Chapman Avenue. However, in order for a change in the setting to result in a significant impact to 223 West Chapman Avenue, and by extension the historic districts it contributes to, it must be shown that the Project would materially impair the property such that it would no longer be able to convey the significance of districts. The Project, as proposed, would only minimally alter the property's setting; and would not materially impair the property. Therefore, Project would not result in an impact to 223 West Chapman Avenue.

121 NORTH LEMON STREET

121 North Lemon Street is improved with two buildings: a one-story commercial building built in 1940; and a one-story single-family residence built in c. 1935. The commercial building is a contributing property in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. The residence is pending review for inclusion as a contributor to both districts. Although the Project Site borders 121 North Lemon Street, the Project would be physically separated from this property; and the Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of the commercial building and residence. As such, the Project would not have the potential to adversely impact the commercial building by way of alterations or construction activities. By altering the superstation and introducing new construction on the Project Site, the Project would change the wider setting of 223 West Chapman Avenue. However, in order for a change in the setting to result in a significant impact to 121 North Lemon Street, and by extension the historic districts it contributes to, it must be shown that the Project would materially impair the property such that it would no longer be able to convey the significance of districts. The Project, as proposed, would only minimally alter the property's setting; and would not materially impair the property. Moreover, in 2022, the commercial building suffered extensive fire damage, including the loss of most of its exterior character-defining features. As such, the property does not retain its historical appearance that was intact when the property was previously evaluated in 2005. As a result, the likelihood of the Project to impact the historic integrity of 121 North Lemon Street has further been diminished. Therefore, Project would not result in an impact to 121 North Lemon Street.

SUMMARY OF PROJECT IMPACTS

Although the Project proposes alterations and new construction adjacent to two contributing properties in the Old Towne Orange Historic District and Old Towne Orange Local Historic District, it would not substantially change the historic districts' wider setting. In order for a change in the setting to result in a significant impact to a historic district, it must be shown that the historic district would be materially impaired and would no longer be able to convey their historic significance as a result of the Project. The Project would not materially impair the historic districts such that they could no longer convey their significance. Moreover, both contributing properties that immediately border the Project Site would retain those physical characteristics that contribute to the historic districts' significance. In summary, the Project would not result in impacts to the Old Towne Orange Historic District and Old Towne Orange Local Historic District.

8.0 CONCLUSION

The Project Site at 237 West Chapman Avenue, improved with a superstation built in 1924, is a contributing property in the Old Towne Orange Historic District and Old Towne Orange Local Historic District. The Project proposes to rehabilitate and adaptively reuse the superstation on as a restaurant and bar. This analysis in this Report has demonstrated that the Project conforms with the Secretary of the Interior's Standards for Rehabilitation; conforms with the City's Historic Preservation Design Standards, excepting the proposed signage that only partially conforms; and conforms with the City's Design Guidelines for Historic Buildings for properties in the Santa Fe Depot Specific Plan area.

SUMMARY OF PROJECT IMPACTS

The analysis in this Report has demonstrated the following:

1. The Project would not result in a significant adverse impact to the superstation on the Project Site; and following Project implementation, the superstation would retain sufficient integrity to remain a contributing property within the Old Towne Orange Historic District and the Old Towne Orange Local Historic District.
2. The Project would not result in a significant adverse impact to 223 West Chapman Avenue and 121 North Lemon Street, which immediately border the Project Site and contribute to the Old Towne Orange Historic District and the Old Towne Orange Local Historic District.
3. The Project, by extension, would not materially alter in an adverse manner those physical characteristics that convey the significance of the Old Towne Orange Historic District and the Old Towne Orange Local Historic District, and therefore, would not result in a significant adverse impact to the historic districts.

9.0 REFERENCES

- Brigandi, Phil. *A Brief History of Orange, Orange County Historical Society*, 2011. Accessed June 20, 2024, https://www.orangecountyhistory.org/wp/?page_id=197.
- City of Orange. *General Plan*. Adopted March 2020.
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- U.S. Department of the Interior. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: National Park Service, 1997.
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APPENDIX A

RESUMES OF AUTHORS/CONTRIBUTORS

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Professional License

California Architect C24223

Education

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Bachelor of Architecture,
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Honors and Awards

National Trust for Historic
Preservation, Richard H. Driehaus
Foundation National Preservation
Award

Los Angeles Conservancy
Preservation Award

California Preservation
Foundation Preservation Design
Award

City of Pasadena Historic
Preservation Award

AIA Institute Honor Award

JOHN LOCASCIO, AIA

Principal Architect

Experience Profile

Years of Experience: 31

John LoCascio has been with HRG since 2011, involved in historic preservation since 2002, and a licensed, practicing architect since 1993.

John's areas of focus at HRG include historic architecture and technology, building conservation, historic structure reports and federal historic rehabilitation tax credit projects. He provides technical assistance for construction documents, advises on compliance with the Secretary of the Interior's Standards and the use of the State Historic Building Code, provides construction monitoring, and paint and materials sampling and analysis services. John has worked on a wide variety of buildings and structures in California as well as in other states. He is currently advising on historic tax credit projects in Los Angeles, the San Francisco Bay area, and Washington State. In addition, John regularly provides historic architecture consultation for numerous LAUSD campus modernization projects.

John LoCascio meets the *Secretary of the Interior's Professional Qualifications Standards* in Architecture and Historic Architecture.

Selected Projects

28th Street YMCA Rehabilitation and Adaptive Reuse, Los Angeles
Academy Museum of Motion Pictures Rehabilitation, Hollywood
Angelus Funeral Home Historic Tax Credit Project, Los Angeles
CBS Columbia Square Rehabilitation and Adaptive Reuse, Hollywood
Chapman University VPO Packing House Rehabilitation, Orange
Climate Pledge Arena Historic Tax Credit Project, Seattle
Constance Hotel Historic Tax Credit Project, Pasadena
Grand Central Air Terminal Rehabilitation & Adaptive Reuse, Glendale
Los Angeles International Airport Preservation Plan and HSRs
Mayfair Hotel Historic Tax Credit Project, Los Angeles
Venice High School Comprehensive Modernization, Los Angeles

Professional Affiliations

American Institute of Architects

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University
Bachelor of Architecture,
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University, Pomona

Professional Affiliations

Association for
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Columbia University
Preservation Alumni
Pasadena Heritage
The 1947 Partition Archive
Society of Architectural
Historians

ADAM RAJPER

Senior Historic Preservation Specialist

Experience Profile

Years of Experience: 9

Adam has worked in historic preservation in the non-profit, private, and public sectors. He joined HRG in 2022; his areas of focus include preparing documentation in support of CEQA, NEPA and Section 106 environmental review, and historic resources assessments.

Adam has utilized his architecture and conservation skills to prepare Historic Structures reports, provide building envelope consultations, develop treatment plans, conduct easement property inspections, and review projects proposing exterior maintenance and alterations. In general, Adam has worked on a variety of projects, including state and federal historic tax credit applications, local preservation incentives, National Register nominations, Historic Structure Reports, Historic American Building Survey (HABS) documentation reports, historic resource surveys, historic context statements, and historic rehabilitations.

Prior to joining HRG, Adam was a senior architectural historian for consulting firms in California and Texas, most recently MacRostie Historic Advisors in Houston. He also served as Preservation Director for Pasadena Heritage and Historic Preservation Specialist for the City of San Antonio Office of Historic Preservation.

Adam Rajper meets the *Secretary of the Interior's Professional Qualification Standards* in Historic Preservation in History, Architectural History and Historic Architecture.

Selected Projects

Aurora Apartment Hotel National Register Nomination
American National Insurance Company National Register Nomination
Friedrich Refrigeration Company Official Texas Historical Marker
Mills Act Historic Property Contract Program Inspections
RMS Queen Mary Historic Structures Report
Rancho Los Amigos Historic Survey

APPENDIX B

PROJECT INFORMATION



AMERICAN GONZO - THE WIN-DOW

237 WEST CHAPMAN AVENUE, ORANGE, CA

REVIEW PACKAGE 07-03-2025
PLANNING REVIEW PACKAGE X-X-2025



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

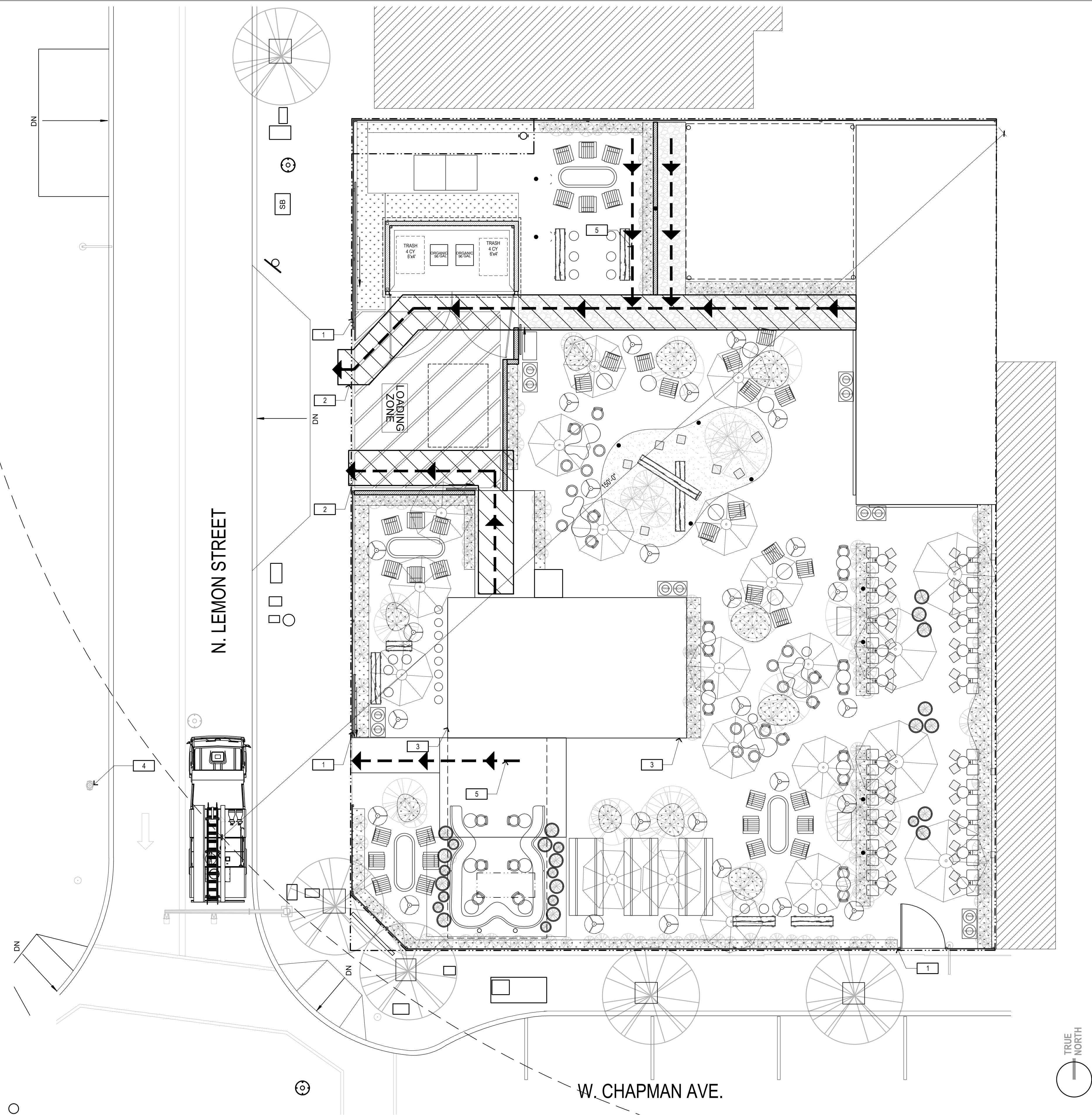


AMERICAN GONZO - THE WIN~DOW
237 WEST CHAPMAN AVENUE, ORANGE, CA

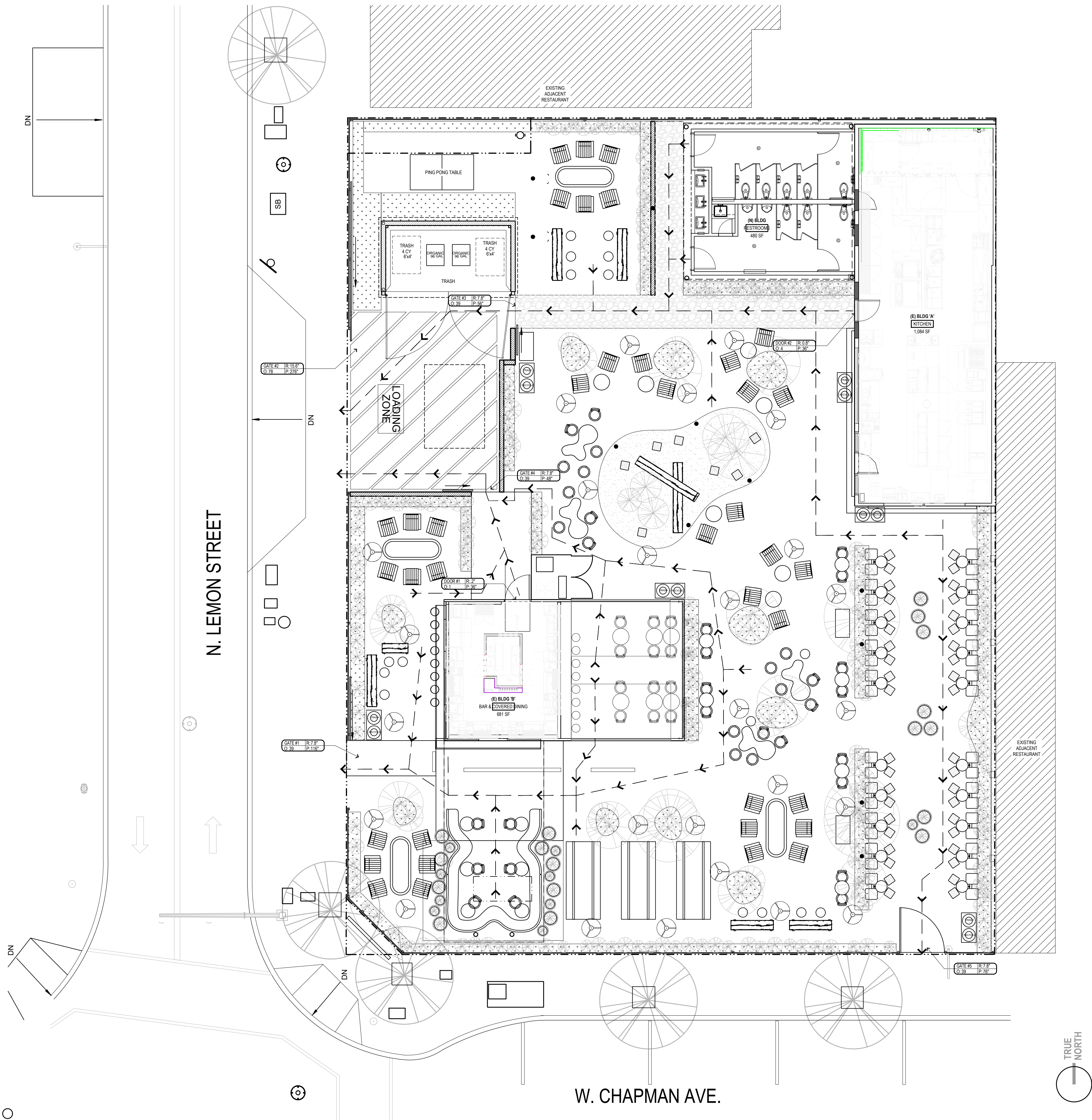
PROJECT NOTES & CITY OF ORANGE NOTES



01.1



- 1 KEY BOXES AND KEY SWITCHES (KNOX DEVICES) SHALL BE PROVIDED WHERE NECESSARY TO ENSURE THAT IMMEDIATE ACCESS FOR FIREFIGHTING, RESCUE AND OTHER EMERGENCY PURPOSES IS POSSIBLE. AT A MINIMUM, KNOX DEVICES SHALL BE PROVIDED FOR THE FOLLOWING LOCATIONS:
- a. THE MAIN ENTRY TO BUILDINGS EQUIPPED THROUGHOUT WITH A FIRE ALARM OR SPRINKLER MONITORING SYSTEM.
 - b. DOORS, PERIMETER PEDESTRIAN GATES AND OTHER AREAS IDENTIFIED BY THE FIRE DEPARTMENT. AT LEAST ONE PEDESTRIAN GATE IS REQUIRED ON PERIMETER GATES.
- 2 5-FOOT-WIDE FIRE ACCESS WALKWAY TO ALL OPENINGS AND EGRESS DOORS, ON THE FIRST FLOOR EXTERIOR WALLS, REQUIRED BY THE CBC AND/OR CFC.
- TREES PLANTED ALONG THE FIRE ACCESS ROADWAY AND/OR FIREFIGHTER REQUIRED WALKWAY SHALL NOT IMPEDE THE REQUIRED MINIMUM 5'-0" WALKWAY WIDTH OR THE REQUIRED FIRE APPARATUS VERTICAL CLEARANCE OF 13'-6". THE TREES SHOULD BE A TYPE THAT THE NATURAL GROWTH PATTERN WOULD ALLOW THE REQUIRED VERTICAL CLEARANCE WITHOUT RELIANCE ON REGULAR MAINTENANCE OF THE TREE CANOPIES.
- 3 BUILDING ADDRESS LOCATION - APPROVED BUILDING ADDRESS NUMBERS SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, BE ARABIC NUMERALS OR ALPHABET LETTERS, AND BE A MINIMUM OF 8 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 1 INCH. CFC CHAPTER 5, SECTION 505.1 AND OMC 15.52.080
- ADDITIONAL ADDRESS MARKINGS MAY BE REQUIRED TO PROVIDE DIRECTION FROM APPROACH.
- 4 PUBLIC FIRE HYDRANT LOCATION (EXISTING)
- 5 ACCESSIBLE PATH OF TRAVEL FROM BUILDING TO ACCESSIBLE PARKING AND TO PUBLIC RIGHT OF WAY TO NOT EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.



- MEANS OF EGRESS GENERAL NOTES
1. THE MEANS OF EGRESS SHALL HAVE A CEILING HEIGHT OF NO LESS THAN 7' - 6", PROTRUDING MAY NOT REDUCE THE HEADROOM BELOW 80 INCHES ABOVE ANY WALKING SURFACE AND NO MORE THAN 50% OF THE CEILING AREA MAY BE REDUCED.
 2. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED. INTERNALLY ILLUMINATED EXIT SIGNS SHALL BE LISTED AND LABELED AND SHALL BE ACCORDANCE WITH THE MANUFACTURES' INSTRUCTIONS AND EXTERNALLY ILLUMINATED EXIT SIGNS SHALL COMPLY WITH THE POWER SOURCE REQUIREMENTS IN SECTIONS 1013.6.2 WHEN THE FACE OF AN EXIT SIGN IS ILLUMINATED FROM AN EXTERNAL SOURCE, IT SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES.
 3. ANY TIME A BUILDING OR A PORTION OF A BUILDING IS OCCUPIED, THE MEANS OF EGRESS SERVING THE OCCUPIED PORTION SHALL BE ILLUMINATED AT AN OF NOT LESS THAN 1 FOOT CANDLE AT THE WALKING SURFACE.
 4. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM WHICH IS TO PROVIDE CONTINUED ILLUMINATION FOR A DURATION OF NO LESS THAN 90 MINUTES IN CASE OF PRIMARY POWER LOSS. CONTINUED IS TO BE PROVIDED FROM STORAGE BATTERIES, UNIT EQUIPMENT, GENERATOR AND THE INSTALLATION OF THE EMERGENCY BE INSTALLED IN ACCORDANCE WITH CHAPTER 27. (1013.6.3)
 5. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT CANDLE (1 LUX) MEASURED ALONG THE EGRESS AT FLOOR LEVEL. A MAXIMUM TO MINIMUM ILLUMINATION OF 40 TO 1 SHALL NOT BE EXCEEDED (1008.3.5).
 6. EXIT SIGN SHALL BE LOCATED 48" MIN. TO BOTTOM OF BRAILLE LETTERING AND 60" MAX. TO BOTTOM OF TOP SIGNAGE LETTERING ABOVE FINISH FLOOR.
 7. EXIT DOORS/GATES ARE REQUIRED TO SWING IN THE DIRECTION OF TRAVEL AND BE PROVIDED WITH PANIC HARDWARE IN AREAS WITH 50 OR MORE OCCUPANTS.
 8. ALL DOORS ON THE ACCESSIBLE ROUTE OR CIRCULATION PATH HAVE A MAX OPENING FORCE OF 5 POUNDS.
 9. MEANS OF EGRESS LIGHTING TO BE PROVIDED WITH EMERGENCY POWER BACK-UP SUPPLY PER CBC 1008.3
 10. ELECTRICALLY POWERED, SELF-LUMINOUS AND PHOTO LUMINESCENT EXIT SIGNS SHALL BE LISTED AND LABELED IN ACCORDANCE WITH UL 924 AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND CHAPTER 27. EXIT SIGNS SHALL ILLUMINATED AND ALL TIMES. CBC 1013.5
 11. EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT
 12. THE FLOOR OR LANDING ON EACH SIDE OF DOORS SHALL NOT BE MORE THAN 1/2 INCH LOWER THAN THE THRESHOLD OF THE DOORWAY.
 13. DUCT DETECTION SHALL BE REQUIRED FOR ALL AIR HANDLING SYSTEMS THAT EXCEED 2,000 CFM'S WILL NEED TO TIE IN TO EXISTING FIRE ALARM SYSTEM.

EGRESS NOTES

20" R:100
O STAIR #1P: 20"

EGRESS COMPONENT
OCCUPANT LOAD
REQ'D MINIMUM WIDTH
PROVIDED WIDTH

ACCESSIBLE PATH OF TRAVEL TRAVEL FROM BUILDING TO ACCESSIBLE PARKING AND TO PUBLIC RIGHT OF WAY TO NOT EXCEED 5% SLOPE IN THE DIRECTIONS OF TRAVEL AND 2% CROSS SLOPE.

LEGEND

DINING SEATS: (TABLE)
XX SEATS

FIRE PIT SEATING:
24 SEATS

BAR SEATING:
16 SEATS

CASUAL STOOL SEATING (NO TABLE):
XX SEATS

SEATING COUNTS

OCCUPANT LOAD CALC:			
YARD AREA	2,215 SF.	15 NET	148
KITCHEN	869 SF.	200 GROSS	4
BAR BACK	121 SF.	200 GROSS	1
TOTAL OCCUPANTS			153 (77F, 77M)
WATER CLOSETS: (REQUIRED)			
MALE - 2			
FEMALE - 3			
URINALS: MALE - 1			
LAVATORIES: MALE - 1			
FEMALE - 1			
WATER CLOSETS: (PROVIDED)			
MALE - 3			
FEMALE - 5			
URINALS: MALE - 2			
LAVATORIES: MALE - 3			
FEMALE - 3			

LIFE SAFETY PLAN

1/8" = 1'-0"

1

RESTROOM FIXTURE CALCULATIONS

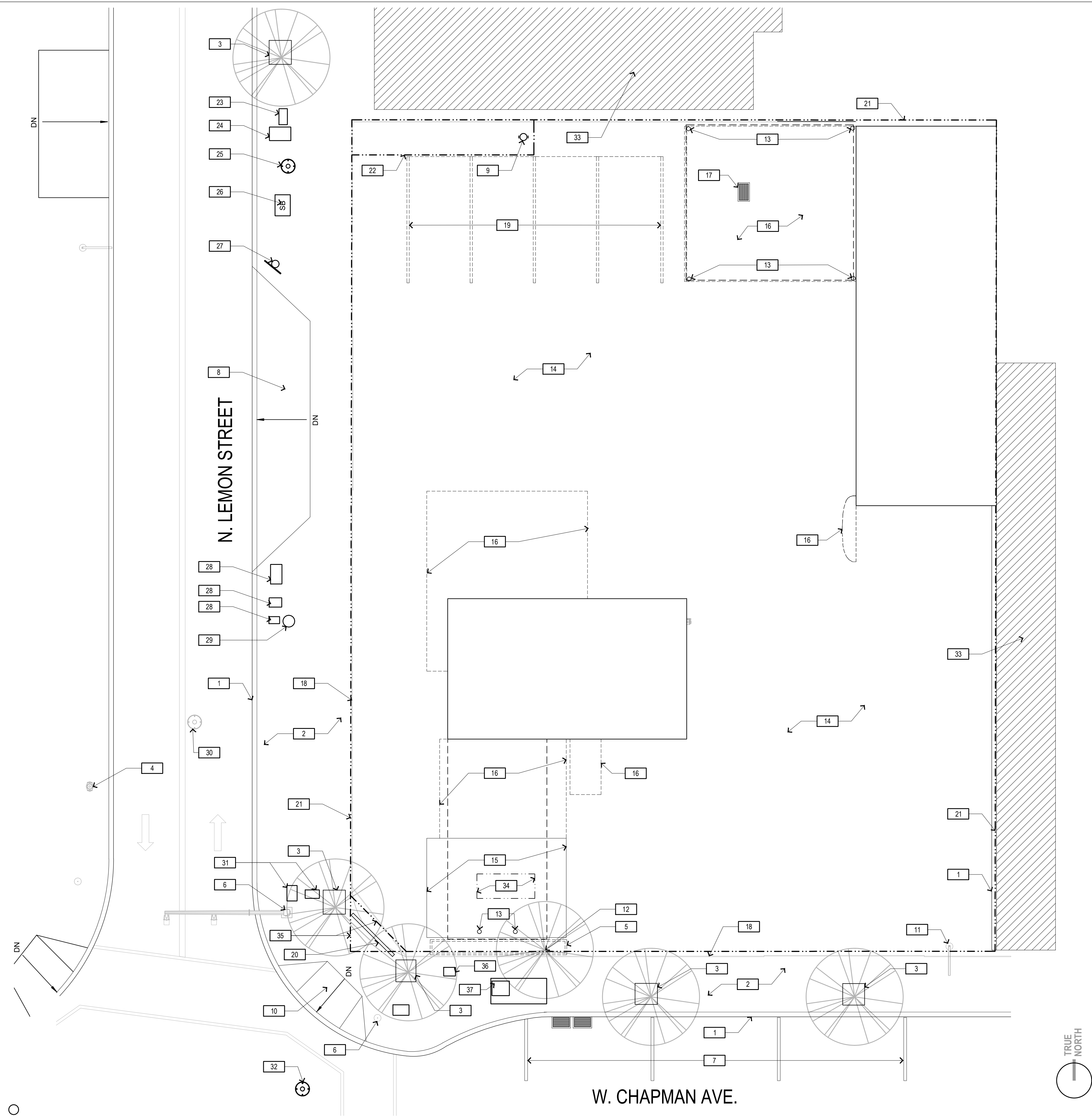


AMERICAN GONZO - THE WIN~DOW
237 WEST CHAPMAN AVENUE, ORANGE, CA



01.3

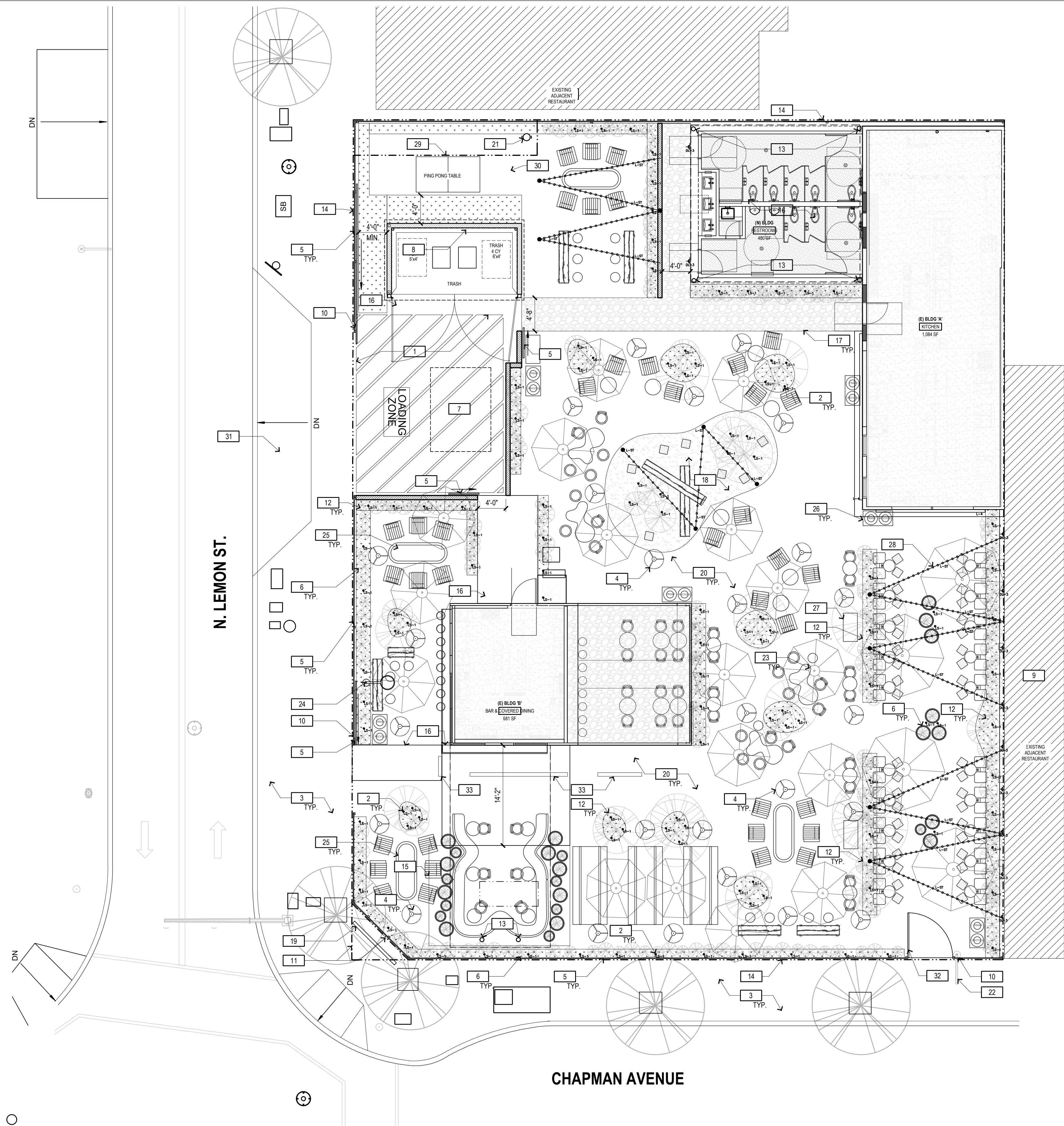
Job No. 2024-1055
Date: 2025-0X-XX



- 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 HISTORIC OVERHEAD SIGN TO REMAIN
- 12 EXISTING PALM TREE TO BE REMOVED
- 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
- 19 EXISTING PARKING STRIPING TO BE REMOVED
- 20 EXISTING MONUMENT SIGN TO REMAIN
- 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

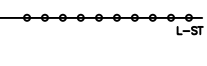
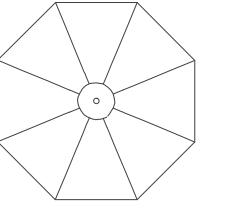
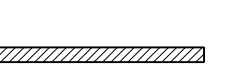
EXISTING SITE PLAN 1/8" = 1'-0"

1 KEY NOTES



- 1 NEW LOADING ZONE STRIPING
- 2 NEW GROUND LEVEL LIGHTING
- 3 EXISTING SIDEWALK
- 4 NEW GROUND MOUNTED GAS HEATERS
- 5 NEW WROUGHT IRON FENCING SLIDING GATE
- 6 NEW POTTED PLANTS WITH IRRIGATION
- 7 NEW PRECAST CONCRETE GRAVITY GREASE INTERCEPTOR
- 8 NEW TRASH ENCLOSURE, PER CITY OF STANDARDS
- 9 EXISTING NEIGHBORING BUILDING, NOT IN SCOPE
- 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 POURED IN PLACE
- 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
- 21 EXISTING TELEPHONE POLE AND GUY WIRE TO REMAIN
- 22 EXISTING HISTORIC OVERHEAD SIGN TO REMAIN
- 23 NEW MOVABLE UMBRELLAS
- 24 NEW GROUND MOUNTED SIGN
- 25 NEW FIRE PIT
- 26 NEW MOVABLE TRASH AND RECYCLE BINS
- 27 NEW MOVABLE SERVER STATION
- 28 NEW TIVOLI STRING LIGHTS
- 29 EXISTING UTILITY EASEMENT
- 30 NEW BOCCI BALL PIT
- 31 EXISTING DRIVE APRON
- 32 NEW WROUGHT IRON FENCING SWINGING GATE
- 33 NEW QUEUING LINE GUARD RAIL

KEY NOTES

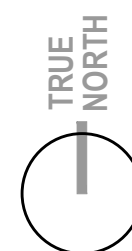
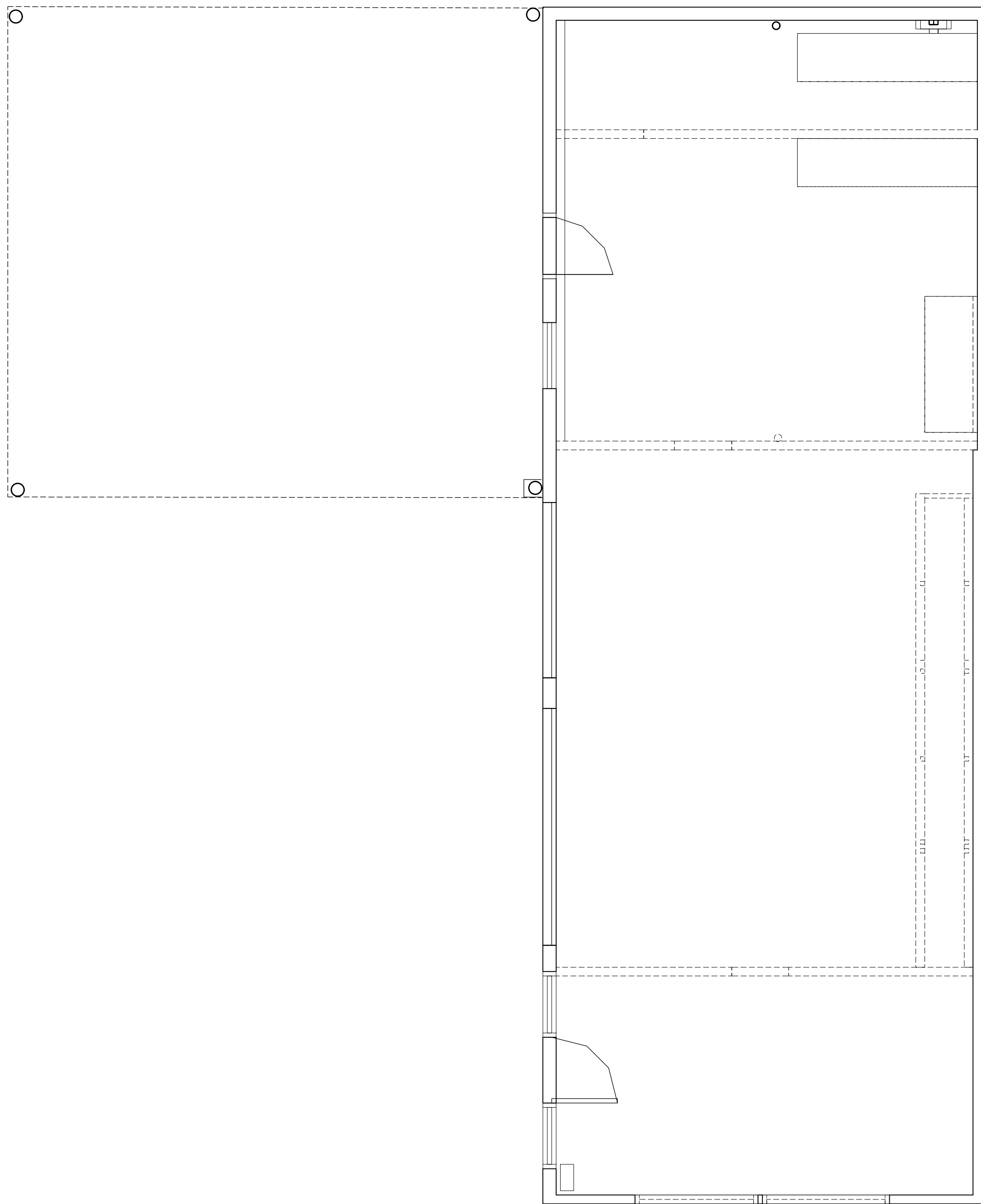
-  NEW CEILING MOUNTED LINEAR HEATERS
-  POTTED PLANTS WITH IRRIGATION
-  IN GROUND LANDSCAPE PLANTER WITH BROWN MULCH
-  BROWN BARK MULCH NUGGETS
-  IN GROUND LANDSCAPE LIGHTING
-  TIVOLI STRING LIGHTS
-  OUTDOOR WALL SCONCE
-  MOVABLE UMBRELLAS
-  4'-0" HIGH CMU WALL

PROPOSED SITE PLAN

1/8" = 1'-0"

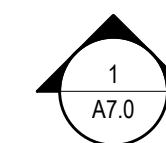
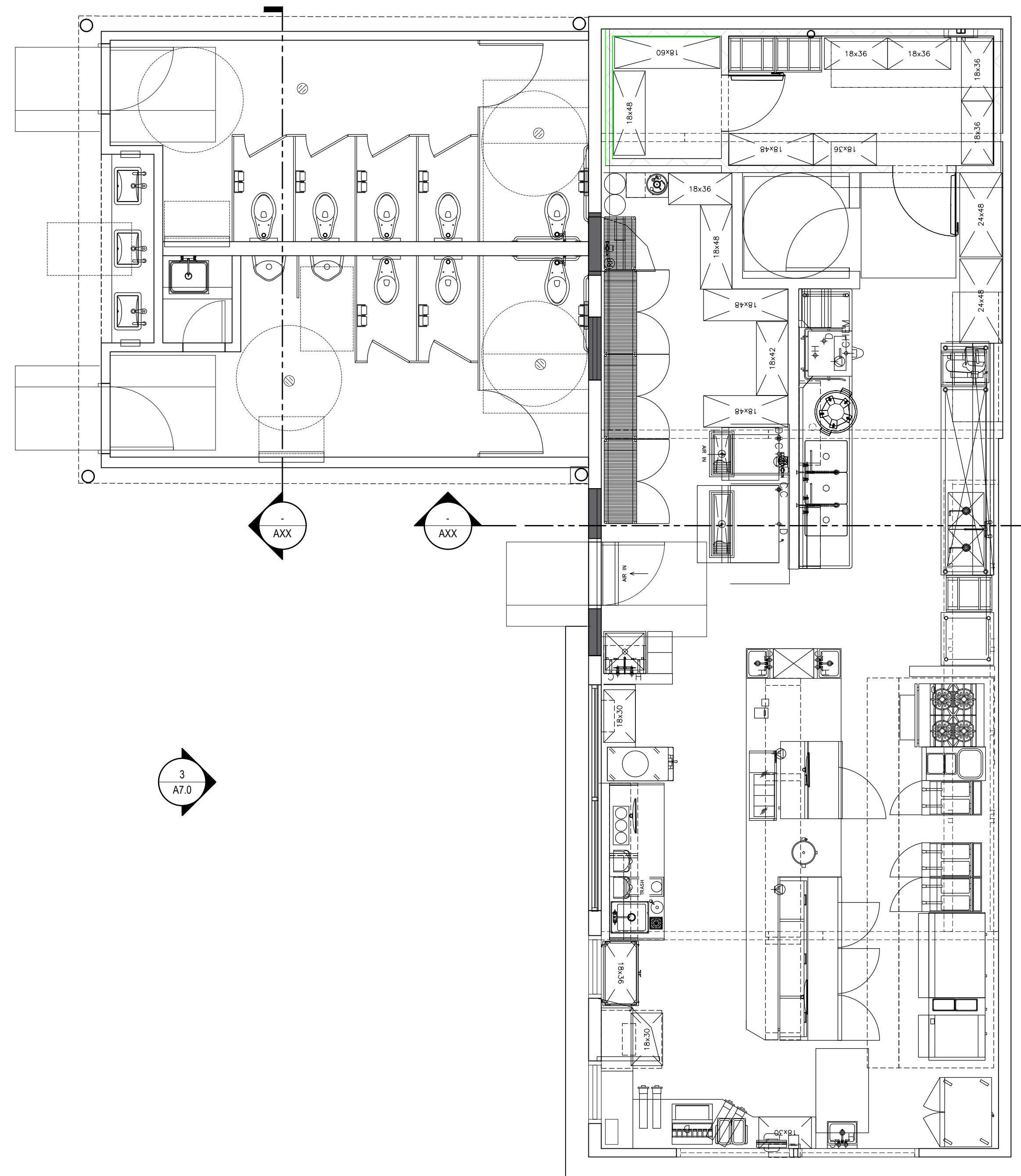
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LEGEND



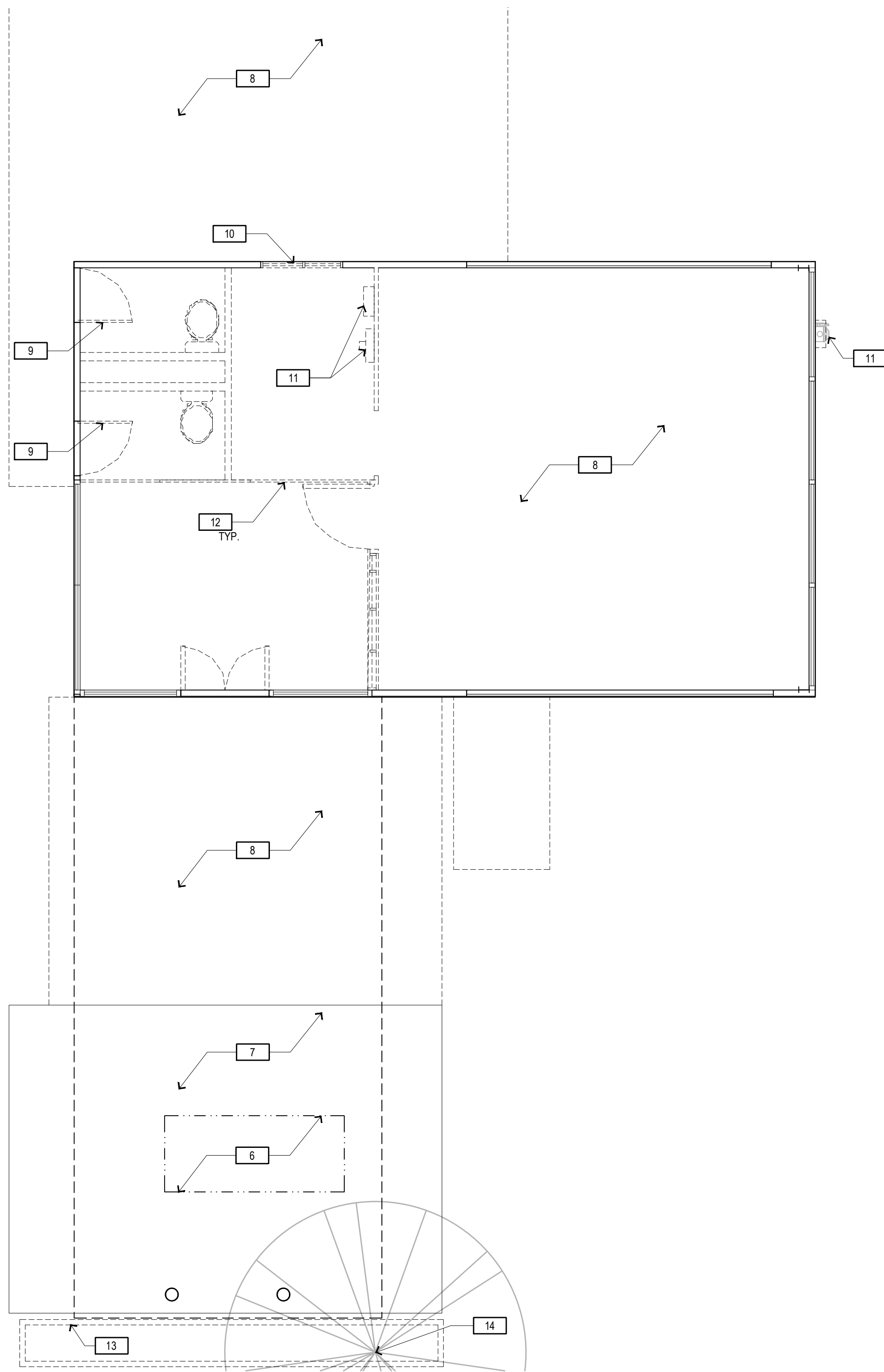
EXISTING BUILDING A FLOOR PLAN 1/4" = 1'-0"

2



PROPOSED BUILDING A FLOOR PLAN 1/4" = 1'-0"

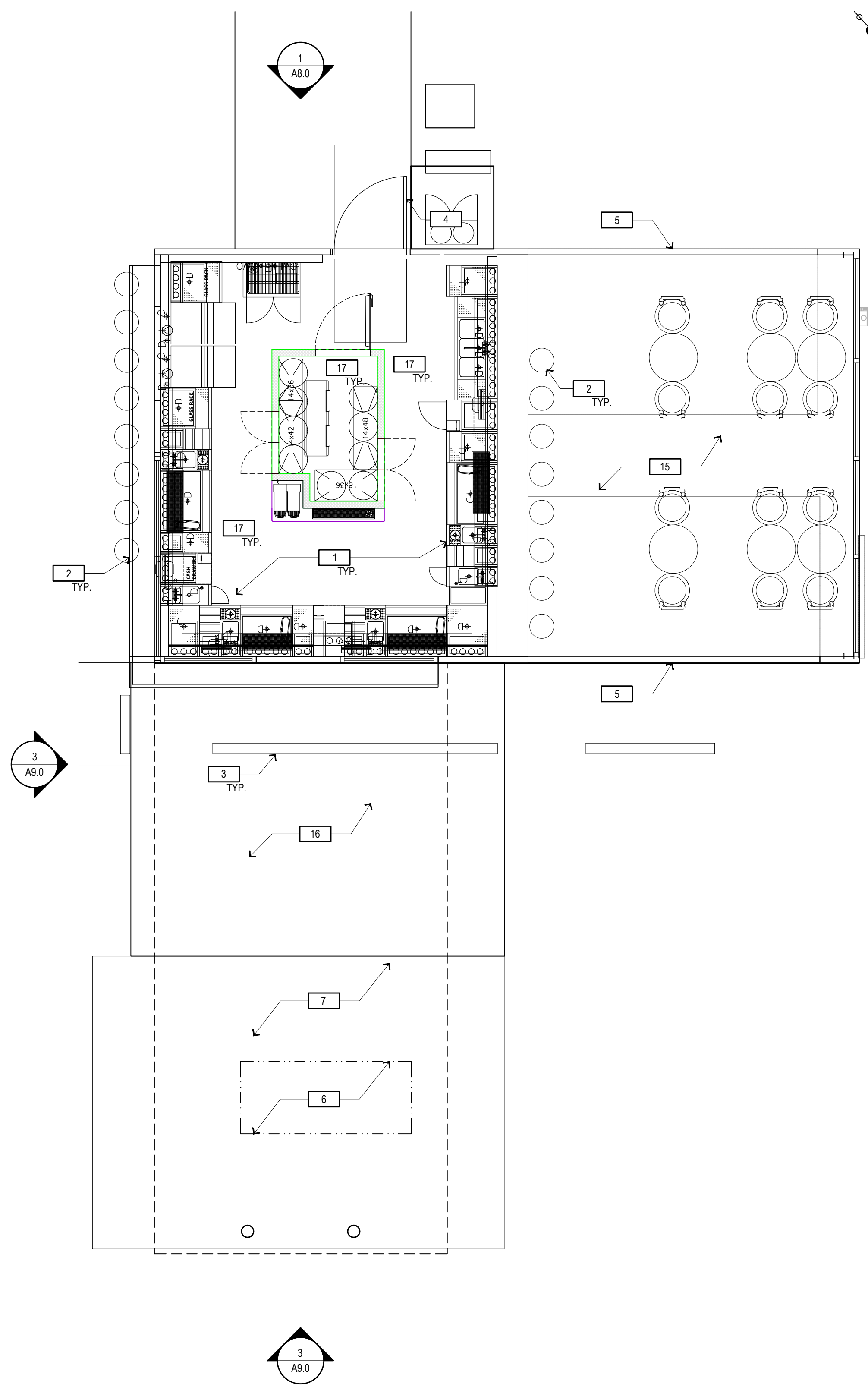
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EXISTING BUILDING 'B' FLOOR PLAN

1/4" = 1'-0"

2



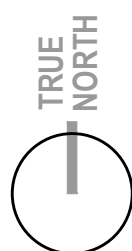
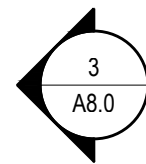
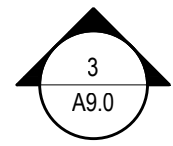
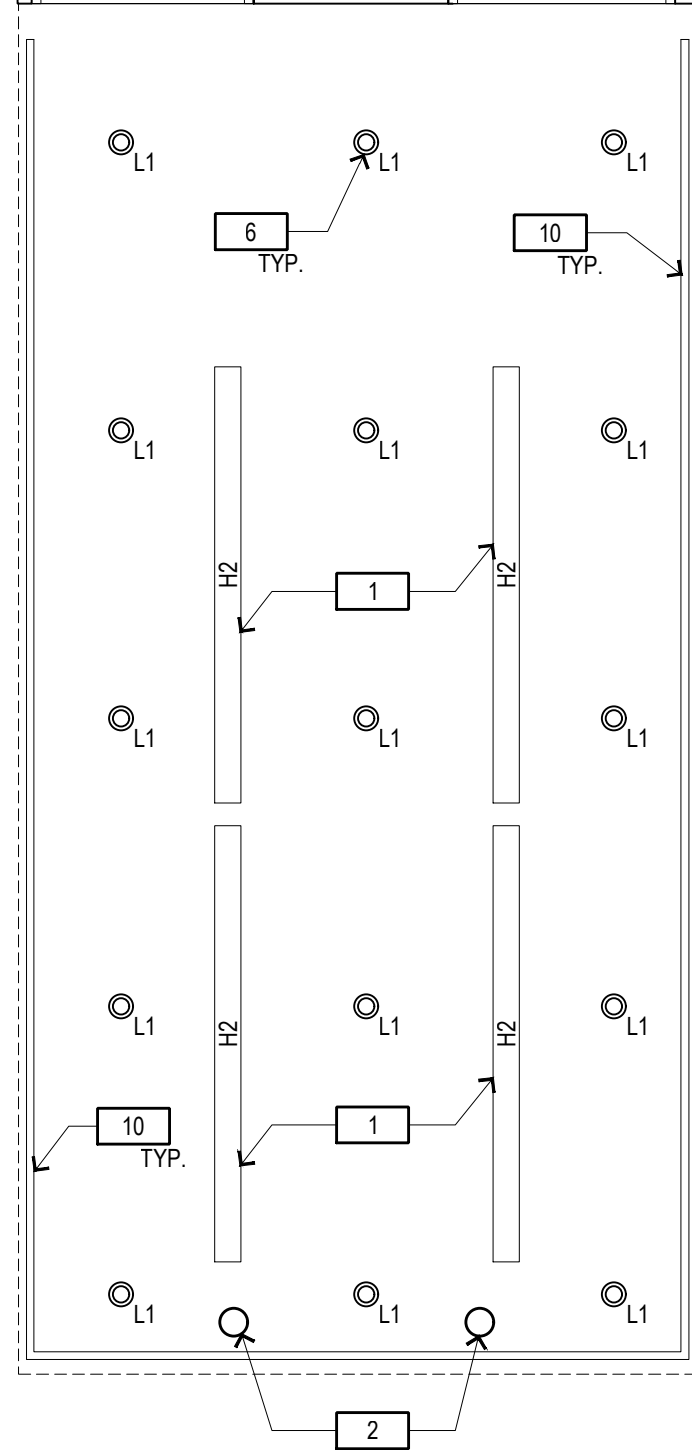
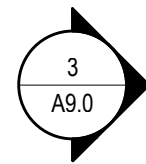
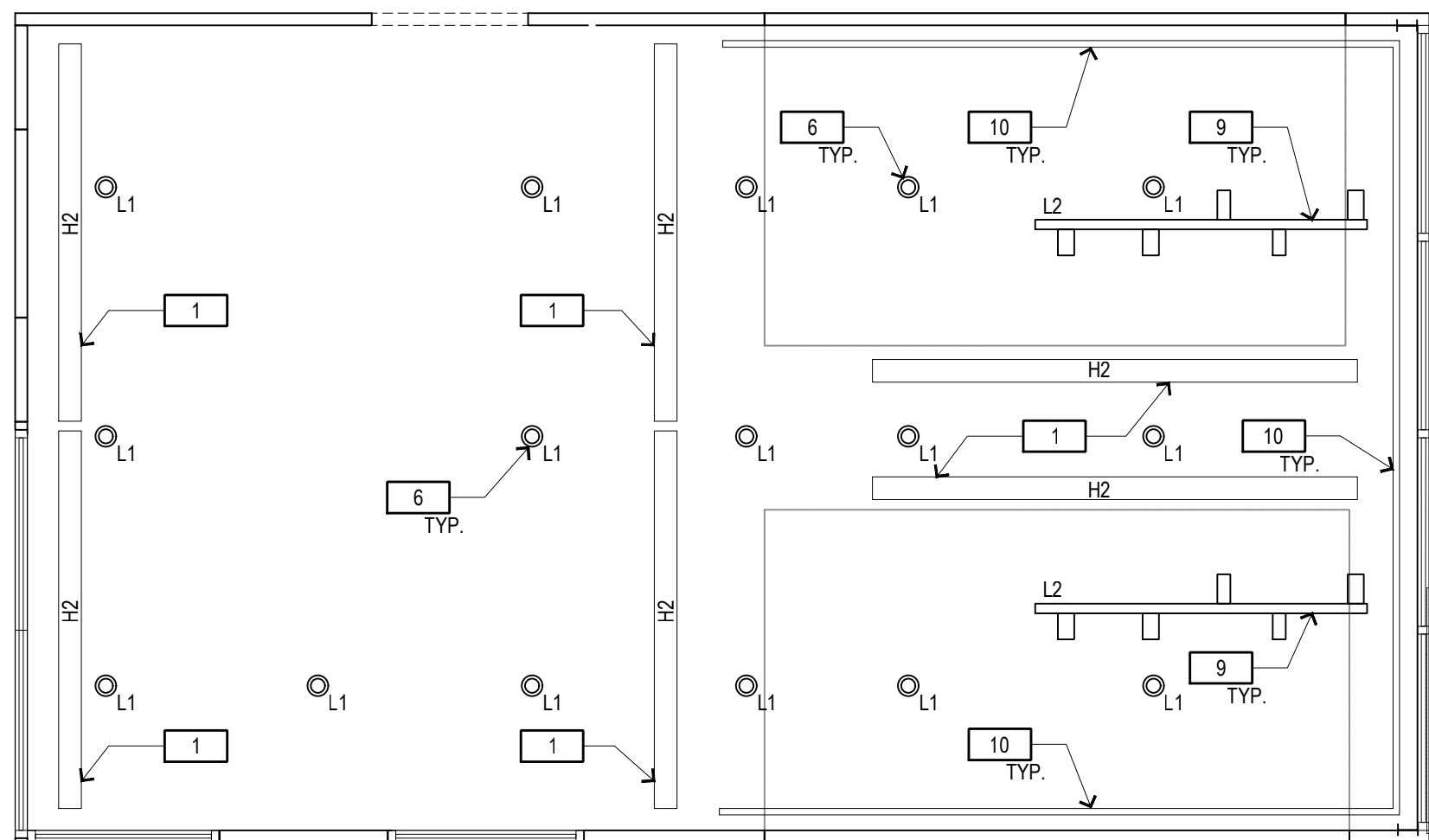
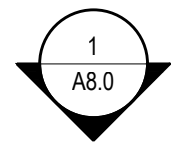
PROPOSED BUILDING 'B' FLOOR PLAN

1/4" = 1'-0"

1

KEYNOTES

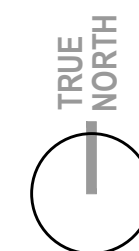
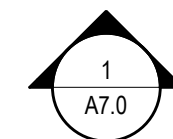
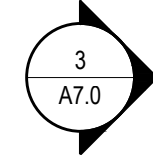
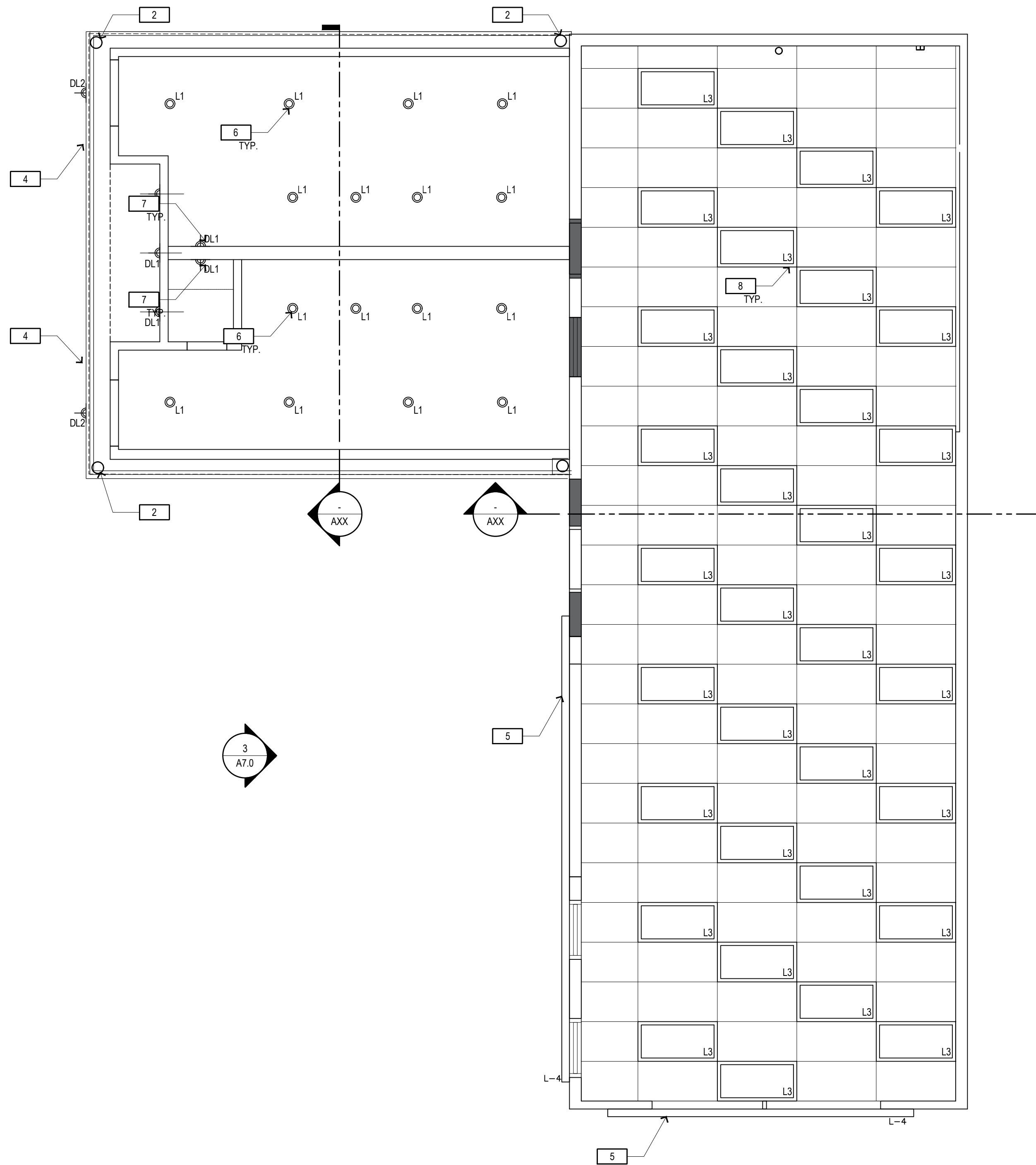
- 1 NEW BAR EQUIPMENT
- 2 NEW BAR STOOLS AT BAR TOP
- 3 NEW ORDER QUEUE RAILING
- 4 NEW EXTERIOR DOOR
- 5 NEW GARAGE STYLE DOORS
- 6 EXISTING COVERED EMPTY AUTO SERVICE PIT, TO REMAIN
- 7 EXISTING CONCRETE TO BE PROTECTED IN PLACE
- 8 EXISTING CONCRETE TO BE REMOVED
- 9 EXISTING RESTROOM DOORS TO BE 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' REFLECTED CEILING PLAN

1/4" = 1'-0"

2



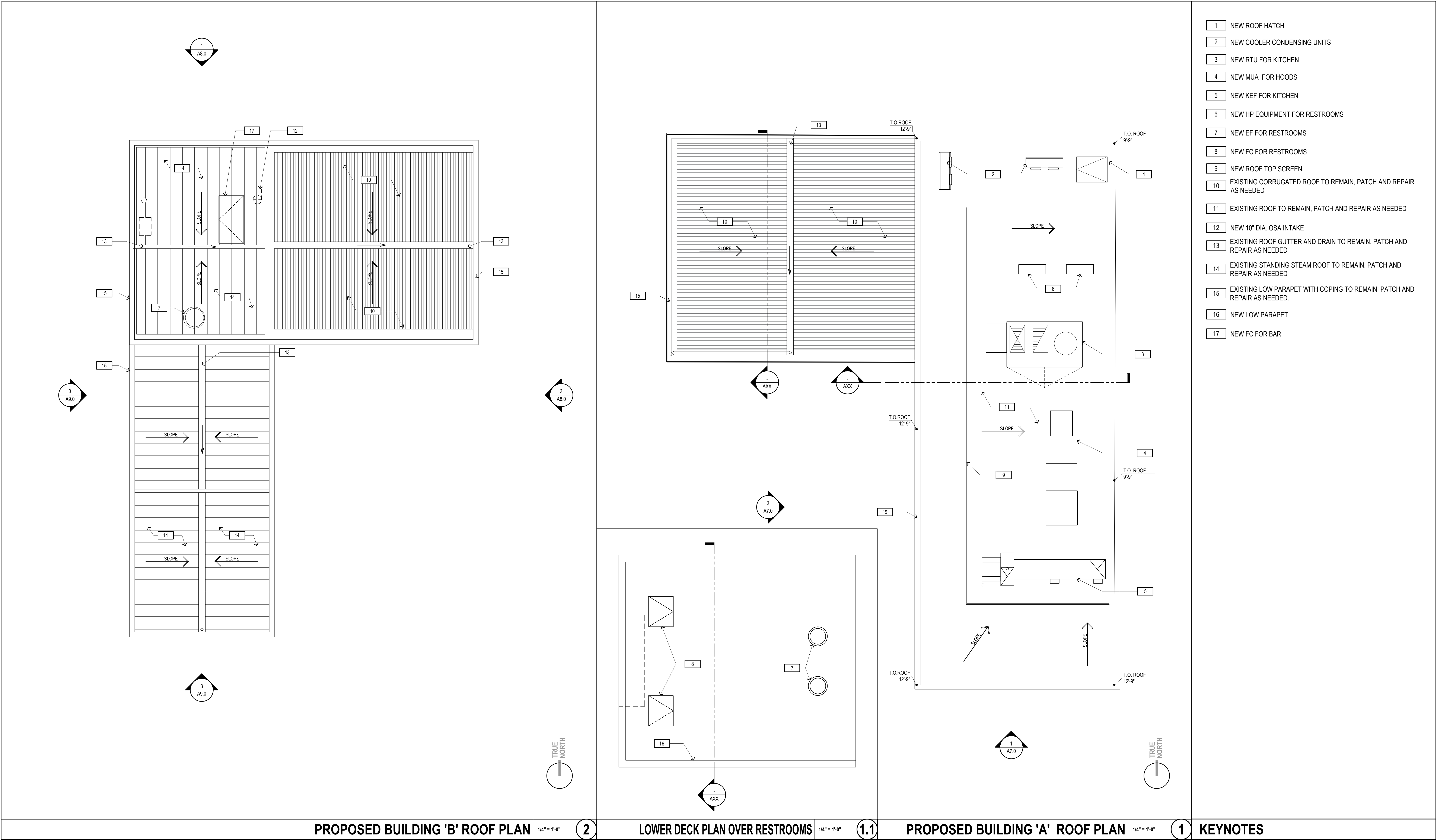
PROPOSED BUILDING 'A' REFLECTED CEILING PLAN

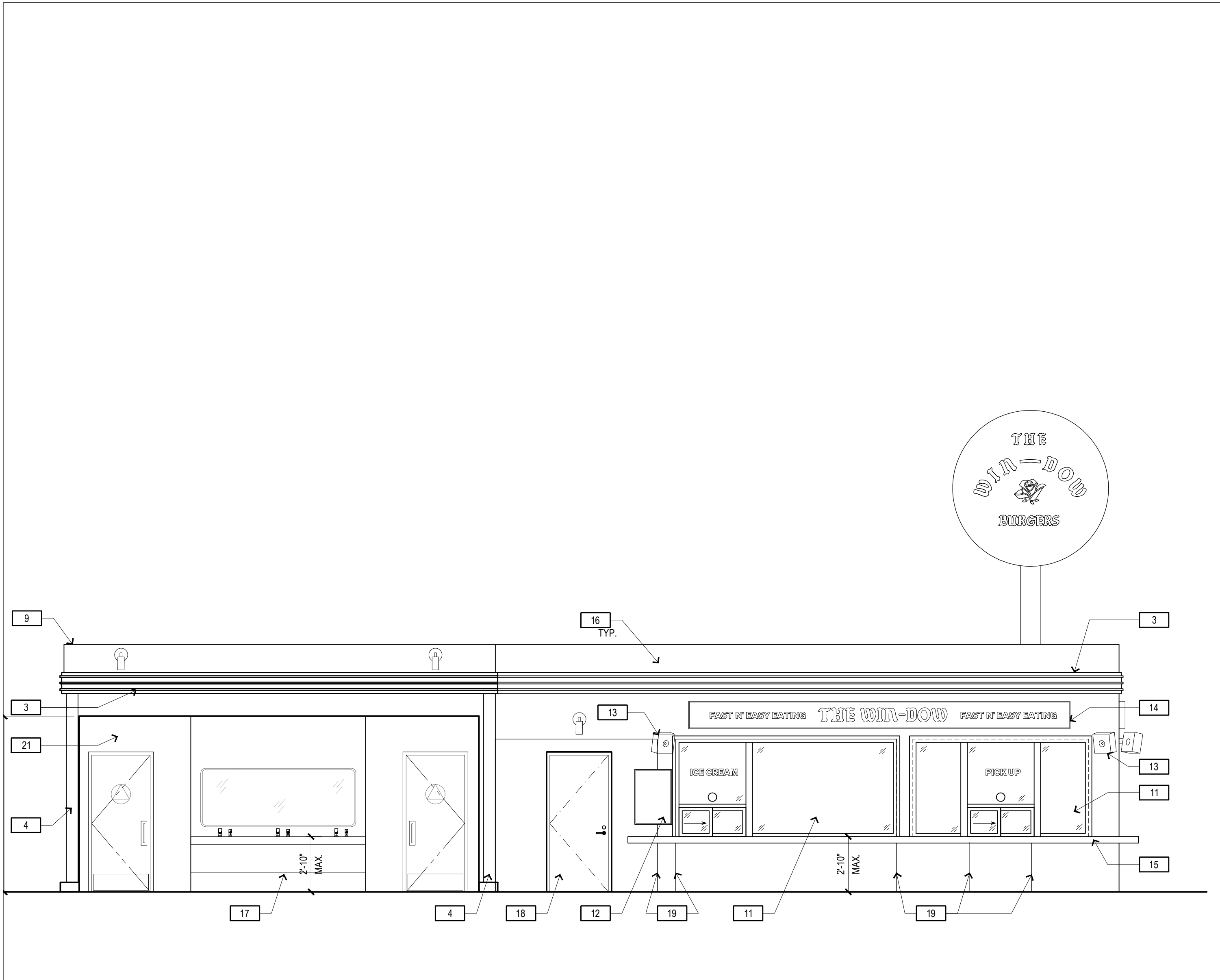
1/4" = 1'-0"

1

KEYNOTES

- 1 NEW CEILING MOUNTED LINEAR HEATERS
- 2 EXISTING CANOPY POSTS TO REMAIN
- 3 EXISTING CANOPY TO REMAIN
- 4 NEW OUTDOOR WALL SCONCE
- 5 NEW OUTDOOR LED TAPE LIGHT
- 6 NEW INDOOR RECESSED CAN LIGHTS
- 7 NEW INDOOR WALL MOUNTED SCONCE
- 8 NEW 2X4 FLUORESCENT LIGHTING IN CEILING GRID WITH ACT
- 9 NEW LINEAR LIGHTING
- 10 NEW MISTER LINES MOUNTED TO UNDERSIDE OF STRUCTURE

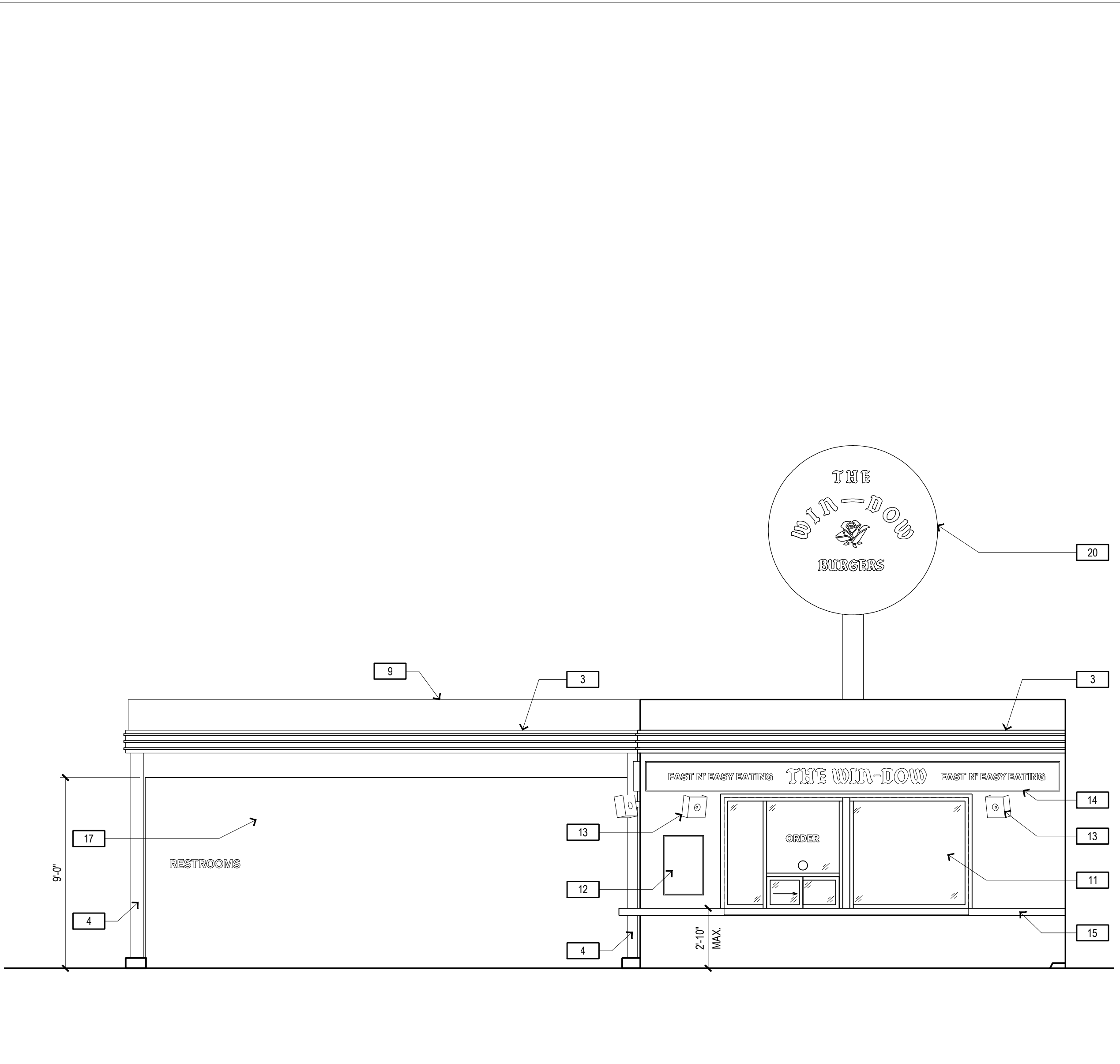




BUILDING A - (P) WEST ELEVATION

1/4" = 1'-0"

3

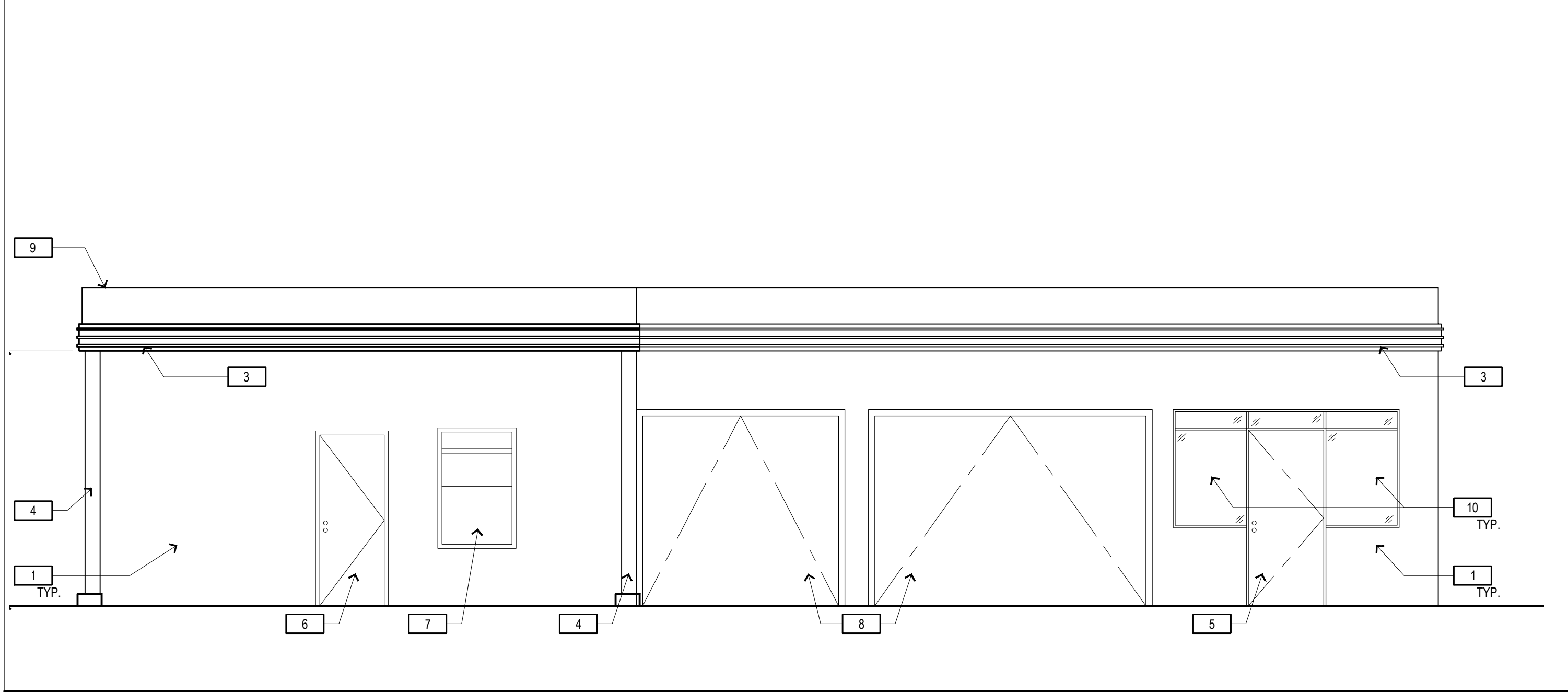


BUILDING A - (P) SOUTH ELEVATION

1/4" = 1'-0"

1

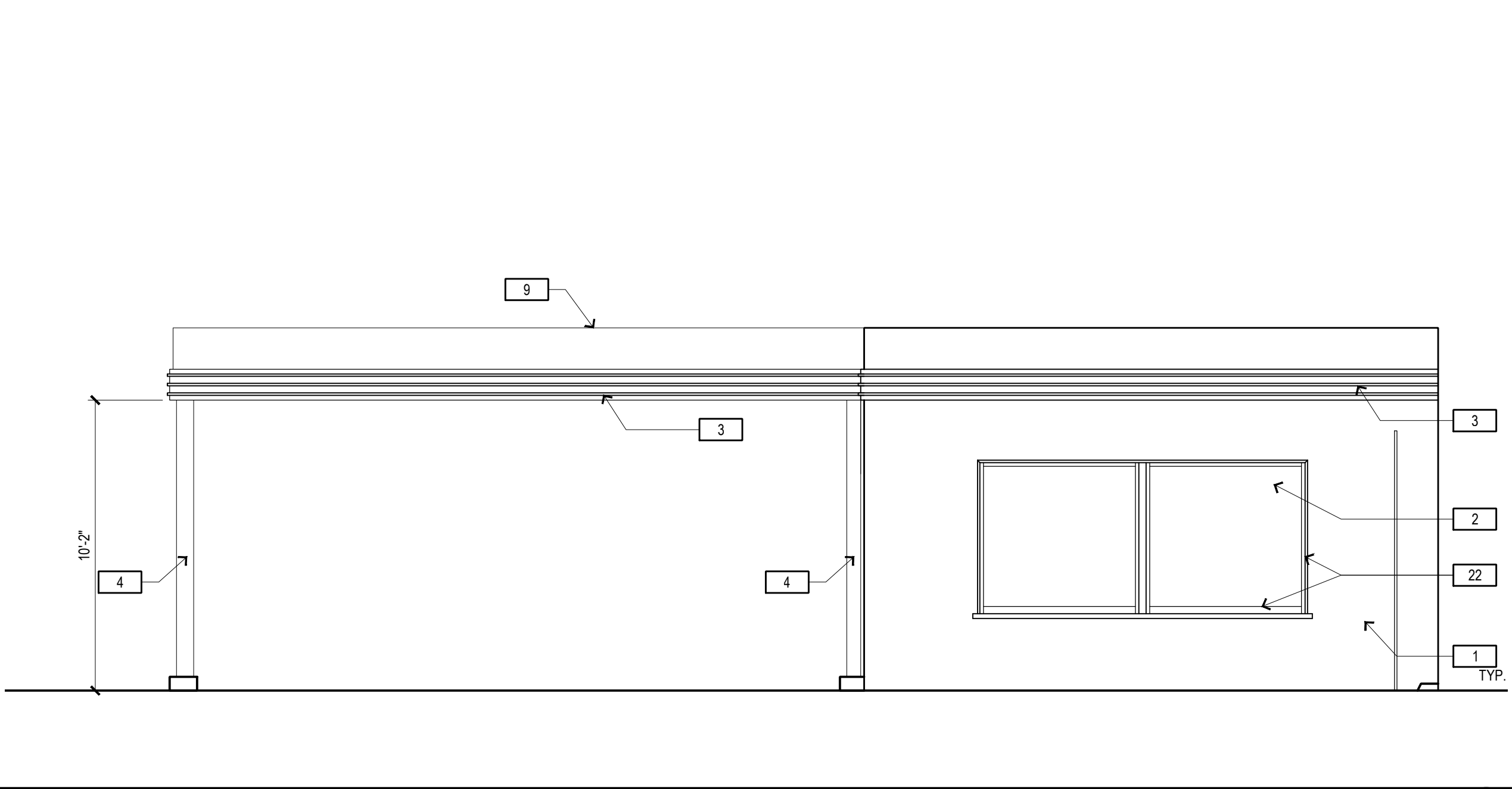
KEY NOTES



BUILDING A - (E) WEST ELEVATION

1/4" = 1'-0"

4

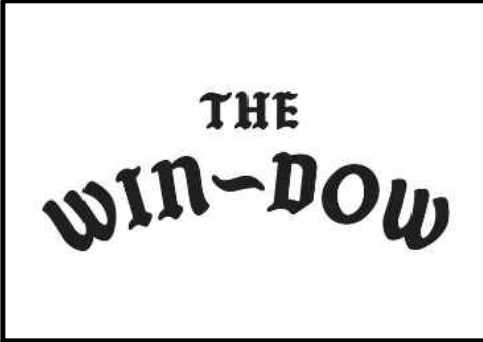
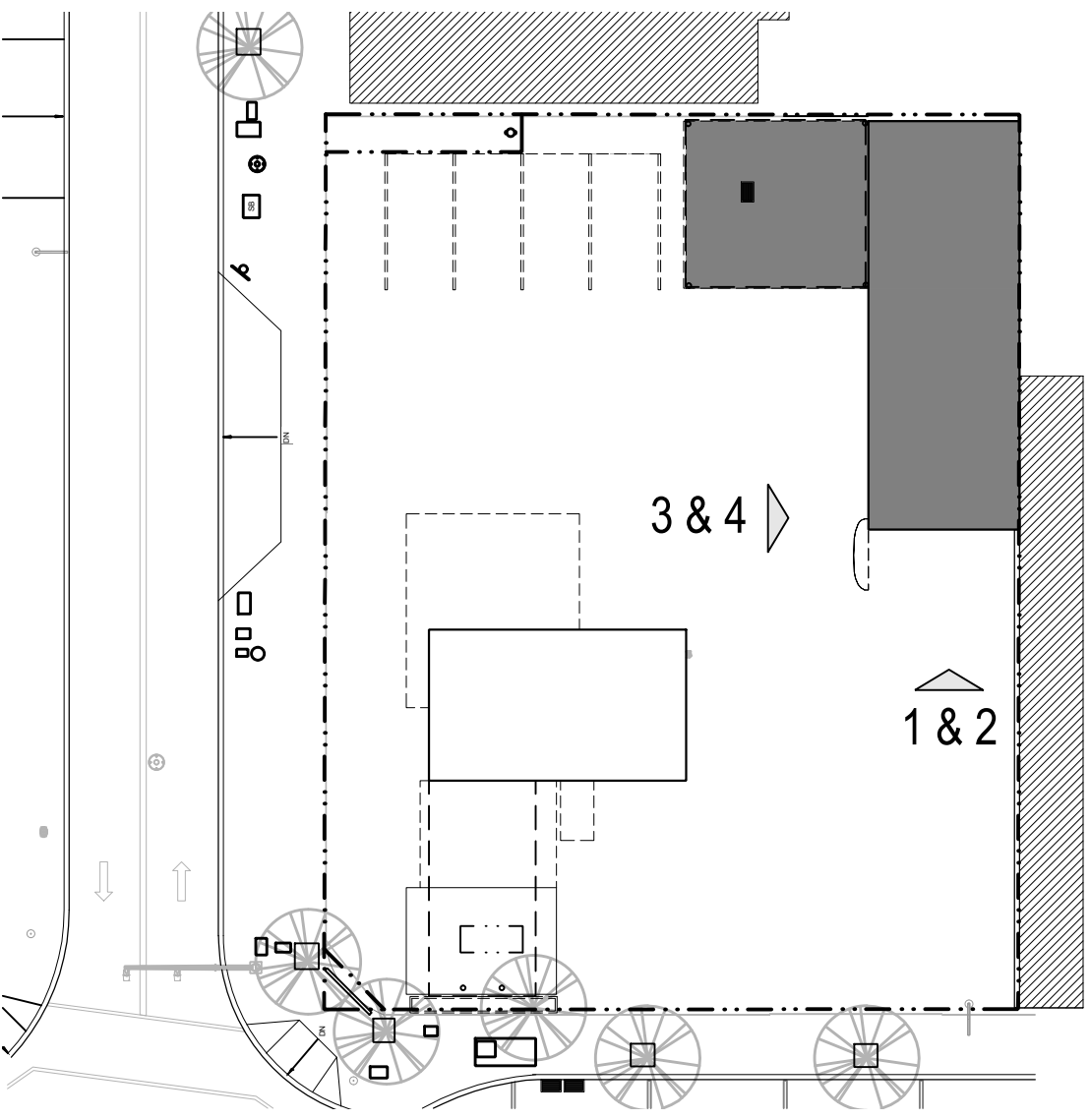


BUILDING A - (E) SOUTH ELEVATION

1/4" = 1'-0"

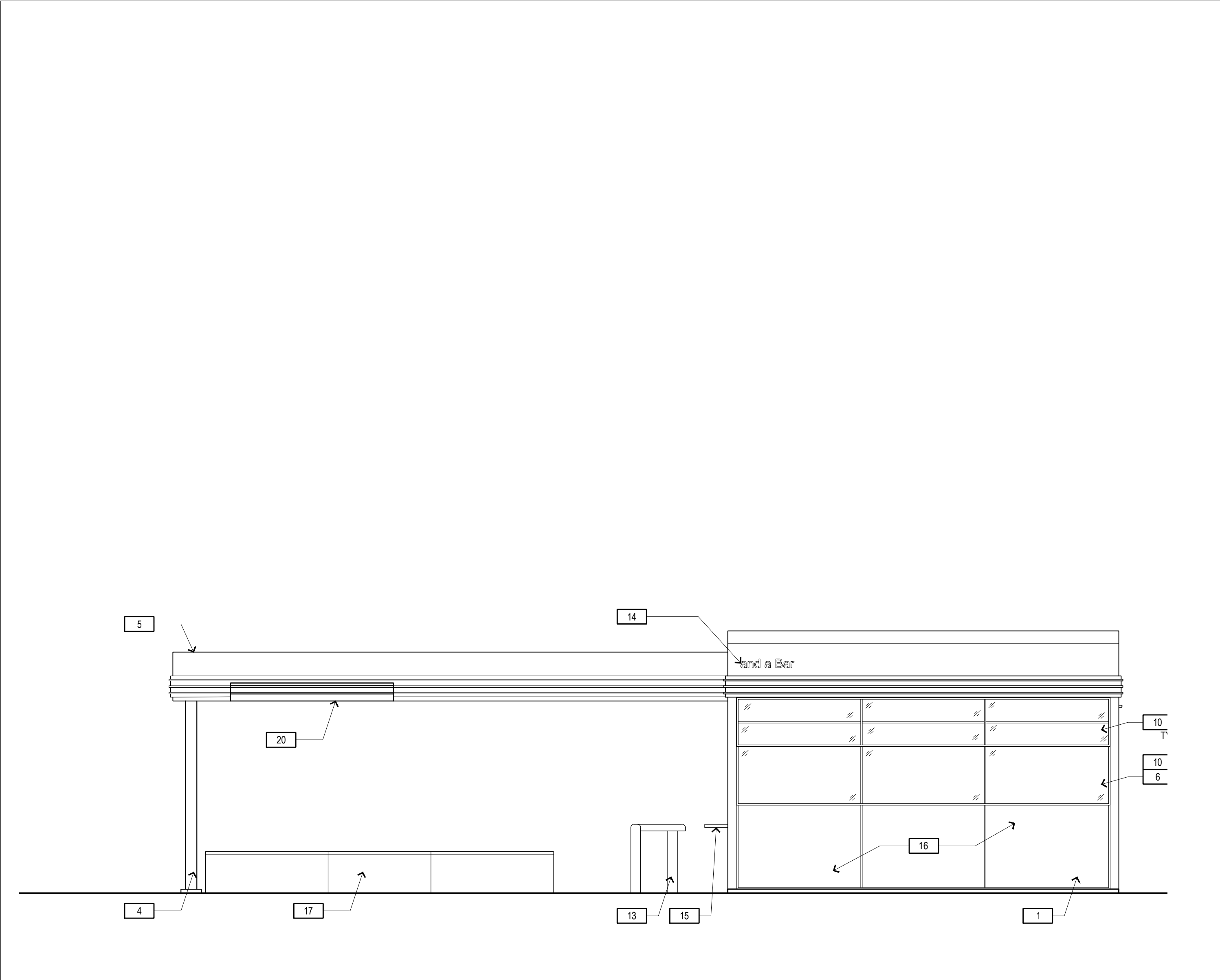
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SITE KEY PLAN

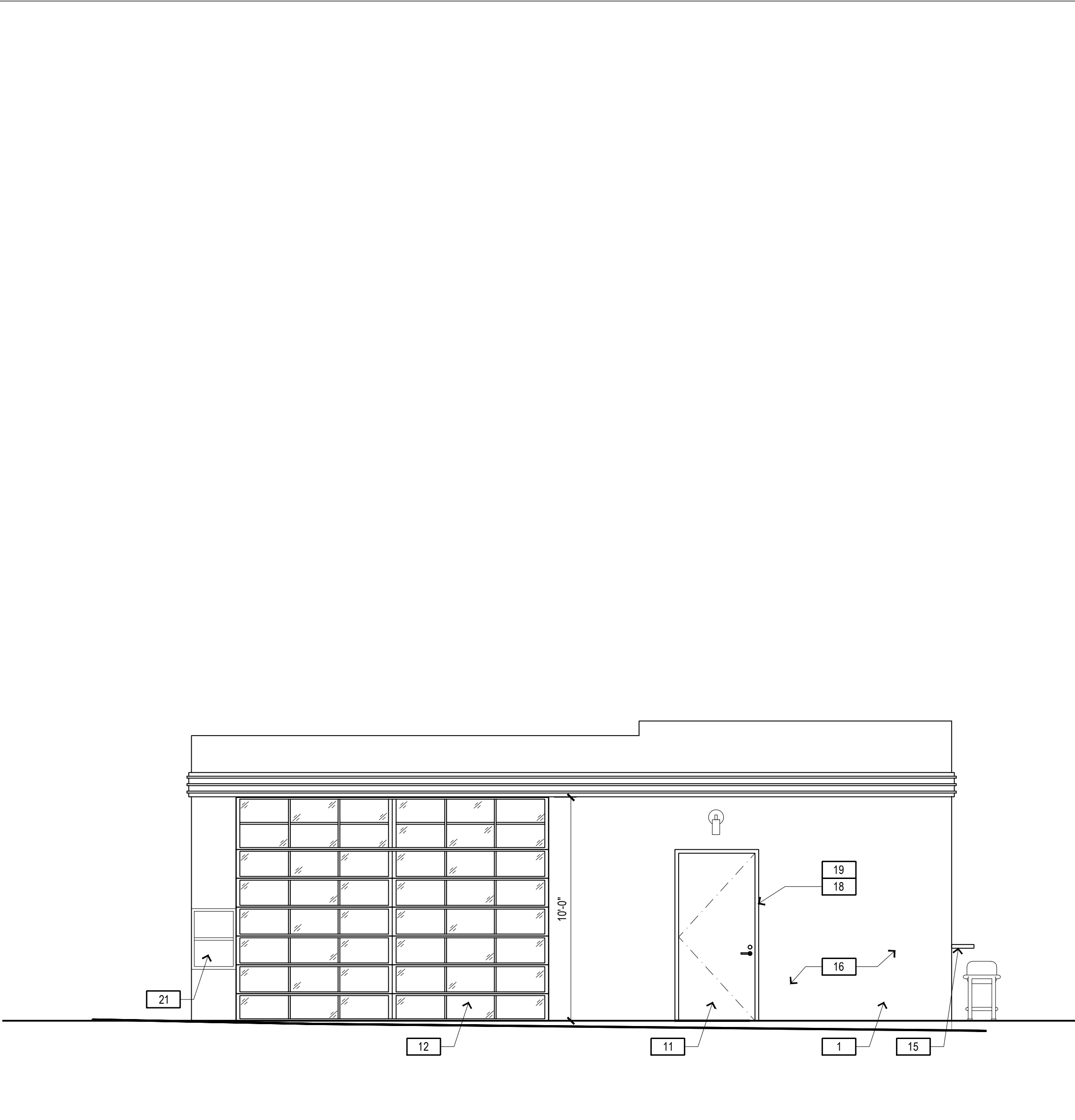


AMERICAN GONZO - THE WIN~DOW
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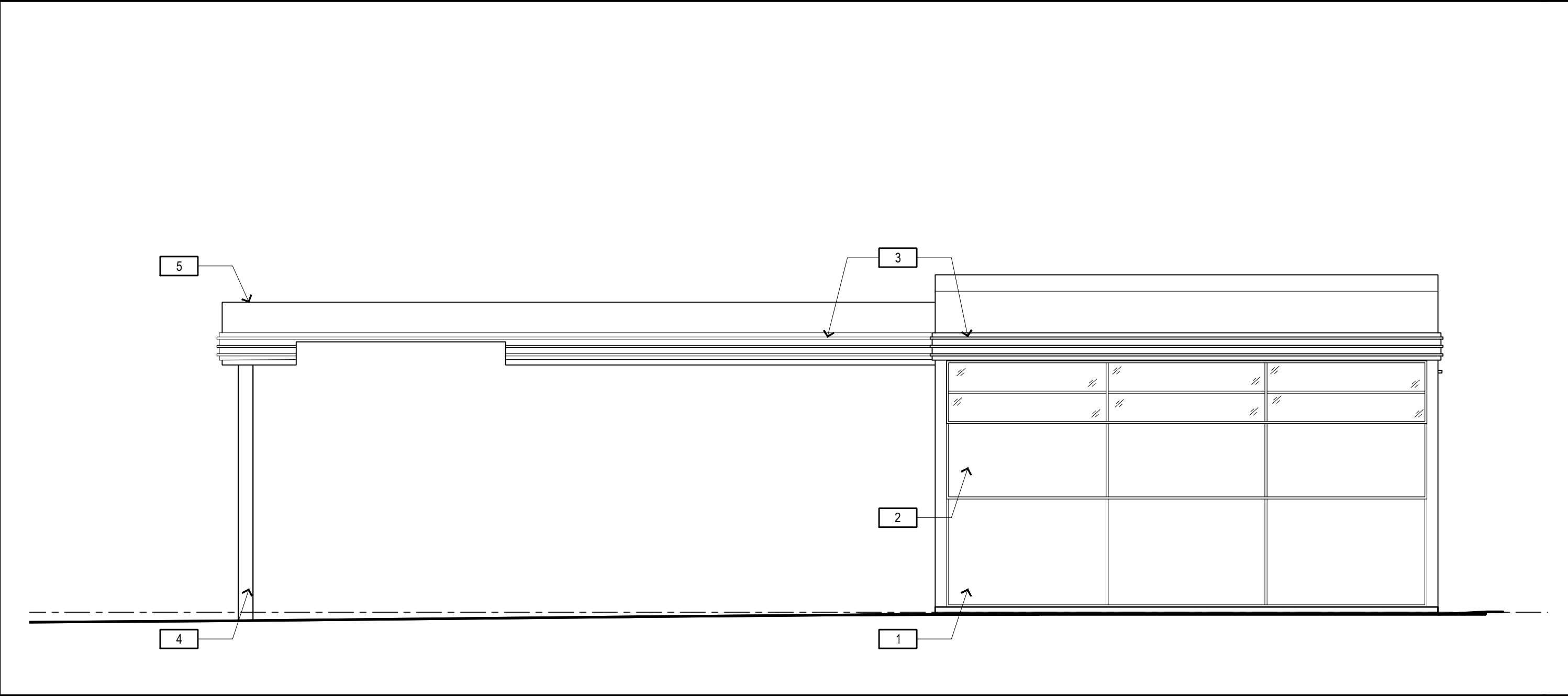
BUILDING B - (P) EAST ELEVATION 1/4" = 1'-0" **3**



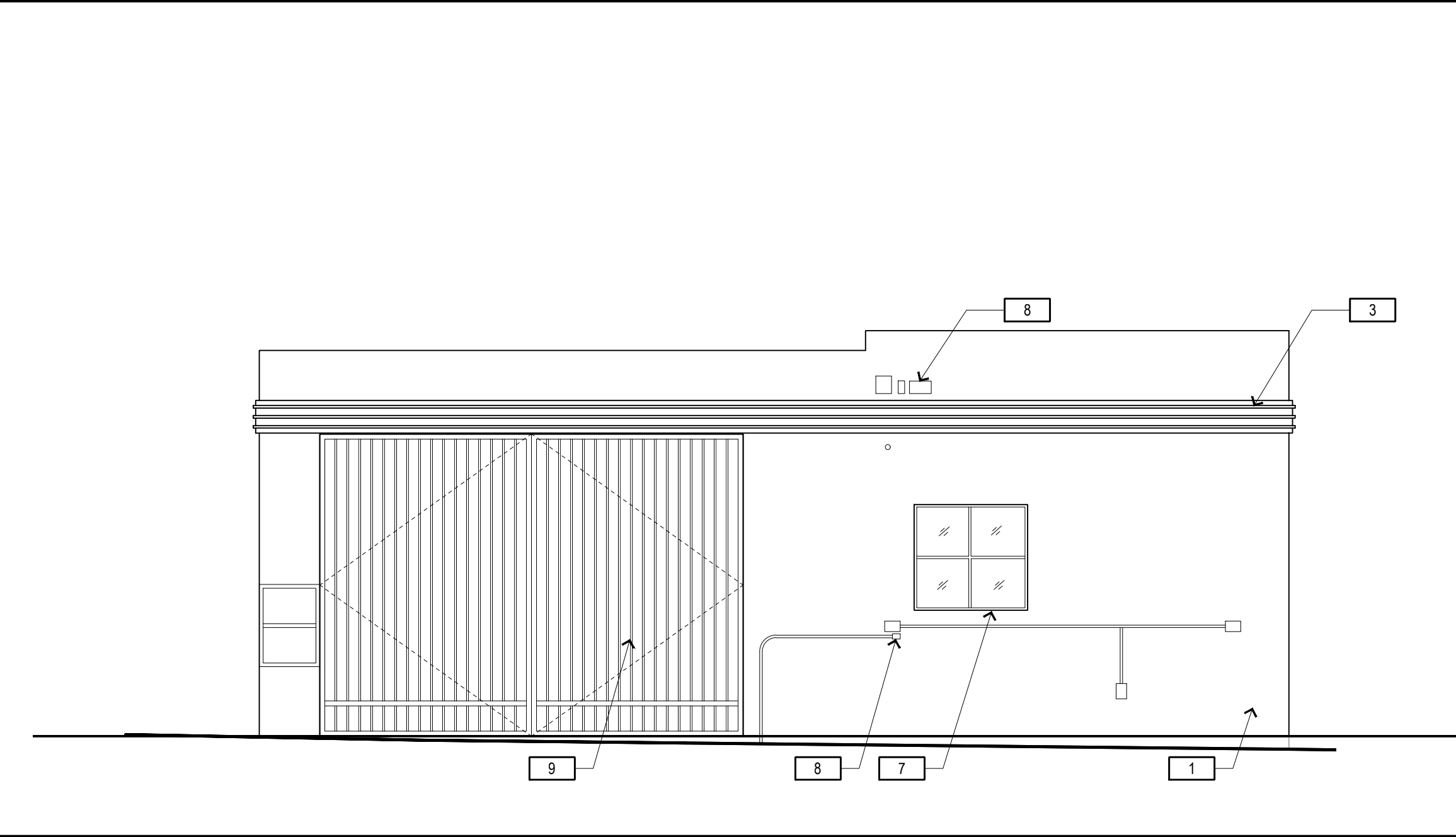
BUILDING B - (P) NORTH ELEVATION 1/4" = 1'-0" **1**

- 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 EXISTING 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

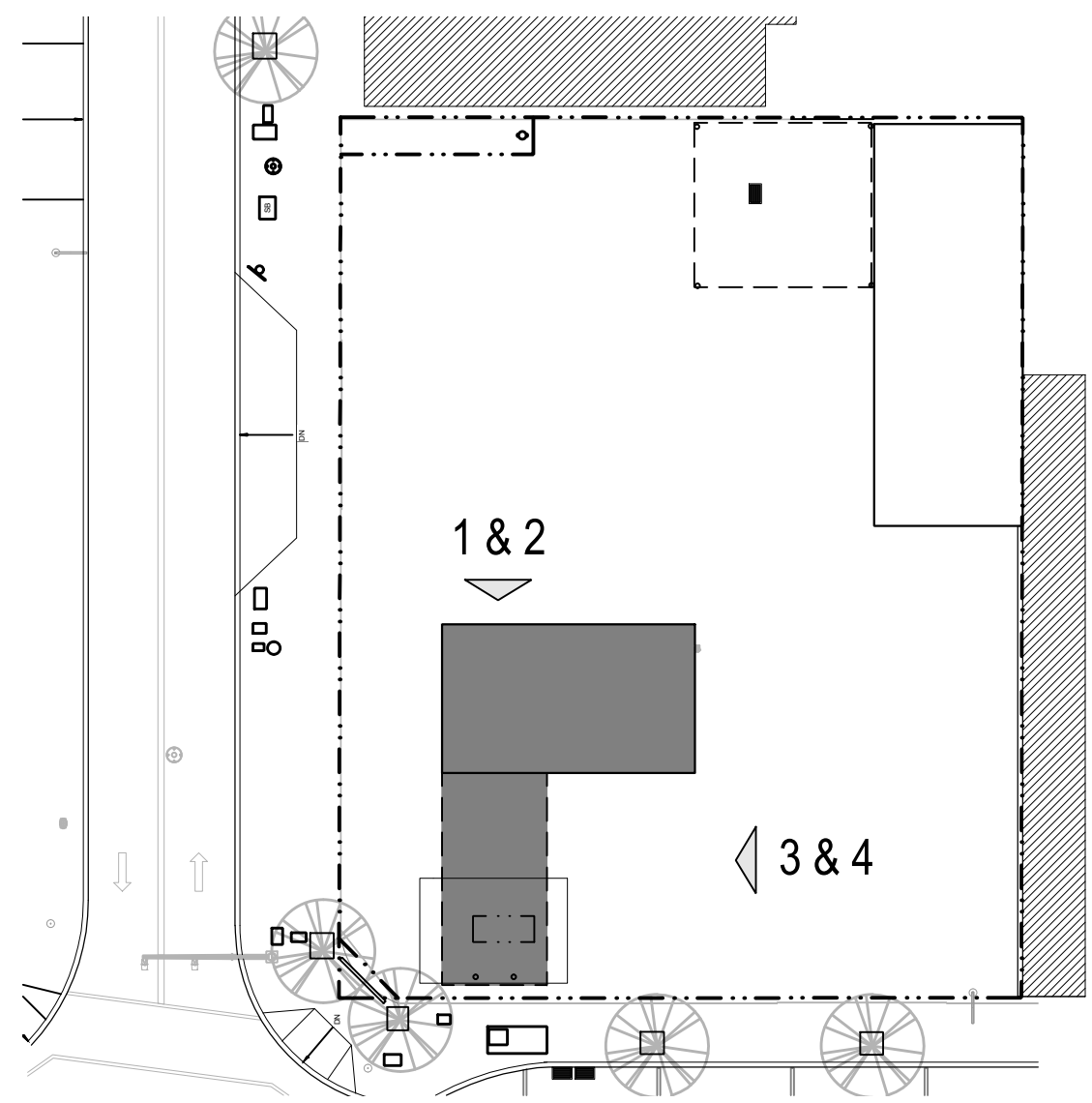
KEY NOTES



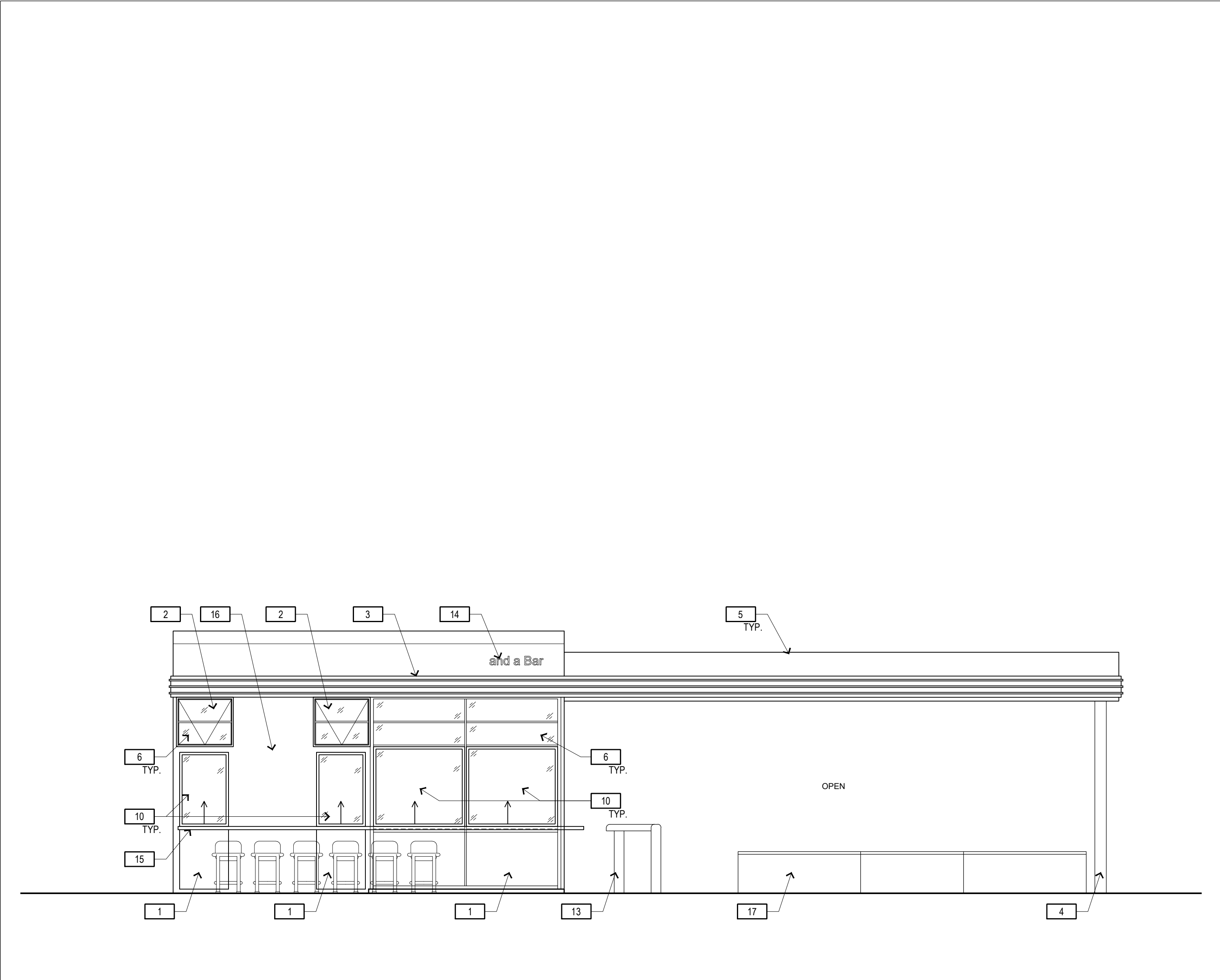
BUILDING B - (E) EAST ELEVATION 1/4" = 1'-0" **4**



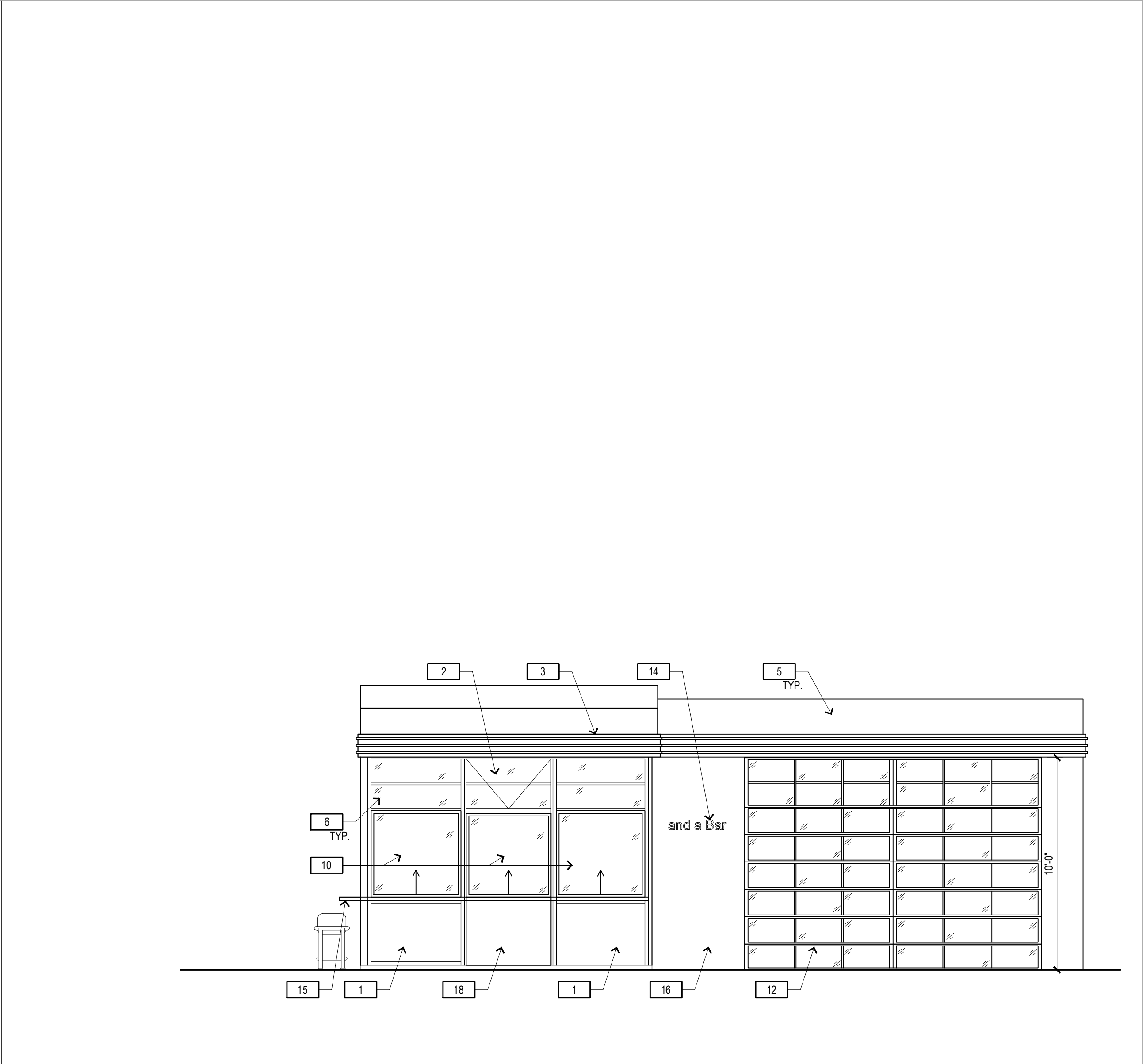
BUILDING B - (E) NORTH ELEVATION 1/4" = 1'-0" **2**



SITE KEY PLAN

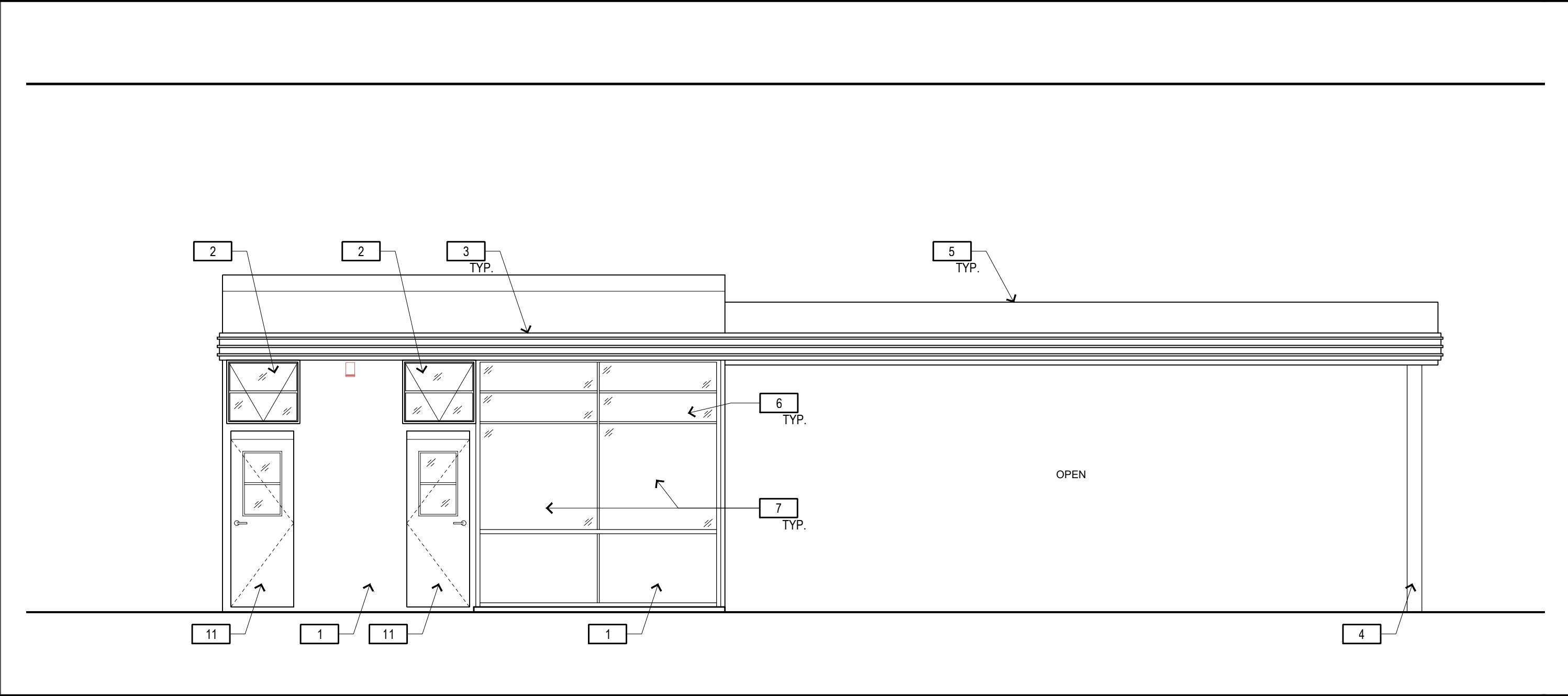


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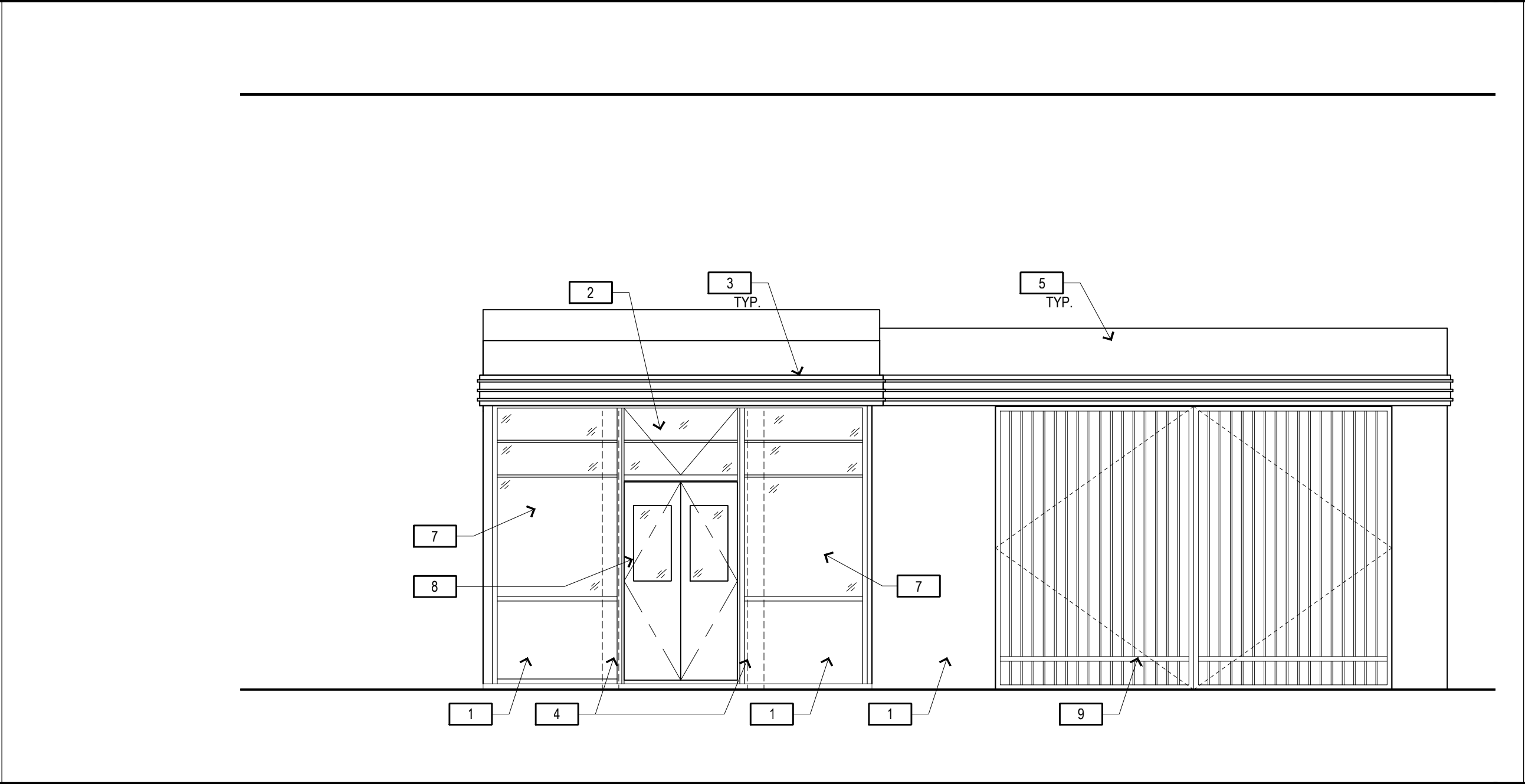


BUILDING B - (P) SOUTH ELEVATION 1/4" = 1'-0" **1**

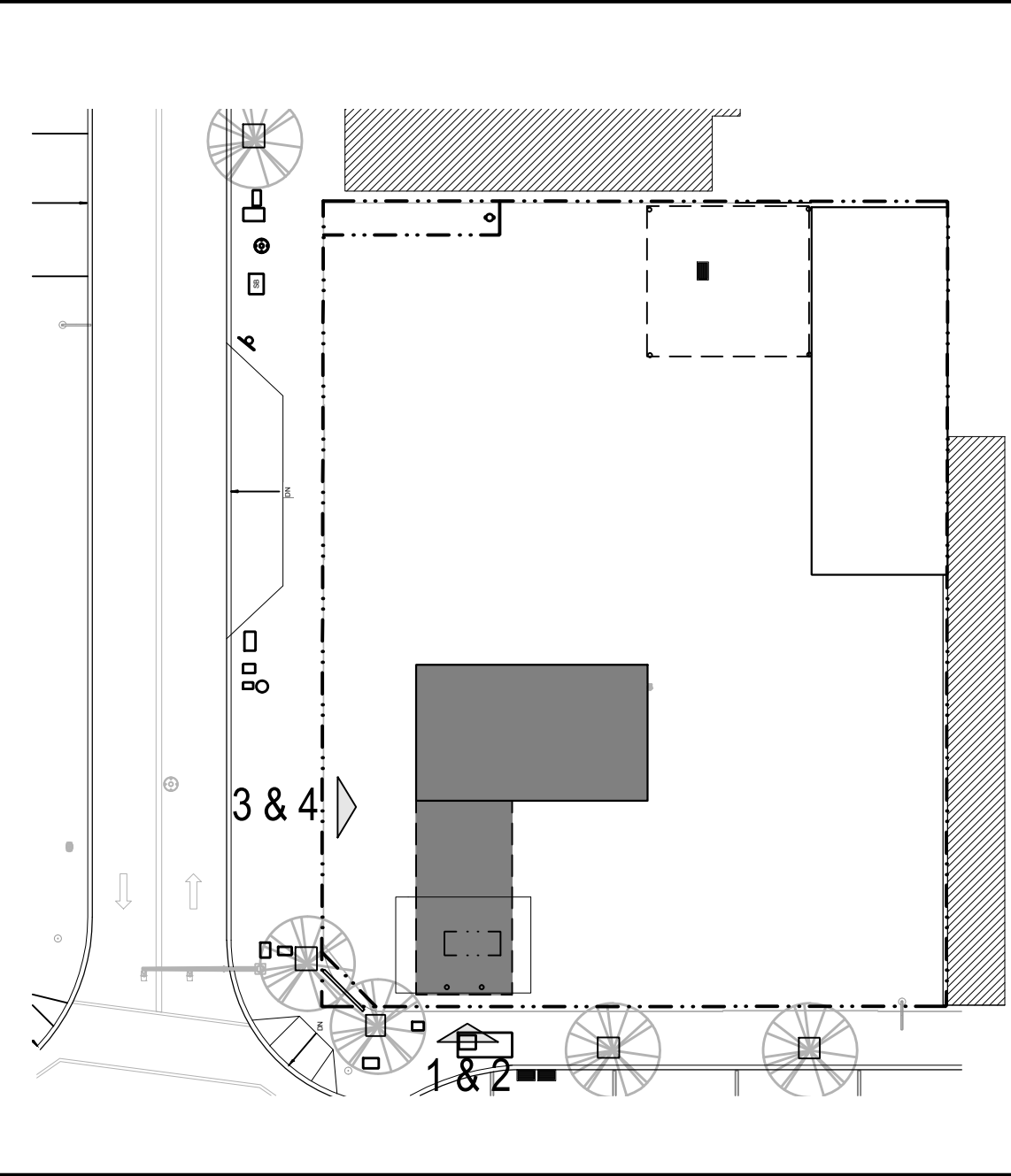
- KEY NOTES**
- 1 EXISTING METAL PANEL WALL, TO REMAIN. PATCH AND REPAIR TO ORIGINAL STATE
 - 2 EXISTING HOPPER STYLE WINDOW TO REMAIN
 - 3 EXISTING DECORATIVE METAL CORNICE , TO REMAIN. RESTORE, CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH
 - 4 EXISTING METAL CANOPY COLUMN POSTS, TO REMAIN. CLEAN AND PRIME TO RECEIVE NEW PAINT FINISH
 - 5 EXISTING 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 EXISTING 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



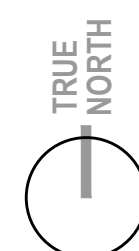
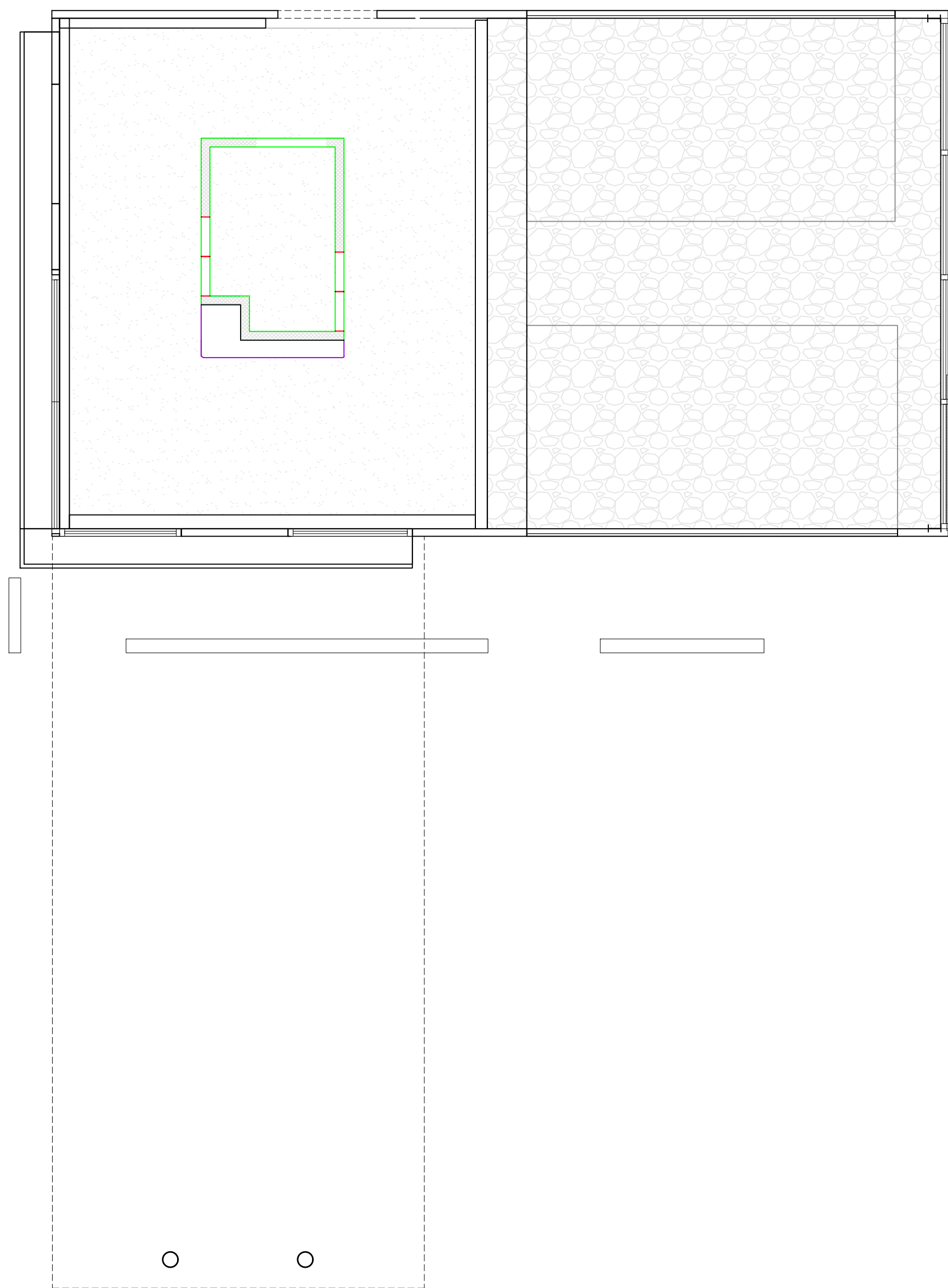
BUILDING B - (E) WEST ELEVATION 1/4" = 1'-0" **4**



BUILDING B - (E) SOUTH ELEVATION 1/4" = 1'-0" **2**



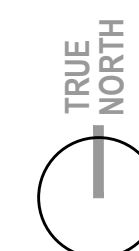
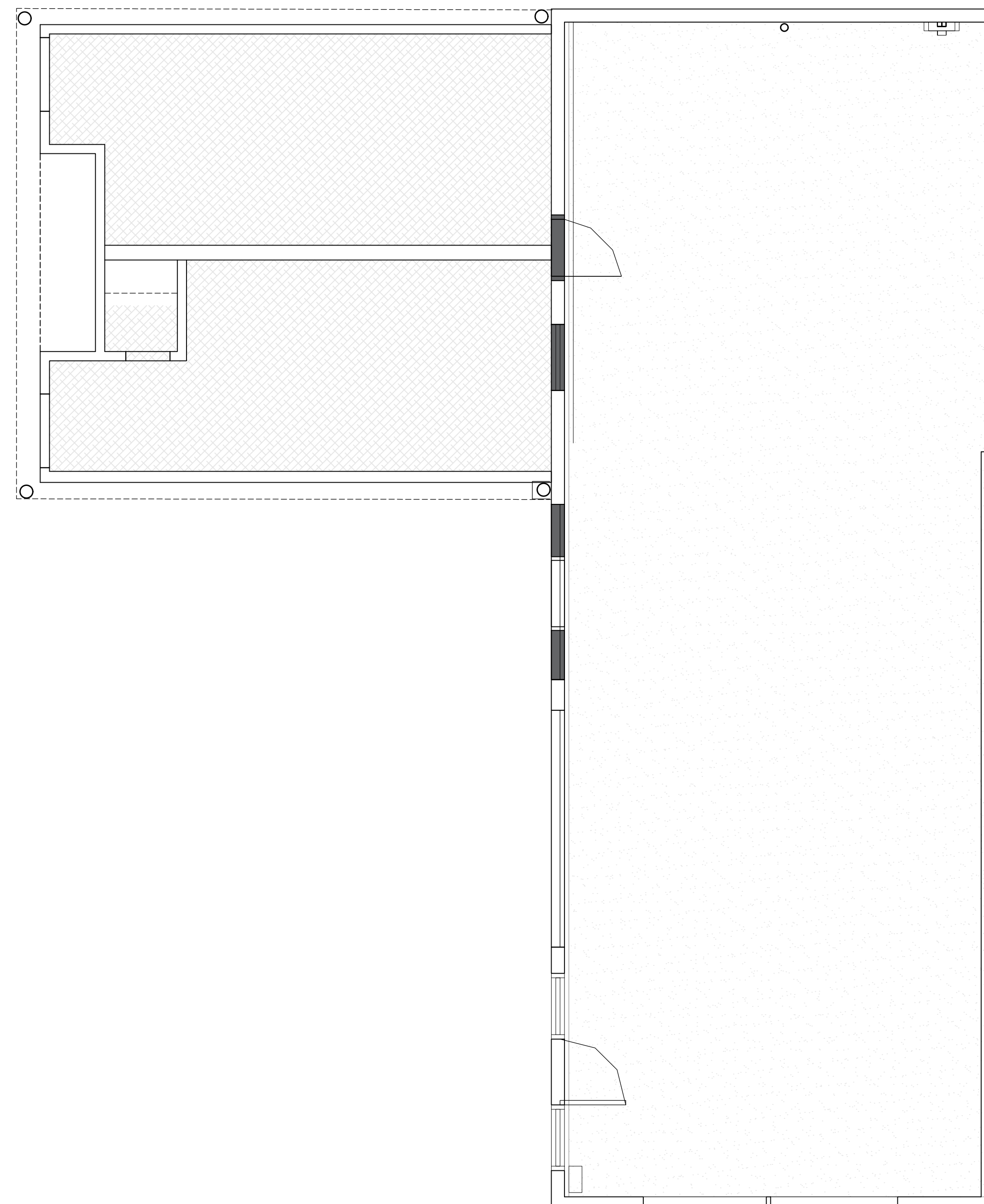
SITE KEY PLAN



PROPOSED BUILDING 'B' FINISH FLOOR PLAN

1/4" = 1'-0"

2

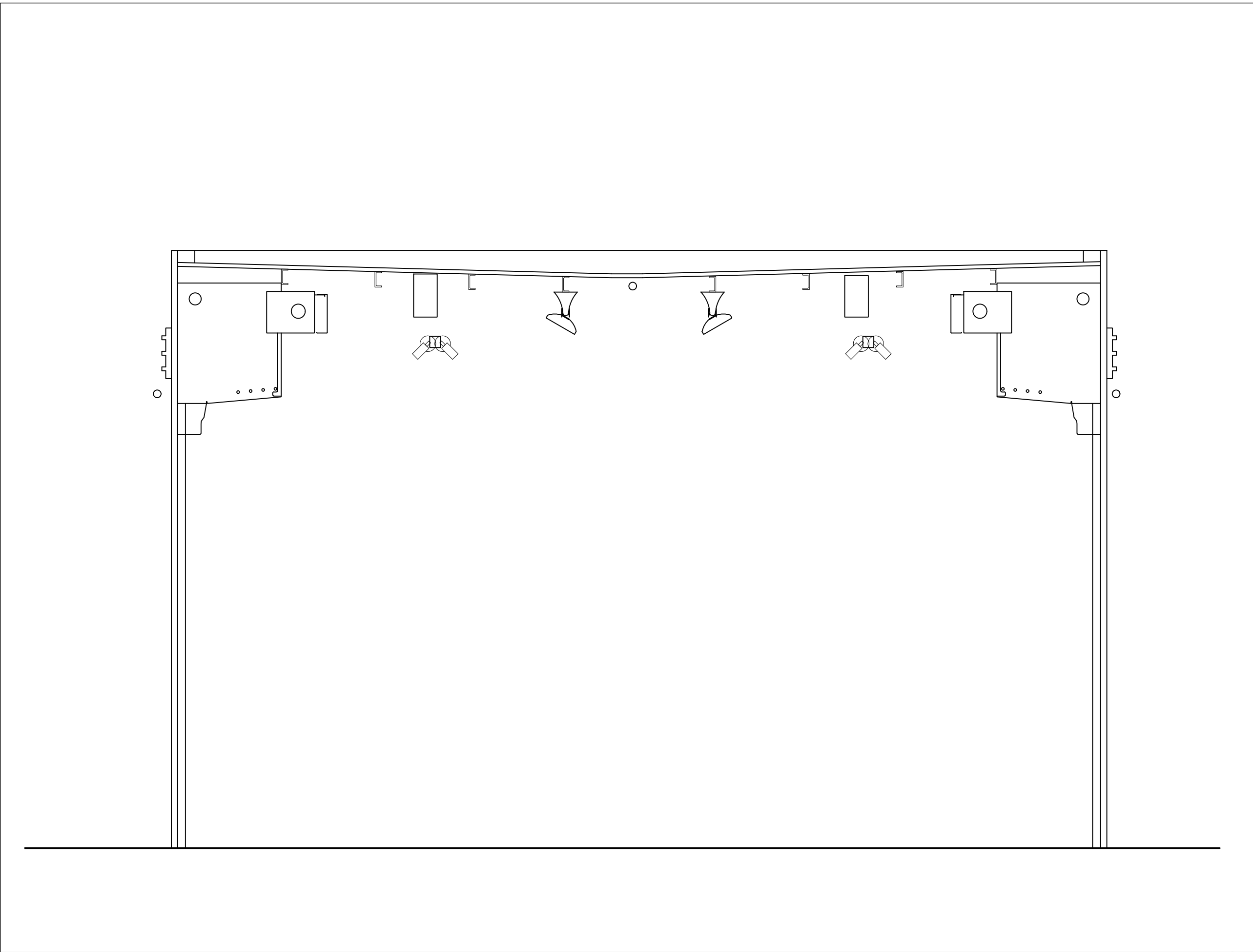


PROPOSED BUILDING 'A' FINISH FLOOR PLAN

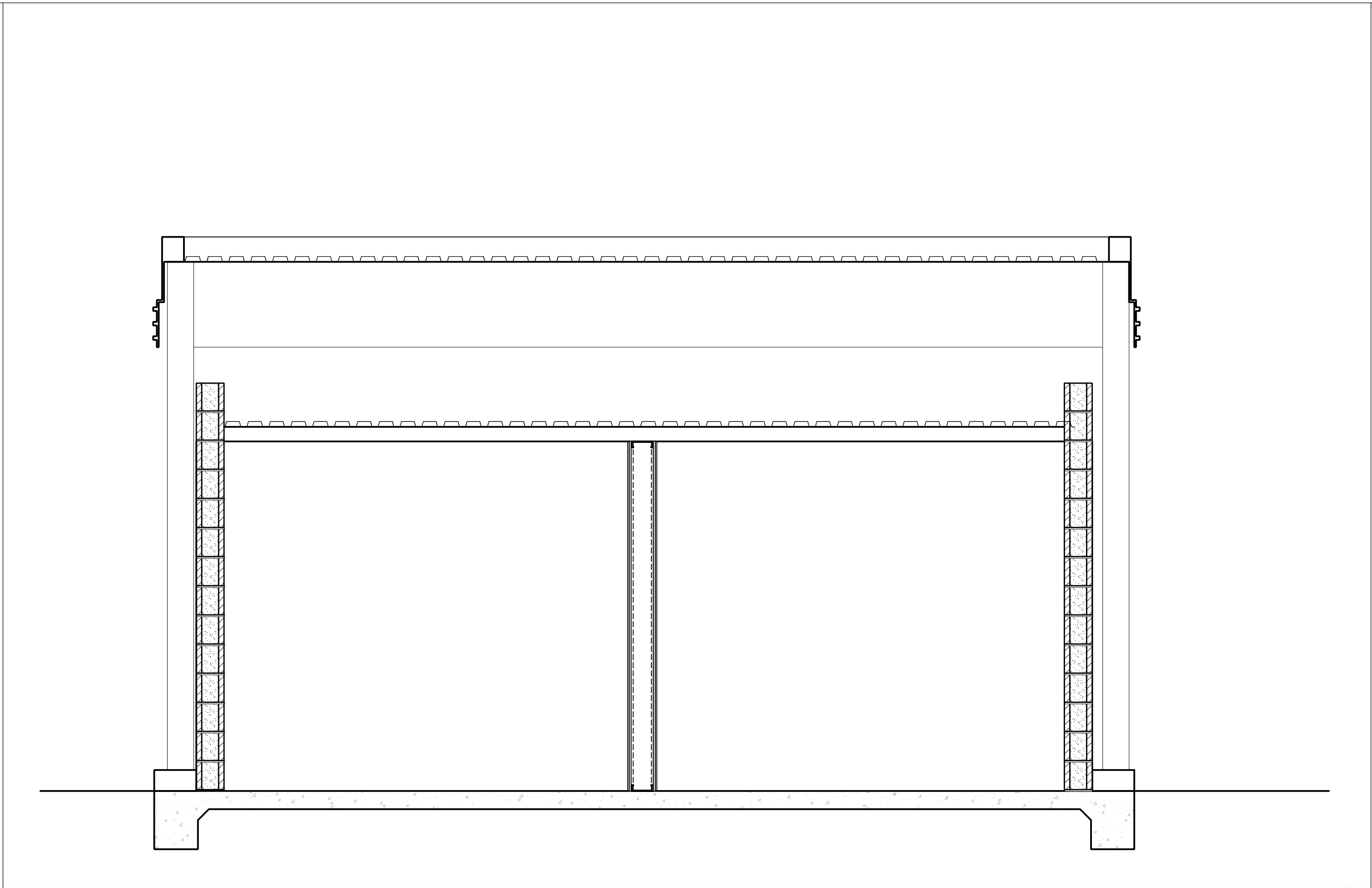
1/4" = 1'-0"

1

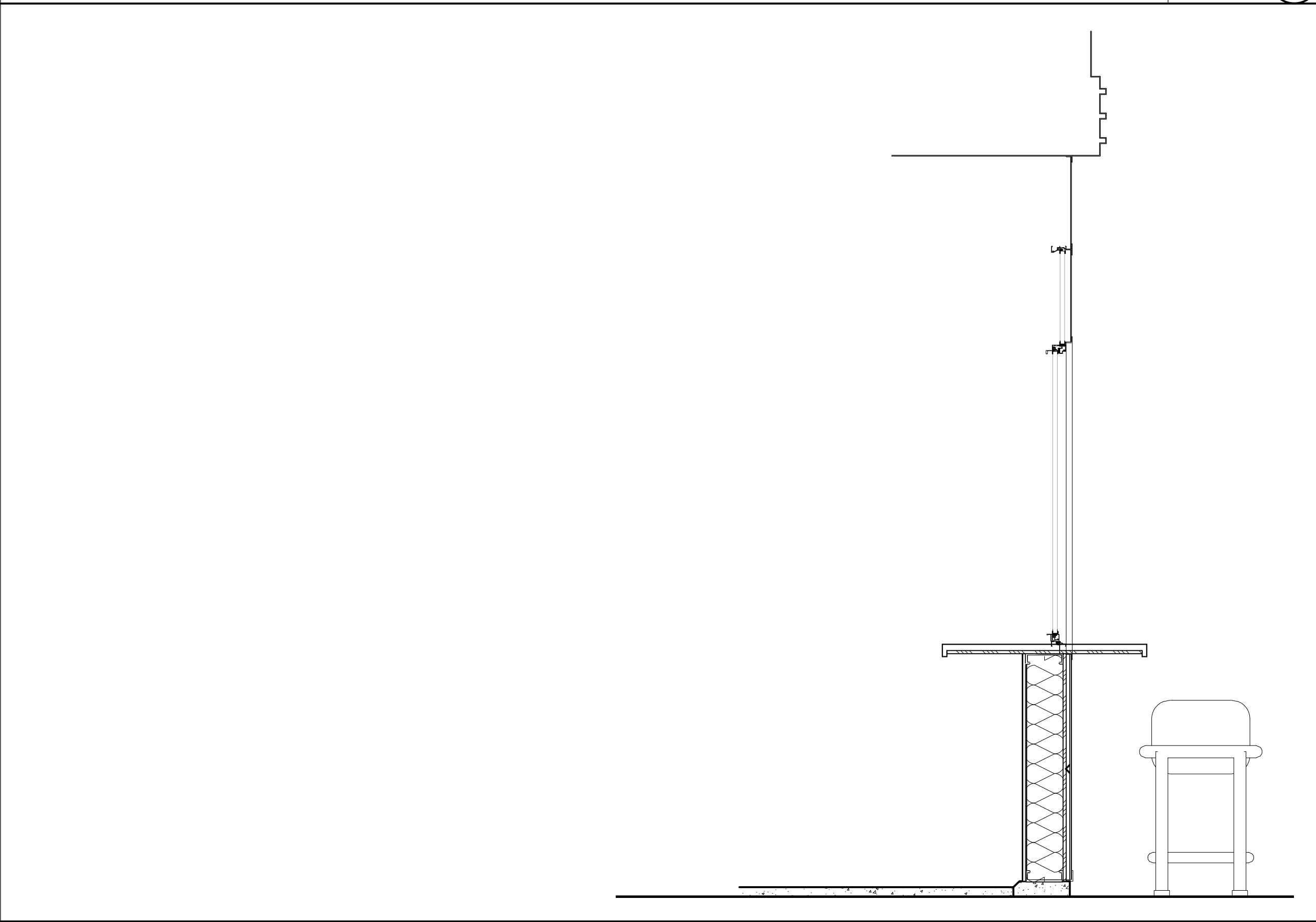
- LEGEND**
- NEW SEALED CONCRETE
 - EPOXY FLOORING
 - EXTERIOR PAVERS- ORCA BRICK CLAY; DUNE
 - CMU WALL



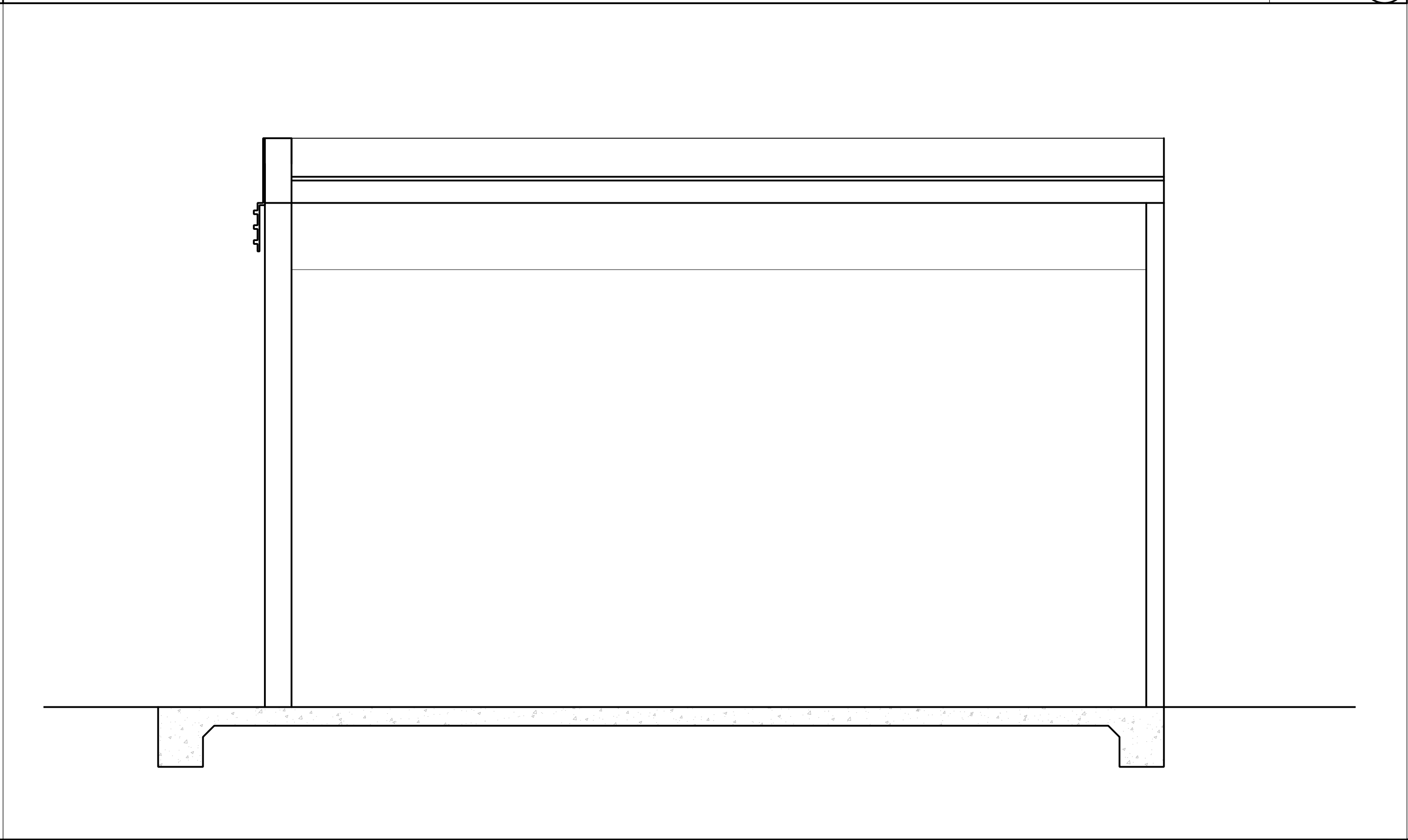
SECTION AT BAR PATIO 1/2" = 1'-0" 4



SECTION AT RESTROOMS 1/2" = 1'-0" 2

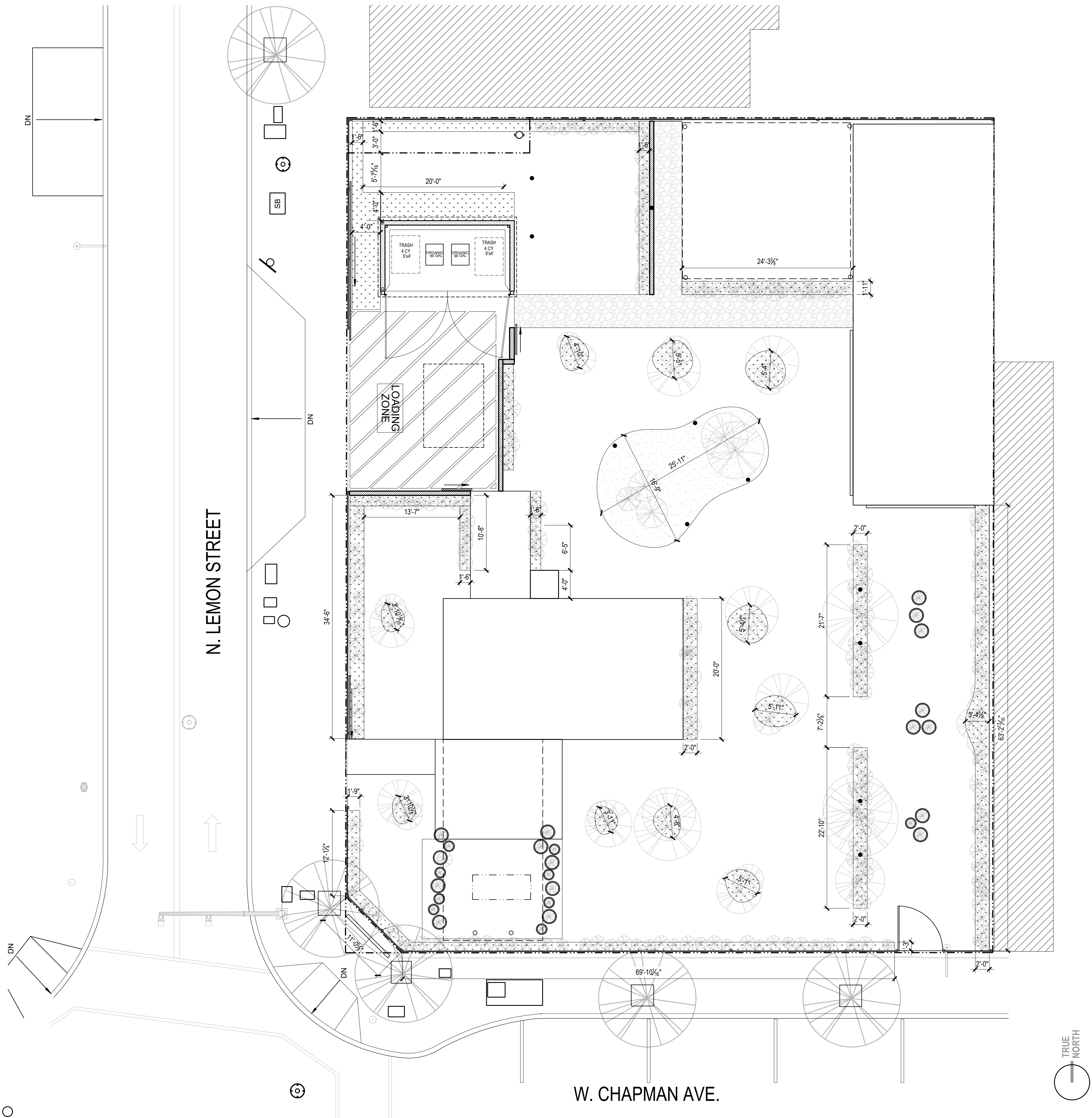


WALL SECTION AT BAR WINDOW 3/4" = 1'-0" 3



SECTION AT KITCHEN 1/2" = 1'-0" 1

KEYNOTES



KEY	TYPE	NAME	DESCRIPTION	QTY	SIZE
A	TREE	ACACIA STENOPHYLLA	MED. WILLOW-LIKE	6	2'-0"
B	TREE	AGONIS FLEXUOSA	LARGE WILLOW-LIKE	6	2'-0"
C	TREE	ACACIA KOA	LARGE TREE W/ GREEN LEAVES	3	2'-0"
D	TREE	BRACHYCHITON POPULNEUS	LARGE TREE W/ GREEN LEAVES	5	2'-0"
E	TREE (PALM)	PHOENIX ZAHIDI			
F	TREE (PALM)	WASHINGTONIA	TALL PALM TREE	12	12'-0"
G	TREE (PALM)	BISMARCKIA NOBILIS	SILVER LEAFED	8	ROOT
H	TREE (PALM)	CHAMAEROPS	SMALL LEAFED	12	15 GAL
I	TREE (PALM)	LIVISTONA DECORA-RIBBON PALM	LARGE PALM	6	BARE ROOT
J	TROPICAL FOLIAGE	ALOCACIA CALIDORA	ELEPHANT EAR	12	5 GAL
K	TROPICAL FOLIAGE	STRELITZIA NICOLAI	BIRD OF PARADISE	4	15 GAL
L	TROPICAL FOLIAGE	FICUS 'ALL GOLD'	FOLIAGE PLANT	6	3 GAL
M	TROPICAL FOLIAGE	HEDUCHIUM-GINGER	FOLIAGE PLANT W/ FLOWER	12	15 GAL
N	TROPICAL FOLIAGE	BANANA-DWARF	FOLIAGE PLANT	6	15 GAL
O	TROPICAL FOLIAGE	MONSTERA	FOLIAGE	6	3 GAL
P	TROPICAL FOLIAGE	DRACEANA	SCULPTURAL FOLIAGE	6	15 GAL
Q	TROPICAL FOLIAGE	SYNGONIUM CHIAPENSE	GROUND COVER	8	3 GAL
R	TROPICAL FOLIAGE	YUCCA JEWEL	PALM-LIKE SHAPED YUCCA	6	25 GAL
S	TROPICAL FOLIAGE	ARENGA ENGLERI	SMALL FOLIAGE PALM	6	15 GAL
T	TROPICAL FOLIAGE	SYAGRUS WEDDELIANA	SMALL FOLIAGE PALM	18	15 GAL
U	TROPICAL FOLIAGE	TRACHYCARPUS	SMALL FOLIAGE PALM	12	5 GAL
V	TROPICAL FOLIAGE	LEPIDOZAMIA PEROFFSKYANA	CYCAD	12	15 GAL
W	FLOWERING SHRUB	HIBISCUS	FLOWERING SHRUB	6	5 GAL
X	FLOWERING SHRUB	HESPERALOE	GRASS-LIKE FLOWERING PLANT	30	5 GAL
Y	FLOWERING SHRUB	GREVILLEA	FLOWERING SHRUB	4	25 GAL
Z	GRASS/GRASS-LIKE	LOMANDRA	GRASS-YELLOW	30	3 GAL
AA	GRASS/GRASS-LIKE	LOMANDRA	GRASS	30	5 GAL
BB	GRASS/GRASS-LIKE	LOMANDRA	GRASS-SILVER	30	5 GAL
CC	GRASS/GRASS-LIKE	ISCHYROLEPIS SUBVERTICILLATA	GRASS	6	5 GAL
DD	GRASS/GRASS-LIKE	ACORUS	SHORT GRASS GROUNDCOVER	40	1 GAL
EE	GRASS/GRASS-LIKE	SESLERIA	SHORT GRASS GROUNDCOVER	50	1 GAL
FF	GRASS/GRASS-LIKE	MUHLEBERGIA	GRASS	16	1 GAL

LANDSCAPE KEY

- 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

PROPOSED LANDSCAPE PLAN

1/8" = 1'-0"

1

LEGEND



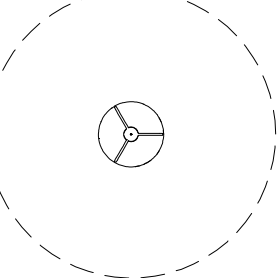
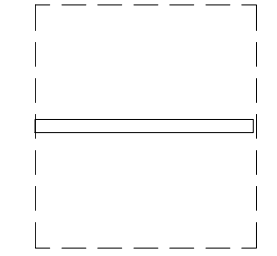
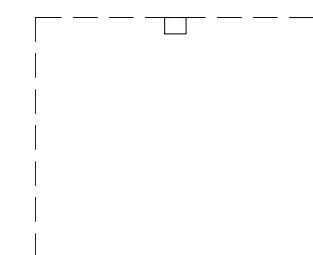
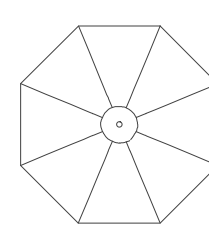
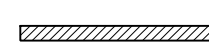
PROPOSED HEATER & UMBRELLA PLAN

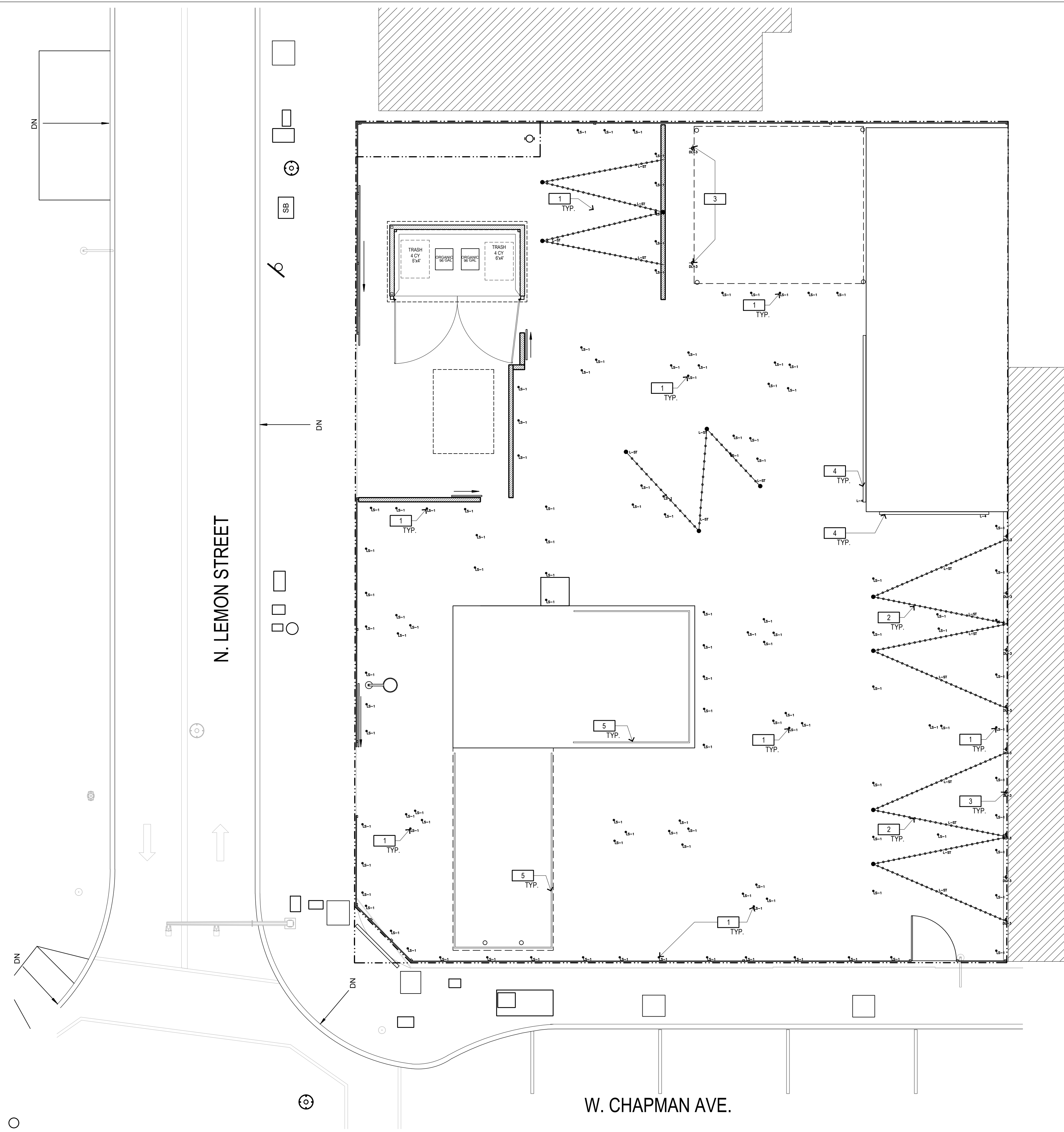
1/8" = 1'-0"

1

LEGEND

KEY NOTES

-  NEW GROUND MOUNTED HEATERS W/ HEAT SPREAD
-  NEW CEILING MOUNTED LINEAR HEATERS W/ HEAT SPREAD
-  NEW WALL MOUNTED HEATERS W/ HEAT SPREAD
-  MOVABLE UMBRELLAS
-  CMU WALL



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

KEY NOTES

- LOW LANDSCAPE LIGHT
- TIVOLI STRING LIGHTS
- OUTDOOR WALL SCONCE
- OUTDOOR LED TAPE LIGHT

PROPOSED SITE LIGHTING PLAN 1/8" = 1'-0" 1 LEGEND



STREET SIDE VIEW SOUTH ELEVATION



BLDG. 'B' NORTH EAST ELEVATION



BLDG. 'A' WEST ELEVATION



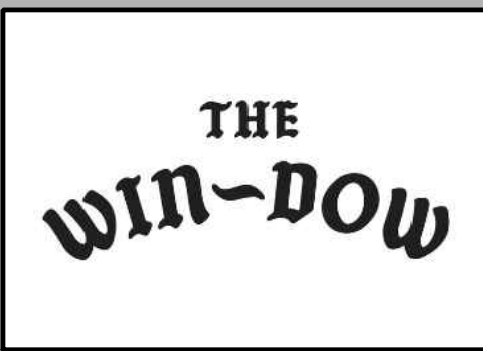
STREET SIDE VIEW WEST ELEVATION



BLDG. 'B' SOUTH EAST ELEVATION



BLDG. 'A' SOUTH ELEVATION



AMERICAN GONZO - THE WIN~DOW
237 WEST CHAPMAN AVENUE, ORANGE, CA

EXTERIOR RENDERINGS





A



B



C



D



E



F



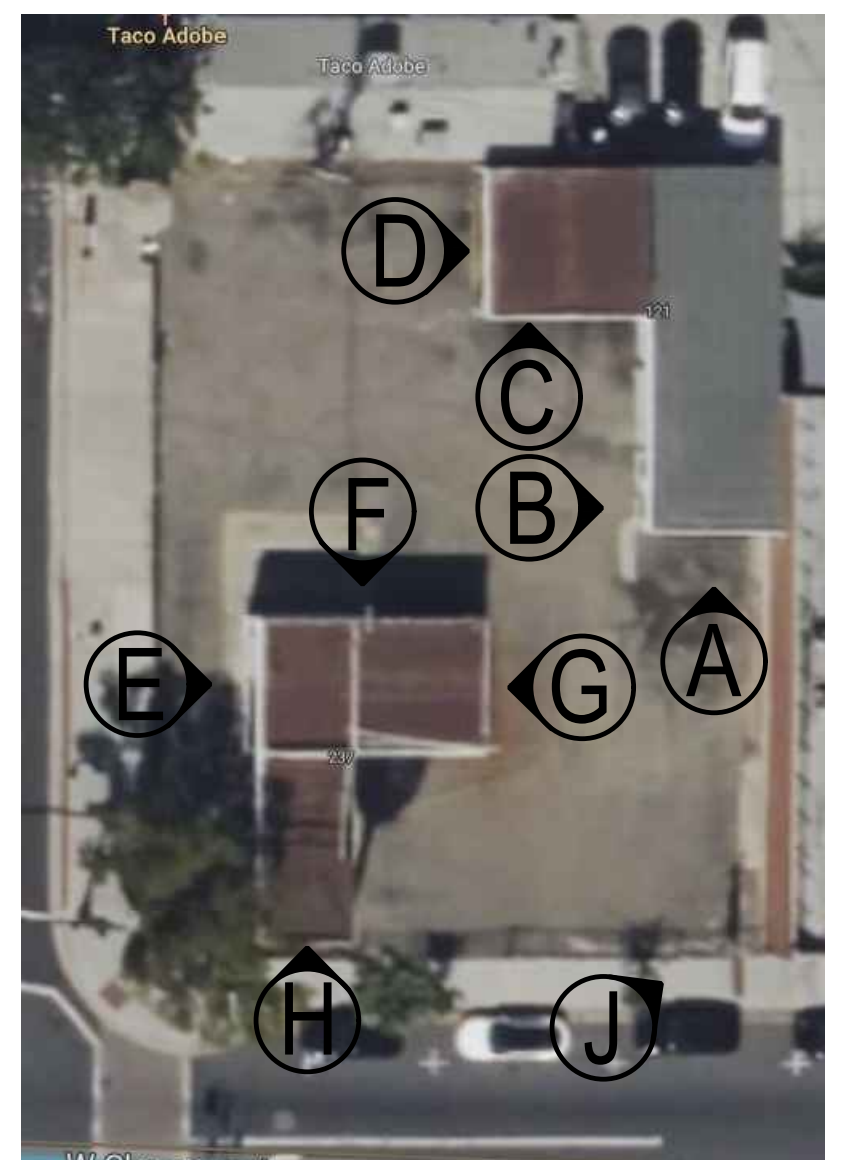
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H



J



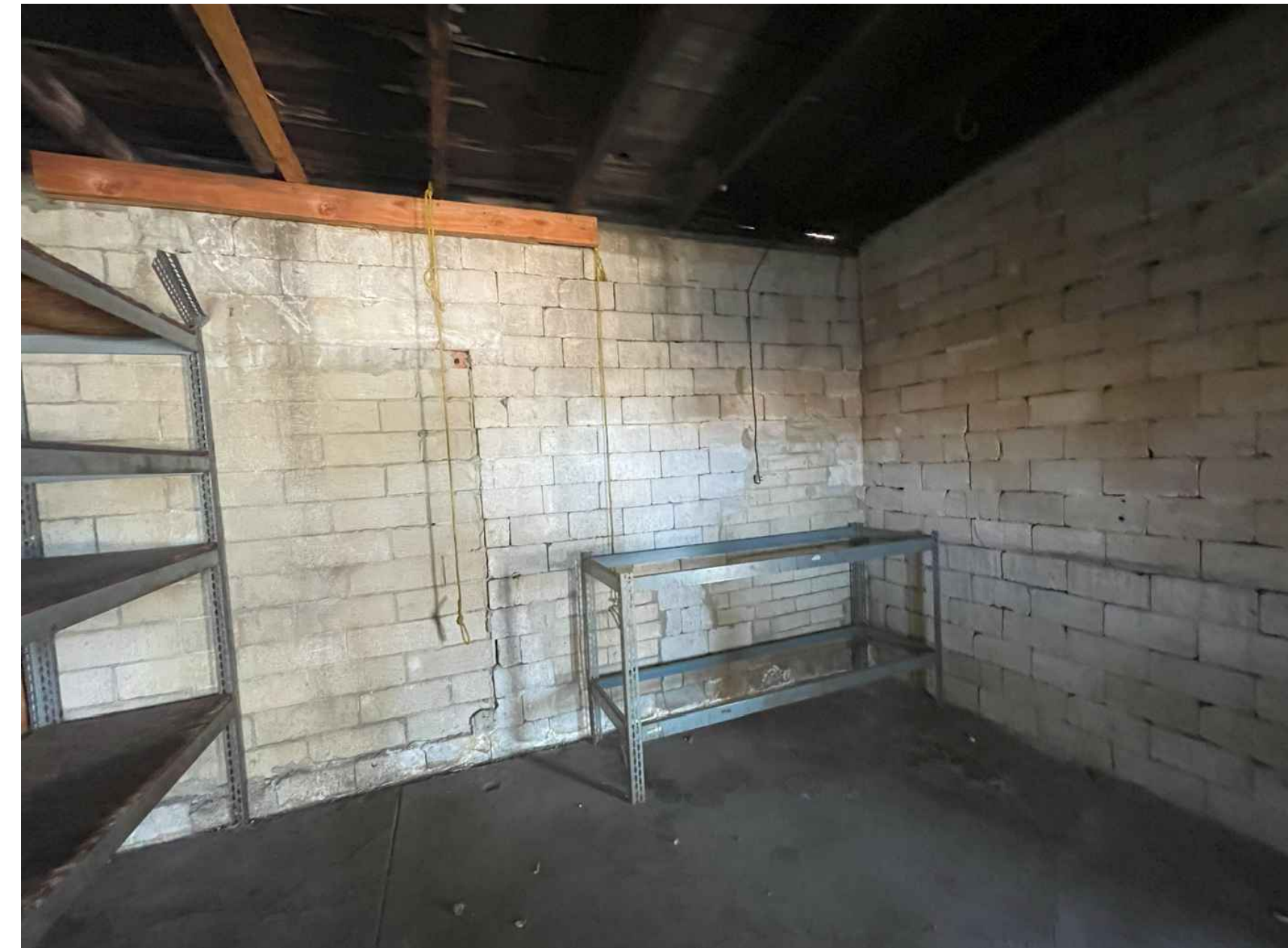
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A



B



C



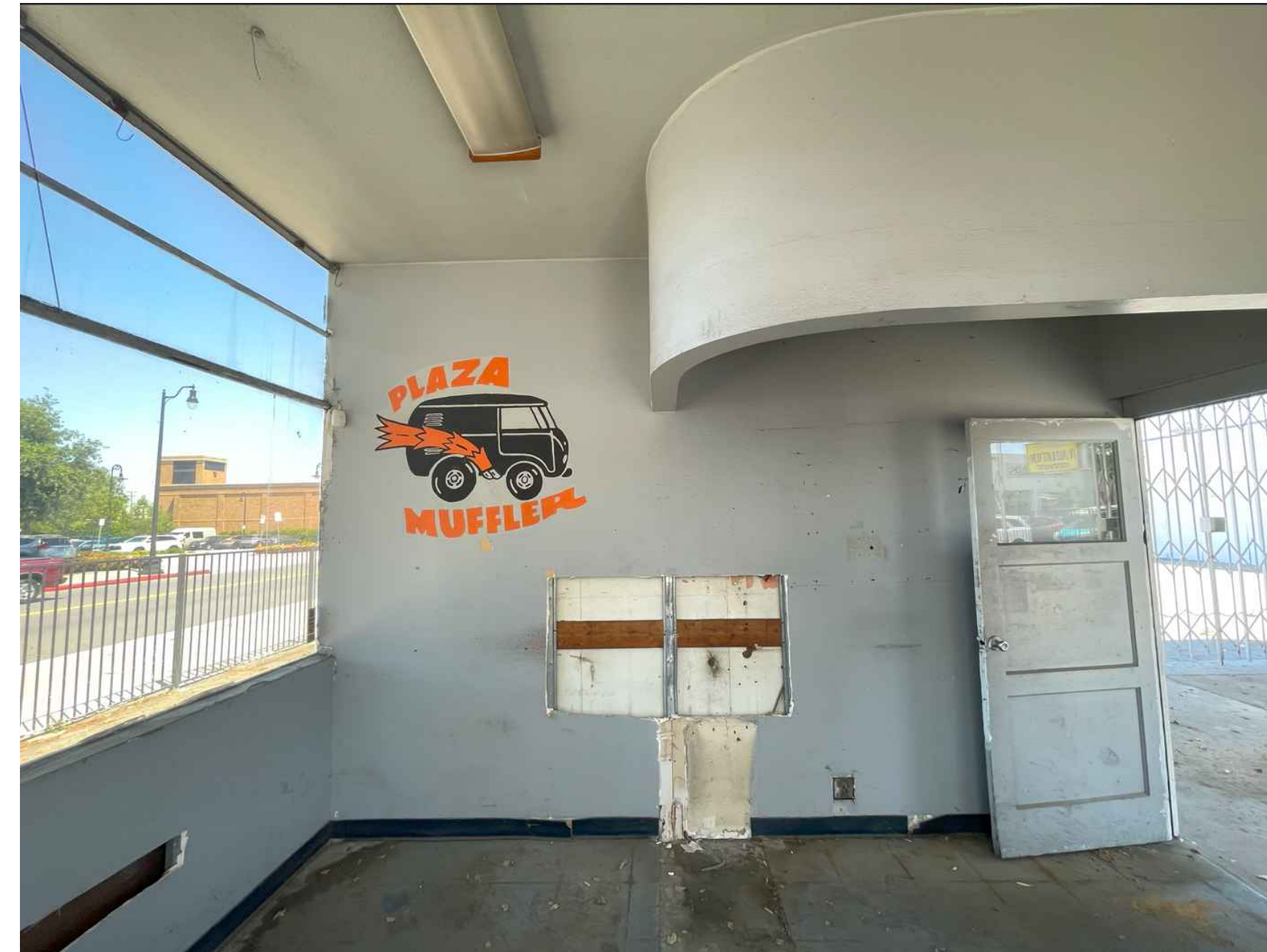
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E



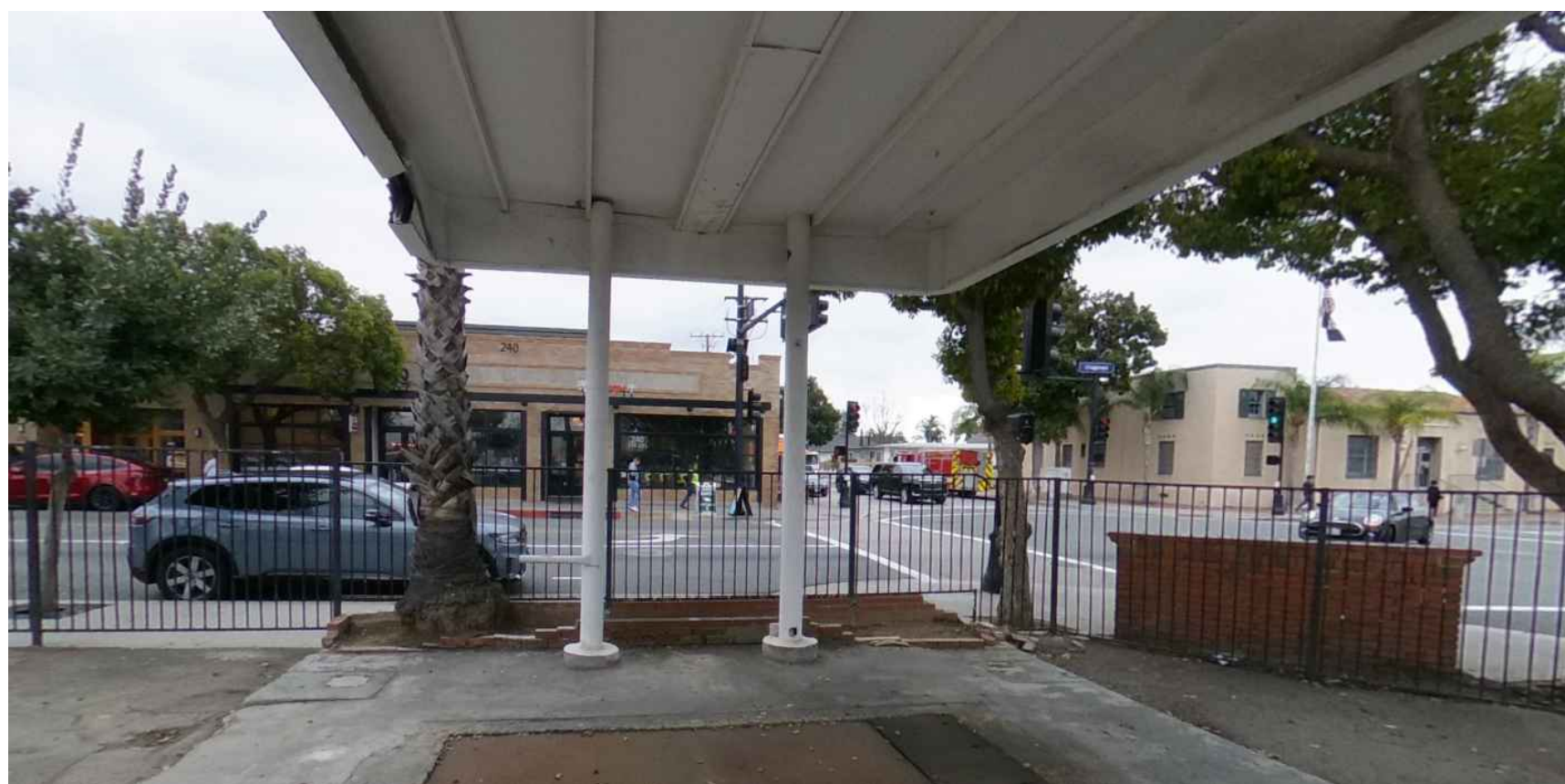
F



G



H



I



LEGEND



APPENDIX C

DEPARTMENT OF PARKS AND RECREATION FORM (2005)

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 B13 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 curvilinear style with banding typical of Moderne structures.

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

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

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

*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 #: CHAPMAN_W_237__APN_039-173-10
(Assigned by Recorder)

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

Description of Photo: 1991

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

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

B13. Remarks (Continued from Pg.2):

P3a. Description (Continued from Pg.1):

