



# Placentia Planning Commission Agenda

Special Meeting  
November 10, 2025

6:30 p.m.

City Council Chambers

401 E. Chapman Avenue, Placentia, CA

**Frank Perez**  
Chair

**Matthew Rocke**  
Vice Chair

**Brandon Evans**  
Commissioner

**Juan Guerrero**  
Commissioner

**Juan Navarro**  
Commissioner

**David Smith**  
Commissioner

## Procedures for Addressing the Commission

Any person who wishes to speak regarding an item on the agenda or on a subject within the Planning Commission's jurisdiction during the "Oral Communications" portion of the agenda should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE that portion of the agenda is called. Testimony for Public Hearings will only be taken at the time of the hearing.

The Commission encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks brief. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of an entire group. To encourage all views, the Commission discourages clapping, booing or shouts of approval or disagreement from the audience.

**PLEASE SILENCE CELL PHONES AND OTHER ELECTRONIC EQUIPMENT WHILE THE COMMISSION IS IN SESSION.**

## Special Accommodations

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (714) 993-8231. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.  
(28 CFR 35.102.35.104 ADA Title II)

Copies of all agenda materials are available for public review in the Office of the City Clerk, City Planning Division Counter, Placentia Library Reference Desk and the internet at [www.placentia.org](http://www.placentia.org) under the Planning Commission page. Persons who have questions concerning any agenda item may call the City Planning Division at (714) 993-8124 to make inquiry concerning the nature of the item described on the agenda.

**City of Placentia**  
401 E Chapman Avenue  
Placentia, CA 92870

**Phone: (714) 993-8124**  
**Fax: (714) 528-4640**  
**Website: [www.placentia.org](http://www.placentia.org)**

In compliance with California Government Code Section 54957.5, any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's Office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

Study Sessions are open to the public and held in the City Council Chambers or City Hall Community Room.

**SPECIAL MEETING**  
6:30 p.m. – City Council Chambers

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**CALL TO ORDER:**

**ROLL CALL:**

Commissioner Evans  
Commissioner Guerrero  
Commissioner Navarro  
Commissioner Smith  
Vice Chair Rocke  
Chair Perez

**PLEDGE OF ALLEGIANCE:**

**ORAL COMMUNICATIONS:**

At this time the public may address the Planning Commission concerning any agenda item, which is not a public hearing item, or on matters within the jurisdiction of the Planning Commission. There is a five (5) minute time limit for each individual addressing the Planning Commission.

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**CONSENT CALENDAR:**

1. **Planning Commission Regular Meeting Minutes – September 9, 2025**

**RECOMMENDATION:** Approve

**REGULAR AGENDA:**

1. **Applicant: CITY OF PLACENTIA**

**GENERAL PLAN CONFORMITY FINDING FOR THE INSTALLATION OF ONE (1) FREEWAY-ORIENTED ENTRY SIGN WITH DIGITAL DISPLAY CAPABILITIES**

**RECOMMENDATION:**

It is recommended that the Planning Commission take the following action:

Adopt Resolution No. PC-2025-14, a Resolution of the Planning Commission of the City of Placentia California finding that the installation of one freeway-oriented entry sign with digital display capabilities, generally located at the northeast corner of Placentia Avenue and the SR-91 freeway at 1470 S. Placentia Avenue, Placentia, CA 92870 (APN 344-037-01), is consistent with the City of Placentia General Plan Pursuant to California Government Code § 65402.

**PUBLIC HEARINGS:**

1. **Applicant:** Dutch Bros.

**Project Location:** 150 E. Yorba Linda Blvd.

**Request:** DEVELOPMENT PLAN REVIEW NO. DPR 2025-02 AND USE PERMIT NO. UP 2025-03 FOR THE DEVELOPMENT OF AN APPROXIMATELY 1,025-SQUARE FOOT COMMERCIAL BUILDING, WITH DUAL DRIVE-THRU LANES, INCLUDING HARDSCAPE AND LANDSCAPE IMPROVEMENTS ON A 28,446-SQUARE FOOT PARKING AREA OF THE PLACENTIA TOWN CENTER, LOCATED AT 150 E. YORBA LINDA BOULEVARD.

**RECOMMENDATION:**

It is recommended that the Planning Commission take the following actions:

1. Open Public Hearing, concerning Development Plan Review No. DPR 2025-02 and UP 2025-03; and
2. Receive the Staff Report and consider all Public Testimony; and ask any questions of Staff; and
3. Close the Public Hearing; and
4. Adopt Resolution No. PC-2025-12, a Resolution of the Planning Commission of the City of Placentia making findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15303 (Class 3 New Construction or Conversion of Small Structures) and the City of Placentia Environmental Guidelines and approving DPR 2025-02 and UP 2025-03 to permit the development of an approximately 1,025-square foot commercial building, with dual drive-thru lanes, including hardscape and landscape improvements on a 28,446-square foot parking area of the Placentia Town Center, located at 150 E. E. Yorba Linda Boulevard.

2. **Applicant:** C Y Hospitality, LLC

**Project Location:** 450 S. Placentia Avenue

**Request:** DEVELOPMENT PLAN REVIEW NO. DPR 2025-01, USE PERMIT NO. UP 2025-02, AND DISPOSITION AND DEVELOPMENT AGREEMENT NO. DDA 2025-01 TO DEVELOP AN APPROXIMATELY 42,631 -SQUARE-FOOT, FOUR-STORY, 86-ROOM HOTEL BUILDING AND ASSOCIATED IMPROVEMENTS ON AN APPROXIMATELY 21,553-SQUARE-FOOT UNIMPROVED

**SITE LOCATED AT 450 S. PLACENTIA AVENUE WITHIN THE C-2(H-65) ZONING DISTRICT (C Y HOSPITALITY, LLC, C/O YAGNESH PATEL).**

**RECOMMENDATION:**

It is recommended that the Planning Commission take the following actions:

1. Open Public Hearing, concerning Development Plan Review No. DPR 2025-01, Use Permit No. UP 2025-02, and Disposition and Development Agreement No. DDA 2025-01; and
2. Receive the Staff Report and consider all Public Testimony; and
3. Close the Public Hearing; and
4. Find that the City's disposition of public right-of-way is consistent with the General Plan; and
5. Adopt Resolution No. PC-2025-13, a Resolution of the Planning Commission of the City of Placentia, recommending that the City Council of the City of Placentia, California, adopt a Notice of Exemption by making the findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15332 (Class 32 – Infill Development Projects) and the City of Placentia Environmental Guidelines, and recommending approval of DPR 2025-01, UP 2025-02, and authorizing the execution of a DDA 2025-01 to permit the development of an approximately 42,631-square-foot, four-story, 86-room hotel building with an overall height of approximately 63 feet, including a 24,210-square-foot subterranean and grade level parking garage with 82 spaces, enhanced landscaping and hardscape improvements; to allow the establishment and operation of a hotel including the onsite sale and consumption of alcoholic beverages exclusively for registered hotel guests; and to authorize the acquisition of approximately 6,358 square feet of public right-of-way city-owned property and provide relief from certain development standards within the C-2(H-65) Zoning District located at 450 S. Placentia Avenue (APN 339-442-04).

**OLD BUSINESS:**

**NEW BUSINESS:**

**DEVELOPMENT REPORT:**

**DIRECTOR'S REPORT:**

**PLANNING COMMISSION REQUESTS:**

Commission members may make requests or ask questions of Staff. If a Commission member would like to have formal action taken on a requested matter, it will be placed on a future Commission Agenda.

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**ADJOURNMENT**

The Planning Commissioners ADJOURN to the next regular meeting on December 9, 2025, at 6:30 p.m. in the City Council Chambers located at 401 East Chapman Avenue, Placentia CA, 92870.

**CERTIFICATION OF POSTING**

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, hereby certify that the Agenda for November 10, 2025, Special Meeting of the Planning Commission of the City of Placentia was posted on November 6, 2025.



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Joseph M. Lambert, Secretary

**PLACENTIA PLANNING COMMISSION  
MINUTES  
REGULAR MEETING  
September 9, 2025  
6:30 p.m. – City Council Chambers  
401 E. Chapman Avenue, Placentia, CA**

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**CALL TO ORDER:** Chair Perez called the meeting to order at 6:35 p.m.

**ROLL CALL:**

PRESENT: Commissioner Evans, Guerrero, Navarro, Smith, Rocke, Perez  
ABSENT: None

**STAFF PRESENT:**

Assistant City Attorney Kristi J. Smith, Director of Development Services Joseph Lambert, Planning Manager Andrew Gonzales, Associate Planner Lesley Whittaker, Administrative Assistant Margie McCoy

**PLEDGE OF ALLEGIANCE:** Vice Chair Rocke

**ORAL COMMUNICATIONS:** None

**CONSENT CALENDAR:**

1. **Minutes  
Placentia Planning Commission Regular Meeting of:  
August 12, 2025**

Recommended Action: Approve  
**(Approved 5-0-1-0 as recommended)**

**Motion by Guerrero second by Smith and carried on a (5-0-1-0) vote to approve the Consent Calendar.**

Ayes: Evans, Guerrero, Navarro, Smith, Rocke  
Noes: None  
Abstain: Perez  
Absent: None

**PUBLIC HEARING:**

1. **Applicant: William and Cynthia Maddox**

**Project Location: 200 Orange Grove Avenue**

**TENTATIVE PARCEL MAP NO. TPM 2023-143 PERTAINING TO THE SUBDIVISION OF AN +/- 0.803 ACRE LOT INTO TWO PARCELS LOCATED AT 200 ORANGE GROVE AVENUE WITHIN THE R-1 (SINGLE-FAMILY RESIDENTIAL) ZONING DISTRICT.**

Recommended Action: Adopt Resolution recommending City Council approve the project as recommended by Staff.

Chair Perez opened the Public Hearing at 6:43 p.m.

Development Services Director Joseph Lambert introduced Associate Planner Lesley Whittaker to present the Staff Report. The existing parcel contains three structures: a historic primary home, a two-car garage with an accessory dwelling unit, and a guest house. The applicant wishes to subdivide the site. The proposed parcel map would create two parcels, each meeting zoning and land use requirements. Associate Planner Whittaker explained the conditions of approval, including the requirement for a new two-car garage on Lot 1 to meet parking requirements. The applicants were present to express concerns regarding the proposed condition of approval to build a garage on Lot 1 and the impact of the proposed garage on the historic value of their home. Discussed were alternative solutions. Development Services Director Lambert explained the code requirements and the limitations of the Commission's discretion in modifying the conditions as well as the potential challenge in meeting the findings for a potential variance.

Vice Chair Rocke closed the Public Hearing at 7:13 p.m.

**Motion by Smith second by Guerrero and carried on a (6-0-0-0) vote to approve as recommended by Staff, with an amendment to condition of approval #15**

Ayes: Evans, Guerrero, Navarro, Smith, Rocke, Perez  
Noes: None  
Abstain: None  
Absent: None

**2. Applicant: Brian Claprod, representing Esther's Taco House**

**Project Location: 2001 E. Orangethorpe Avenue**

**USE PERMIT NO. UP 1997-14 MODIFICATION TO PERMIT AN EXISTING RESTAURANT TO CHANGE FROM A TYPE 41 ABC LICENSE TO A TYPE 47 LICENSE, ALLOWING FOR THE ONSITE SALES AND CONSUMPTION OF BEER AND WINE, AND DISTILLED SPIRITS ON THE PREMISES. THE RESTAURANT ESTHER'S TACO HOUSE IS LOCATED AT 2001 E. ORANGETHORPE AVENUE, UNITS D-G, WITHIN THE C-1 ZONING DISTRICT.**

Vice Chair Rocke opened the Public Hearing at 7:15 p.m.

Development Services Director Joseph Lambert introduced Associate Planner Lesley Whittaker to present the Staff Report. The restaurant has been in operation since 1998 and employs 31 people. Associate Planner Whittaker detailed the request to change the existing type 41 ABC license to a type 47 ABC license, allowing for the sale and consumption of beer, wine, and distilled spirits.

The Commission discussed the possibility of expanding the operating hours from 9:00 a.m. to midnight and eliminating the condition of approval regarding noise, as well as replacing references to "banquet hall" with "restaurant."

Chair Perez closed the Public Hearing at 7:41 p.m.

**Motion by Smith, second by Evans and carried on a (6-0-0-0) vote to approve as recommended by Staff, with amendments to conditions of approval #19a and #21**

**changing operating hours to reflect 9:00 a.m. to midnight #24 eliminating the noise requirements and amending conditions of approval #27 and #36 changing various references to “banquet hall” with the word “restaurant.”**

Ayes: Evans, Guerrero, Navarro, Rocke, Smith, Perez  
Noes: None  
Abstain: None  
Absent: None

**REGULAR AGENDA:**

**1. Applicant: City of Placentia**

**Project Location: Citywide**

**Study Session Regarding Residential Development Standards**

Commissioners discussed potential changes to parking stall requirements for multi-family developments. Director of Development Services Director Lambert presented the Staff’s recommendations for improving parking stall dimensions and turnaround spaces as well as direction on 12-foot end spaces. The Commission expressed support for the proposed changes and agreed to revisit the topic with additional exhibits.

Discussion regarding Residential Development Standards will be continued to one of the upcoming Planning Commission meetings.

**OLD BUSINESS: None**

**NEW BUSINESS: None**

**DEVELOPMENT REPORT:**

Director Lambert highlighted ongoing projects such as Chick-fil-A, Veteran’s Way Condominiums, Toll Brothers and the Hudson developments.

**DIRECTOR’S REPORT:**

Director Lambert announced that Placentia won an Orange County APA Award of Merit for the Santa Angelina Senior Housing development. He also mentioned ongoing fundraising efforts for the City’s Centennial festivities and encouraged Commissioners to participate.

**PLANNING COMMISSION REQUESTS: None**

**ADJOURNMENT:**

Chair Perez adjourned the Regular Meeting of the Planning Commission at 8:15 p.m. to the regular meeting of Tuesday, October 14, 2025, at 6:30 p.m. in the City Council Chambers at 401 East Chapman Avenue, Placentia, CA.

**Submitted by,**

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Joseph M. Lambert,  
Secretary to the Planning Commission



# Placentia Planning Commission

## AGENDA STAFF REPORT

TO: PLANNING COMMISSION

FROM: DIRECTOR OF DEVELOPMENT SERVICES

DATE: NOVEMBER 10, 2025

SUBJECT: **GENERAL PLAN CONFORMITY FINDING FOR THE INSTALLATION OF ONE (1) FREEWAY-ORIENTED ENTRY SIGN WITH DIGITAL DISPLAY CAPABILITIES**

### **RECOMMENDATION:**

It is recommended that the Planning Commission take the following action:

Adopt Resolution No. PC-2025-14, a Resolution of the Planning Commission of the City of Placentia California finding that the installation of one freeway-oriented entry sign with digital display capabilities, generally located at the northeast corner of Placentia Avenue and the SR-91 freeway at 1470 S. Placentia Avenue, Placentia, CA 92870 (APN 344-037-01), is consistent with the City of Placentia General Plan Pursuant to California Government Code § 65402.

### **DISCUSSION:**

The City owns that certain parcel of real property generally located at the northeast corner of S. Placentia Avenue and the SR-91 freeway at 1470 S. Placentia Avenue, Placentia, CA 92870 (APN 344-037-01) (the "Property"), as depicted on Exhibit A of Attachment 1. The City proposes to install one freeway-oriented entry sign with digital display capabilities on the Property. The General Plan Land Use designation of the Property is Industrial.

California Government Code § 65402(a) provides, in relevant part, as follows:

"If a general plan or part thereof has been adopted, no . . . . public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such . . . . public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof."

The proposed installation of the freeway-oriented entry sign with digital display capabilities on the property will constitute an action within the meaning of § 65402(a).

The property in question is contemplated to be utilized for one freeway-oriented entry sign with digital display capabilities including public service announcements and messages, including those sponsored by non-profit organizations, City promotional messages and announcement of City sponsored and co-sponsored events such as celebrations, festivals, special events, park and public facility openings as well as to promote economic development within the City, including placement of ads for key local businesses. The location of the property is shown in Exhibit A of Attachment 1.

**CEQA:**

The proposed finding of General Plan conformity is not a project as defined by the California Environmental Quality Act (CEQA). The finding of conformity does not commit the City to improve the property. When the project approval(s) is evaluated, the appropriate approval body will also make a CEQA determination.

**Prepared and approved by:**



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Joseph M. Lambert  
Director of Development Services

**Attachments:**

1. Resolution No. PC-2025-14  
Exhibit A: Site Location, Legal Description and Plat Map

## RESOLUTION NO. PC 2025-14

### A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA CALIFORNIA MAKING A FINDING THAT THE INSTALLATION OF ONE FREEWAY-ORIENTED ENTRY SIGN WITH DIGITAL DISPLAY CAPABILITIES LOCATED AT THE NORTHEAST CORNER OF PLACENTIA AVENUE AND THE SR-91 FREEWAY AT 1470 S. PLACENTIA AVENUE, PLACENTIA, CA, 92870, IS CONSISTENT WITH THE CITY OF PLACENTIA GENERAL PLAN PURSUANT TO CALIFORNIA GOVERNMENT CODE § 65402

#### A. Recitals.

(i). The City of Placentia owns that certain parcel of real property located at 1470 S. Placentia Avenue, Placentia, CA 92870 (APN 344-037-01), just north of the SR-91 Freeway (the “Property”) and proposes to construct one freeway-oriented entry sign with digital display capabilities.

(ii). The Property is depicted in Exhibit “A,” attached hereto and incorporated herein by this reference.

(iii). California Government Code § 65402(a) provides, in relevant part, as follows:

“If a general plan or part thereof has been adopted, no . . . . public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such . . . . public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof..”

(iv). The proposed installation of one freeway-oriented entry sign with digital display capabilities on the Property requires a finding of conformity with the General Plan in accordance with California Government Code § 65402(a).

(v). The Planning Commission has reviewed the use of the Property and is fully advised with respect thereto. The Property in question is to be utilized for a freeway-oriented message center/advertising structure including public service announcements and messages, including those sponsored by non-profit organizations, City promotional messages and announcement of City sponsored and co-sponsored events such as celebrations, festivals, special events, park and public facility openings as well as to promote economic development within the City, including placement of ads for key local businesses in support of the general plan district where the Property is located.

#### B. Resolution.

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

1. The Planning Commission hereby finds that all the facts as set forth in the Recitals, Part A., of this Resolution are true and correct.

2. In accordance with, and pursuant to, the requirements of California Government Code § 65402(a), the proposed installation of the freeway-oriented message center/advertising structure on the property hereby is found to conform to the General Plan of the City of Placentia.

3. The Secretary to the Planning Commission shall certify to the adoption of this Resolution and shall forthwith transmit a full, true and correct copy to the City Council of the City of Placentia.

PASSED, ADOPTED AND APPROVED this 10<sup>th</sup> day of November, 2025:

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Frank Perez, Chair

I, Joseph Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a meeting of the Planning Commission of the City of Placentia held on the 10th day of November, 2025, and was passed at this meeting of the Planning Commission of the City of Placentia held on the 10th day of November, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

ATTEST:

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Joseph Lambert, Secretary

APPROVED AS TO FORM:

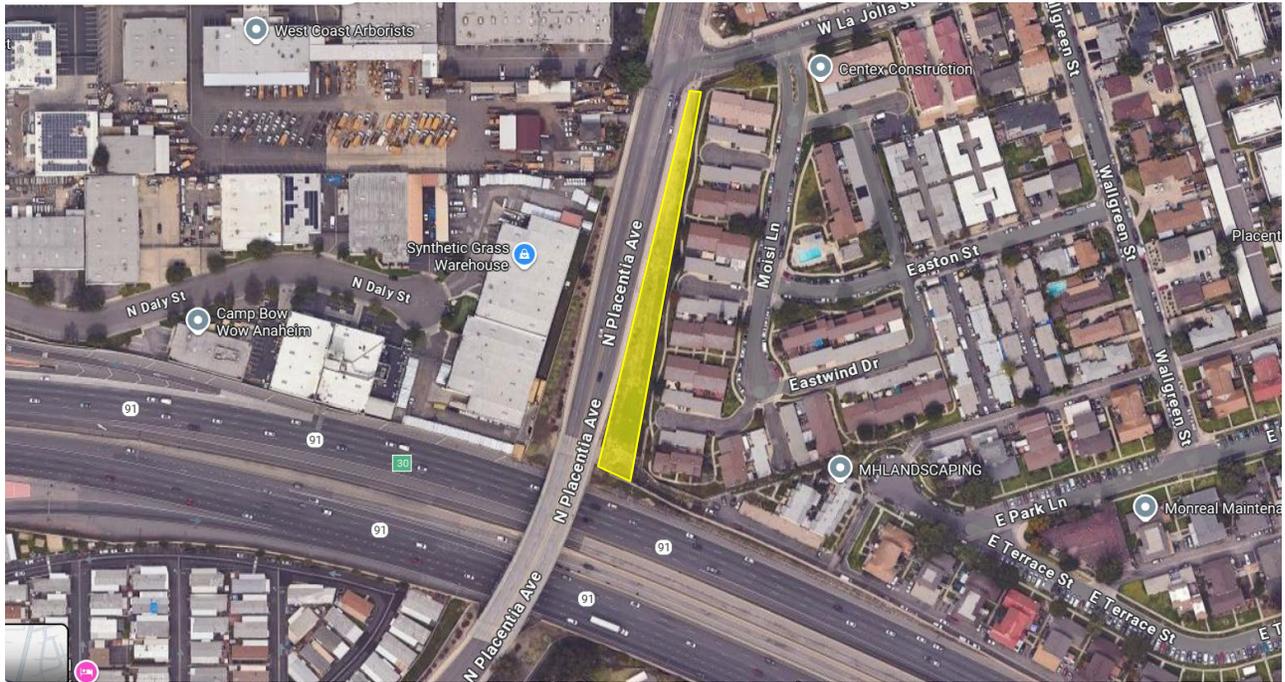
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Kristi Smith,  
Assistant City Attorney

Exhibit A: Site Location, Legal Description and Plat Map

## Exhibit A:

### Site Location:



### LEGAL DESCRIPTION:

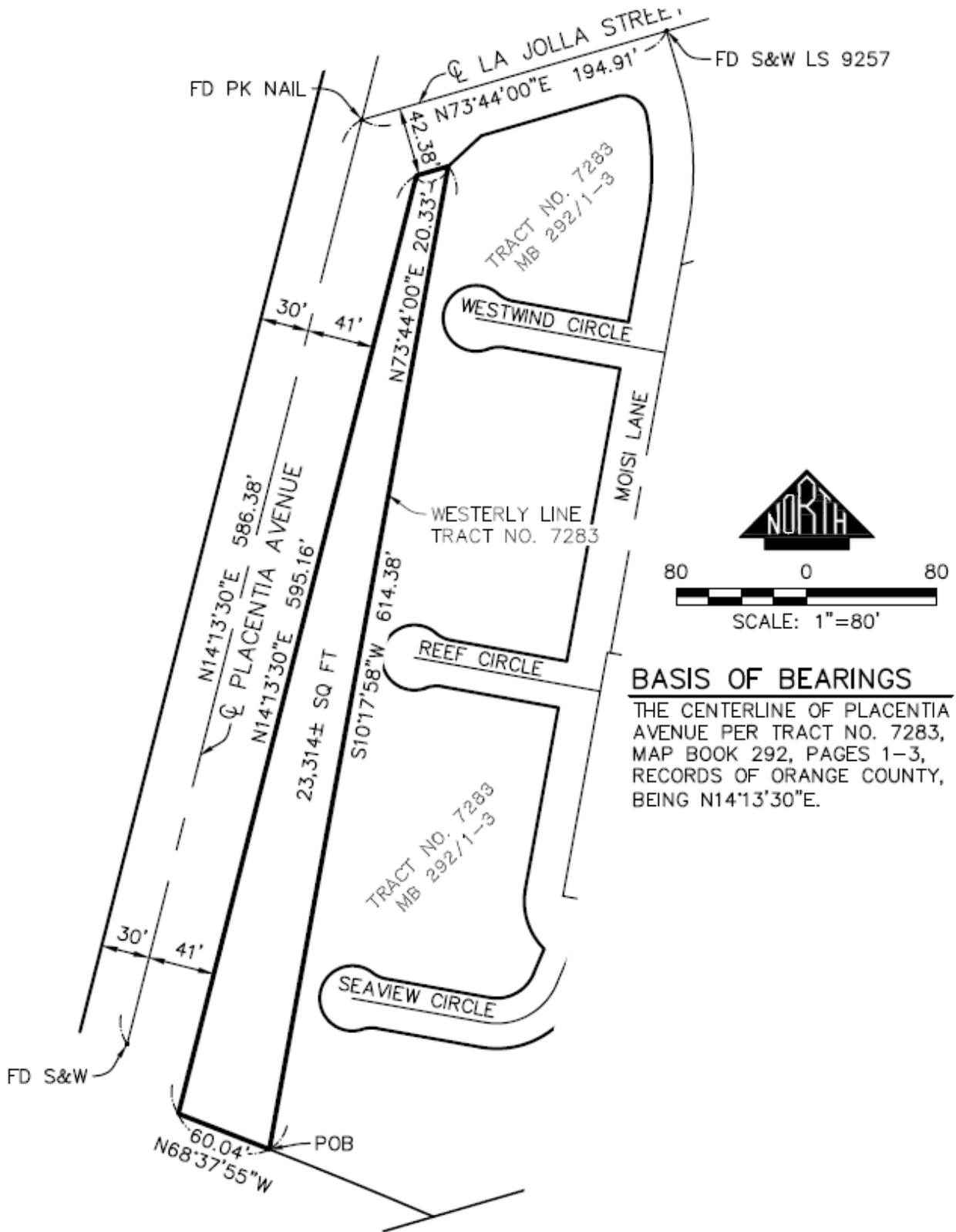
THAT PORTION OF A PARCEL OF LAND IN THE CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA, ADJACENT TO THE WESTERLY LINE OF TRACT NO. 7283, PER PLAT RECORDED IN BOOK 292, PAGES 1-3, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE SOUTHWEST CORNER OF SAID TRACT NO. 7283; THENCE NORTH  $68^{\circ}37'55''$  WEST A DISTANCE OF 60.04' TO A POINT ON A LINE THAT IS PARALLEL WITH AND 41.00' EASTERLY OF THE CENTERLINE OF PLACENTIA AVENUE; THENCE NORTH  $14^{\circ}13'30''$  EAST ALONG SAID PARALLEL LINE A DISTANCE OF 595.16' TO A POINT ON A LINE THAT IS PARALLEL WITH AND 42.38' SOUTHERLY OF THE CENTERLINE OF LA JOLLA STREET; THENCE NORTH  $73^{\circ}44'00''$  EAST ALONG SAID PARALLEL LINE A DISTANCE OF 20.33 FEET TO THE NORTHWEST CORNER OF SAID TRACT NO. 7283; THENCE SOUTH  $10^{\circ}17'58''$  WEST ALONG THE WESTERLY LINE OF SAID TRACT NO. 7283 A DISTANCE OF 614.38' TO THE **POINT OF BEGINNING**.

SUBJECT TO ALL RESERVATIONS, RESTRICTIONS, EASEMENTS, OFFERS OF DEDICATION, RIGHTS AND RIGHT OF WAYS OF RECORD.  
CONTAINING APPROXIMATELY 23,314 SQUARE FEET.

APN: 344-037-01

PLAT MAP (FROM LEGAL DESCRIPTION):



**BASIS OF BEARINGS**  
 THE CENTERLINE OF PLACENTIA AVENUE PER TRACT NO. 7283, MAP BOOK 292, PAGES 1-3, RECORDS OF ORANGE COUNTY, BEING  $N14^{\circ}13'30''E$ .



# Placentia Planning Commission

## AGENDA STAFF REPORT

TO: PLANNING COMMISSION

FROM: LESLEY WHITTAKER, ASSOCIATE PLANNER

DATE: NOVEMBER 10, 2025

SUBJECT: **DEVELOPMENT PLAN REVIEW NO. DPR 2025-02 AND USE PERMIT NO. UP 2025-03 FOR THE DEVELOPMENT OF AN APPROXIMATELY 1,025-SQUARE FOOT COMMERCIAL BUILDING, WITH DUAL DRIVE-THRU LANES, INCLUDING HARDSCAPE AND LANDSCAPE IMPROVEMENTS ON A 28,446-SQUARE FOOT PARKING AREA OF THE PLACENTIA TOWN CENTER, LOCATED AT 150 E. YORBA LINDA BOULEVARD.**

### **RECOMMENDATION**

It is recommended that the Planning Commission take the following actions:

- 1) Open Public Hearing, concerning Development Plan Review No. DPR 2025-02 and UP 2025-03; and
- 2) Receive the Staff Report and consider all Public Testimony; and ask any questions of Staff; and
- 3) Close the Public Hearing; and
- 4) Adopt Resolution No. PC-2025-12, a Resolution of the Planning Commission of the City of Placentia making findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15303 (Class 3 New Construction or Conversion of Small Structures) and the City of Placentia Environmental Guidelines and approving DPR 2025-02 and UP 2025-03 to permit the development of an approximately 1,025-square foot commercial building, with dual drive-thru lanes, including hardscape and landscape improvements on a 28,446-square foot parking area of the Placentia Town Center, located at 150 E. Yorba Linda Boulevard.

### **STRATEGIC PLAN STATEMENT:**

This item is consistent with the City Council approved 5-Year Strategic Goal to:

Goal 3.3; Continue to recruit and attract retail, hotel and other commercial businesses that complement adjacent City assets and attractions (Anaheim Resort District, Cal State Fullerton, OC Vibe and Angel Stadium Projects).

Dutch Bros. has a strong reputation and loyal customer base that would be welcomed by Placentia's general public. While the brand originated outside California, it has only recently begun expanding into Orange County. Establishing a Dutch Bros. in the City would draw both local residents and visitors from surrounding communities, generating additional activity, revenue, and visibility for the Town Center. Increased foot traffic from Dutch Bros. customers would also benefit nearby businesses and contribute to the overall vitality of the area.

## **BACKGROUND**

Dutch Bros. Coffee began in 1992 as a pushcart in Grants Pass, Oregon. As business started to grow, the expansion began across Oregon, then quickly spread across the northwest. Now, Dutch Bros. has expanded further and is seeking to open multiple locations in Southern California. The applicant, John Caglia, on behalf of Dutch Bros., is requesting to construct a new 1,025-square foot, single-story Dutch Bros. Coffee, with dual drive-thru lanes and covered customer walk up, within the existing Town Center Shopping Center, located at 150 E. Yorba Linda Boulevard, within the T-C (Town Center) Zoning District.

The shopping center consists of multiple parcels, whereas the proposed project will be constructed on a 3.10-acre parcel and 0.65-acres will be the lease area for the Applicant. The parcel is shared with a 28,000-square foot anchor tenant space, currently occupied by CVS Pharmacy. The Placentia Town Center consists of over 143,000-square feet of tenant space and has been updated periodically throughout the last twenty years. Overall, the 52-year-old shopping center and landscape is well maintained. The Dutch Bros. Coffee Shop proposed site is currently used for parking, as well as the Farmer's Market that sets up on this space every Tuesday afternoon.

## **PROJECT DESCRIPTION**

The proposed Dutch Bros. will be a 1,025-square foot building, 24-feet high, with dual drive-thru lanes that begin on the northern side of the building and proceeds southerly along the western side of the building. A covered customer area will be located on the north side of the building, with no customer seating area contained within the building. A separate covered trash enclosure will be located on the eastern side of the building, near the drive-thru entrance.

### **Architecture**

The proposed 1,025-square-foot freestanding Dutch Bros. Coffee drive-thru facility features a contemporary commercial design that incorporates high-quality materials, varied elevations, and branded architectural elements consistent with the Dutch Bros. prototype.

The single-story building reaches a maximum height of 24 feet and includes a parapeted roofline to screen mechanical equipment. The design integrates multiple materials—stucco in neutral tones, stone veneer, fiber cement siding, and metal accents—to provide visual interest and break up the building mass.

A prominent corner tower establishes a focal point along the street frontage and incorporates architectural detailing and colors that complement the Placentia Town Center. Canopies and awnings provide shade at the walk-up and drive-thru windows, while decorative landscaping softens building edges.



Overall, the architecture achieves a cohesive and contemporary appearance that is compatible with the Placentia Town Center's character and enhances the visual quality of the site.

## Dual Drive-thru

The proposed Dutch Bros. Coffee includes a dual drive-thru lane configuration designed to improve traffic flow and minimize on-site congestion. The drive-thru lanes consist of two 12-foot parallel lanes that allow vehicles to queue simultaneously. The lanes converge into a single pick-up window, where customers receive their orders. Dutch Bros. has a traffic management plan in place which includes various staff positions, such as a Line Buster whose job duty is to increase the speed of the customer's experience by taking orders and ensuring a 2-foot gap between cars. A Drink Runner delivers completed drinks to the



customers in line who may not be to the window yet and subsequently can use the escape lane, capable of holding three vehicles to exit. A Dutch Bros. Traffic Controller directs traffic and prevents vehicles from blocking critical drives, so there are no restrictions to traffic flow on site. The Dutch Bros. standard is to provide a 45-second service buffer per car at the window. Speed timing evaluations are conducted weekly and reported to the corporate office on a quarterly basis. The site layout and traffic management plan enables staff to take orders from multiple vehicles at once, reducing wait times and increasing operational efficiency.

The dual-lane design also provides on-site circulation benefits by increasing vehicle capacity and distributing vehicle stacking, which lessens the potential for queue spillover into adjacent drive aisles or public streets. According to the site plan, the drive-thru queuing area can accommodate approximately 16 vehicles. The escape lane can accommodate another three vehicles. The total stacking ability on site is up to 34 vehicles. The design maintains safe internal circulation for both drive-thru and non-drive-thru traffic within the shopping center parking lot.

## Parking

The proposed project is located within the Placentia Town Center Shopping Center, which currently provides 629 parking stalls. Construction of the Dutch Bros. facility would remove 46 existing parking spaces, resulting in 583 stalls remaining on site, pre-construction.

The Placentia Town Center includes approximately 143,746 square feet of retail floor area. Pursuant to the parking requirement of four (4) spaces per 1,000 square feet, the shopping

center is required to provide a minimum of 575 parking stalls. With 583 stalls available, the center would continue to exceed the minimum parking requirement.

In addition, pursuant to PMC Section 23.78.030(3), eating and drinking establishments must provide parking based on the amount of customer and noncustomer floor area. The Dutch Bros. project includes approximately 390 square feet of customer area (covered canopy) and 1,025 square feet of noncustomer space, generating a requirement for ten (10) parking stalls. To accommodate this requirement, the project will add 11 new stalls within the reconfigured parking area, increasing the total number of stalls within the Placentia Town Center to 594. This total continues to meet parking requirements for both the Dutch Bros. site and the shopping center as a whole.

Eight (8) of the new parking stalls are proposed as compact spaces. Because reciprocal parking is available within the Placentia Town Center and the number of compact stalls does not exceed the maximum allowance, the proposed configuration complies with applicable Code requirements.

### **Traffic/Circulation**

A Trip Generation, Access, and Drive-thru Queuing Analysis was prepared by LSA Associates, Inc. (May 6, 2025) to evaluate potential traffic impacts associated with the proposed 1,025-square-foot Dutch Bros. Coffee shop with dual drive-thru lanes located at 150 E. Yorba Linda Boulevard within the Placentia Town Center and subsequently was peer reviewed by Traffic Engineer, Rusty Beardsley. The analysis assessed trip generation, site access, internal circulation, and adequacy of drive-thru queuing capacity.

The project is estimated to generate approximately 507 daily trips, including 82 trips during the AM peak hour and 37 trips during the PM peak hour. After applying a 90 percent pass-by reduction consistent with ITE Land Use 938 (Coffee/Donut Shop with Drive-thru and No Indoor Seating), the project's net trip generation is estimated at 51 daily trips, including 4 AM peak hour trips and 8 PM peak hour trips. These trips represent vehicles already on adjacent streets that stop briefly at the site and therefore do not result in significant new traffic on the roadway network.

Access to the project site would be provided through the existing driveways serving the Placentia Town Center along E. Yorba Linda Boulevard, Bradford Avenue, and Kraemer Boulevard. LSA conducted a Level of Service (LOS) analysis for four driveways under existing and existing-plus-project conditions using Highway Capacity Manual (HCM) methodologies. Results indicate that all driveways would continue to operate at satisfactory levels—LOS D or better—during both AM and PM peak hours, with negligible delay increases attributable to the project. Therefore, no off-site improvements are required or recommended to maintain acceptable operations.

The proposed drive-thru lane configuration accommodates 16 vehicles, with an additional 3 vehicles in the escape lane and 15 vehicles within the internal drive aisle, providing total on-site stacking for up to 34 vehicles. Queuing surveys of comparable Dutch Bros. Coffee

sites in Southern California observed peak queues ranging from 12 to 34 vehicles. Based on this data, the proposed configuration provides adequate capacity to contain on-site queues without extending into the public right-of-way along E. Yorba Linda Boulevard or internal drive aisles that serve other tenants within the shopping center.

Dutch Bros. Coffee has also prepared and will implement a Traffic Management Plan (TMP) during the grand opening and any periods of elevated demand. The TMP includes the use of on-site “line busters” to expedite orders, designated “drink runners” to shorten dwell times, and traffic controllers to direct vehicle flow. If warranted, off-duty police officers or third-party traffic control personnel will be deployed to manage external circulation. The plan allows flexibility to adjust operations as traffic patterns stabilize within the first 90 days of opening.

Additional Dutch Bros. locations opening nearby are expected to distribute customer trips and help reduce localized congestion. Moreover, experience from similar developments indicates that traffic associated with initial openings and novelty tends to normalize over time, resulting in stable, manageable traffic levels.

The traffic analysis concludes that the proposed Dutch Bros. Coffee project would not result in significant impacts to surrounding roadways or internal circulation within the Placentia Town Center. Adequate driveway capacity, internal circulation, and drive-thru stacking are provided, and the project’s Traffic Management Plan ensures temporary peak-period conditions can be effectively managed. Therefore, the project is consistent with City circulation policies and is considered satisfactory from a traffic and access standpoint.

## **PROJECT CHARACTERISTICS**

### **Applicable Code Section – Placentia Municipal Code**

The project is located within the T-C (Town Center) Zoning District. The project will be required to comply with the development standards and use requirements set forth in the Placentia Municipal Code (PMC) for projects located within the T-C Zoning District. Pursuant to PMC Section 23.75.010(a), construction of new buildings shall require a DPR to be reviewed at a noticed public hearing before the Planning Commission and pursuant to PMC Section 23.21.030, as well as a UP requirement for establishments offering drive-in/drive through service, PMC Section 23.27.040(2).

### **Subject Site and Surrounding Land Uses**

The table below illustrates the site and surrounding existing land uses, General Plan Land Use designation and Zoning:

<b>Location</b>	<b>Existing Land Use</b>	<b>Land Use Element General Plan Designation</b>	<b>Zoning Map Designation</b>
<b>Existing</b>	Placentia Town Center Parking Lot	Commercial	T-C (Town Center)

<b>Proposed</b>	Placentia Town Center with Dutch Bros. Coffee	Commercial	T-C
<b>North (Across E. Yorba Linda Blvd.)</b>	Commercial Shopping Center	Commercial	T-C
<b>South (behind Placentia Town Center)</b>	Residential Townhomes	Medium Density Residential	R-G (Medium Density Multiple Family)
<b>East of Placentia Town Center</b>	City of Fullerton	N/A	N/A
<b>West (across Kraemer Blvd.)</b>	Village Plaza Shopping Center	Commercial	T-C

**ZONING COMPLIANCE ANALYSIS**

**Site Development Standards**

The project is located within the T-C Zoning District. A food/drink establishment, with a drive-thru is conditionally permitted with a DPR subject to review and approval by the Planning Commission. In accordance with PMC Section 23.75.010.

**Other Departments Concerns and Requirements**

The Divisions of Planning and Building, Public Works/Engineering, Police Department, and Fire and Life Safety Department reviewed the application and submitted comments but had no major concerns with the proposal that could not be addressed via conditions of approval. In addition, Republic Services reviewed the site layout and use to ensure it aligned with trash pickup and access and found the proposed project meets all their requirements. All applicable code requirements and conditions of approval have been incorporated into resolutions for consideration by the Planning Commission.

**Housing, Community and Economic Development Committee**

All major development entitlements within the City of Placentia are reviewed by the Housing, Community and Economic Development Committee, comprised of two City Council members. The Committee reviewed the proposed project during the preliminary application phase on October 23, 2024, and again on July 23, 2025. The Committee thoroughly reviewed the project and expressed concerns regarding potential traffic impacts and the contemporary architectural style of the proposed building, which was viewed as

inconsistent with the character of the existing Placentia Town Center. The Committee directed the applicant to revise the design to better complement the architecture of the center. The applicant revised the architectural design to better complement the existing center. The updated plans were reviewed and are generally supported by the Mayor and Mayor Pro Tem, who concur that the renderings are consistent with the Placentia Town Center character. Any future faced improvements to the center will also complement the Dutch Bros. architecture.

To address the Committee's concerns related to traffic, staff submitted the applicant's traffic study for independent peer review, which concluded that the proposed project would not result in a significant increase in traffic volumes. The site layout accommodates up to 34 vehicles, consistent with stacking observed at other high-volume Dutch Bros. locations in Orange County. Staff also included adequate conditions of approval to address any future concerns regarding circulation, traffic and parking as it relates to Dutch Bros. (Condition of Approval No. 10).

In addition to traffic and architectural considerations, one Committee member emphasized that the Dutch Bros. proposal should coincide with a broader Placentia Town Center refresh or façade improvement effort affecting the entire shopping center: similar to the renovations completed at the nearby Village Center shopping center.

City staff subsequently met with Newmark Merrill, the property owner of the Placentia Town Center (excluding McDonald's and the Arco Gas Station parcels), to discuss past and future renovation plans. While much of the primary tenant spaces in the center have already been improved over the years, the CVS building was identified as the tenant space most in need of updating. The property owner has committed to a renovation of the CVS Pharmacy tenant space within five years, or a commensurate upgrade to other building(s) in the shopping center. This commitment is enforced through Condition of Approval No. 7 in the attached Resolution.

Although staff worked with Village Plaza to successfully upgrade the facades of the entire center, the new Starbucks-Chipotle building at Village Plaza is approximately 25% of the building size of the entire Village Plaza. The Placentia Town Center is a much larger center, approximately four times the building and/or land size of Village Plaza. The proposed Dutch Bros building and/or the footprint of the whole Dutch Bros use is approximately 3% or less of the entire center. Therefore, the proportionality between Dutch Bros and the rest of the Placentia Town Center is much smaller compared to the new Starbucks-Chipotle building at Village Plaza related to the balance of the Village Plaza. Staff feels that the upgrades we are requiring to the Placentia Town Center are commensurate to the rough proportionality of the new Dutch Bros use.

Based on these design revisions and the findings of the traffic peer review, staff concludes that the Committee's concerns have been satisfactorily addressed.

### **ISSUES ANALYSIS:**

## **Consistency with the General Plan**

The General Plan features policies that promote the reinvestment of underutilized properties while being sensitive to the suburban atmosphere and requires new developments to provide adequate improvements and pay impact fees to offset the demand costs on city services and facilities. The proposed development is consistent with the following Land Use Element and Housing Element policies and goals of the General Plan:

### Land Use Element

Policy 1.3 – Provide sites for a range of commercial uses, including shopping, dining, entertainment, and offices that provide a strong employment base and offer local services. Encourage the redevelopment of aging commercial centers.

Policy 2.3 – Orient land uses that create employment opportunities toward major and primary arterial streets so that activities associated with these uses will have minimal effect upon adjacent residential neighborhoods.

Policy 2.14 – Encourage consolidation of parking and reciprocal access agreements among adjacent businesses to minimize curb cuts and disruption of traffic flow.

## **PMC Consistency**

The proposed development is located within the T-C Zoning Code, which is intended to provide an architecturally integrated and designed Town Center that allows a diversity of uses. The development of the 1,025-square foot commercial building, with dual drive-thru lanes for the purpose of a Dutch Bros. Coffee Shop is in compliance with the T-C standards. Adoption of the recommended conditions of approval will result in a project that complies with all provisions of the T-C Zoning District.

## **Land Use Compatibility**

The proposed Dutch Bros. Coffee development is compatible with the surrounding commercial area and complements the existing mix of neighborhood uses. The project will repurpose existing Town Center parking spaces with a modern coffee shop featuring a dual drive-thru, thereby enhancing the functionality and visual appeal of the site, while still providing sufficient parking. The proposed use is consistent with the character and scale of nearby commercial developments and will serve the needs of the surrounding community without generating significant adverse impacts related to traffic, noise, or aesthetics. As discussed in the Issues Analysis section, the project aligns with the goals and policies of the City's General Plan by promoting the efficient use of underutilized commercial land and supporting local economic activity.

## **CEQA**

The proposed application was reviewed by staff in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Guidelines of the City of Placentia. Staff recommends that the Planning Commission exercise its independent judgment and find that DPR 2025-02 and UP 2025-03 is exempt from CEQA pursuant to State CEQA Guidelines § 15303 (Class 3 – New Construction or Conversion of Small Structures) and direct staff to file a Notice of Exemption.

## **PUBLIC NOTIFICATION**

Legal notice was published in the Placentia News-Times on October 30, 2025, and notices were sent to property owners of record within a 300-foot radius of the subject property and posted at the Civic Center. As of November 6, 2025, staff has not received any correspondence related to this project.

## **CONCLUSION**

The proposed project is consistent with the City's General Plan and meets both the minimum and maximum development standards of the PMC. With the recommended conditions of approval, it is the determination of city staff that the proposed development will be compatible with adjacent land uses and will not result in any adverse impacts onto the surrounding neighborhood.

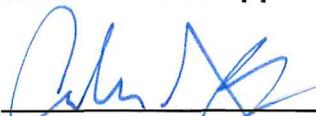
## **RECOMMENDATION**

Staff recommends that the Planning Commission adopt Resolution PC-2025-12 approving DPR 2025-02 and UP 2025-03, adopting a Notice of Exemption (NOE), and permitting the development of a 1,025-square foot Dutch Bros Coffee drive-thru building, with associated landscape and hardscape improvements within the T-C Zoning District, located at 150 E. Yorba Linda Blvd.

### **Prepared and submitted by:**

  
\_\_\_\_\_  
Lesley Whittaker  
Associate Planner

### **Reviewed and approved by:**

  
\_\_\_\_\_  
Andrew Gonzales  
Planning Manager

  
\_\_\_\_\_  
Joseph Lambert  
Development Services Director

ATTACHMENTS:

1. Resolution No. PC-2025-12
2. Project Plans
3. Traffic Analysis
4. Traffic Analysis Peer Review
5. Affidavit of Public Noticing, Mailing List, Radius Map for Public Notices
6. Vicinity Map
7. Site Photos
8. Project Narrative

**RESOLUTION NO. PC-2025-12**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA MAKING FINDINGS THAT THE PROJECT IS CATEGORICALLY EXEMPT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) SET FORTH IN TITLE 14 CCR § 15303 (CLASS 3 – NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) AND THE CITY OF PLACENTIA ENVIRONMENTAL GUIDELINES AND APPROVING DEVELOPMENT PLAN REVIEW NO. DPR 2025-02 AND USE PERMIT NO. UP 2025-03 TO PERMIT THE DEVELOPMENT OF AN APPROXIMATELY 1,025-SQUARE FOOT COMMERCIAL BUILDING, WITH DUAL DRIVE-THRU LANES, INCLUDING HARDSCAPE AND LANDSCAPE IMPROVEMENTS ON A 28,446-SQUARE FOOT PARKING AREA OF THE PLACENTIA TOWN CENTER, WITHIN THE TOWN CENTER (T-C) ZONING DISTRICT, LOCATED AT 150 E. YORBA LINDA BOULEVARD.**

**A. Recitals.**

**WHEREAS**, John Caglia, representing Dutch Bros. (“Applicant” hereinafter), located at 150 E. Yorba Linda Blvd. (339-181-03), filed an application for approval of Development Plan Review No. DPR 2025-02 and Use Permit No. UP 2025-03 as described in the title of this Resolution. Hereinafter, in this Resolution, the subject Development Plan Review and Use Permit requests are referred to as the “Application”; and

**WHEREAS**, on November 10, 2025, the Planning Commission conducted a duly noticed public hearing, as required by law, and received a staff report and other relevant information from City staff and members of the public regarding the Dutch Bros. Development c/o John Caglia, application for Development Plan Review and Use Permit Application; and

**WHEREAS**, after careful consideration of all pertinent testimony and the staff report offered in the case, the Planning Commission voted to approve the “Application”; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**B. Resolution.**

NOW, THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Placentia as follows:

**Section 1.** Development Plan Review. The development, as modified by the attached Conditions of Approval and Standard Development Requirements (Attachment “A”), meets the overall requirements of PMC Chapter 23.27 (“T-C” Town Center) and PMC Chapter 23.75 (Development Plan Review) of the Zoning Code. As such, the Planning Commission finds as follows:

- a. The project meets or exceeds the criteria established in PMC Section 23.75.020. The 1,025-square foot building, with drive-thru development meets all setbacks, open space, and parking requirements. The overall design of the development is designed to provide smooth circulation, while providing future patrons with Dutch Bros. products in a commercial environment that is both functional and safe; and
- b. Conditions of Approval have been prepared as necessary to prevent: (A) a detriment to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city, and
- c. The proposed development will be consistent with the latest adopted General Plan. The land use designation is Commercial, whereas this development will provide patrons with more variety of goods and services within the City. The use of the 1,025-square foot building, with drive-thru, is for commercial use, which is consistent with the land use in the City of Placentia; and
- d. Conditions necessary to secure the purposes of PMC Section 23.75.020, including guarantees and evidence of compliance with conditions, are made part of the development approval.

**Section 2.** Use Permit. Based upon substantial evidence presented to this Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, and development plans, in accordance with PMC Section 23.27.040 (Uses Permitted Subject to Obtaining a Use Permit) for the development of a drive-thru lane in conjunction with the establishment of a commercial building and PMC Chapter 23.87 (Use Permits). As such, the Planning Commission finds as follows:

- a. The proposed use will not be: (A) detrimental to the general health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city. The development of a drive-thru lane in conjunction with the commercial building has been designed to provide ample queuing and has been designed to ensure proper setback and landscape buffering for patrons of the shopping center; and
- b. The proposed use will be consistent with the latest adopted General Plan. The property is located within Commercial land use, which is consistent with the development and use of this project; and
- c. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions, are made part of the Use Permit approval.

**Section 3.** Based upon the environmental review of the project, the Planning Commission finds that DPR 2025-02 is exempt from the California Environmental Quality

Act (“CEQA”), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Guidelines of the City of Placentia pursuant to the State CEQA Guidelines § 15303 (Class 3 – New Construction or Conversion of Small Structures) as the project qualifies as a store not involving the use of significant amounts of hazardous substances, and not exceeding 2500 square feet in floor area, consistent with the criteria of Section 15303 (c).

**Section 4.** The Planning Commission hereby directs that, upon approval of DPR 2025-02 and UP 2025-03, that a Notice of Exemption shall be filed with the Orange County Clerk/Recorder.

**Section 5.** Based upon the findings and conclusions set forth herein, this Planning Commission hereby approves DPR 2025-02 and UP 2025-03 as modified herein, and specifically subject to the conditions set forth in Attachment “A” attached hereto and by this reference incorporated herein.

**Section 6.** The Secretary to the Planning Commission shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the applicant at the address of record set forth in the Application.

ADOPTED AND APPROVED THIS 10<sup>TH</sup> DAY OF NOVEMBER 2025.

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FRANK PEREZ, CHAIR

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a meeting of the Planning Commission of the City of Placentia held on the 10<sup>th</sup> day of November 2025, and was passed at this meeting of the Planning Commission of the City of Placentia held on the 10<sup>th</sup> day of November 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

ATTEST:

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JOSEPH M. LAMBERT,

SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM:

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CITY ATTORNEY

Attachment A: Conditions of Approval for Development Plan Review No. 2025-02 and  
UP 2025-03

**Attachment “A”:  
Special Conditions of Approval and Standard Development Requirements for  
Development Plan Review No. DPR 2025-02 and Use Permit No. UP 2025-03  
150 E. Yorba Linda Blvd.  
(APN: 339-181-03)  
SPECIAL CONDITIONS**

If the above referenced application is approved, applicant and/or property owner shall comply with the Special Conditions listed below and the Standard Development Requirements attached.

All of the following special conditions shall be adhered to in accordance with the approval of Development Plan Review No. DPR 2025-02 and Use Permit No. UP 2025-03.

**DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION:**

1. Development Plan Review No. 2025-02 and Use Permit No. UP 2025-03 are valid for a period of two (2) years from the date of final determination. If the use approved by this action is not established within such a period of time, this approval shall be terminated and shall be null and void, unless an extension is applied for and approved by the Director of Development Services.
2. DPR 2025-02 and UP 2025-03 shall expire and be of no further force or effect if the use is discontinued or abandoned for a period of one (1) year.
3. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation of said action by the City of Placentia Planning Commission.
4. The applicant shall, as a condition of approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, proceeding, liability or judgment against the City, its officers, employees, agents and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body or City staff action concerning applicant’s project (“Project”). The Project consists of the proposed new Dutch Bros drive through building and related new site improvements appurtenant to the building. The applicant shall pay the City’s defense costs, including attorney fees and all other litigation-related expenses, and shall reimburse the City for any and all court costs, which the City may be required to pay as a result of such a defense. The applicant shall further pay any adverse financial award which may be issued against the City including but not limited to any award of attorney fees to a party challenging such Project approval. The City shall retain the right to select its counsel of choice in any action referred to herein. The City agrees to promptly notify the applicant of any such claim filed against the City and to fully cooperate in the defense of any such action.

5. Any changes or modifications to DPR 2025-02 and UP 2025-03 shall be subject to review and approval by the Director of Development Services or designee, with substantial changes or modifications subject to Planning Commission review and approval.
6. Any modifications to the approved floor plan and site layout or changes to the business operation hours, which do not expand or intensify the present use, shall be reviewed by the Director of Development Services, and may be modified administratively. Modifications may be brought to the Planning Commission for modification at the discretion of the Director of Development Services.
7. Within five (5) years from the latter of the date that the tenant opens for business in the Project or the effective approval date of DPR 2025-02 and UP 2025-03, the property owner shall complete an exterior renovation of the anchor tenant building which is currently occupied by CVS Pharmacy. The renovation shall be architecturally compatible with the rest of the shopping center and shall reflect a minimum total investment of two hundred thousand dollars (\$200,000), exclusive of tenant improvements, and shall be completed to the reasonable satisfaction of the Director of Development Services. In the event that a change of occupancy and exterior renovation for the anchor tenant space does not occur within the initial five-year period, then the property owner shall agree to complete one of the following alternative provisions set forth below:
  - a. Perform a major exterior building renovation encompassing a total building size commensurate to at least the size of the total square footage of the existing CVS occupied tenant space. For instance, if the CVS occupied building is 28,800 square feet, then at least 28,800 square feet of exterior building renovation(s) shall occur throughout the center. The renovation shall be architecturally compatible with the rest of the shopping center and shall reflect a minimum total investment of two hundred thousand dollars (\$200,000), exclusive of tenant improvements, and shall be completed to the reasonable satisfaction of the Director of Development Services; or
  - b. Perform a major exterior building renovation(s) encompassing a total building size commensurate to at least half the size of the total square footage of the existing CVS occupied tenant space. For instance, if the CVS occupied building is 28,800 square feet, then the exteriors of at least 14,400 square feet of existing building(s) shall be renovated throughout the center. The renovation(s) shall be architecturally compatible with the rest of the shopping center, and may include exterior painting of building(s), parking lot upgrades, landscaping upgrades, or freestanding signage upgrades. Said exterior improvements to the buildings and center shall reflect a

minimum total investment of two hundred thousand dollars (\$200,000), exclusive of any interior tenant improvements. All improvements required herein shall be completed to the reasonable satisfaction of the Director of Development Services.

Under any of the above circumstances, the property owner shall be required to:

- a. Prepare and submit required plans and renderings to the satisfaction of the Director of Development Services.
  - b. Prior to issuance of any building permits associated with exterior building renovation(s) or additional exterior shopping center upgrades, property owner shall submit an itemized schedule of proposed improvements and corresponding cost estimates, along with the proposed renovation plans, demonstrating compliance with the required minimum investment(s).
  - c. Both the itemized schedule and the proposed physical improvements shall be subject to review by the City Council Housing, Community and Economic Development Committee (HCED) for oversight and concurrence prior to final approval by the Director of Development Services.
  - d. Failure to comply with this condition of approval shall constitute a violation of the subject entitlement(s) and may result in the withholding of future building permits or Certificates of Occupancy for any development within the Town Center Shopping Center.
8. Developer and/or property owner agrees to approve the incorporation of the Project into the Landscape Maintenance District No. LMD 1992-01 pursuant to the provisions of California Streets and Highways Code Section 22500. Et seq. Said annexation into LMD No. 1992-01 shall be fully completed in accordance with California law prior to issuance of any Certificate of Occupancy for the Project. This condition applies solely to Assessors Parcel Number 339-181-03 consisting of 3.101 acres.
  9. Developer and/or property owner agrees to approve the incorporation of the Project into the Street Lighting District District No. SLD 1981-01 pursuant to the provisions of California Streets and Highways Code Section 22500, et seq. Said annexation into SLD No. 1981-01 shall be fully completed in accordance with California law prior to issuance of any Certificate of Occupancy for the Project. This condition applies solely to Assessors Parcel Number 339-181-03 consisting of 3.101 acres.
  10. If at any time in the future, the Director of Development Services determines that a new parking/circulation study is necessary to address parking and/or circulation issues

relative to the use, the applicant, current business owner, and/or property owner, shall be responsible for the cost of a parking and/or circulation study prepared by a consultant selected by the City. The applicant, current business owner, and/or property owner shall also be responsible for the implementation costs of any mitigation measures deemed appropriate by the City based upon the findings of this study. In order to satisfy this requirement in the future, the tenant operating in the Project shall have the option to place an employee in the parking lot to direct traffic and take orders as needed to alleviate parking and or circulation issues related to their use, to the reasonable satisfaction of the Development Services Director.

11. The applicant, current business owner, and/or property owner, shall be responsible for maintaining the property, including the landscaped areas, walkways, business signage, and all paved surfaces, free from graffiti, debris, and litter. Graffiti shall be removed by the applicant, current business owner, and/or property owner within 48 hours of defacement and/or upon notification by the City. The paint utilized to cover the graffiti must substantially match the existing structure. In the event that the paint finish of the abated area is noticeably distinguishable from the rest of the structure, the property owner shall paint additional portions of the building to minimize the disparity, subject to the approval of the Director of Development Services.
12. The applicant, current business owner, and/or property owner shall obtain approval of a Building and Zoning Compliance Application and shall obtain approval of a city business license. The applicant, current business owner, and/or property owner shall always maintain a valid city business license during operation of the business.
13. This Use Permit may be reviewed at the discretion of the Director of Development Services in order to determine if the business is operating in compliance with all required Special Conditions of Approval and Standard Development Requirements.
14. Any special promotional events held on the property shall be subject to a written request and approval by the City of Placentia Development Services Director and the Police Department's Administrative Lieutenant at least 14 days in advance.
15. The trash enclosure shall be designed with decorative materials consistent with the architectural style of the primary building and shall include a roof, all to the satisfaction of the Director of Development Services, in concert with full adherence to COA No. 19.
16. All landscaping on the site shall be maintained in good condition at all times and replaced as necessary to the satisfaction of the Director of Development Services.
17. The use shall comply with the following:

- a. Prior to any changes to expand the days and hours of operation beyond those stated below, the applicant shall obtain written approval from the Director of Development Services or his/her designee. The following are the specified days and hours of operation:

Monday through Sunday: 4:00AM to 12:00AM

- b. All doors shall be shut during normal business hours to avoid free unrestricted access into the facility.
- c. No outside storage, including the display of advertising on vehicles within the parking lot area or displays, shall be permitted at any time.
- d. The use shall comply with all provisions of the PMC, including Chapter 23.76 Noise Control.

**DEVELOPMENT SERVICES DEPARTMENT: BUILDING DIVISION:**

18. Construction plans shall provide a detail on the site plan, which will call out wheel stops for the parking spaces.
19. Construction plans shall provide curb ramp details on the plans.

**PUBLIC WORKS/ENGINEERING DEPARTMENT:**

20. The trash enclosure shall provide enough room for two, 3-yard bins and a minimum 65-gallon cart for organics recycling.
21. The food service establishment shall install, operate and maintain an adequately sized grease interceptor necessary to maintain compliance with Chapter 16.24 of the municipal code. The grease interceptor shall be adequate to separate and remove FOG contained in wastewater discharges from the food service establishment prior to discharge to the sewer system. The applicant is required to obtain a FOG wastewater discharge permit and shall complete and file it with the city prior to commencing discharges to the sewer system.

**General Requirements:**

22. Applicant must fill out and submit a Red Imported Fire Ant-pest Exclusion Program (RIFA) Form to California Department of Food and Agriculture and provide the City of Placentia copy of the approved form.
23. Provide Signature block for City Engineer: License Number: C82756
24. It is the applicant's responsibility to notify all utility companies and the City of Placentia for disconnection and removal of the existing utilities, vaults and meters. It is also the applicant's responsibility to notify the Public Works and Building

Inspection Division to inspect and to ensure that these utilities have been properly disconnected.

25. The Project shall provide details for the accessible curb ramps and the sidewalks per the City of Placentia Standards (OC Standard Plans) and the latest Standard Specifications of Public Works Contraction (The Green Book.) All new and existing sidewalks and ramps within the Project will have to be ADA compliant and replaced from joint to joint over the entire frontage of the parcel. Applicant must hire a CASp consultant to certify all ADA Improvements, per the latest ADA requirements for design, construction and obtain a final CASp certification for all ADA ramps and pathways within the public right-of-way along the Project frontage.
26. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch and signed by a registered civil engineer or other registered/licensed professional as required.
27. Prior to issuance of Certificate of Occupancy or building final, all new utilities for the Project, including electric power, telephone, telecommunication fiber and/or cable TV in the street adjacent to and on-site shall be placed underground in accordance with the City of Placentia standards and ordinances.
28. Prior to issuance of a Certificate of Occupancy, the engineer of record shall submit all approved Project plans on an approved electronic format to the Public Works Department. If the required files are unavailable, the applicant shall pay a scanning fee to cover the cost of scanning the as-built plans.

#### **Sewer Line Improvements and Construction:**

29. Sewer flow calculations justifying pipeline design and connection to the main shall be prepared by a registered civil engineer and submitted as a part of an improvement plan for approval by the City Engineer. Provide sewer capacity analysis to evaluate the proposed sewer flow rates into the City sewer system using current flow rate and for pipeline capacity availability.
30. Provide details for sewer capping and connections.

#### **Storm Drain Improvements and Construction:**

31. The Project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. The Project shall be designed to accept and properly dispose of all

off-site drainage flowing onto or through the site. Unless otherwise approved by the Public Works Director.

32. Please provide Hydrology & Hydraulic (H&H) Calculations for the Project and show the drainage and runoff to the street. Prior to the approval of the improvement plans, the hydrology study shall show that the 25-year storm flow will be contained within the street from curb to curb and the 100-year storm flow shall be contained within the street right-of-way. When either of these criteria are exceeded, additional drainage facilities shall be installed. All analysis shall comply with the Orange County Hydrology Manual and County Local Drainage Manual and be subject to review and approval by City Engineer.
33. The Project storm drain design, and improvements shall be consistent with the WQMP, Hydrology & Hydraulics Report and subject to review and approval by City Engineer.
34. The Project hydraulics and hydrology report shall include detailed drainage studies indicating how the grading, in conjunction with the drainage conveyance systems including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding, BMP treatment and LID, will allow building pads to be safe from inundation from rainfall runoff which may be expected from all storms up to and including the theoretical 100-year flood per the Orange County Hydrology Manual. If the quantities exceed the existing downstream capacity, the developer shall provide adequate drainage facilities to mitigate the impact as approved by the City Engineer. Drainage facilities with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency flow bypass shall also be provided as approved by City Engineer.
35. The post development peak flow rate generated from the Project site shall be less than or equal to the predevelopment peak flow rate from the site for all frequency storms up to and including 100-year return.

**Public Improvements and Construction:**

36. The applicant shall provide full restoration (grind to a depth of 2-inch and 2-inch overlay of rubberized asphalt) of the portions of street impacted by trenching activities associated with the installation of the new sewer lateral connection on Kraemer Blvd. Kraemer Blvd. is subject to pavement moratorium and pavement restoration shall be completed in accordance to the City's latest pavement restoration standards and to the satisfaction of the Public Works Director.

37. Prior to issuance of occupancy permit, all new public improvements shall be constructed satisfactorily to City Standards and match the adjacent public improvements.

**Grading:**

38. Provide volumes of cut and fill on the grading plan.
39. The development site shall be graded to drain surface water to the existing City storm drain system with no cross-lot drainage permitted. Drainage shall be indicated on the precise grading plans.
40. Prior to approval of the final design plans and issuance of a grading permit, the applicant shall conduct a site-specific geotechnical investigation for the Project site and prepare a report that fully assesses the geologic and soil conditions of the site. As part of the report preparation, soil sampling and any geotechnical testing will be completed at each location where structures are to be erected. The report shall provide grading and structural design recommendations for avoiding liquefaction, subsidence or collapse for each of the proposed structures. The recommendations shall be implemented by Applicant.
41. Prior to issuance of a grading permit, the applicant shall prepare a water quality management Plan (WQMP) specifically identifying the Best management practices (BMP'S) that will be used on Project site to control predictable pollutant runoff. The plan shall comply with the Orange County Drainage Area Management Plan (DAMP) and LID Implementation Guideline. Website available at (<https://ocerws.ocpublicworks.com/service-areas/oc-environmental-resources/oc-watersheds/documents/drainage-area-management-plan-7>). Particular attention should be addressed to the appendix section "Best Management Practices for Development." The WQMP shall clearly show the location of structural BMP's and assignment of long-term maintenance responsibilities (which shall also be included in Maintenance agreement). The plan shall be prepared to the general form and content show in the city of Placentia's WQMP template and shall be submitted to the city engineer for review and approval. website available at (<http://www.placentia.org/index.aspx?nid=262>). WQMP shall include feasibility check to ensure the proposed infiltration BMP's are not proposed to be within 100 feet horizontally of water supply well and/or potable well for protection of groundwater quality per Orange County TGD.
42. Prior to the issuance of grading permits, the applicant shall prepare and submit a precise grading plan prepared by a licensed civil engineer to the Engineering Division of the Public Works Department showing building footprints, new and

revised pads and elevations of finished grades, drainage routes, retaining walls, erosion control, slope easements, structural best management practices (BMPs) conforming to the approved water quality management plan, and other pertinent information. The Project development shall accept and make provisions for the existing surface water that are the natural flows from the adjacent properties immediately abutting to the development site.

43. Provide a Bond Estimate for all grading improvements. Performance and Labor/Material bonds shall be required prior to the issuance of grading permits.
44. The site grading, landscape, irrigation, and street improvement plans shall be coordinated for consistency with each other and for consistency with the requirements and standards of the City of Placentia.
45. All Project parking, common, and storage areas shall be lighted to maintain a minimum of 1-foot candle power. These areas should be lighted from sunset to sunrise and be on photo censored cell.
46. Prior to the issuance of a grading permit, erosion control plans and notes shall be submitted and approved by the Engineering Division of Public Works Department.

#### **CITY OF PLACENTIA FIRE AND LIFE SAFETY DEPARTMENT:**

##### **Prior to Construction**

47. The Project shall comply with all requirements set forth by the California Code of Regulations, Title 24, Parts 1-12.
48. The adopted edition of the California Code of Regulations, Title 24, Parts 1-12, and the Placentia Municipal Code shall apply at the time the architectural plans are submitted for construction permits.
49. Fire apparatus access shall be usable (paved), accessible, and fire hydrants shall be capable of flowing the required GPM prior to dropping any lumber for construction.
50. Roadway design features such as speed bumps, humps, or dips which may interfere, or delay emergency apparatus response shall not be installed or allowed to remain on the emergency access roadways.
51. Any gate or barrier across fire access roadway, whether manual or automatic, must be provided with a means for fire department access. The Project's address shall be posted on the fence in an acceptable location.

52. The required fire flow shall be provided by PFLSD upon notification of building construction type. Documentation from the appropriate water district verifying the system is capable of meeting the required fire flow is required to be submitted to PFLSD via the water availability fire flow form. If the system is not capable of meeting the required fire flow, then water system improvement plans shall be provided.

### **Prior to Occupancy**

53. Fire lane designations shall be required and identified with either red curb markings and/or "FIRE LANE, NO PARKING" signs.
54. A 2A:10BC fire extinguisher is required to be installed no more than every 75 feet of travel distance prior to occupancy.
55. A CO<sub>2</sub> gas detection system is required if onsite quantities exceed 100 lbs. Gas detection systems are a deferred submittal to the PFLSD. All plans and documents shall be electronically submitted.
56. If AC/RTUs exceed 2,000CFM, duct detectors are required.
57. A Knox box is required on the building for emergency access. Box shall be recessed, mounted no more than 6 feet in height, and no more than 10 feet from the main entrance. Keys shall be provided to the Placentia Fire and Life Safety Department for placement into the Knox box at time of final inspection.
58. An inspection is required prior to occupancy. Inspection requests shall be made to [FireCRR@placentia.org](mailto:FireCRR@placentia.org).
59. Provide plans as a PDF file for pre-fire planning use by the fire department. Information shall include locations of fire hydrants, fire department connections, post indicator valves, backflow prevention, gas, electrical, water, fire sprinkler risers and standpipe valves and shutoffs. The symbols used for the pre-fire plan must be obtained from Placentia Fire & Life Safety Department.

### **CITY OF PLACENTIA POLICE DEPARTMENT:**

60. Provide a photometric study for the Project showing the driveway, walkways, and new parking spaces have a minimum maintained one foot-candle of light on driving and walking surfaces. Lighting is required from dusk to at least one hour after the close of business.

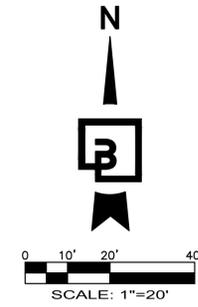


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# DUTCH BROS COFFEE CA6405

## 150 YORBA LINDA BLVD., PLACENTIA, CA

### LANDSCAPE PLANTING PLAN



#### PROJECT DATA:

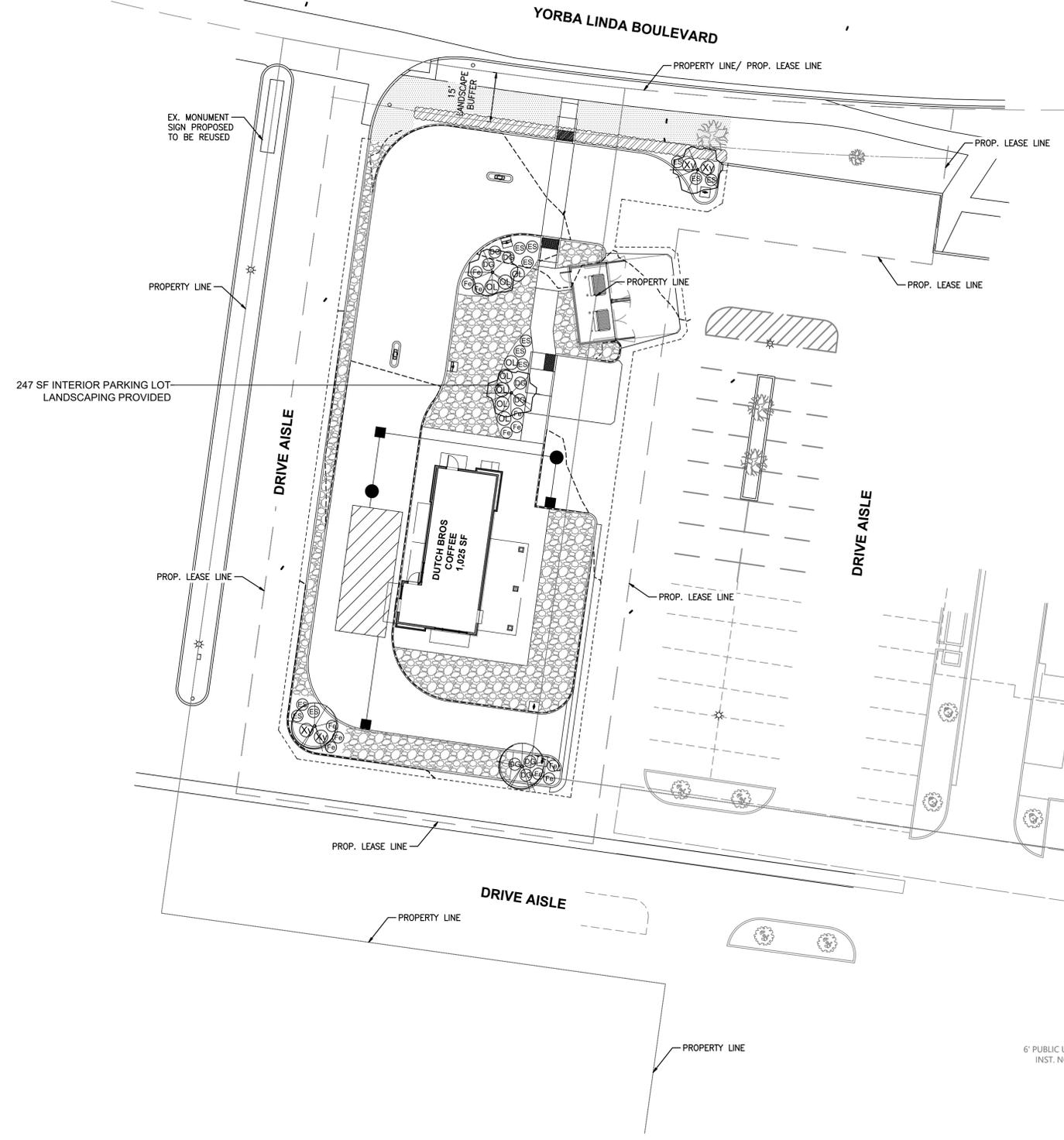
LOCATION: 150 YORBA LINDA BLVD, PLACENTIA, CA 92870  
 APN #: 339-181-03  
 AREAS:  
 PARCEL AREA = 3.099 ACRES (135,005 S.F.)  
 PROPOSED LEASE AREA = 0.653 ACRES (28,446 S.F.)  
 TOTAL PROJ. AREA = 0.45 ACRES (19,782 S.F.)  
 BUILDING = 980 S.F.  
 TRASH ENCL = 11' X 24'  
 ZONING: TOWN CENTER (T-C)

#### LANDSCAPE REQUIREMENTS

INTERNAL LANDSCAPING EQUAL TO 5% OF NET LOT AREA  
 19,782 SF x 5% = 989 SF INTERNAL LANDSCAPE REQUIRED  
 989 SF PROVIDED (989 SF NOT INCLUDED IN 15' LANDSCAPE BUFFER ALONG YORBA LINDA BLVD)  
 25% OF THE REQUIRED INTERNAL LANDSCAPING IS TO BE PROVIDED IN THE PARKING AREA.  
 989 SF x 25% = 247 SF LANDSCAPE REQUIRED  
 247 SF PROVIDED  
 SEE THIS SHEET FOR LOCATION

#### PLANT SCHEDULE

SYMBOL	BOTANICAL/COMMON NAMES	SIZE CONDITION	QTY	WUCOLS IV REGION 3	REMARKS
<b>TREES:</b>					
	OLEA EUROPAEA 'MAIESTIC' / FRUITLESS OLIVE	15-GAL	3	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	LAURUS NOBILIS / SWEET BAY	15-GAL	2	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
<b>SHRUBS:</b>					
	OLEA EUROPAEA 'MONTRA' / 'LITTLE OLLIE' OLIVE	1 GALLON	9	VERY LOW	FULL & BUSHY
	XYLOSMA CONGESTUM / XYLOSMA	1 GALLON	5	LOW	FULL & BUSHY
<b>ORNAMENTAL GRASSES:</b>					
	ERAGROSTIS SPECTABILIS / PURPLE LOVE GRASS	1 GALLON	13	LOW	FULL & BUSHY
	FESTUCA 'SISKIYOU BLUE' / BLUE FESCUE	1 GALLON	12	LOW	FULL & BUSHY
	MUHLENBERGIA RIGENS / DEER GRASS	1 GALLON	8	LOW	FULL & BUSHY
<b>MULCHES:</b>					
A MINIMUM OF 2-3 INCHES OF MULCH SHALL BE ADDED IN NON-TURF AREAS TO THE SOIL SURFACE AFTER PLANTING. NON-POROUS MATERIALS SHALL NOT BE PLACED UNDER THE MULCH.					
AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL A LAYER OF ROCK MULCH. 1/2-INCH CLEAR GRAVEL 'SOUTHWEST BROWN' OR APPROVED EQUAL BY SOUTHWEST BOULDER AND STONE. INSTALL ROCK MULCH OVER WEED BARRIER FABRIC, IN ALL PLANTING AREAS. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER ROCK MULCH HAS BEEN INSTALLED.					
DO NOT INSTALL TOPSOIL OR AMENDMENTS IN AREAS WHERE ONLY ROCK MULCH IS TO BE INSTALLED.					



LANDSCAPE PLANTING PLAN  
150 YORBA LINDA BLVD.  
PLACENTIA, CA

Title:



For:



Scale:  
Horizontal: 1" = 20'  
Vertical: N/A

Designed: SLM  
 Drawn: SLM  
 Checked: AEM  
 Approved: HFS  
 Date: 4/28/25

**Barghausen Consulting Engineers, Inc.**  
 18215 72nd Avenue South  
 Kent, WA 98032  
 425.251.6222 [barghausen.com](http://barghausen.com)



Job Number: 23635  
 Sheet: LP-1  
 2019 DB  
 Financing USA, LLC

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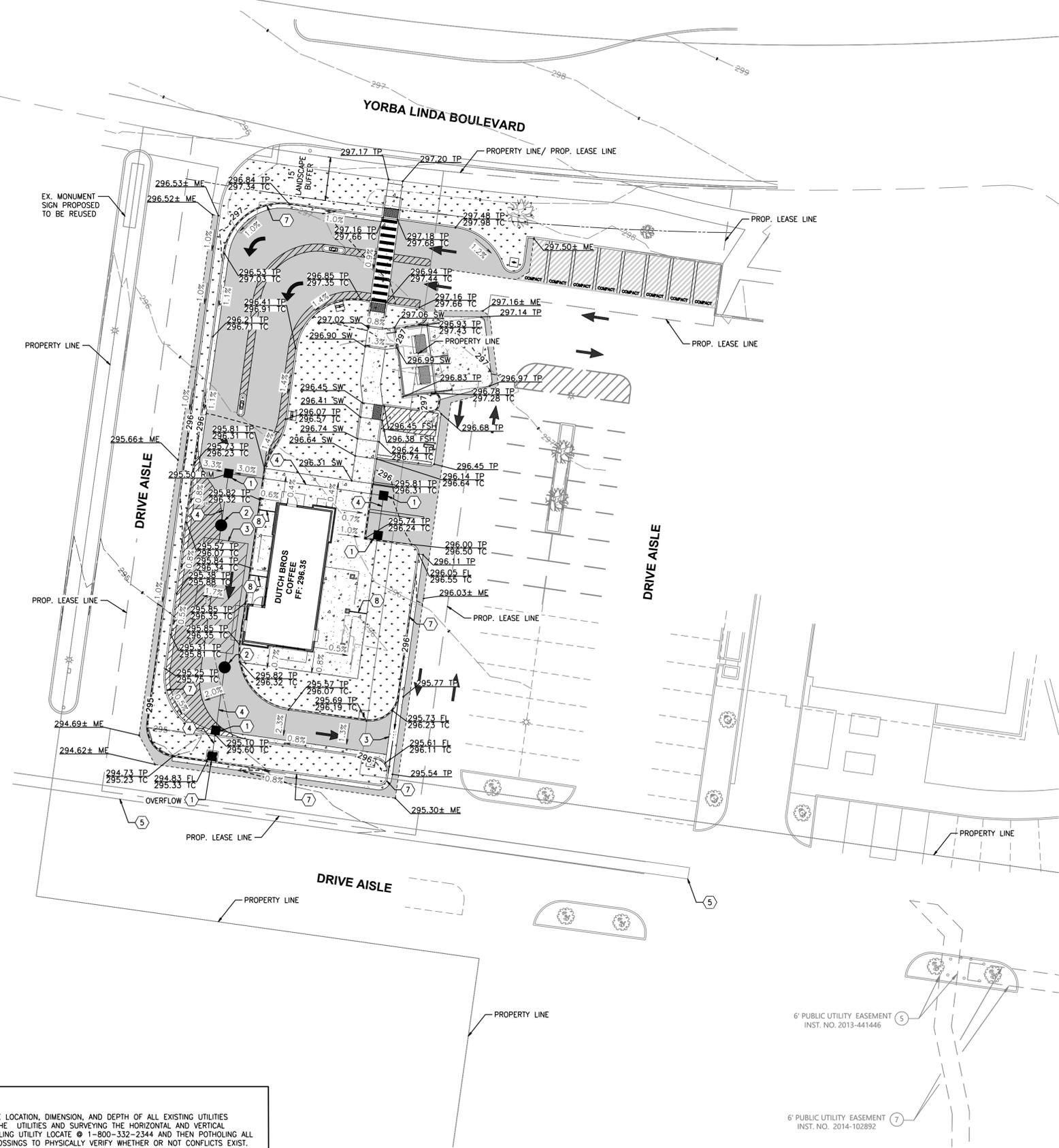
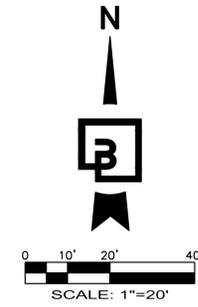


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# DUTCH BROS COFFEE CA6405

## 150 YORBA LINDA BLVD., PLACENTIA, CA

### DETAILED GRADING AND DRAINAGE PLAN



#### CONSTRUCTION NOTES:

1. PROPOSED PRECAST CATCH BASIN INSTALLED TO CITY OF PLACENTIA AND ORANGE COUNTY STANDARDS.
2. PROPOSED STORM MANHOLE INSTALLED TO CITY OF PLACENTIA AND ORANGE COUNTY STANDARDS.
3. PROPOSED 39" X 16" ADS STORMTECH CHAMBER SYSTEM TO BE INSTALLED PER MANUFACTURERS INSTRUCTIONS.
4. PROPOSED 12" PVC STORM DRAIN
5. EXISTING VALLEY GUTTER TO REMAIN. CONTRACTOR TO PROTECT DURING CONSTRUCTION.
6. PROPOSED 3' CONCRETE SWALE.
7. PROPOSED CURB AND GUTTER.
8. PROPOSED 3" PVC SIDEWALK DRAIN CONNECTED TO BUILDING AWNING DOWNSPOUT.

#### STORMWATER SUMMARY:

THE PROJECT IS SUBJECT TO THE COUNTY OF ORANGE LOCAL DRAINAGE MANUAL (COLDM), FOR STORMWATER REQUIREMENTS. AS SUCH PER THE MANUAL THE SITE IS REQUIRED TO MITIGATE THE 85TH PERCENTILE, 24-HOUR STORM. THE PROJECT IS NOT SUBJECT TO FORMAL HYDROMODIFICATION REQUIREMENTS.

GIVEN THE INFILTRATION RATES PRESENT ON SITE - THE UNDERGROUND ADS STORMTECH SYSTEM HAS BEEN SIZED TO FULLY INFILTRATE THE DESIGN STORM WITHIN THE 48-HOUR DRAWDOWN TIME. HIGHER LEVEL STORM EVENTS WILL OVERFLOW VIA THE OVERFLOW DRAIN AND INTO THE ADJACENT SOUTHERN VALLEY GUTTER AS THE SITE DOES IN THE CURRENT DEVELOPED CONDITION.

THE PROJECT DOES NOT INTEND TO WORSEN OR EXACERBATE THE EXISTING DRAINAGE CONDITION AND INTENDS TO MATCH THE EXISTING DRAINAGE PATTERNS.

#### ABBREVIATIONS

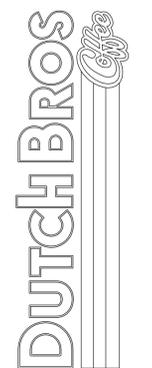
- FL - FLOWLINE
- FSH - FLUSH
- GP - CURB GUTTER PLATE
- ME - MATCH EXISTING ELEVATION
- SW - TOP OF SIDEWALK
- TC - TOP OF CURB/SIDEWALK
- TP - TOP OF PAVEMENT
- BOW - BOTTOM FACE OF WALL AT FINISHED GRADE
- TOW - TOP FACE OF WALL AT FINISHED GRADE
- EG - EXISTING GRADE

LEGEND	
BUILDING LINE	
EXISTING CURB TO REMAIN	
PROPOSED CURB	
PROPOSED LANDSCAPING	
PROPOSED ASPHALT	
PROPOSED SEAL COAT	
PROPOSED CONCRETE	

**UTILITY CONFLICT NOTE:**  
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POT-HOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-332-2344 AND THEN POT-HOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, LLC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

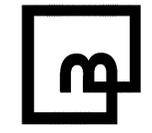
PRELIMINARY NOT FOR CONSTRUCTION

Title: DETAILED GRADING AND DRAINAGE PLAN  
150 YORBA LINDA BLVD.  
PLACENTIA, CA



Scale: Horizontal 1" = 20', Vertical N/A  
Designed: SLM, Draw: SLM, Checked: AEM, Approved: HFS, Date: 05/07/25

Barghausen Consulting Engineers, Inc.  
18215 72nd Avenue South  
Kent, WA 98032  
425.251.6222  
barghausen.com



Job Number: 23635  
Sheet: 1 OF 1  
2019 DR  
PLACENTIA, CA

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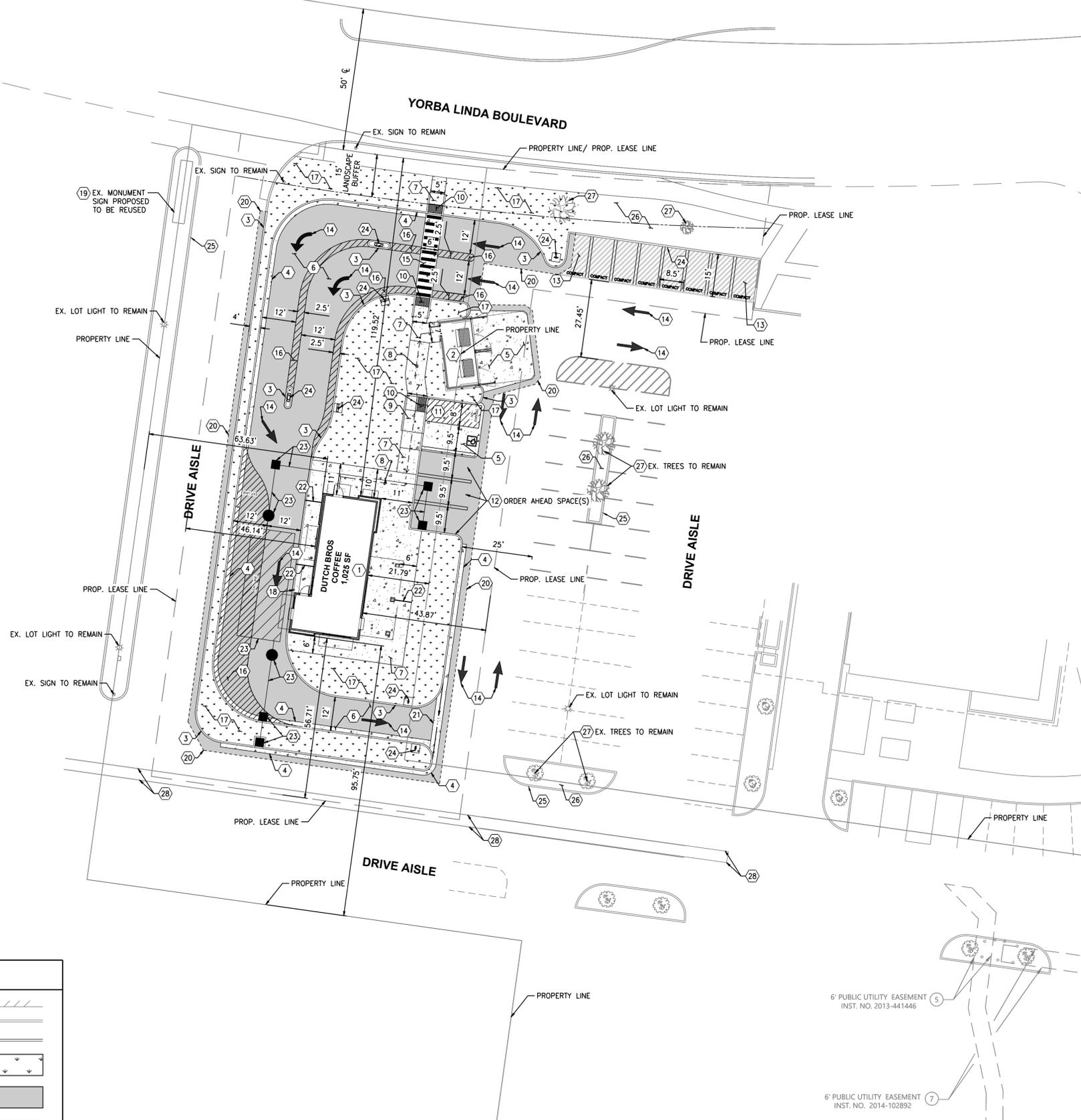
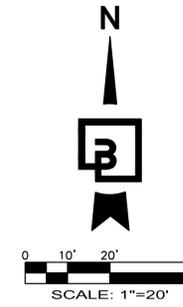


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# DUTCH BROS COFFEE CA6405

## 150 YORBA LINDA BLVD., PLACENTIA, CA

### SITE PLAN



#### PROJECT DATA:

LOCATION: 150 YORBA LINDA BLVD, PLACENTIA, CA 92870  
 APN #: 339-181-03  
 AREAS:  
 PARCEL AREA = 3.099 ACRES (135,005 S.F.)  
 PROPOSED LEASE AREA = 0.653 ACRES (28,446 S.F.)  
 TOTAL PROJ. AREA = 0.46 ACRES (19,901 S.F.)  
 BUILDING = 1,025 S.F.  
 TRASH ENCL = 12' X 24'  
 TRASH ENCL HEIGHT = 6'  
 ZONING: TOWN CENTER (T-C)  
 VEHICLE PARKING REQUIREMENT CALCULATIONS:  
 GROSS FLOOR AREA: 4 SPACES PER 1,000 S.F.  
 SIZE: STANDARD 9.5' X 19'  
 COMPACT 8.5' X 15'  
 (2 FT OVERHANG ALLOWANCE ON LANDSCAPED AREA)  
 TOTAL PARKING SPACES REQ.: 11 SPACES  
 PARKING DATA:  
 PARKING SPACES PROVIDED: 1 ADA PARKING  
 3 REGULAR PARKING  
 8 COMPACT PARKING  
 TOTAL: 12 SPACES  
 TOTAL DRIVE THRU CAR STACKING LENGTH: 161 FEET  
 TOTAL CAR STACKING:  
 DRIVE-THRU: 16 VEHICLES  
 ESCAPE LANE: 3 VEHICLES  
 DRIVE AISLE: 15 VEHICLES  
 PROPOSED GROUND COVER:  
 BUILDINGS (TRASH ENCLOSURE INCLUDED): 1,313 SF (6.6%)  
 PARKING AND MANEUVERING: 10,451 SF (52.5%)  
 WALKWAYS: 2,222 SF (11.2%)  
 LANDSCAPE: 5,915 SF (29.7%)  
 19,901 SF (100.0%)

#### CONSTRUCTION NOTES:

- PROPOSED LOCATION OF DUTCH BROS COFFEE, REFER TO ARCHITECTURAL PLANS FOR BUILDING DETAILS.
- PROPOSED CMU TRASH ENCLOSURE, WITH CONCRETE PAD. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
- PROPOSED CONCRETE BARRIER CURB, TYPICAL.
- PROPOSED CONCRETE CURB AND GUTTER, TYPICAL.
- PROPOSED CONCRETE PAVEMENT, TYPICAL.
- PROPOSED ASPHALT PAVING, TYPICAL.
- PROPOSED CONCRETE SIDEWALK.
- PROPOSED ACCESSIBLE ROUTE.
- PROPOSED ACCESSIBLE CURB RAMP.
- PROPOSED DETECTABLE WARNING STRIP, PER CITY OF PLACENTIA AND ORANGE COUNTY STANDARDS AND SPECIFICATIONS.
- PROPOSED SINGLE ACCESSIBLE PARKING STALL WITH ALL REQUIRED SIGNAGE.
- PROPOSED STANDARD PARKING SPACE.
- PROPOSED COMPACT PARKING SPACE.
- PROPOSED DIRECTIONAL ARROWS AS REQUIRED, TYPICAL.
- PROPOSED CONTINENTAL TYPE PEDESTRIAN STRIPING PER CITY OF PLACENTIA AND ORANGE COUNTY STANDARDS AND SPECIFICATIONS.
- PROPOSED PAVEMENT STRIPING.
- PROPOSED LANDSCAPE AREA, TYPICAL.
- PROPOSED BOLLARD.
- PROPOSED TO USE EXISTING MONUMENT SIGN.
- PROPOSED LOCATION OF SAWCUT LIMITS.
- PROPOSED CONCRETE SWALE.
- PROPOSED 3" PVC SIDEWALK DRAIN CONNECTED TO BUILDING AWNING DOWNSPOUT.
- PROPOSED DRAINAGE STRUCTURE. SEE GRADING AND DRAINAGE PLAN FOR ADDITIONAL INFORMATION.
- PROPOSED SIGN, REFER TO SIGNAGE PLANS FOR ADDITIONAL INFORMATION.
- EXISTING CURB TO REMAIN AND BE PROTECTED DURING CONSTRUCTION.
- EXISTING LANDSCAPING TO REMAIN AND BE PROTECTED DURING CONSTRUCTION.
- EXISTING TREE TO BE PROTECTED DURING CONSTRUCTION.
- EXISTING VALLEY GUTTER TO BE PROTECTED DURING CONSTRUCTION.

LEGEND	
BUILDING LINE	
EXISTING CURB TO REMAIN	
PROPOSED CURB	
PROPOSED LANDSCAPING	
PROPOSED ASPHALT	
PROPOSED SEAL COAT	
PROPOSED CONCRETE	

PRELIMINARY NOT FOR CONSTRUCTION

SITE PLAN  
150 YORBA LINDA BLVD.  
PLACENTIA, CA



Scale:	Horizontal	Vertical
	1" = 20'	N/A
Designed: <u>SJM</u>	Drawn: <u>SJM</u>	Checked: <u>AEH</u>
		Approved: <u>HFS</u>
		Date: 05/07/25

**Barghausen Consulting Engineers, Inc.**  
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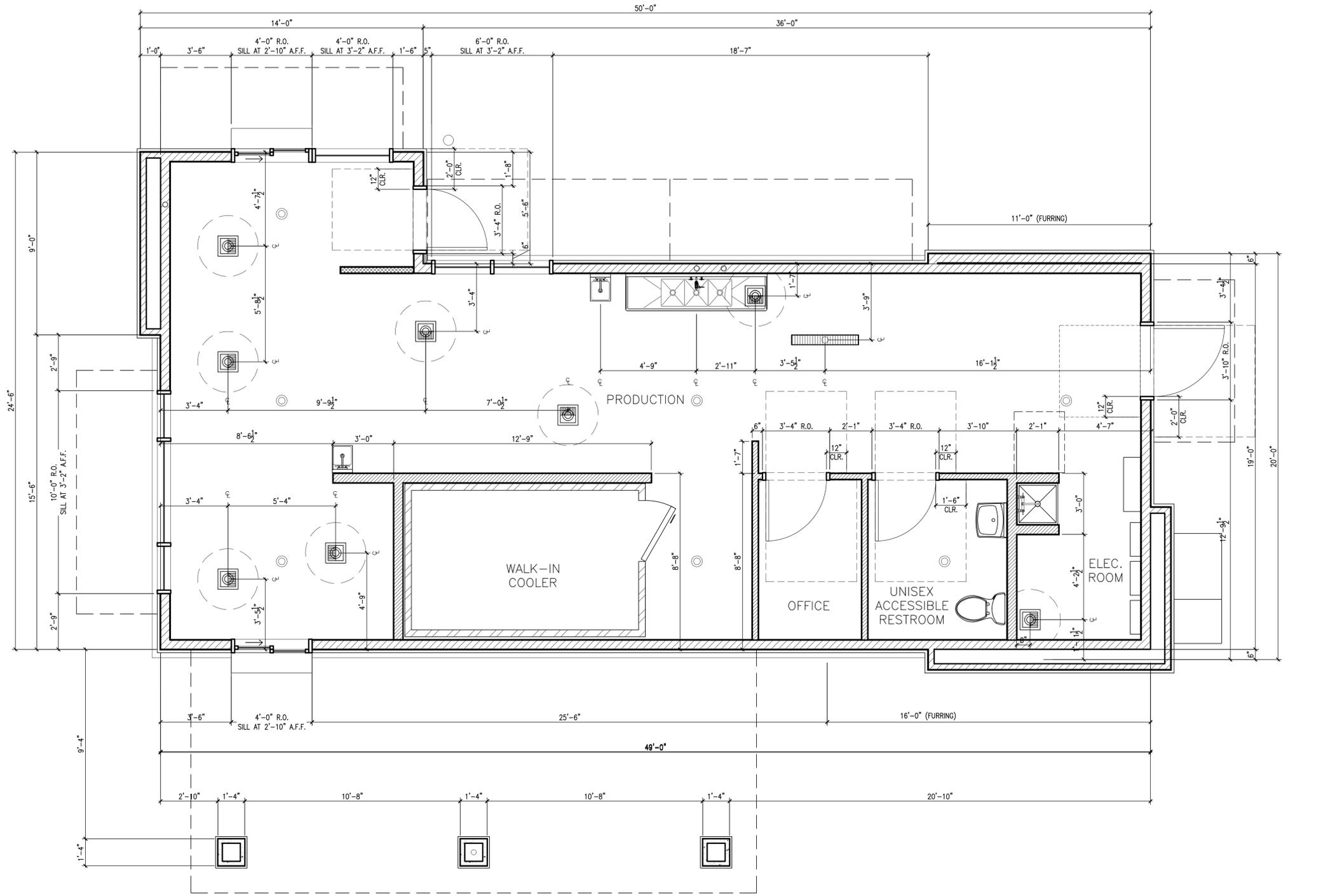


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1 FLOOR PLAN

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



ARMÉT DAVIS NEWLOVE & ASSOCIATES, AIA ARCHITECTS

1330 OLYMPIC BLVD.  
SANTA MONICA, CALIFORNIA 90404  
PH 310 452-5533 FAX 310 450-4742

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Project No: CA7303  
Dutch Bros Coffee - New Freestanding Store  
2550 - A2 PROTOTYPE

150 E YORBA LINDA BLVD.  
PLACENTIA, CA 92870

DATE: 08/08/2024

REV: DATE: DESCRIPTION:

SHEET NAME:

FLOOR PLAN/  
DETAILS/ SCHEDULES

SHEET NUMBER:

A2.0

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Y:\Active\Projects\Dutch Bros\CA7303-150 Yorba Linda Store\Bosonita\_CADrawing\CA7303-A2-FLOOR PLAN - A1.dwg, 1/25/2025 12:35:32 PM, title

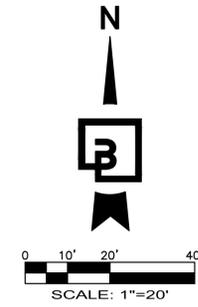


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# DUTCH BROS COFFEE CA6405

## 150 YORBA LINDA BLVD., PLACENTIA, CA

### LANDSCAPE PLANTING PLAN



#### PROJECT DATA:

LOCATION: 150 YORBA LINDA BLVD, PLACENTIA, CA 92870

APN #: 339-181-03

AREAS:  
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 PROPOSED LEASE AREA = 0.653 ACRES (28,446 S.F.)  
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 TRASH ENCL = 11' X 24'

ZONING: TOWN CENTER (T-C)

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25% OF THE REQUIRED INTERNAL LANDSCAPING IS TO BE PROVIDED IN THE PARKING AREA.  
 989 SF x 25% = 247 SF LANDSCAPE REQUIRED  
 247 SF PROVIDED  
 SEE THIS SHEET FOR LOCATION

#### PLANT SCHEDULE

SYMBOL	BOTANICAL/COMMON NAMES	SIZE CONDITION	QTY	WUCOLS IV REGION 3	REMARKS
<b>TREES:</b>					
	OLEA EUROPAEA 'MAJESTIC' / FRUITLESS OLIVE	15-GAL	3	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	LAURUS NOBILIS / SWEET BAY	15-GAL	2	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
<b>SHRUBS:</b>					
	OLEA EUROPAEA 'MONTRA' / 'LITTLE OLLIE' OLIVE	1 GALLON	9	VERY LOW	FULL & BUSHY
	XYLOSMA CONGESTUM / XYLOSMA	1 GALLON	5	LOW	FULL & BUSHY
<b>ORNAMENTAL GRASSES:</b>					
	ERAGROSTIS SPECTABILIS / PURPLE LOVE GRASS	1 GALLON	13	LOW	FULL & BUSHY
	FESTUCA 'SISKIYOU BLUE' / BLUE FESCUE	1 GALLON	12	LOW	FULL & BUSHY
	MUHLENBERGIA RIGENS / DEER GRASS	1 GALLON	8	LOW	FULL & BUSHY

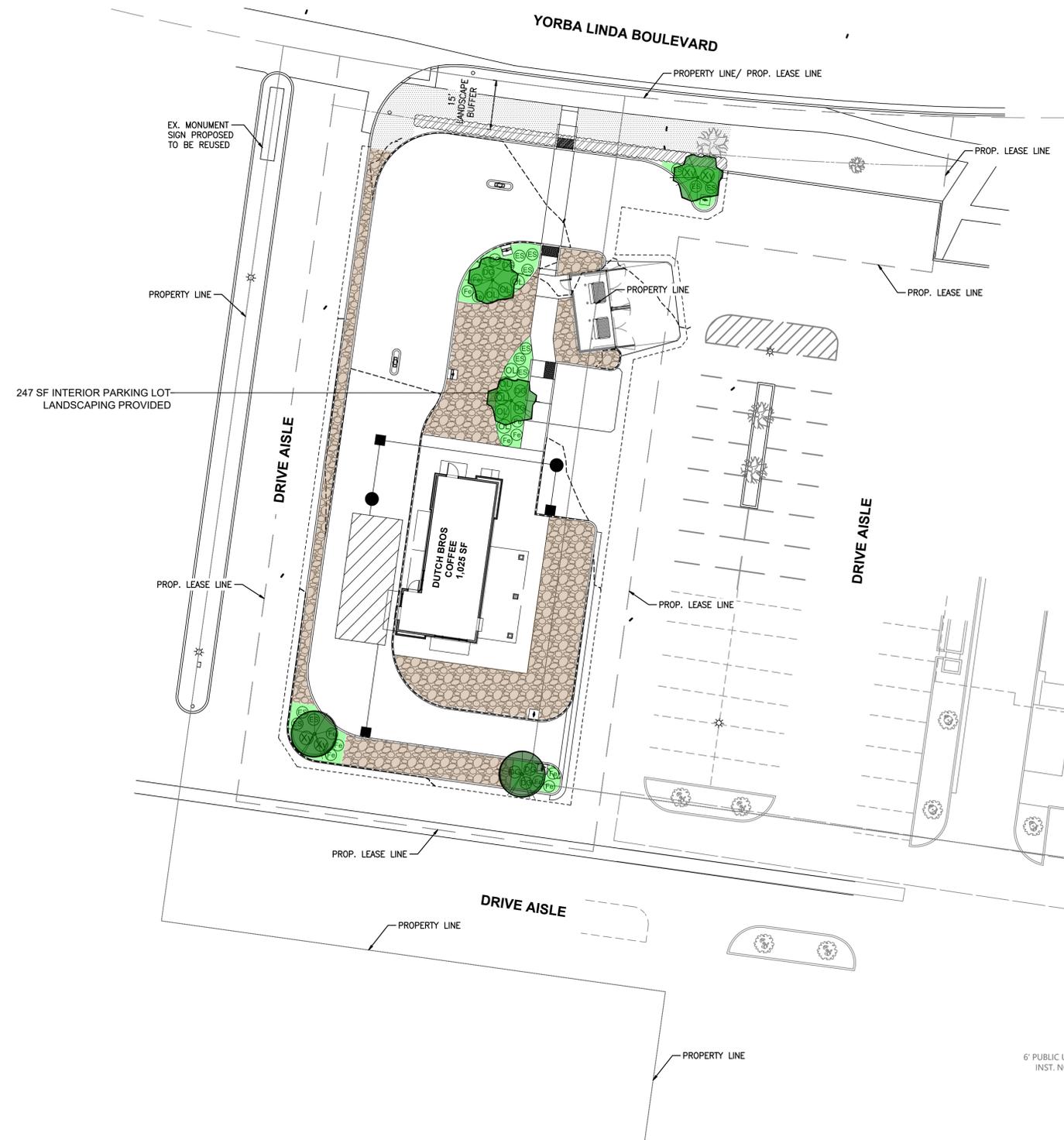


**MULCHES:**

A MINIMUM OF 2-3 INCHES OF MULCH SHALL BE ADDED IN NON-TURF AREAS TO THE SOIL SURFACE AFTER PLANTING. NON-POROUS MATERIALS SHALL NOT BE PLACED UNDER THE MULCH.

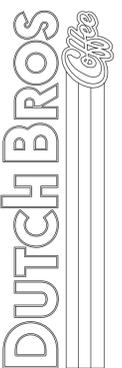
AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL A LAYER OF ROCK MULCH. 1/2-INCH CLEAR GRAVEL 'SOUTHWEST BROWN' OR APPROVED EQUAL BY SOUTHWEST BOULDER AND STONE. INSTALL ROCK MULCH OVER WEED BARRIER FABRIC, IN ALL PLANTING AREAS. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER ROCK MULCH HAS BEEN INSTALLED.

DO NOT INSTALL TOPSOIL OR AMENDMENTS IN AREAS WHERE ONLY ROCK MULCH IS TO BE INSTALLED.



LANDSCAPE PLANTING PLAN  
150 YORBA LINDA BLVD.  
PLACENTIA, CA

Title:



For:



Scale:  
Horizontal 1" = 20'  
Vertical N/A

Designed: SLM  
 Drawn: SLM  
 Checked: AEM  
 Approved: HFS  
 Date: 4/28/25

**Barghausen Consulting Engineers, Inc.**  
 18215 72nd Avenue South  
 Kent, WA 98032  
 425.251.6222 [barghausen.com](http://barghausen.com)



Job Number  
**23635**

Sheet  
**LP-1**

2019 DB  
PLANTING USA, LLC

PRELIMINARY NOT FOR CONSTRUCTION

The name DUTCH BROS, and all associated logos, distinctive designs, content, information, and other materials featured, displayed, contained herein, and made available by Dutch Bros., including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed to DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and unfair competition laws under the United States and foreign laws.

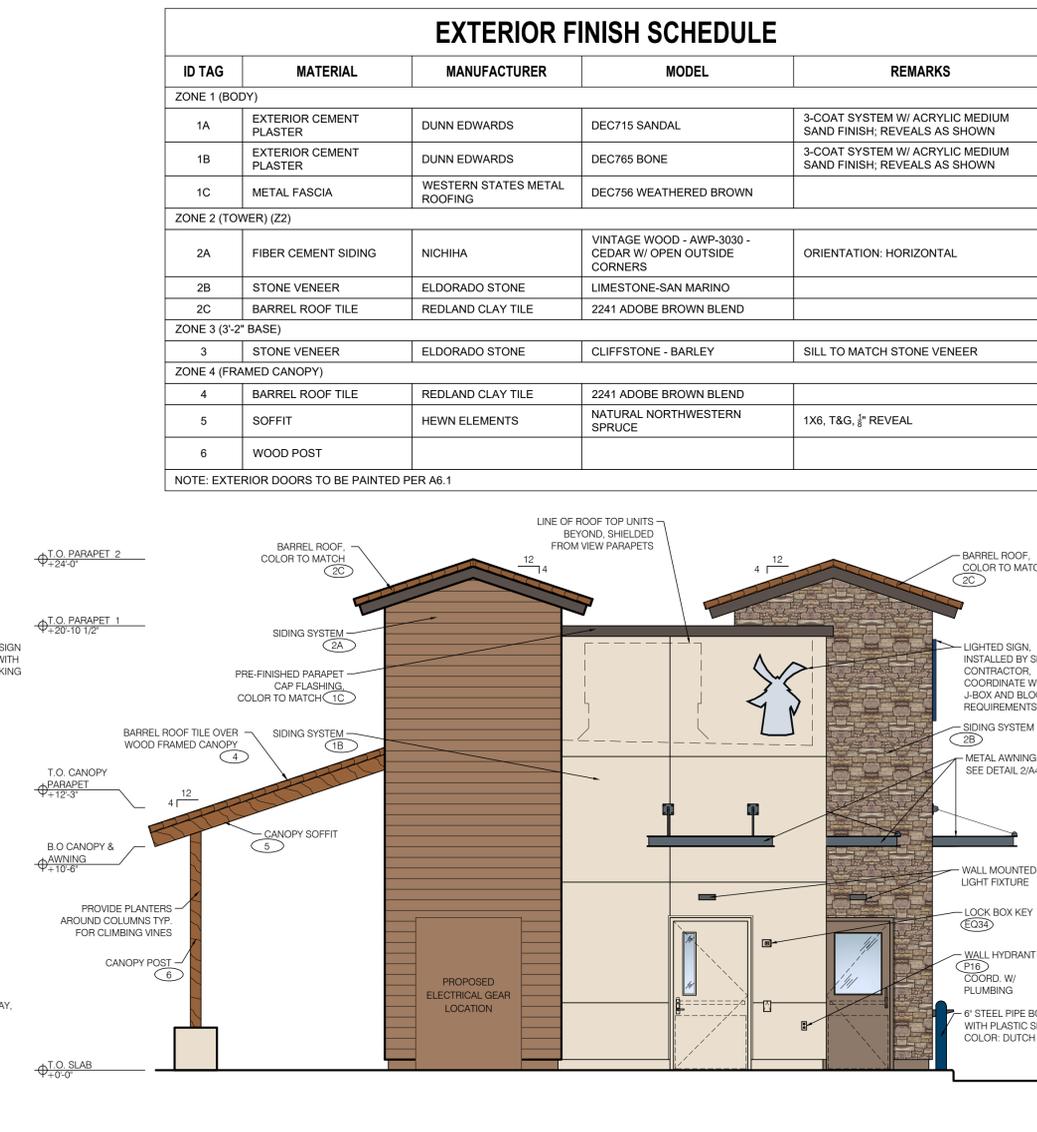
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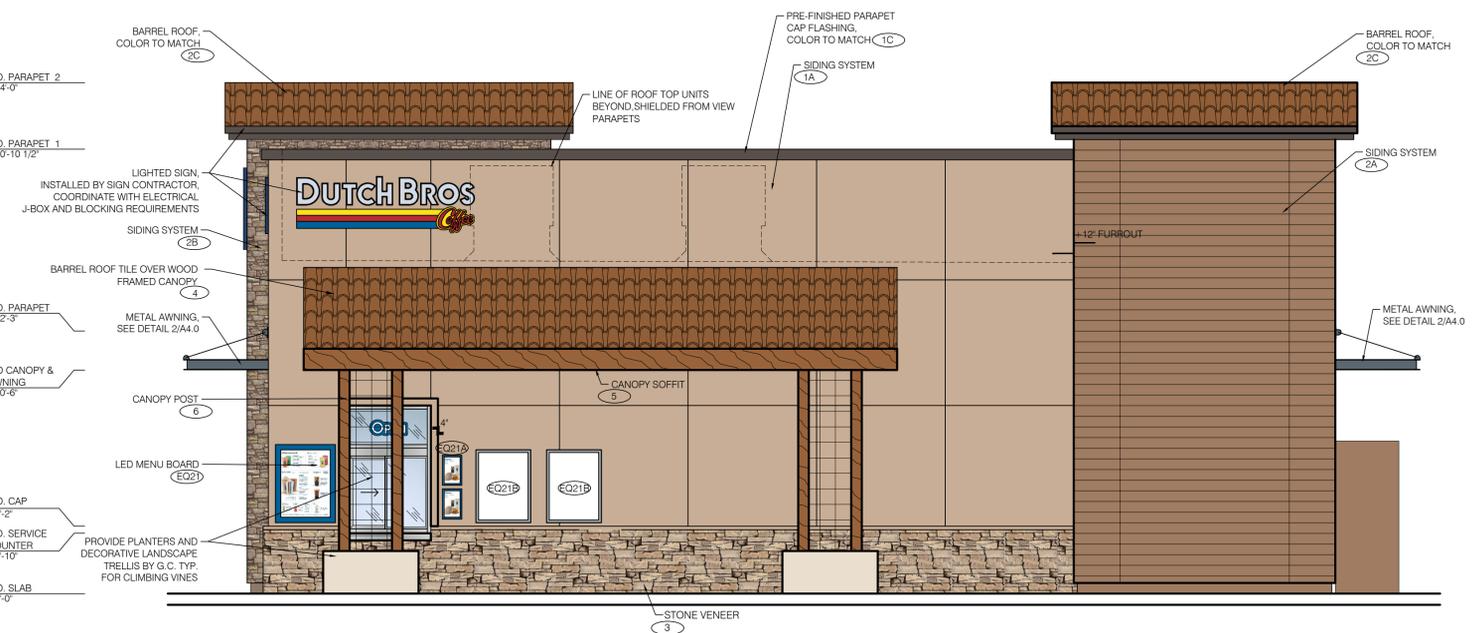
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4 ELEVATION - DRIVE-THRU WINDOW SCALE: 1/4" = 1'-0"



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



2 ELEVATION - WALK-UP WINDOW SCALE: 1/4" = 1'-0"



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

ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
<b>ZONE 1 (BODY)</b>				
1A	EXTERIOR CEMENT PLASTER	DUNN EDWARDS	DEC715 SANDAL	3-COAT SYSTEM W/ ACRYLIC MEDIUM SAND FINISH; REVEALS AS SHOWN
1B	EXTERIOR CEMENT PLASTER	DUNN EDWARDS	DEC765 BONE	3-COAT SYSTEM W/ ACRYLIC MEDIUM SAND FINISH; REVEALS AS SHOWN
1C	METAL FASCIA	WESTERN STATES METAL ROOFING	DEC756 WEATHERED BROWN	
<b>ZONE 2 (TOWER) (Z2)</b>				
2A	FIBER CEMENT SIDING	NICHIHA	VINTAGE WOOD - AWP-3030 - CEDAR W/ OPEN OUTSIDE CORNERS	ORIENTATION: HORIZONTAL
2B	STONE VENEER	ELDORADO STONE	LIMESTONE-SAN MARINO	
2C	BARREL ROOF TILE	REDLAND CLAY TILE	2241 ADOBE BROWN BLEND	
<b>ZONE 3 (3'-2" BASE)</b>				
3	STONE VENEER	ELDORADO STONE	CLIFFSTONE - BARLEY	SILL TO MATCH STONE VENEER
<b>ZONE 4 (FRAMED CANOPY)</b>				
4	BARREL ROOF TILE	REDLAND CLAY TILE	2241 ADOBE BROWN BLEND	
5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1X6, T&G, 1/2" REVEAL
6	WOOD POST			

NOTE: EXTERIOR DOORS TO BE PAINTED PER A6.1



ARMET DAVIS NEWLOVE & ASSOCIATES, AIA ARCHITECTS

1330 OLYMPIC BLVD.  
SANTA MONICA, CALIFORNIA 90404  
PH 310 452-5533 FAX 310 450-4742

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Project No: CA7303  
Dutch Bros Coffee - New Freestanding Store  
2550 - A2 PROTOTYPE  
150 E YORBA LINDA BLVD.  
PLACENTIA, CA 92870

DATE: 08/08/2024  
REV: DATE: DESCRIPTION:

SHEET NAME:

BUILDING ELEVATIONS  
COLOR

SHEET NUMBER:

A6.1

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Y:\Active\Projects\DutchBros\CA7303-150-Yorba-Linda-Blue-Placentia-CADrawing\CA7303-A6-BUILDING ELEVATIONS - AZLING 08/20/2025 5:48:33 PM.dwg



## MEMORANDUM

**DATE:** May 6, 2025

**To:** Lesley V. Whittaker, Associate Planner, City of Placentia

**FROM:** Dean Arizabal, Principal, LSA

**SUBJECT:** Trip Generation, Access, and Drive-Through Queuing Analysis for the 150 Yorba Linda Boulevard Dutch Bros. Coffee Shop Project

LSA has prepared this trip generation, drive-through queuing, and access analysis for the proposed Dutch Bros. Coffee shop (project) at 150 Yorba Linda Boulevard within the Placentia Town Center retail center in Placentia, California. The purpose of this analysis is to identify the trip generation potential, evaluate the access locations, and determine the adequacy of the drive-through configuration for the proposed project.

### PROJECT DESCRIPTION

The proposed project includes a 950-square-foot (sf) Dutch Bros. Coffee shop with drive-through on the south side of Yorba Linda Boulevard east of the main entrance to the Placentia Town Center and west of the Bank of America (160 Yorba Linda Boulevard). The drive-through configuration of the proposed project could accommodate 16 total vehicles within two lanes. In addition, 3 vehicles could be stored within the drive-through escape lane and 15 vehicles could be stored within the internal Dutch Bros. Coffee shop drive aisle on an as needed basis. During peak operations, 34 total drive-through vehicles could be accommodated by the proposed project. The conceptual project site plan is provided as Attachment A.

As with many businesses that are new to an area, it is expected for vehicular traffic and queuing conditions to initially fluctuate. At the same time, it is also expected for these travel patterns to eventually level off to normal operational conditions. To address the fluctuation of travel patterns, Dutch Bros. Coffee has developed a Traffic Management Plan (TMP) that will be implemented during higher than normal peak-hour operations. The TMP is intended to help alleviate any drive-through queuing that may go beyond the normal capacity of the drive-through configuration. The TMP will be closely monitored and adjusted based on observed site conditions. The Dutch Bros TMP is provided as Attachment B.

### TRIP GENERATION ANALYSIS

The daily and peak-hour trips of the proposed project were calculated using trip rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition (2021) for Coffee/Donut Shop with Drive-Through (Land Use 937).

The trip generation was then reduced based on review of pass-by trip reduction percentages from the ITE *Trip Generation Manual* for Coffee/Donut Shop with Drive-Through and No Indoor Seating (Land Use 938). Pass-by trips are made by drivers already on the adjacent/nearby roadways (e.g., stopped by the coffee shop on the way to work or home) and therefore are not additive trips to the circulation system.

Table A presents the ITE trip generation summary for the proposed project. As shown in Table A, the proposed project would generate 507 daily trips, including 82 trips (42 inbound and 40 outbound) in the a.m. peak hour and 37 trips (19 inbound and 18 outbound) in the p.m. peak hour. After applying 90 percent pass-by trip reductions, the net trip generation of the proposed project would be 51 daily trips, including 4 trips (2 inbound and 2 outbound) in the a.m. peak hour and 8 trips (4 inbound and 4 outbound) in the p.m. peak hour.

**Table A: Project Trip Generation**

Land Use	Size	Unit	Daily <sup>2</sup>	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates<sup>1</sup></b>									
Coffee Shop		tsf	533.57	43.80	42.08	85.88	19.50	19.49	38.99
<b>Project Trip Generation</b>									
Coffee Shop	0.950	tsf	507	42	40	82	19	18	37
Pass-By Reductions <sup>2</sup>			(456)	(38)	(36)	(74)	(17)	(16)	(33)
Total			51	4	4	8	2	2	4

Source: Compiled by LSA (2025).

<sup>1</sup> Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition (2021). Land Use 937 (Coffee/Donut Shop with Drive-Through Window)

<sup>2</sup> Pass-by reductions (90% assumed) from the ITE *Trip Generation Manual*. Land Use 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating)  
tsf = thousand square feet

## ACCESS ANALYSIS

A level of service (LOS) analysis was conducted for the following access driveways of the Placentia Town Center and the proposed project based on the Highway Capacity Manual (HCM) methodology and the Synchro/SimTraffic software:

1. Right-In/Right-Out/Left-In (RIROLI) Driveway/Yorba Linda Boulevard
2. Full-Access Driveway/Bradford Avenue
3. Right-In/Right-Out (RIRO) Driveway/Kraemer Boulevard
4. RIROLI Driveway/Kraemer Boulevard

The LOS analysis was conducted for existing and existing plus project conditions. Existing peak-hour driveway counts were conducted by Counts Unlimited on Tuesday, February 25, 2025. The Counts Unlimited driveway counts are provided in Attachment C. The HCM worksheets are provided in Attachment D.

Figures 1, 2, and 3 (provided in Attachment E) depict the existing volumes, the project trip distribution and assignment, and the existing plus project volumes at the four access driveways, respectively.

Table B summarizes the driveway LOS results. As shown in Table B, all four access driveways operate at satisfactory LOS D or better under existing conditions during both peak hours. These driveways are forecast to continue operating at satisfactory LOS D or better under existing plus project conditions during both peak hours. The proposed project would not adversely affect the LOS of the access driveways. As such, no improvements are required or recommended for the access driveways.

**Table B: Driveway Levels of Service**

Unsignalized Driveway		Existing				Existing Plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	RIROLI Driveway/Yorba Linda Boulevard	21.5	C	29.0	D	21.4	C	29.8	D
2	Full-Access Driveway/Bradford Avenue	12.4	B	17.4	C	12.5	B	17.6	C
3	RIRO Driveway/Kraemer Boulevard	13.7	B	12.7	B	14.0	B	12.8	B
4	RIROLI Driveway/Kraemer Boulevard	13.8	B	13.1	B	11.5	B	13.1	B

Source: Compiled by LSA Associates, Inc. (2025).

LOS = level of service

RIRO = Right-In/Right-Out

RIROLI = Right-In/Right-Out/Left-In

Delay is reported in seconds per vehicle.

### DRIVE-THROUGH QUEUING ANALYSIS

To determine the potential drive-through queues of the proposed project, drive-through queuing surveys were conducted by an independent data collection firm (Counts Unlimited) for similar existing Dutch Bros. Coffee shop locations in Southern California.

The drive-through queuing surveys were conducted at four existing Dutch Bros. Coffee shops: two in Fountain Valley (17954 Magnolia Street and 9067 Warner Avenue), one in Norco (3561 Hamner Avenue), and one in Vista (1940 Hacienda Drive). The survey data was collected in 5-minute increments during Dutch Bros. Coffee shop hours of operation on one typical Saturday from 5:00 a.m. to 11:00 p.m. and one typical weekday from 5:00 a.m. to 10:00 p.m. The Fountain Valley and Norco survey data were collected on February 22 (Saturday) and February 25 (Tuesday), 2025. The Vista survey data were collected on April 8 (Tuesday) and April 12 (Saturday), 2025. The Counts Unlimited drive-through queuing surveys are provided in Attachment C.

Based on the two days of surveys, the maximum observed drive-through queues were as follows:

- Fountain Valley (17954 Magnolia Street) – Saturday: 28 vehicles
- Fountain Valley (17954 Magnolia Street) – Tuesday: 17 vehicles
- Fountain Valley (9067 Warner Avenue) – Saturday: 32 vehicles
- Fountain Valley (9067 Warner Avenue) – Tuesday: 18 vehicles

- Norco – Saturday: 34 vehicles
- Norco – Tuesday: 17 vehicles
- Vista – Saturday: 15 vehicles
- Vista – Tuesday: 12 vehicles

Based on this drive-through queuing information, the project queues could range from 12 to 34 vehicles during peak times of the day.

As previously mentioned, it is expected for vehicular traffic and queuing conditions to initially fluctuate when a business is new to an area. At the same time, it is also expected for these travel patterns to eventually level off and normalize. For example, the two Dutch Bros. Coffee shops in Fountain Valley are the first in Orange County, and the Norco location is the closest Dutch Bros. Coffee shop to the State Route 91 and Interstate 15 interchange. The peak drive-through queues surveyed at the Fountain Valley and Norco locations ranged from 17 to 34 vehicles. Conversely, the Vista location, which is the third Dutch Bros. Coffee shop in the area, had peak drive-through queues surveyed of 12 to 15 vehicles. The lower drive-through queues in Vista are reflective of a more mature market.

Dutch Bros. Coffee will be opening two new locations in Garden Grove (13831 Brookhurst Street) and Laguna Hills (24831 Alicia Parkway) within the next two months. In addition, Dutch Bros. Coffee shops were recently approved in Santa Ana (1819 North Tustin Avenue) and Fullerton (2520 East Chapman Avenue) that are approximately 11 and 2.5 miles away from the proposed project, respectively. The introduction of new Dutch Bros. Coffee shops in Orange County would reduce the vehicular traffic and drive-through queues at any one of the aforementioned locations, including the proposed project.

As shown on the project site plan, the proposed project drive-through could store 16 vehicles. In addition, 3 vehicles could be stored within the drive-through escape lane and 15 vehicles could be stored within the internal Dutch Bros. Coffee shop drive aisle. Furthermore, Dutch Bros. Coffee would monitor queuing conditions and implement its TMP on an as needed basis. As such, a total drive-through queue of 34 vehicles could be accommodated during peak operations without extending into the public streets (Yorba Linda Boulevard, Bradford Avenue, and Kraemer Boulevard). Therefore, the proposed project drive-through configuration and operations are not anticipated to affect the ability of patrons and employees to access, circulate, and park within the Placentia Town Center.

## CONCLUSIONS

LSA calculated the trip generation of the proposed project. The proposed project is anticipated to generate 51 net daily trips, including 4 a.m. peak-hour trips and 8 p.m. peak-hour trips.

According to an HCM analysis of the existing and existing plus project conditions, the proposed project would not adversely affect the LOS of the existing Placentia Town Center access driveways. As such, no access improvements are required or recommended.

LSA reviewed queuing surveys of the drive-through operations of four existing Dutch Bros. Coffee shops in Southern California for two days that reflected maximum queues of 12 to 34 vehicles. The proposed project would provide a total drive-through capacity of 34 vehicles, and Dutch Bros. Coffee would employ its TMP as needed during peak operations. In addition, the opening of additional Dutch Bros. Coffee shops in Orange County would decrease the vehicular traffic and drive-through queues at any single location. Therefore, adequate drive-through storage would be provided for the proposed project.

The proposed project is unlikely to cause any disruption to the access, internal circulation, or parking within the Placentia Town Center. Drive-through queues of the proposed project are not anticipated to extend into public streets (Yorba Linda Boulevard, Bradford Avenue, and Kraemer Boulevard). As previously stated, Dutch Bros. Coffee would implement its TMP if the need arises.

If you have any questions, please contact me at (949) 553-0666.

Attachments: A – Conceptual Project Site Plan  
B – Dutch Bros. Coffee TMP  
C – Counts Unlimited Driveway Counts and Drive-Through Queuing Surveys  
D – HCM Worksheets  
E – Figures

## **ATTACHMENT A**

### **CONCEPTUAL PROJECT SITE PLAN**



## **ATTACHMENT B**

### **DUTCH BROS. COFFEE TMP**

# Traffic Management Plan & Site Summary

**CA7303 - Yorba Linda**  
**150 Yorba Linda Boulevard**

Operator:TBD

Coach:TBD

Regional Activation Coach:TBD

Construction Manager: John Caglia

Construction Coordinator: Christina Bennett

Created By:

Kyle Dallas | Site & Traffic Plan Administrator

C: 602.525.8737

E: Kyle.Dallas@DutchBros.com



# Speed, Quality, Service



## Timing Standards

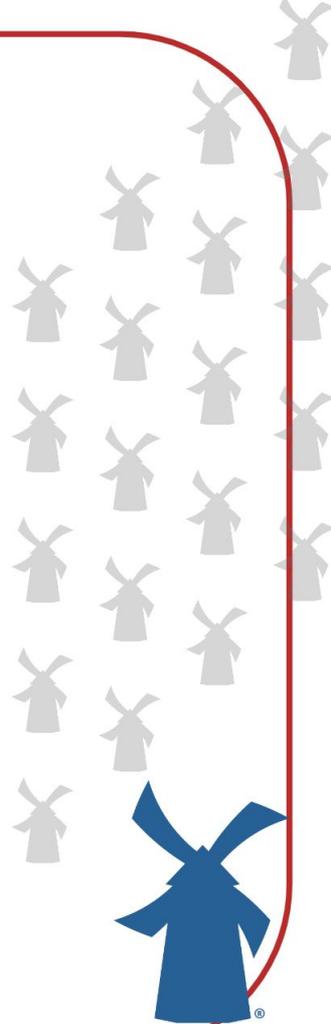
45 seconds per car (at window). Speed timings conducted weekly in addition to a quarterly company wide evaluation.

## Escape Lane

An escape lane permits customers to leave the line as soon as their drinks are delivered by a drink runner.

## Peak Hours

DB will staff an additional traffic controller during peak hours as needed.



# Speed, Quality, Service



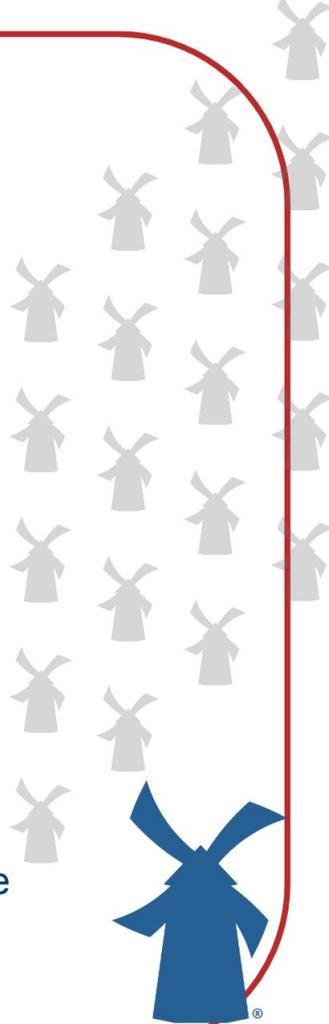
## Off-Site Operations

DB always evaluates the need of off-duty police officer support during our grand opening period.

Off duty police officers provide off-site support during business hours as determined necessary by DB leadership. Their job is to safely direct customer vehicles to and from a location. Prevent vehicles from blocking critical drives or otherwise restricting traffic flow (off-site).

## Staffing Model

Schedules are written a minimum of 1-2 weeks in advance (in accordance with state and local guidelines) based on gross sales, trends, local events, and weather.



# Outside Traffic Management

## Line Buster (LB)

**Job Duty:** Increase speed of the customers experience by taking orders while ensuring 2' gap between cars. Ensuring when the line pulls forward the customers moves forward.

## Drink Runner (DR)

**Job Duty:** Deliver completed drinks to the customer in line before reaching the window. Ensuring escape lane is used to minimize service time.

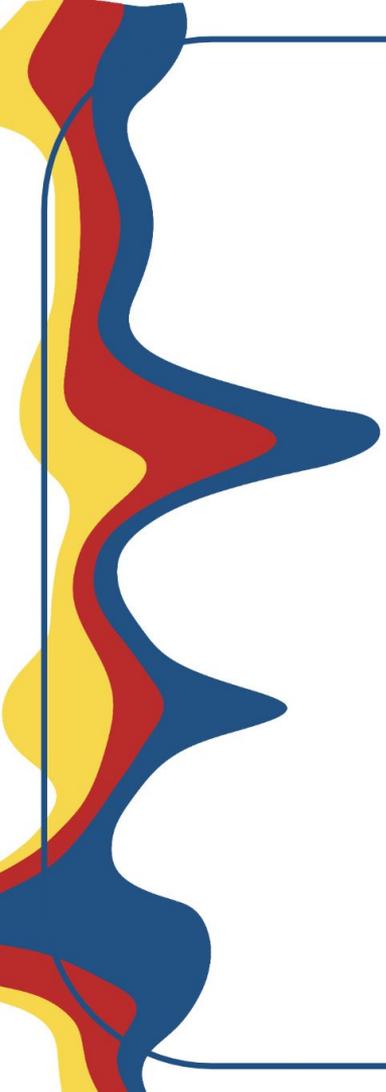
## Dutch Bros. Traffic Controller (DBTC)

**Job Duty:** Direct traffic in and out of location. Preventing vehicles from blocking critical drives or otherwise restricting traffic flow (on-site).

## Third Party Traffic Controller or Off Duty Police Officer (TC)

**Job Duty:** Direct traffic in and out of location. Preventing vehicles from blocking critical drives or otherwise restricting traffic flow (off-site).





# Additional Information



## Full Shop Meetings:

- Monthly meetings in which all shop personnel are required to attend. Discuss traffic plans and new commitments in detail.

## Pre-Shift Huddles:

- Before each shift (morning, noon, night) the crew goes over updates, important communication, issues, and ensures strategy is set for the shift

## Promotional Days / Major Holidays / Sticker Days:

- Dutch will determine if needed and hire a Third-Party Traffic Control Company to come in when the Stacking could possibly be an issue.

## Evolving Traffic Plan:

- The Grand Opening plan will be utilized whenever necessary to mitigate traffic congestion that may occur from our new shop opening. We reserve the right to adjust the plan as conditions dictate, and expect that after the initial community response, our traffic patterns will settle to a predictable level within the first 90 days of operation.

# Directional Signage Examples



# CA7303 - Signage Package

x5



x1



x1



x1



x3



x1



\*Cones are not included in signage package and are the Operator's and/or Coach's responsibility to order!\*



# Site Information



<u>Total Lot Area:</u>	28,446 Square Feet
<u>Car Stacking:</u>	34 Potential
<u>Parking Space(s):</u>	39 Spaces
<u>ADA Parking:</u>	1 Exclusive Space(s)

Nearest Dutch Bros.:  
CA6401 | 6.55 Mile(s)

Nearby Schools:  
Topaz Elementary School  
.15 Mile(s) | Southwest

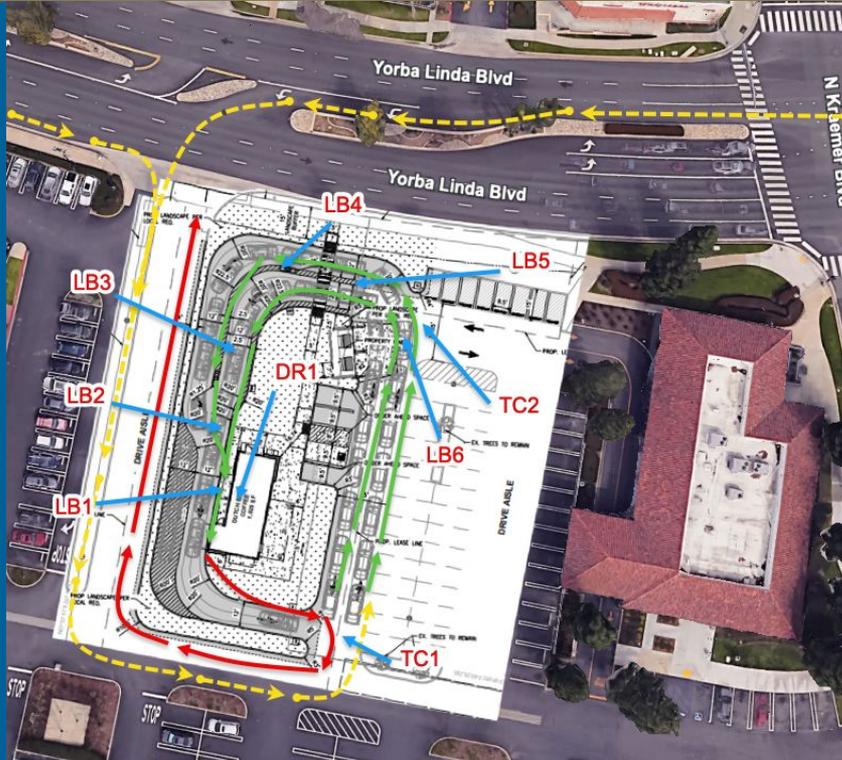




# Neighboring Businesses



# Staffing Plan



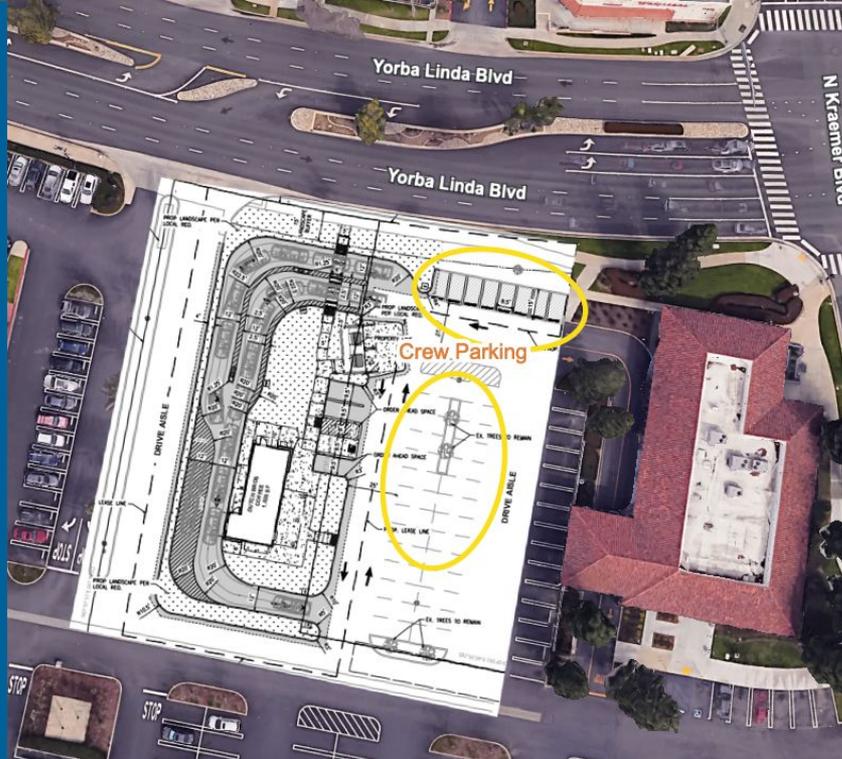
## Traffic Plan Legend

- LB ----- Line Buster
- DR ----- Drink Runner
- DBTC --- Dutch Bros Traffic Controller
- TC ----- Off Duty Police Officer
- No Stacking
- Ingress
- Egress

\*Not every position will be shown on Grand Opening Staffing Plan. Subject to site by site staffing needs.\*



# Crew Parking



## **ATTACHMENT C**

# **COUNTS UNLIMITED DRIVEWAY COUNTS AND DRIVE-THROUGH QUEUING SURVEYS**

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

City of Placentia  
 N/S: Placentia Town Center Driveway East  
 E/W: Yorba Linda Boulevard  
 Weather: Clear

File Name : 01\_PLA\_Rir\_YL AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Shopping Center Driveway Southbound				Yorba Linda Boulevard Westbound				Placentia Town Center Driveway East Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	10	267	0	277	0	0	6	6	4	177	8	189	472
07:15 AM	0	0	0	0	13	244	1	258	1	0	9	10	2	205	10	217	485
07:30 AM	0	0	0	0	5	281	2	288	0	0	6	6	3	277	7	287	581
07:45 AM	0	0	0	0	13	374	3	390	0	0	10	10	6	272	12	290	690
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1166</b>	<b>6</b>	<b>1213</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>15</b>	<b>931</b>	<b>37</b>	<b>983</b>	<b>2228</b>
08:00 AM	0	0	0	0	12	334	2	348	0	0	10	10	3	217	20	240	598
08:15 AM	0	0	0	0	11	338	3	352	0	0	12	12	4	261	20	285	649
08:30 AM	0	0	0	0	12	296	3	311	0	0	17	17	9	210	23	242	570
08:45 AM	0	0	1	1	18	265	2	285	0	0	6	6	3	189	10	202	494
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>1233</b>	<b>10</b>	<b>1296</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>45</b>	<b>19</b>	<b>877</b>	<b>73</b>	<b>969</b>	<b>2311</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>2399</b>	<b>16</b>	<b>2509</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>77</b>	<b>34</b>	<b>1808</b>	<b>110</b>	<b>1952</b>	<b>4539</b>
Approch %	0	0	100		3.7	95.6	0.6		1.3	0	98.7		1.7	92.6	5.6		
Total %	0	0	0	0	2.1	52.9	0.4	55.3	0	0	1.7	1.7	0.7	39.8	2.4	43	

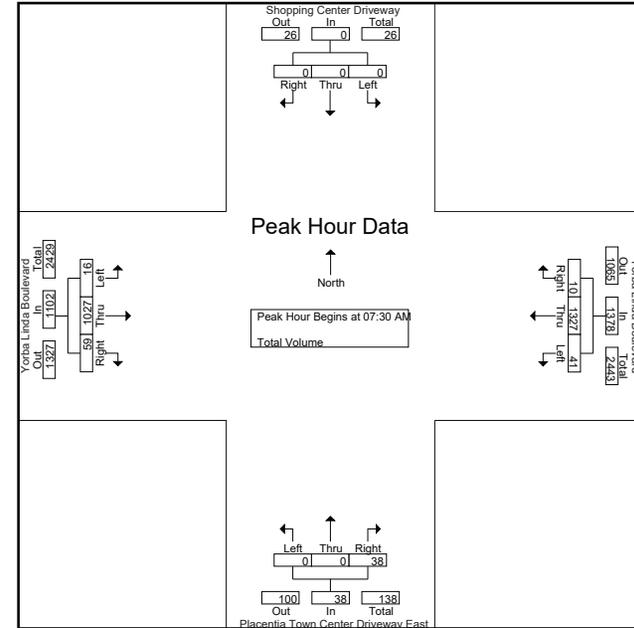
Start Time	Shopping Center Driveway Southbound				Yorba Linda Boulevard Westbound				Placentia Town Center Driveway East Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	5	281	2	288	0	0	6	6	3	277	7	287	581
07:45 AM	0	0	0	0	13	374	3	390	0	0	10	10	6	272	12	290	690
08:00 AM	0	0	0	0	12	334	2	348	0	0	10	10	3	217	20	240	598
08:15 AM	0	0	0	0	11	338	3	352	0	0	12	12	4	261	20	285	649
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1327</b>	<b>10</b>	<b>1378</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>16</b>	<b>1027</b>	<b>59</b>	<b>1102</b>	<b>2518</b>
% App. Total	0	0	0	0	3	96.3	0.7		0	0	100		1.5	93.2	5.4		
PHF	.000	.000	.000	.000	.788	.887	.833	.883	.000	.000	.792	.792	.667	.927	.738	.950	.912

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

City of Placentia  
 N/S: Placentia Town Center Driveway East  
 E/W: Yorba Linda Boulevard  
 Weather: Clear

File Name : 01\_PLA\_Rir\_YL AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

	08:00 AM				07:45 AM				07:45 AM				07:30 AM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	0	0	0	0	13	374	3	390	0	0	10	10	3	277	7	287
+15 mins.	0	0	0	0	12	334	2	348	0	0	10	10	6	272	12	290
+30 mins.	0	0	0	0	11	338	3	352	0	0	12	12	3	217	20	240
+45 mins.	0	0	1	1	12	296	3	311	0	0	17	17	4	261	20	285
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>1342</b>	<b>11</b>	<b>1401</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>49</b>	<b>16</b>	<b>1027</b>	<b>59</b>	<b>1102</b>
% App. Total	0	0	100		3.4	95.8	0.8		0	0	100		1.5	93.2	5.4	
PHF	.000	.000	.250	.250	.923	.897	.917	.898	.000	.000	.721	.721	.667	.927	.738	.950

Counts Unlimited, Inc.  
PO Box 1178  
Corona, CA 92878  
(951) 268-6268

City of Placentia  
N/S: Placentia Town Center Driveway East  
E/W: Yorba Linda Boulevard  
Weather: Clear

File Name : 01\_PLA\_Rir\_YL PM  
Site Code : 00325171  
Start Date : 2/25/2025  
Page No : 1

Groups Printed- Total Volume

Start Time	Shopping Center Driveway Southbound				Yorba Linda Boulevard Westbound				Placentia Town Center Driveway East Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	22	263	2	287	1	0	35	36	9	335	35	379	702
04:15 PM	0	0	1	1	21	272	1	294	0	0	27	27	9	317	28	354	676
04:30 PM	0	0	0	0	18	267	1	286	0	0	37	37	4	301	35	340	663
04:45 PM	0	0	0	0	12	278	4	294	0	0	28	28	11	334	31	376	698
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>1080</b>	<b>8</b>	<b>1161</b>	<b>1</b>	<b>0</b>	<b>127</b>	<b>128</b>	<b>33</b>	<b>1287</b>	<b>129</b>	<b>1449</b>	<b>2739</b>
05:00 PM	0	0	0	0	13	332	1	346	0	0	42	42	11	305	38	354	742
05:15 PM	0	0	0	0	22	312	3	337	0	0	19	19	7	324	25	356	712
05:30 PM	0	0	2	2	21	266	10	297	0	0	35	35	13	280	27	320	654
05:45 PM	0	0	2	2	18	248	6	272	1	1	31	33	6	286	28	320	627
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>74</b>	<b>1158</b>	<b>20</b>	<b>1252</b>	<b>1</b>	<b>1</b>	<b>127</b>	<b>129</b>	<b>37</b>	<b>1195</b>	<b>118</b>	<b>1350</b>	<b>2735</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>147</b>	<b>2238</b>	<b>28</b>	<b>2413</b>	<b>2</b>	<b>1</b>	<b>254</b>	<b>257</b>	<b>70</b>	<b>2482</b>	<b>247</b>	<b>2799</b>	<b>5474</b>
Apprch %	0	0	100		6.1	92.7	1.2		0.8	0.4	98.8		2.5	88.7	8.8		
Total %	0	0	0.1	0.1	2.7	40.9	0.5	44.1	0	0	4.6	4.7	1.3	45.3	4.5	51.1	

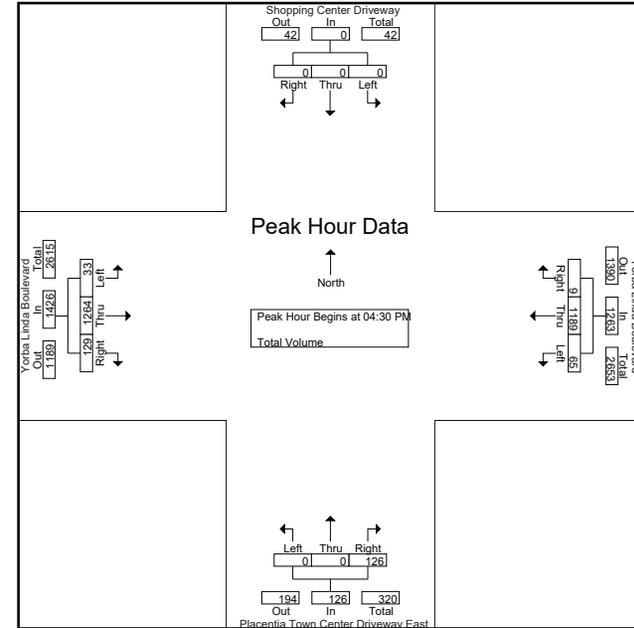
Start Time	Shopping Center Driveway Southbound				Yorba Linda Boulevard Westbound				Placentia Town Center Driveway East Northbound				Yorba Linda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	18	267	1	286	0	0	37	37	4	301	35	340	663
04:45 PM	0	0	0	0	12	278	4	294	0	0	28	28	11	334	31	376	698
05:00 PM	0	0	0	0	13	332	1	346	0	0	42	42	11	305	38	354	742
05:15 PM	0	0	0	0	22	312	3	337	0	0	19	19	7	324	25	356	712
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>1189</b>	<b>9</b>	<b>1263</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>126</b>	<b>33</b>	<b>1264</b>	<b>129</b>	<b>1426</b>	<b>2815</b>
% App. Total	0	0	0	0	5.1	94.1	0.7		0	0	100		2.3	88.6	9		
PHF	.000	.000	.000	.000	.739	.895	.563	.913	.000	.000	.750	.750	.750	.946	.849	.948	.948

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited, Inc.  
PO Box 1178  
Corona, CA 92878  
(951) 268-6268

City of Placentia  
N/S: Placentia Town Center Driveway East  
E/W: Yorba Linda Boulevard  
Weather: Clear

File Name : 01\_PLA\_Rir\_YL PM  
Site Code : 00325171  
Start Date : 2/25/2025  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

	05:00 PM				04:45 PM				04:15 PM				04:00 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	0	0	0	0	12	278	4	294	0	0	27	27	9	335	35	379
+15 mins.	0	0	0	0	13	332	1	346	0	0	37	37	9	317	28	354
+30 mins.	0	0	2	2	22	312	3	337	0	0	28	28	4	301	35	340
+45 mins.	0	0	2	2	21	266	10	297	0	0	42	42	11	334	31	376
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>68</b>	<b>1188</b>	<b>18</b>	<b>1274</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>134</b>	<b>33</b>	<b>1287</b>	<b>129</b>	<b>1449</b>
% App. Total	0	0	100		5.3	93.2	1.4		0	0	100		2.3	88.8	8.9	
PHF	.000	.000	.500	.500	.773	.895	.450	.921	.000	.000	.798	.798	.750	.960	.921	.956

Counts Unlimited, Inc.  
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City of Placentia  
 N/S: Bradford Avenue  
 E/W: Placentia Town Center Driveway West  
 Weather: Clear

File Name : 02\_PLA\_Brad\_R DW AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Bradford Avenue Southbound				Placentia Town Center Driveway West Westbound				Bradford Avenue Northbound				Crossroads Shopping Mall Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	71	1	76	2	0	10	12	3	62	2	67	1	0	5	6	161
07:15 AM	1	47	4	52	5	1	7	13	12	82	1	95	5	1	3	9	169
07:30 AM	2	48	0	50	5	1	4	10	7	73	2	82	2	0	3	5	147
07:45 AM	2	76	3	81	7	0	7	14	14	61	3	78	4	1	5	10	183
<b>Total</b>	<b>9</b>	<b>242</b>	<b>8</b>	<b>259</b>	<b>19</b>	<b>2</b>	<b>28</b>	<b>49</b>	<b>36</b>	<b>278</b>	<b>8</b>	<b>322</b>	<b>12</b>	<b>2</b>	<b>16</b>	<b>30</b>	<b>660</b>
08:00 AM	3	75	2	80	2	1	13	16	7	64	2	73	2	2	7	11	180
08:15 AM	2	84	5	91	3	2	6	11	9	72	3	84	3	1	6	10	196
08:30 AM	3	54	4	61	2	4	12	18	7	72	1	80	4	1	6	11	170
08:45 AM	4	44	3	51	1	2	8	11	8	61	2	71	1	2	8	11	144
<b>Total</b>	<b>12</b>	<b>257</b>	<b>14</b>	<b>283</b>	<b>8</b>	<b>9</b>	<b>39</b>	<b>56</b>	<b>31</b>	<b>269</b>	<b>8</b>	<b>308</b>	<b>10</b>	<b>6</b>	<b>27</b>	<b>43</b>	<b>690</b>
<b>Grand Total</b>	<b>21</b>	<b>499</b>	<b>22</b>	<b>542</b>	<b>27</b>	<b>11</b>	<b>67</b>	<b>105</b>	<b>67</b>	<b>547</b>	<b>16</b>	<b>630</b>	<b>22</b>	<b>8</b>	<b>43</b>	<b>73</b>	<b>1350</b>
Apprch %	3.9	92.1	4.1		25.7	10.5	63.8		10.6	86.8	2.5		30.1	11	58.9		
Total %	1.6	37	1.6	40.1	2	0.8	5	7.8	5	40.5	1.2	46.7	1.6	0.6	3.2	5.4	

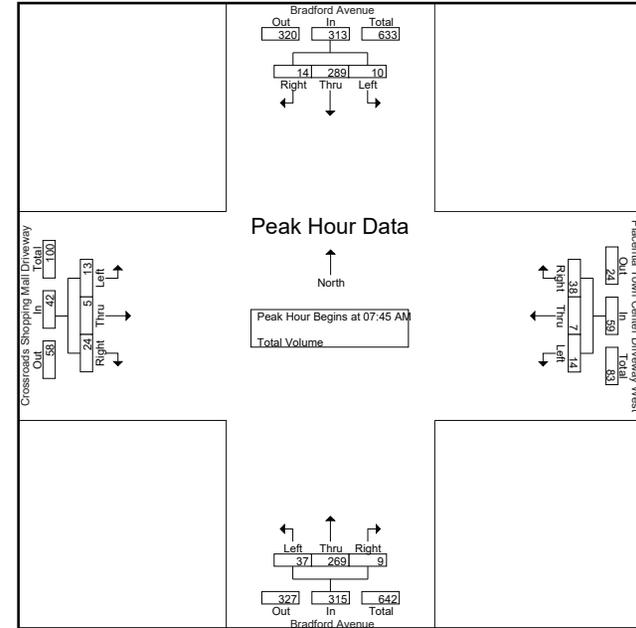
Start Time	Bradford Avenue Southbound				Placentia Town Center Driveway West Westbound				Bradford Avenue Northbound				Crossroads Shopping Mall Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	2	76	3	81	7	0	7	14	14	61	3	78	4	1	5	10	183
08:00 AM	3	75	2	80	2	1	13	16	7	64	2	73	2	2	7	11	180
08:15 AM	2	84	5	91	3	2	6	11	9	72	3	84	3	1	6	10	196
08:30 AM	3	54	4	61	2	4	12	18	7	72	1	80	4	1	6	11	170
<b>Total Volume</b>	<b>10</b>	<b>289</b>	<b>14</b>	<b>313</b>	<b>14</b>	<b>7</b>	<b>38</b>	<b>59</b>	<b>37</b>	<b>269</b>	<b>9</b>	<b>315</b>	<b>13</b>	<b>5</b>	<b>24</b>	<b>42</b>	<b>729</b>
% App. Total	3.2	92.3	4.5		23.7	11.9	64.4		11.7	85.4	2.9		31	11.9	57.1		
PHF	.833	.860	.700	.860	.500	.438	.731	.819	.661	.934	.750	.938	.813	.625	.857	.955	.930

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:45 AM

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

City of Placentia  
 N/S: Bradford Avenue  
 E/W: Placentia Town Center Driveway West  
 Weather: Clear

File Name : 02\_PLA\_Brad\_R DW AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

	07:45 AM				07:15 AM				07:00 AM				08:00 AM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	2	76	3	81	7	0	7	14	12	82	1	95	2	2	7	11
+15 mins.	3	75	2	80	2	1	13	16	7	73	2	82	3	1	6	10
+30 mins.	2	84	5	91	3	2	6	11	14	61	3	78	4	1	6	11
+45 mins.	3	54	4	61	2	4	12	18	7	64	2	73	1	2	8	11
<b>Total Volume</b>	<b>10</b>	<b>289</b>	<b>14</b>	<b>313</b>	<b>14</b>	<b>7</b>	<b>38</b>	<b>59</b>	<b>40</b>	<b>280</b>	<b>8</b>	<b>328</b>	<b>10</b>	<b>6</b>	<b>27</b>	<b>43</b>
% App. Total	3.2	92.3	4.5		23.7	11.9	64.4		12.2	85.4	2.4		23.3	14	62.8	
PHF	.833	.860	.700	.860	.500	.438	.731	.819	.714	.854	.667	.863	.625	.750	.844	.977

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City of Placentia  
 N/S: Bradford Avenue  
 E/W: Placentia Town Center Driveway West  
 Weather: Clear

File Name : 02\_PLA\_Brad\_R DW PM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Bradford Avenue Southbound				Placentia Town Center Driveway West Westbound				Bradford Avenue Northbound				Crossroads Shopping Mall Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	65	7	80	5	4	16	25	32	81	2	115	10	3	22	35	255
04:15 PM	8	77	5	90	3	7	20	30	28	73	4	105	5	2	20	27	252
04:30 PM	4	74	7	85	4	5	19	28	26	80	0	106	6	1	31	38	257
04:45 PM	11	74	5	90	4	2	20	26	22	72	8	102	7	2	19	28	246
<b>Total</b>	<b>31</b>	<b>290</b>	<b>24</b>	<b>345</b>	<b>16</b>	<b>18</b>	<b>75</b>	<b>109</b>	<b>108</b>	<b>306</b>	<b>14</b>	<b>428</b>	<b>28</b>	<b>8</b>	<b>92</b>	<b>128</b>	<b>1010</b>
05:00 PM	15	77	7	99	7	5	17	29	28	78	1	107	3	1	18	22	257
05:15 PM	5	85	8	98	8	4	21	33	23	78	3	104	9	6	18	33	268
05:30 PM	5	76	2	83	5	1	19	25	29	66	2	97	6	4	24	34	239
05:45 PM	8	72	9	89	10	5	13	28	19	69	5	93	3	0	19	22	232
<b>Total</b>	<b>33</b>	<b>310</b>	<b>26</b>	<b>369</b>	<b>30</b>	<b>15</b>	<b>70</b>	<b>115</b>	<b>99</b>	<b>291</b>	<b>11</b>	<b>401</b>	<b>21</b>	<b>11</b>	<b>79</b>	<b>111</b>	<b>996</b>
<b>Grand Total</b>	<b>64</b>	<b>600</b>	<b>50</b>	<b>714</b>	<b>46</b>	<b>33</b>	<b>145</b>	<b>224</b>	<b>207</b>	<b>597</b>	<b>25</b>	<b>829</b>	<b>49</b>	<b>19</b>	<b>171</b>	<b>239</b>	<b>2006</b>
Apprch %	9	84	7		20.5	14.7	64.7		25	72	3		20.5	7.9	71.5		
Total %	3.2	29.9	2.5	35.6	2.3	1.6	7.2	11.2	10.3	29.8	1.2	41.3	2.4	0.9	8.5	11.9	

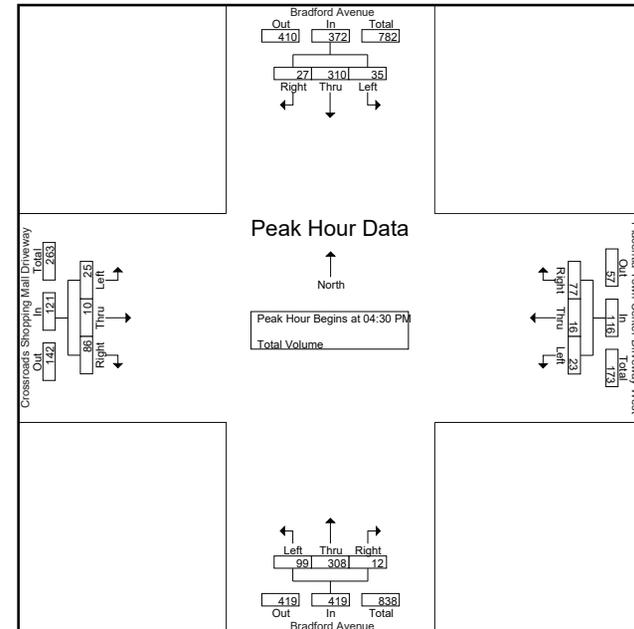
Start Time	Bradford Avenue Southbound				Placentia Town Center Driveway West Westbound				Bradford Avenue Northbound				Crossroads Shopping Mall Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	4	74	7	85	4	5	19	28	26	80	0	106	6	1	31	38	257
04:45 PM	11	74	5	90	4	2	20	26	22	72	8	102	7	2	19	28	246
05:00 PM	15	77	7	99	7	5	17	29	28	78	1	107	3	1	18	22	257
05:15 PM	5	85	8	98	8	4	21	33	23	78	3	104	9	6	18	33	268
<b>Total Volume</b>	<b>35</b>	<b>310</b>	<b>27</b>	<b>372</b>	<b>23</b>	<b>16</b>	<b>77</b>	<b>116</b>	<b>99</b>	<b>308</b>	<b>12</b>	<b>419</b>	<b>25</b>	<b>10</b>	<b>86</b>	<b>121</b>	<b>1028</b>
% App. Total	9.4	83.3	7.3		19.8	13.8	66.4		23.6	73.5	2.9		20.7	8.3	71.1		
PHF	.583	.912	.844	.939	.719	.800	.917	.879	.884	.963	.375	.979	.694	.417	.694	.796	.959

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited, Inc.  
 PO Box 1178  
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City of Placentia  
 N/S: Bradford Avenue  
 E/W: Placentia Town Center Driveway West  
 Weather: Clear

File Name : 02\_PLA\_Brad\_R DW PM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	4	74	7	85	4	5	19	28	32	81	2	115	10	3	22	35
+15 mins.	11	74	5	90	4	2	20	26	28	73	4	105	5	2	20	27
+30 mins.	15	77	7	99	7	5	17	29	26	80	0	106	6	1	31	38
+45 mins.	5	85	8	98	8	4	21	33	22	72	8	102	7	2	19	28
<b>Total Volume</b>	<b>35</b>	<b>310</b>	<b>27</b>	<b>372</b>	<b>23</b>	<b>16</b>	<b>77</b>	<b>116</b>	<b>108</b>	<b>306</b>	<b>14</b>	<b>428</b>	<b>28</b>	<b>8</b>	<b>92</b>	<b>128</b>
% App. Total	9.4	83.3	7.3		19.8	13.8	66.4		25.2	71.5	3.3		21.9	6.2	71.9	
PHF	.583	.912	.844	.939	.719	.800	.917	.879	.844	.944	.438	.930	.700	.667	.742	.842

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW North  
 Weather: Clear

File Name : 03\_PLA\_Kra\_R DW AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway North Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	209	15	224	0	118	118	0	11	11	353
07:15 AM	262	13	275	0	142	142	0	6	6	423
07:30 AM	287	12	299	0	220	220	0	9	9	528
07:45 AM	247	16	263	0	167	167	0	6	6	436
<b>Total</b>	<b>1005</b>	<b>56</b>	<b>1061</b>	<b>0</b>	<b>647</b>	<b>647</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>1740</b>
08:00 AM	238	27	265	0	162	162	0	11	11	438
08:15 AM	236	17	253	0	177	177	0	8	8	438
08:30 AM	202	19	221	0	210	210	0	7	7	438
08:45 AM	149	24	173	0	146	146	0	9	9	328
<b>Total</b>	<b>825</b>	<b>87</b>	<b>912</b>	<b>0</b>	<b>695</b>	<b>695</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>1642</b>
<b>Grand Total</b>	<b>1830</b>	<b>143</b>	<b>1973</b>	<b>0</b>	<b>1342</b>	<b>1342</b>	<b>0</b>	<b>67</b>	<b>67</b>	<b>3382</b>
Apprch %	92.8	7.2		0	100		0	100		
Total %	54.1	4.2	58.3	0	39.7	39.7	0	2	2	

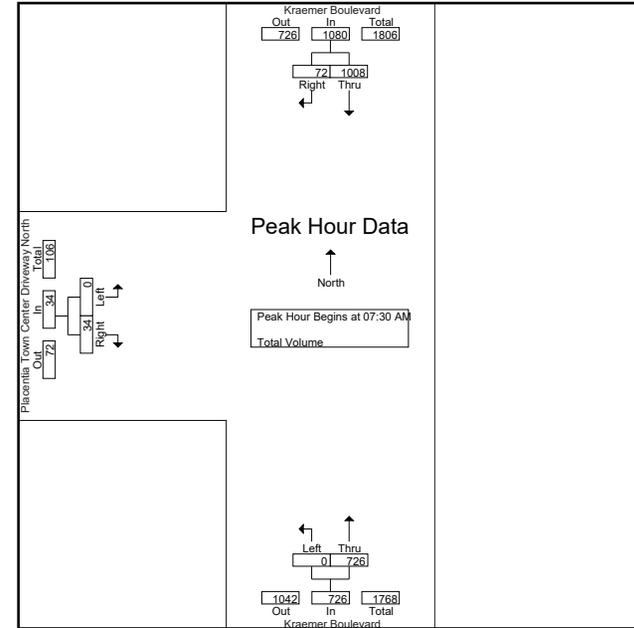
Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway North Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:30 AM	287	12	299	0	220	220	0	9	9	528
07:45 AM	247	16	263	0	167	167	0	6	6	436
08:00 AM	238	27	265	0	162	162	0	11	11	438
08:15 AM	236	17	253	0	177	177	0	8	8	438
<b>Total Volume</b>	<b>1008</b>	<b>72</b>	<b>1080</b>	<b>0</b>	<b>726</b>	<b>726</b>	<b>0</b>	<b>34</b>	<b>34</b>	<b>1840</b>
% App. Total	93.3	6.7		0	100		0	100		
PHF	.878	.667	.903	.000	.825	.825	.000	.773	.773	.871

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW North  
 Weather: Clear

File Name : 03\_PLA\_Kra\_R DW AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			08:00 AM		
+0 mins.	262	13	275	0	220	220	0	11	11
+15 mins.	287	12	299	0	167	167	0	8	8
+30 mins.	247	16	263	0	162	162	0	7	7
+45 mins.	238	27	265	0	177	177	0	9	9
<b>Total Volume</b>	<b>1034</b>	<b>68</b>	<b>1102</b>	<b>0</b>	<b>726</b>	<b>726</b>	<b>0</b>	<b>35</b>	<b>35</b>
% App. Total	93.8	6.2		0	100		0	100	
PHF	.901	.630	.921	.000	.825	.825	.000	.795	.795

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW North  
 Weather: Clear

File Name : 03\_PLA\_Kra\_R DW PM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway North Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	194	27	221	0	218	218	0	26	26	465
04:15 PM	153	28	181	0	212	212	0	20	20	413
04:30 PM	187	31	218	0	223	223	0	24	24	465
04:45 PM	184	34	218	0	241	241	0	17	17	476
<b>Total</b>	<b>718</b>	<b>120</b>	<b>838</b>	<b>0</b>	<b>894</b>	<b>894</b>	<b>0</b>	<b>87</b>	<b>87</b>	<b>1819</b>
05:00 PM	159	34	193	0	244	244	0	24	24	461
05:15 PM	175	24	199	0	211	211	0	16	16	426
05:30 PM	142	34	176	0	205	205	0	22	22	403
05:45 PM	156	24	180	0	201	201	0	9	9	390
<b>Total</b>	<b>632</b>	<b>116</b>	<b>748</b>	<b>0</b>	<b>861</b>	<b>861</b>	<b>0</b>	<b>71</b>	<b>71</b>	<b>1680</b>
<b>Grand Total</b>	<b>1350</b>	<b>236</b>	<b>1586</b>	<b>0</b>	<b>1755</b>	<b>1755</b>	<b>0</b>	<b>158</b>	<b>158</b>	<b>3499</b>
Apprch %	85.1	14.9		0	100		0	100		
Total %	38.6	6.7	45.3	0	50.2	50.2	0	4.5	4.5	

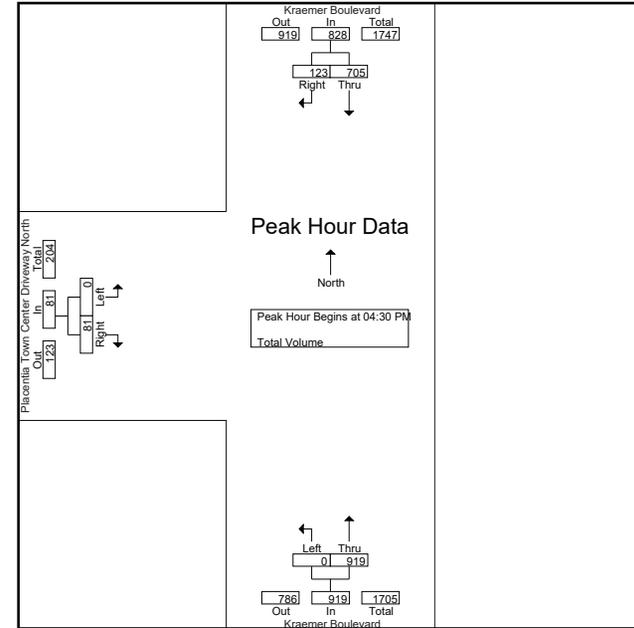
Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway North Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	187	31	218	0	223	223	0	24	24	465
04:45 PM	184	34	218	0	241	241	0	17	17	476
05:00 PM	159	34	193	0	244	244	0	24	24	461
05:15 PM	175	24	199	0	211	211	0	16	16	426
<b>Total Volume</b>	<b>705</b>	<b>123</b>	<b>828</b>	<b>0</b>	<b>919</b>	<b>919</b>	<b>0</b>	<b>81</b>	<b>81</b>	<b>1828</b>
% App. Total	85.1	14.9		0	100		0	100		
PHF	.943	.904	.950	.000	.942	.942	.000	.844	.844	.960

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW North  
 Weather: Clear

File Name : 03\_PLA\_Kra\_R DW PM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:30 PM			04:45 PM		
+0 mins.	194	27	221	0	212	212	0	26	26	0	26	
+15 mins.	153	28	181	0	223	223	0	20	20	0	20	
+30 mins.	187	31	218	0	241	241	0	24	24	0	24	
+45 mins.	184	34	218	0	244	244	0	17	17	0	17	
<b>Total Volume</b>	<b>718</b>	<b>120</b>	<b>838</b>	<b>0</b>	<b>920</b>	<b>920</b>	<b>0</b>	<b>87</b>	<b>87</b>	<b>0</b>	<b>87</b>	
% App. Total	85.7	14.3		0	100		0	100		0	100	
PHF	.925	.882	.948	.000	.943	.943	.000	.837	.837	.000	.837	

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW South  
 Weather: Clear

File Name : 04\_PLA\_Kra\_R\_DW S AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway South Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	216	9	225	8	110	118	1	16	17	360
07:15 AM	262	5	267	17	133	150	0	5	5	422
07:30 AM	290	2	292	8	216	224	0	7	7	523
07:45 AM	255	3	258	18	162	180	0	14	14	452
<b>Total</b>	<b>1023</b>	<b>19</b>	<b>1042</b>	<b>51</b>	<b>621</b>	<b>672</b>	<b>1</b>	<b>42</b>	<b>43</b>	<b>1757</b>
08:00 AM	252	0	252	9	154	163	0	18	18	433
08:15 AM	237	6	243	12	168	180	0	12	12	435
08:30 AM	203	7	210	33	197	230	0	18	18	458
08:45 AM	154	3	157	16	128	144	0	12	12	313
<b>Total</b>	<b>846</b>	<b>16</b>	<b>862</b>	<b>70</b>	<b>647</b>	<b>717</b>	<b>0</b>	<b>60</b>	<b>60</b>	<b>1639</b>
<b>Grand Total</b>	<b>1869</b>	<b>35</b>	<b>1904</b>	<b>121</b>	<b>1268</b>	<b>1389</b>	<b>1</b>	<b>102</b>	<b>103</b>	<b>3396</b>
Apprch %	98.2	1.8		8.7	91.3		1	99		
Total %	55	1	56.1	3.6	37.3	40.9	0	3	3	

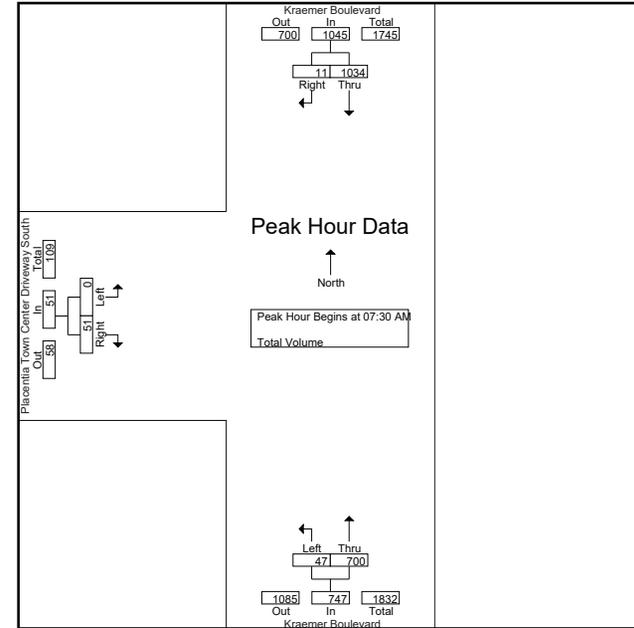
Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway South Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:30 AM	290	2	292	8	216	224	0	7	7	523
07:45 AM	255	3	258	18	162	180	0	14	14	452
08:00 AM	252	0	252	9	154	163	0	18	18	433
08:15 AM	237	6	243	12	168	180	0	12	12	435
<b>Total Volume</b>	<b>1034</b>	<b>11</b>	<b>1045</b>	<b>47</b>	<b>700</b>	<b>747</b>	<b>0</b>	<b>51</b>	<b>51</b>	<b>1843</b>
% App. Total	98.9	1.1		6.3	93.7		0	100		
PHF	.891	.458	.895	.653	.810	.834	.000	.708	.708	.881

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW South  
 Weather: Clear

File Name : 04\_PLA\_Kra\_R\_DW S AM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:45 AM		
+0 mins.	262	5	267	18	162	180	0	14	14
+15 mins.	290	2	292	9	154	163	0	18	18
+30 mins.	255	3	258	12	168	180	0	12	12
+45 mins.	252	0	252	33	197	230	0	18	18
<b>Total Volume</b>	<b>1059</b>	<b>10</b>	<b>1069</b>	<b>72</b>	<b>681</b>	<b>753</b>	<b>0</b>	<b>62</b>	<b>62</b>
% App. Total	99.1	0.9		9.6	90.4		0	100	
PHF	.913	.500	.915	.545	.864	.818	.000	.861	.861

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW South  
 Weather: Clear

File Name : 04\_PLA\_Kra\_R\_DW S PM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway South Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	211	9	220	30	188	218	0	27	27	465
04:15 PM	167	6	173	34	181	215	0	37	37	425
04:30 PM	204	8	212	29	194	223	0	31	31	466
04:45 PM	192	11	203	34	205	239	0	27	27	469
<b>Total</b>	<b>774</b>	<b>34</b>	<b>808</b>	<b>127</b>	<b>768</b>	<b>895</b>	<b>0</b>	<b>122</b>	<b>122</b>	<b>1825</b>
05:00 PM	171	13	184	30	226	256	0	30	30	470
05:15 PM	184	6	190	35	200	235	1	31	32	457
05:30 PM	156	10	166	32	195	227	0	37	37	430
05:45 PM	160	6	166	39	185	224	0	32	32	422
<b>Total</b>	<b>671</b>	<b>35</b>	<b>706</b>	<b>136</b>	<b>806</b>	<b>942</b>	<b>1</b>	<b>130</b>	<b>131</b>	<b>1779</b>
<b>Grand Total</b>	<b>1445</b>	<b>69</b>	<b>1514</b>	<b>263</b>	<b>1574</b>	<b>1837</b>	<b>1</b>	<b>252</b>	<b>253</b>	<b>3604</b>
Apprch %	95.4	4.6		14.3	85.7		0.4	99.6		
Total %	40.1	1.9	42	7.3	43.7	51	0	7	7	

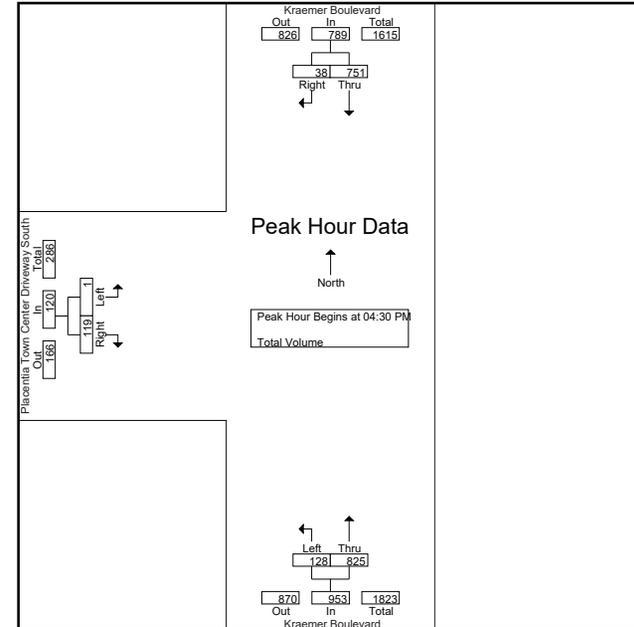
Start Time	Kraemer Boulevard Southbound			Kraemer Boulevard Northbound			Placentia Town Center Driveway South Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	<b>204</b>	8	<b>212</b>	29	194	223	0	<b>31</b>	31	466
04:45 PM	192	11	203	34	205	239	0	27	27	469
05:00 PM	171	<b>13</b>	184	30	<b>226</b>	<b>256</b>	0	30	30	<b>470</b>
05:15 PM	184	6	190	<b>35</b>	200	235	<b>1</b>	31	<b>32</b>	457
<b>Total Volume</b>	<b>751</b>	<b>38</b>	<b>789</b>	<b>128</b>	<b>825</b>	<b>953</b>	<b>1</b>	<b>119</b>	<b>120</b>	<b>1862</b>
% App. Total	95.2	4.8		13.4	86.6		0.8	99.2		
PHF	.920	.731	.930	.914	.913	.931	.250	.960	.938	.990

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

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City of Placentia  
 N/S: Kraemer Boulevard  
 E/W: Placentia Town Center DW South  
 Weather: Clear

File Name : 04\_PLA\_Kra\_R\_DW S PM  
 Site Code : 00325171  
 Start Date : 2/25/2025  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			05:00 PM		
+0 mins.	211	9	220	34	205	239	0	30	30
+15 mins.	167	6	173	30	226	256	1	31	32
+30 mins.	204	8	212	35	200	235	0	37	37
+45 mins.	192	11	203	32	195	227	0	32	32
<b>Total Volume</b>	<b>774</b>	<b>34</b>	<b>808</b>	<b>131</b>	<b>826</b>	<b>957</b>	<b>1</b>	<b>130</b>	<b>131</b>
% App. Total	95.8	4.2		13.7	86.3		0.8	99.2	
PHF	.917	.773	.918	.936	.914	.935	.250	.878	.885

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 17954 Magnolia St  
 CITY: Fountain Valley, CA

DAY: Saturday  
 DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
5:00	0	0	0	0
5:05	0	1	0	1
5:10	3	0	0	3
5:15	1	0	0	1
5:20	1	0	0	1
5:25	0	0	0	0
5:30	1	0	0	1
5:35	2	1	0	3
5:40	2	1	0	3
5:45	4	2	0	6
5:50	5	0	0	5
5:55	2	0	0	2
6:00	0	0	0	0
6:05	2	0	0	2
6:10	2	0	0	2
6:15	4	0	0	4
6:20	4	0	0	4
6:25	3	0	0	3
6:30	2	0	0	2
6:35	1	0	0	1
6:40	2	0	0	2
6:45	2	0	0	2
6:50	1	2	0	3
6:55	5	0	0	5
7:00	3	1	0	4
7:05	2	0	0	2
7:10	3	0	0	3
7:15	1	0	0	1
7:20	2	2	0	4
7:25	4	0	0	4
7:30	4	1	0	5
7:35	1	0	0	1
7:40	2	0	0	2
7:45	3	4	0	7
7:50	5	0	0	5
7:55	3	0	0	3
8:00	2	0	0	2
8:05	4	0	0	4
8:10	1	0	0	1
8:15	1	2	0	3
8:20	3	1	0	4
8:25	3	0	0	3
8:30	3	1	0	4
8:35	5	2	0	7
8:40	5	1	0	6
8:45	6	2	0	8
8:50	6	8	0	14
8:55	5	9	2	16
9:00	5	9	5	19
9:05	5	9	5	19
9:10	5	9	6	20
9:15	6	9	1	16
9:20	5	9	4	18
9:25	4	10	2	16
9:30	5	7	0	12
9:35	5	9	1	15
9:40	4	10	1	15
9:45	5	6	0	11
9:50	5	8	3	16
9:55	5	9	4	18
10:00	5	8	1	14
10:05	5	5	0	10
10:10	6	8	1	15
10:15	4	9	4	17
10:20	5	8	5	18
10:25	6	8	6	20
10:30	5	9	7	21
10:35	5	8	11	24
10:40	5	9	13	27
10:45	6	7	14	27
10:50	5	10	13	28
10:55	5	8	8	21

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 17954 Magnolia St  
 CITY: Fountain Valley, CA

DAY: Saturday  
 DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
11:00	5	9	12	26
11:05	5	9	13	27
11:10	5	10	7	22
11:15	5	9	11	25
11:20	6	8	11	25
11:25	5	9	9	23
11:30	5	9	9	23
11:35	6	8	12	26
11:40	6	8	14	28
11:45	6	9	6	21
11:50	5	8	8	21
11:55	5	7	3	15
12:00	5	8	5	18
12:05	6	7	7	20
12:10	4	9	2	15
12:15	4	8	6	18
12:20	5	9	3	17
12:25	5	8	5	18
12:30	6	6	6	12
12:35	6	7	2	15
12:40	6	7	4	17
12:45	6	7	0	14
12:50	4	7	0	11
12:55	5	8	2	15
13:00	6	8	0	14
13:05	6	7	3	16
13:10	6	7	3	16
13:15	5	7	1	13
13:20	6	6	0	12
13:25	6	6	8	20
13:30	6	7	5	18
13:35	6	8	1	15
13:40	6	7	0	13
13:45	5	7	3	15
13:50	5	8	3	16
13:55	6	7	1	14
14:00	5	8	5	18
14:05	4	9	3	16
14:10	4	9	0	13
14:15	5	5	0	10
14:20	4	0	0	4
14:25	4	0	0	4
14:30	3	0	0	6
14:35	5	6	0	11
14:40	5	7	0	12
14:45	5	7	2	14
14:50	5	5	3	13
14:55	6	6	0	12
15:00	5	8	1	14
15:05	6	8	3	17
15:10	5	8	4	17
15:15	4	7	8	19
15:20	5	8	7	20
15:25	5	7	4	16
15:30	4	8	5	17
15:35	3	9	1	13
15:40	5	9	5	19
15:45	6	6	1	13
15:50	7	6	2	15
15:55	6	2	0	8
16:00	5	8	3	16
16:05	4	6	0	10
16:10	4	6	0	10
16:15	4	1	0	5
16:20	2	0	0	2
16:25	3	4	0	7
16:30	2	3	0	5
16:35	3	2	0	5
16:40	4	6	0	10
16:45	4	3	0	7
16:50	4	3	0	7
16:55	4	0	0	4

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 17954 Magnolia St  
 CITY: Fountain Valley, CA

DAY: Saturday  
 DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
17:00	2	1	0	3
17:05	5	4	0	9
17:10	5	7	0	12
17:15	5	6	0	11
17:20	6	5	1	12
17:25	5	4	0	9
17:30	3	5	0	8
17:35	2	4	0	6
17:40	6	2	0	8
17:45	3	2	0	5
17:50	2	2	0	4
17:55	4	1	0	5
18:00	5	3	0	8
18:05	4	3	0	7
18:10	3	2	0	5
18:15	1	1	0	2
18:20	1	4	0	5
18:25	4	4	0	8
18:30	6	4	0	10
18:35	6	4	0	10
18:40	6	4	0	10
18:45	6	4	0	10
18:50	6	7	1	14
18:55	6	5	0	11
19:00	4	4	0	8
19:05	2	0	0	2
19:10	2	1	0	3
19:15	0	0	0	0
19:20	0	2	0	2
19:25	4	1	0	5
19:30	3	1	0	4
19:35	3	2	1	6
19:40	4	1	0	5
19:45	3	0	0	3
19:50	3	0	0	3
19:55	2	1	0	3
20:00	3	0	0	3
20:05	1	0	0	1
20:10	3	0	0	3
20:15	5	3	0	8
20:20	4	0	0	4
20:25	1	2	0	3
20:30	4	4	4	12
20:35	4	7	2	13
20:40	6	4	0	10
20:45	6	4	0	10
20:50	5	0	0	5
20:55	4	3	1	8
21:00	5	2	0	7
21:05	4	2	0	6
21:10	2	2	0	4
21:15	5	2	0	7
21:20	3	1	0	4
21:25	2	5	0	7
21:30	5	5	0	10
21:35	5	0	0	5
21:40	3	0	0	3
21:45	4	2	0	6
21:50	3	2	0	5
21:55	1	0	0	1
22:00	1	0	0	1
22:05	3	0	0	3
22:10	0	3	0	3
22:15	4	1	0	5
22:20	4	1	0	5
22:25	4	0	0	4
22:30	1	1	1	3
22:35	3	0	0	3
22:40	4	0	0	4
22:45	1	0	0	1
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

MAX QUEUE 28  
 AVERAGE QUEUE 9.6  
 QUEUES >16 VEHICLES 40  
 18.5%

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 17954 Magnolia St  
 CITY: Fountain Valley, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
5:00	1	0	0	1
5:05	2	0	0	2
5:10	1	1	0	2
5:15	0	0	0	0
5:20	1	0	0	1
5:25	2	0	0	2
5:30	4	1	0	5
5:35	4	0	0	4
5:40	3	0	0	3
5:45	5	0	0	5
5:50	4	0	0	4
5:55	5	1	0	6
6:00	6	0	0	6
6:05	5	1	0	6
6:10	6	1	0	7
6:15	5	1	0	6
6:20	4	0	0	4
6:25	5	2	0	7
6:30	5	2	0	7
6:35	4	0	0	4
6:40	0	0	0	0
6:45	2	1	0	3
6:50	4	1	0	5
6:55	3	1	0	4
7:00	1	0	1	2
7:05	1	0	0	1
7:10	4	0	0	4
7:15	3	1	0	4
7:20	1	1	0	2
7:25	5	0	0	5
7:30	4	0	0	4
7:35	3	0	0	3
7:40	4	0	0	4
7:45	3	0	0	3
7:50	3	1	0	4
7:55	4	1	0	5
8:00	4	1	0	5
8:05	4	1	0	5
8:10	4	1	0	5
8:15	4	0	0	4
8:20	5	4	0	9
8:25	6	3	0	9
8:30	5	7	3	15
8:35	5	6	0	11
8:40	4	5	0	9
8:45	6	4	0	10
8:50	5	5	0	10
8:55	6	5	0	11
9:00	5	7	0	12
9:05	5	7	1	13
9:10	5	8	0	13
9:15	5	5	0	10
9:20	4	6	0	10
9:25	5	6	0	11
9:30	5	8	0	13
9:35	5	7	2	14
9:40	5	7	3	15
9:45	6	7	1	14
9:50	6	6	0	12
9:55	6	6	0	12
10:00	6	7	0	13
10:05	5	7	2	14
10:10	5	8	1	14
10:15	5	7	0	12
10:20	4	5	0	9
10:25	4	4	0	8
10:30	4	2	0	6
10:35	2	0	0	2
10:40	3	0	0	3
10:45	4	0	0	4
10:50	3	3	0	6
10:55	4	3	0	7

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 17954 Magnolia St  
 CITY: Fountain Valley, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
11:00	5	3	0	8
11:05	3	7	0	10
11:10	6	2	0	8
11:15	4	7	0	11
11:20	4	3	0	7
11:25	5	0	0	5
11:30	5	6	0	11
11:35	5	6	0	11
11:40	5	8	1	14
11:45	7	8	2	17
11:50	5	8	4	17
11:55	5	7	3	15
12:00	5	8	3	16
12:05	1	6	7	15
12:10	5	8	3	16
12:15	5	8	2	15
12:20	5	9	2	16
12:25	6	7	2	15
12:30	5	8	0	13
12:35	6	8	0	14
12:40	6	7	0	13
12:45	5	7	0	12
12:50	6	4	0	10
12:55	4	1	0	5
13:00	4	3	0	7
13:05	2	0	0	2
13:10	3	1	3	7
13:15	4	3	4	11
13:20	3	0	0	3
13:25	2	0	0	2
13:30	5	1	0	6
13:35	3	0	0	3
13:40	2	0	0	2
13:45	5	4	0	9
13:50	3	1	0	4
13:55	2	0	0	2
14:00	2	1	0	3
14:05	3	0	0	3
14:10	3	0	0	3
14:15	1	1	0	2
14:20	4	3	0	7
14:25	4	1	0	5
14:30	3	0	0	3
14:35	1	2	0	3
14:40	3	1	0	4
14:45	3	4	2	9
14:50	5	6	2	13
14:55	6	5	0	11
15:00	5	9	0	14
15:05	6	9	1	16
15:10	6	7	3	16
15:15	5	9	3	17
15:20	6	6	4	16
15:25	6	7	4	17
15:30	5	9	2	16
15:35	5	8	2	15
15:40	6	7	3	16
15:45	5	9	3	17
15:50	5	7	3	15
15:55	5	6	0	11
16:00	5	7	0	12
16:05	5	0	0	5
16:10	4	0	0	4
16:15	3	1	0	4
16:20	5	3	0	8
16:25	6	4	0	10
16:30	5	2	0	7
16:35	6	2	0	8
16:40	5	2	0	7
16:45	5	3	0	8
16:50	5	4	0	9
16:55	6	3	0	9

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 17954 Magnolia St  
 CITY: Fountain Valley, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
17:00	5	3	0	8
17:05	4	1	0	5
17:10	4	0	0	4
17:15	3	1	0	4
17:20	2	4	0	6
17:25	2	1	0	3
17:30	1	2	0	3
17:35	5	1	0	6
17:40	3	1	0	4
17:45	2	1	0	3
17:50	5	4	0	9
17:55	3	0	0	3
18:00	0	1	0	1
18:05	1	0	0	1
18:10	5	0	0	5
18:15	4	0	0	4
18:20	2	2	0	4
18:25	2	0	0	2
18:30	4	0	0	4
18:35	2	0	0	2
18:40	2	0	0	2
18:45	4	3	0	7
18:50	1	0	0	1
18:55	2	0	0	2
19:00	0	0	0	0
19:05	4	2	0	6
19:10	4	0	0	4
19:15	0	0	0	0
19:20	4	0	0	4
19:25	2	0	0	2
19:30	2	0	0	2
19:35	3	0	0	3
19:40	2	0	0	2
19:45	0	0	0	0
19:50	2	2	0	4
19:55	1	1	0	2
20:00	4	3	0	7
20:05	5	2	0	7
20:10	4	1	0	5
20:15	4	1	0	5
20:20	4	0	0	4
20:25	3	0	0	3
20:30	3	0	0	3
20:35	2	0	0	2
20:40	1	1	0	2
20:45	1	1	0	2
20:50	3	2	0	5
20:55	2	4	0	6
21:00	1	5	0	6
21:05	0	6	0	6
21:10	3	6	0	9
21:15	1	3	0	4
21:20	2	2	0	4
21:25	1	3	0	4
21:30	3	3	0	6
21:35	3	2	0	5
21:40	5	1	0	6
21:45	4	2	0	6
21:50	3	0	0	3
21:55	4	1	0	5
22:00	3	2	0	5
22:05	0	0	0	0
22:10	0	0	0	0
22:15	0	0	0	0
22:20	0	0	0	0
22:25	0	0	0	0
22:30	0	0	0	0
22:35	0	0	0	0
22:40	0	0	0	0
22:45	0	0	0	0
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

MAX QUEUE 17  
 AVERAGE QUEUE 6.5  
 QUEUES >16 VEHICLES 5  
 2.3%

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 9067 Warner Ave  
CITY: Fountain Valley, CA

DAY: Saturday  
DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
5:00	0	0	0	0
5:05	1	0	0	1
5:10	1	0	0	1
5:15	1	0	0	1
5:20	1	2	0	3
5:25	3	0	0	3
5:30	3	1	0	4
5:35	5	1	0	6
5:40	5	0	0	5
5:45	3	0	0	3
5:50	2	0	0	2
5:55	3	0	0	3
6:00	3	0	0	3
6:05	2	0	0	2
6:10	3	0	0	3
6:15	3	0	0	3
6:20	3	0	0	3
6:25	4	1	0	5
6:30	4	0	0	4
6:35	4	1	1	6
6:40	5	3	0	8
6:45	5	2	0	7
6:50	6	0	0	6
6:55	6	1	0	7
7:00	7	1	0	8
7:05	6	1	0	7
7:10	5	1	0	6
7:15	3	0	0	3
7:20	3	0	0	3
7:25	3	2	0	5
7:30	5	2	0	7
7:35	5	2	0	7
7:40	3	1	0	4
7:45	4	0	0	4
7:50	5	2	0	7
7:55	4	3	0	7
8:00	5	1	0	6
8:05	5	4	0	9
8:10	6	7	0	13
8:15	5	9	0	14
8:20	5	11	0	16
8:25	4	12	0	16
8:30	5	13	0	18
8:35	5	12	0	17
8:40	6	10	0	16
8:45	6	12	2	20
8:50	6	11	2	19
8:55	4	13	2	19
9:00	6	12	4	22
9:05	6	12	1	19
9:10	4	12	4	20
9:15	5	12	3	20
9:20	6	13	5	24
9:25	6	12	7	25
9:30	5	13	7	25
9:35	5	12	8	25
9:40	5	13	10	28
9:45	6	12	10	28
9:50	4	11	8	23
9:55	5	12	4	21
10:00	5	12	4	21
10:05	5	12	6	23
10:10	6	12	9	27
10:15	5	12	8	25
10:20	5	12	9	26
10:25	5	12	10	27
10:30	5	14	10	29
10:35	6	13	8	27
10:40	6	12	12	30
10:45	5	12	12	29
10:50	6	12	12	30
10:55	5	13	11	29

Counts Unlimited, Inc.  
PO Box 1178  
Corona, CA 92878  
951-268-6268

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 9067 Warner Ave  
CITY: Fountain Valley, CA

DAY: Saturday  
DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
11:00	6	13	11	30
11:05	6	13	12	31
11:10	6	14	11	31
11:15	6	13	10	29
11:20	7	13	12	32
11:25	6	11	11	28
11:30	6	12	9	27
11:35	5	13	11	29
11:40	5	13	7	25
11:45	6	13	7	26
11:50	6	13	10	29
11:55	5	13	5	23
12:00	7	11	5	23
12:05	6	13	5	24
12:10	5	12	4	21
12:15	5	12	4	21
12:20	6	13	7	26
12:25	6	11	8	25
12:30	6	10	4	20
12:35	6	12	8	26
12:40	6	12	8	26
12:45	6	11	9	26
12:50	5	13	10	28
12:55	3	14	3	20
13:00	5	11	9	25
13:05	6	12	12	30
13:10	7	9	9	28
13:15	5	12	3	20
13:20	6	12	10	28
13:25	4	13	10	27
13:30	5	12	10	27
13:35	5	12	7	24
13:40	6	13	10	29
13:45	6	12	13	31
13:50	4	13	13	30
13:55	4	13	13	30
14:00	6	11	7	24
14:05	6	12	9	27
14:10	7	11	10	28
14:15	6	12	9	27
14:20	5	11	10	26
14:25	7	12	11	30
14:30	7	11	10	28
14:35	6	12	6	24
14:40	6	11	4	21
14:45	6	11	5	22
14:50	6	11	8	25
14:55	7	13	7	27
15:00	6	13	8	27
15:05	5	11	9	25
15:10	6	11	10	27
15:15	7	13	9	29
15:20	6	13	9	28
15:25	6	12	6	24
15:30	13	7	6	26
15:35	5	11	8	24
15:40	6	13	6	25
15:45	6	11	9	26
15:50	6	11	11	28
15:55	4	11	9	24
16:00	6	14	5	25
16:05	6	12	3	21
16:10	6	13	1	20
16:15	6	10	7	23
16:20	5	12	6	23
16:25	5	12	9	26
16:30	6	12	10	28
16:35	5	11	10	26
16:40	7	12	9	28
16:45	7	12	8	27
16:50	6	11	11	28
16:55	6	12	11	29

Counts Unlimited, Inc.  
PO Box 1178  
Corona, CA 92878  
951-268-6268

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 9067 Warner Ave  
 CITY: Fountain Valley, CA

DAY: Saturday  
 DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
17:00	5	12	10	27
17:05	6	12	11	29
17:10	6	13	11	30
17:15	5	13	9	27
17:20	6	13	9	28
17:25	7	9	8	24
17:30	6	10	4	20
17:35	5	11	6	22
17:40	4	12	4	20
17:45	5	8	0	13
17:50	6	7	0	13
17:55	6	12	3	21
18:00	6	9	5	20
18:05	7	9	1	17
18:10	6	8	0	14
18:15	6	5	1	12
18:20	5	0	0	5
18:25	1	1	0	2
18:30	5	1	0	6
18:35	3	2	0	5
18:40	5	3	0	8
18:45	6	6	1	13
18:50	8	9	0	15
18:55	5	8	1	14
19:00	5	10	1	16
19:05	4	11	0	15
19:10	6	7	0	13
19:15	6	2	0	8
19:20	6	5	0	11
19:25	5	9	0	14
19:30	6	12	1	19
19:35	6	11	0	17
19:40	6	12	1	19
19:45	6	8	5	19
19:50	5	11	4	20
19:55	5	13	3	21
20:00	6	9	1	16
20:05	6	10	0	16
20:10	5	10	1	16
20:15	7	7	0	14
20:20	4	11	0	15
20:25	5	9	0	14
20:30	5	9	0	14
20:35	6	6	0	12
20:40	5	9	0	14
20:45	5	9	1	15
20:50	6	5	0	11
20:55	6	4	0	10
21:00	5	6	0	11
21:05	5	6	0	11
21:10	4	3	0	7
21:15	4	2	0	6
21:20	4	1	0	5
21:25	4	2	0	6
21:30	5	2	0	7
21:35	7	3	0	10
21:40	6	8	0	14
21:45	6	11	1	18
21:50	7	11	2	20
21:55	5	11	0	16
22:00	6	9	0	15
22:05	7	9	0	16
22:10	5	12	0	17
22:15	5	9	0	14
22:20	6	3	0	9
22:25	5	5	0	10
22:30	6	5	0	11
22:35	6	3	0	9
22:40	5	7	0	12
22:45	5	4	0	9
22:50	5	4	0	9
22:55	6	4	0	10
23:00	4	2	0	6

MAX QUEUE 32  
 AVERAGE QUEUE 17.9  
 QUEUES >16 VEHICLES 122  
 56.5%

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 9067 Warner Ave  
 CITY: Fountain Valley, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
5:00	2	0	0	2
5:05	1	0	0	1
5:10	2	0	0	2
5:15	0	0	0	0
5:20	2	0	0	2
5:25	0	0	0	0
5:30	4	0	0	4
5:35	5	1	0	6
5:40	4	0	0	4
5:45	4	1	0	5
5:50	3	0	0	3
5:55	3	0	0	3
6:00	0	0	0	0
6:05	2	0	0	2
6:10	3	0	0	3
6:15	4	0	0	4
6:20	3	0	0	3
6:25	1	0	0	1
6:30	1	1	0	2
6:35	5	0	0	5
6:40	5	2	0	7
6:45	5	1	0	6
6:50	7	1	0	8
6:55	4	4	0	8
7:00	5	2	0	7
7:05	5	1	0	6
7:10	4	4	0	8
7:15	6	1	0	7
7:20	4	0	0	4
7:25	4	0	0	4
7:30	3	1	0	4
7:35	2	0	0	2
7:40	0	0	0	0
7:45	2	0	0	2
7:50	4	1	0	5
7:55	5	1	0	6
8:00	2	0	0	2
8:05	1	0	0	1
8:10	1	0	0	1
8:15	2	1	0	3
8:20	4	1	0	5
8:25	4	1	0	5
8:30	2	0	0	2
8:35	4	0	0	4
8:40	4	1	0	5
8:45	4	1	0	5
8:50	4	2	0	6
8:55	5	6	0	11
9:00	5	2	0	7
9:05	4	0	0	4
9:10	4	3	0	7
9:15	1	1	0	2
9:20	3	0	0	3
9:25	4	0	0	4
9:30	5	0	0	5
9:35	4	2	0	6
9:40	2	2	0	4
9:45	4	1	0	5
9:50	6	3	0	9
9:55	4	1	0	5
10:00	4	5	0	9
10:05	4	9	0	13
10:10	6	2	0	8
10:15	5	1	0	6
10:20	6	5	0	11
10:25	5	2	0	7
10:30	3	3	0	6
10:35	5	0	0	5
10:40	6	0	0	6
10:45	6	1	0	7
10:50	2	2	0	4
10:55	4	0	0	4

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 9067 Warner Ave  
 CITY: Fountain Valley, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
11:00	6	1	0	7
11:05	4	1	0	5
11:10	5	2	0	7
11:15	5	3	0	8
11:20	4	1	0	5
11:25	5	2	0	7
11:30	5	7	0	12
11:35	4	4	0	8
11:40	4	4	0	8
11:45	5	9	0	14
11:50	6	6	0	12
11:55	6	8	0	14
12:00	5	12	1	18
12:05	6	10	0	16
12:10	6	6	0	12
12:15	5	2	0	7
12:20	5	3	0	8
12:25	6	4	0	10
12:30	6	3	0	9
12:35	6	4	0	10
12:40	6	5	0	11
12:45	6	5	0	11
12:50	7	6	0	13
12:55	5	8	0	13
13:00	5	6	0	11
13:05	5	3	0	8
13:10	6	3	0	9
13:15	5	3	0	8
13:20	3	0	0	3
13:25	1	6	0	7
13:30	6	1	0	7
13:35	2	2	0	4
13:40	5	0	0	5
13:45	2	1	0	3
13:50	2	1	0	3
13:55	2	2	0	4
14:00	6	3	0	9
14:05	5	7	0	12
14:10	5	6	0	11
14:15	6	5	0	11
14:20	6	3	0	9
14:25	6	3	0	9
14:30	4	3	0	7
14:35	5	3	0	8
14:40	6	2	0	8
14:45	6	2	0	8
14:50	6	2	0	8
14:55	5	1	0	6
15:00	4	2	0	6
15:05	5	1	0	6
15:10	2	2	0	4
15:15	3	1	0	4
15:20	3	1	0	4
15:25	0	0	0	0
15:30	2	1	0	3
15:35	5	1	0	6
15:40	7	1	0	8
15:45	5	5	0	10
15:50	5	2	0	7
15:55	4	2	0	6
16:00	5	1	0	6
16:05	3	0	0	3
16:10	4	0	0	4
16:15	2	0	0	2
16:20	5	2	0	7
16:25	5	0	0	5
16:30	3	1	0	4
16:35	3	1	0	4
16:40	2	0	0	2
16:45	4	0	0	4
16:50	3	0	0	3
16:55	2	0	0	2

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 9067 Warner Ave  
 CITY: Fountain Valley, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
17:00	3	1	0	4
17:05	5	1	0	6
17:10	3	2	0	5
17:15	2	0	0	2
17:20	2	0	0	2
17:25	2	0	0	2
17:30	2	0	0	2
17:35	3	0	0	3
17:40	2	0	0	2
17:45	2	1	0	3
17:50	3	2	0	5
17:55	5	0	0	5
18:00	4	0	0	4
18:05	3	0	0	3
18:10	1	0	0	1
18:15	1	0	0	1
18:20	1	0	0	1
18:25	2	0	0	2
18:30	3	1	0	4
18:35	2	0	0	2
18:40	5	0	0	5
18:45	3	0	0	3
18:50	5	3	0	8
18:55	5	0	0	5
19:00	2	2	0	4
19:05	3	0	0	3
19:10	3	0	0	3
19:15	2	1	0	3
19:20	2	0	0	2
19:25	3	2	0	5
19:30	1	0	0	1
19:35	3	0	0	3
19:40	0	2	0	2
19:45	4	4	0	8
19:50	6	2	0	8
19:55	4	2	0	6
20:00	6	3	0	9
20:05	4	5	0	9
20:10	6	4	0	10
20:15	4	4	0	8
20:20	1	1	0	2
20:25	4	0	0	4
20:30	5	0	0	5
20:35	4	3	0	7
20:40	3	0	0	3
20:45	4	4	0	8
20:50	4	2	0	6
20:55	2	0	0	2
21:00	1	1	0	2
21:05	3	1	0	4
21:10	5	4	0	9
21:15	5	4	0	9
21:20	3	4	0	7
21:25	4	5	0	9
21:30	5	5	0	10
21:35	5	6	0	11
21:40	6	4	0	10
21:45	5	6	0	11
21:50	5	1	0	6
21:55	5	2	0	7
22:00	4	1	0	5
22:05	0	0	0	0
22:10	0	0	0	0
22:15	0	0	0	0
22:20	0	0	0	0
22:25	0	0	0	0
22:30	0	0	0	0
22:35	0	0	0	0
22:40	0	0	0	0
22:45	0	0	0	0
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

MAX QUEUE 18  
 AVERAGE QUEUE 5.4  
 QUEUES >16 VEHICLES 1  
 0.5%

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 3561 Hamner Ave  
 CITY: Norco, CA

DAY: Saturday  
 DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
5:00	0	1	0	1
5:05	1	0	0	1
5:10	2	0	0	2
5:15	2	0	0	2
5:20	1	0	0	1
5:25	2	1	0	3
5:30	3	0	0	3
5:35	3	0	0	3
5:40	1	0	0	1
5:45	1	0	0	1
5:50	0	0	0	0
5:55	0	0	0	0
6:00	2	0	0	2
6:05	2	1	0	3
6:10	1	0	0	1
6:15	1	0	0	1
6:20	4	1	0	5
6:25	4	1	0	5
6:30	3	2	0	5
6:35	4	4	0	8
6:40	4	0	0	4
6:45	0	2	1	3
6:50	2	5	0	7
6:55	3	4	0	7
7:00	4	4	0	8
7:05	2	7	0	9
7:10	5	3	0	8
7:15	4	1	0	5
7:20	4	2	0	6
7:25	3	2	0	5
7:30	2	4	0	6
7:35	3	6	0	9
7:40	2	2	0	4
7:45	2	4	0	6
7:50	3	5	0	8
7:55	3	7	0	10
8:00	4	7	0	11
8:05	4	4	0	8
8:10	5	6	0	11
8:15	4	6	0	10
8:20	5	8	0	13
8:25	3	6	0	9
8:30	4	5	0	9
8:35	4	7	2	13
8:40	4	7	1	12
8:45	2	6	0	8
8:50	3	6	0	9
8:55	2	6	1	9
9:00	3	4	0	7
9:05	5	7	0	12
9:10	4	10	0	14
9:15	3	12	2	17
9:20	4	8	0	12
9:25	4	9	1	14
9:30	3	9	2	14
9:35	4	8	0	12
9:40	4	4	0	8
9:45	3	5	0	8
9:50	3	2	0	5
9:55	4	1	0	5
10:00	3	10	1	14
10:05	3	10	4	17
10:10	2	9	6	17
10:15	3	15	3	21
10:20	4	16	0	20
10:25	5	14	0	19
10:30	4	11	1	16
10:35	3	13	2	18
10:40	4	15	2	21
10:45	3	15	4	22
10:50	3	14	5	22
10:55	5	16	1	22

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 3561 Hamner Ave  
 CITY: Norco, CA

DAY: Saturday  
 DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
11:00	4	14	2	20
11:05	3	12	0	15
11:10	3	14	2	19
11:15	4	15	4	23
11:20	4	13	0	17
11:25	4	11	2	17
11:30	4	13	0	17
11:35	3	16	1	20
11:40	4	14	1	19
11:45	4	16	4	24
11:50	4	12	5	21
11:55	4	17	6	27
12:00	3	17	1	21
12:05	3	14	3	20
12:10	4	15	0	19
12:15	4	16	3	23
12:20	4	17	4	25
12:25	4	16	1	21
12:30	4	13	3	20
12:35	3	14	0	17
12:40	4	16	1	21
12:45	4	16	2	22
12:50	3	15	3	21
12:55	4	16	4	24
13:00	4	14	4	22
13:05	4	13	7	24
13:10	4	14	5	23
13:15	4	16	5	25
13:20	5	15	4	24
13:25	4	18	7	29
13:30	4	16	10	30
13:35	3	16	11	30
13:40	4	19	7	30
13:45	4	17	9	30
13:50	3	15	6	24
13:55	4	14	2	20
14:00	4	15	1	20
14:05	4	14	0	18
14:10	3	4	12	19
14:15	3	14	1	18
14:20	4	16	2	22
14:25	3	17	6	26
14:30	4	14	5	23
14:35	3	18	1	22
14:40	5	14	9	28
14:45	4	17	10	31
14:50	4	15	8	27
14:55	3	14	6	23
15:00	4	17	3	24
15:05	4	17	2	23
15:10	4	18	5	27
15:15	4	18	7	29
15:20	4	16	6	26
15:25	4	15	4	23
15:30	4	17	1	22
15:35	4	17	4	25
15:40	4	18	3	25
15:45	4	16	6	26
15:50	5	16	5	26
15:55	3	16	5	24
16:00	4	18	12	34
16:05	4	16	12	32
16:10	4	17	13	34
16:15	5	15	12	32
16:20	4	15	8	27
16:25	4	15	3	22
16:30	4	16	5	25
16:35	4	17	4	25
16:40	4	16	1	21
16:45	4	12	0	16
16:50	4	11	0	15
16:55	4	7	0	11

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 3561 Hammer Ave  
 CITY: Norco, CA

DAY: Saturday  
 DATE: 2/22/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
17:00	4	6	0	10
17:05	4	5	0	9
17:10	4	8	0	12
17:15	3	5	0	8
17:20	4	8	0	12
17:25	4	9	1	14
17:30	4	0	0	4
17:35	2	6	0	8
17:40	4	8	2	14
17:45	3	10	2	15
17:50	3	10	4	17
17:55	3	7	0	10
18:00	4	5	0	9
18:05	4	5	0	9
18:10	4	4	0	8
18:15	3	2	0	5
18:20	4	4	0	8
18:25	4	1	0	5
18:30	2	3	0	5
18:35	2	5	0	7
18:40	4	5	0	9
18:45	4	10	0	14
18:50	4	5	0	9
18:55	4	4	0	8
19:00	4	5	0	9
19:05	4	6	1	11
19:10	4	7	0	11
19:15	4	7	0	11
19:20	4	8	0	12
19:25	4	5	0	9
19:30	3	4	2	9
19:35	3	7	0	10
19:40	3	9	0	12
19:45	2	8	0	10
19:50	3	10	0	13
19:55	3	9	0	12
20:00	3	11	0	14
20:05	4	7	2	13
20:10	3	12	0	15
20:15	3	12	2	17
20:20	3	10	3	16
20:25	3	8	1	12
20:30	3	10	0	13
20:35	3	12	0	15
20:40	3	8	0	11
20:45	3	12	0	15
20:50	3	6	0	9
20:55	3	5	0	8
21:00	3	4	0	7
21:05	2	1	0	3
21:10	3	5	0	8
21:15	3	5	0	8
21:20	2	2	0	4
21:25	1	4	0	5
21:30	4	1	0	5
21:35	1	6	0	7
21:40	2	6	0	8
21:45	3	6	0	9
21:50	4	4	0	8
21:55	4	5	0	9
22:00	4	3	0	7
22:05	2	3	0	5
22:10	1	4	0	5
22:15	4	1	0	5
22:20	1	4	0	5
22:25	3	4	0	7
22:30	2	2	0	4
22:35	3	3	0	6
22:40	4	0	0	4
22:45	0	0	0	0
22:50	0	0	0	0
22:55	1	0	0	1
23:00	0	0	0	0

MAX QUEUE 34  
 AVERAGE QUEUE 13.6  
 QUEUES >16 VEHICLES 81  
 37.5%

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 3561 Hamner Ave  
 CITY: Norco, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
5:00	1	0	0	1
5:05	0	0	0	0
5:10	0	0	0	0
5:15	3	0	0	3
5:20	3	0	0	3
5:25	0	0	0	0
5:30	1	0	0	1
5:35	1	0	0	1
5:40	2	1	0	3
5:45	2	1	0	3
5:50	3	0	0	3
5:55	2	0	0	2
6:00	3	2	0	5
6:05	3	2	0	5
6:10	1	0	0	1
6:15	1	0	0	1
6:20	1	0	0	1
6:25	2	1	0	3
6:30	2	0	0	2
6:35	2	0	0	2
6:40	1	0	0	1
6:45	3	0	0	3
6:50	1	0	0	1
6:55	3	0	0	3
7:00	3	1	0	4
7:05	5	1	0	6
7:10	3	3	0	6
7:15	4	2	0	6
7:20	3	0	0	3
7:25	3	1	0	4
7:30	3	2	0	5
7:35	3	3	0	6
7:40	2	2	0	4
7:45	4	4	0	8
7:50	5	5	0	10
7:55	4	6	0	10
8:00	3	8	0	11
8:05	3	11	0	14
8:10	3	10	0	13
8:15	3	9	0	12
8:20	4	12	0	16
8:25	2	7	0	9
8:30	3	2	0	5
8:35	3	6	0	9
8:40	4	6	0	10
8:45	5	7	0	12
8:50	4	4	0	8
8:55	5	6	0	11
9:00	4	6	0	10
9:05	4	2	0	6
9:10	4	5	0	9
9:15	3	4	0	7
9:20	1	4	0	5
9:25	1	8	0	9
9:30	4	7	0	11
9:35	2	11	0	13
9:40	4	10	1	15
9:45	3	7	2	12
9:50	4	9	0	13
9:55	4	7	0	11
10:00	4	11	0	15
10:05	4	8	0	12
10:10	4	5	0	9
10:15	3	4	0	7
10:20	4	2	0	6
10:25	4	3	0	7
10:30	5	6	0	11
10:35	3	11	0	14
10:40	6	10	0	16
10:45	2	7	0	9
10:50	3	5	0	8
10:55	4	6	0	10

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 3561 Hamner Ave  
 CITY: Norco, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
11:00	4	9	0	13
11:05	4	9	0	13
11:10	4	10	0	14
11:15	4	11	0	15
11:20	4	6	0	10
11:25	4	3	0	7
11:30	5	3	0	8
11:35	4	8	0	12
11:40	4	8	0	12
11:45	5	8	0	13
11:50	4	8	0	12
11:55	4	9	0	13
12:00	3	11	1	15
12:05	3	8	0	11
12:10	4	7	0	11
12:15	4	2	0	6
12:20	3	4	0	7
12:25	3	1	0	4
12:30	2	4	0	6
12:35	4	7	0	11
12:40	4	0	0	4
12:45	2	3	0	5
12:50	0	2	0	2
12:55	2	2	0	7
13:00	4	6	0	10
13:05	2	9	0	11
13:10	5	7	2	14
13:15	2	9	0	14
13:20	5	8	4	17
13:25	3	8	0	11
13:30	5	5	0	10
13:35	5	2	0	7
13:40	3	1	0	4
13:45	1	0	0	1
13:50	1	5	0	6
13:55	1	6	0	7
14:00	3	2	0	5
14:05	5	0	0	5
14:10	2	1	0	3
14:15	0	3	0	3
14:20	2	7	0	9
14:25	4	10	0	14
14:30	4	7	0	11
14:35	4	1	0	5
14:40	4	1	0	5
14:45	7	3	0	5
14:50	3	4	0	7
14:55	4	4	0	8
15:00	4	1	0	5
15:05	3	8	0	11
15:10	3	7	0	10
15:15	3	6	0	9
15:20	4	10	0	14
15:25	4	7	0	11
15:30	3	6	0	9
15:35	2	1	0	3
15:40	2	4	0	6
15:45	1	5	0	6
15:50	3	6	0	9
15:55	3	2	0	4
16:00	2	4	0	6
16:05	2	4	0	6
16:10	1	3	0	4
16:15	2	3	0	5
16:20	1	6	0	7
16:25	4	3	0	7
16:30	3	4	0	7
16:35	4	5	0	9
16:40	4	3	0	7
16:45	1	2	0	3
16:50	2	0	0	2
16:55	2	1	0	3

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros Coffee, 3561 Hamner Ave  
 CITY: Norco, CA

DAY: Tuesday  
 DATE: 2/25/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
17:00	1	1	0	2
17:05	1	1	0	2
17:10	3	0	0	3
17:15	1	4	0	5
17:20	2	3	0	5
17:25	0	2	0	2
17:30	0	0	0	0
17:35	1	3	0	4
17:40	1	6	0	7
17:45	3	4	0	7
17:50	2	2	0	4
17:55	2	4	0	6
18:00	3	2	0	5
18:05	2	1	0	3
18:10	2	5	0	7
18:15	2	6	0	8
18:20	2	2	0	4
18:25	3	2	0	5
18:30	3	0	0	3
18:35	3	1	0	4
18:40	1	1	0	2
18:45	1	4	0	5
18:50	2	5	0	7
18:55	2	4	0	6
19:00	2	4	0	6
19:05	2	4	0	6
19:10	2	3	0	5
19:15	3	4	0	7
19:20	4	2	0	6
19:25	2	3	0	5
19:30	2	2	0	4
19:35	1	2	0	3
19:40	0	1	0	1
19:45	0	0	0	0
19:50	1	1	0	2
19:55	0	0	0	0
20:00	3	1	0	4
20:05	3	2	0	5
20:10	2	0	0	2
20:15	4	0	0	4
20:20	4	2	0	6
20:25	4	3	0	7
20:30	5	2	0	7
20:35	3	3	0	6
20:40	4	0	0	4
20:45	4	1	0	5
20:50	3	2	0	5
20:55	2	4	2	8
21:00	2	2	0	4
21:05	2	3	0	5
21:10	3	1	0	4
21:15	4	0	0	4
21:20	2	1	0	3
21:25	3	1	0	4
21:30	3	2	0	5
21:35	3	2	0	5
21:40	2	0	0	2
21:45	2	1	0	3
21:50	2	1	0	3
21:55	1	0	0	1
22:00	0	0	0	0
22:05	0	0	0	0
22:10	0	0	0	0
22:15	0	0	0	0
22:20	0	0	0	0
22:25	0	0	0	0
22:30	0	0	0	0
22:35	0	0	0	0
22:40	0	0	0	0
22:45	0	0	0	0
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

MAX QUEUE 17  
 AVERAGE QUEUE 6.2  
 QUEUES >16 VEHICLES 1  
 0.5%

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros, 1940 Hacienda Dr  
CITY: Vista

DAY: Tuesday  
DATE: 4/8/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
5:00	0	0	0	0
5:05	1	0	0	1
5:10	0	0	0	0
5:15	0	0	0	0
5:20	0	0	0	0
5:25	0	0	0	0
5:30	1	0	0	1
5:35	0	0	0	0
5:40	0	0	0	0
5:45	1	0	0	1
5:50	0	0	0	0
5:55	0	0	0	0
6:00	0	1	0	1
6:05	0	0	0	0
6:10	2	0	0	2
6:15	0	1	0	1
6:20	1	1	0	2
6:25	2	2	0	4
6:30	1	2	0	3
6:35	2	2	0	4
6:40	1	1	0	2
6:45	3	1	0	4
6:50	0	4	0	4
6:55	1	2	0	3
7:00	1	3	0	4
7:05	1	0	0	1
7:10	3	1	0	4
7:15	4	0	0	4
7:20	4	3	0	7
7:25	2	2	0	4
7:30	3	4	0	7
7:35	4	8	0	12
7:40	4	6	0	10
7:45	2	4	0	6
7:50	4	4	0	8
7:55	4	3	0	7
8:00	4	1	0	5
8:05	2	1	0	3
8:10	3	3	0	6
8:15	3	0	0	3
8:20	2	2	0	4
8:25	0	0	0	0
8:30	0	4	0	4
8:35	2	3	0	5
8:40	4	1	0	5
8:45	4	0	0	4
8:50	0	1	0	1
8:55	1	1	0	2
9:00	0	1	0	1
9:05	3	0	0	3
9:10	1	1	0	2
9:15	2	0	0	2
9:20	2	2	0	4
9:25	4	3	0	7
9:30	3	2	0	5
9:35	2	0	0	2
9:40	3	0	0	3
9:45	4	6	0	10
9:50	4	1	0	5
9:55	0	2	0	2
10:00	4	4	0	8
10:05	3	2	0	5
10:10	1	1	0	2
10:15	4	3	0	7
10:20	2	2	0	4
10:25	0	0	0	0
10:30	2	1	0	3
10:35	2	1	0	3
10:40	4	1	0	5
10:45	1	3	0	4
10:50	4	1	0	5
10:55	1	1	0	2

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros, 1940 Hacienda Dr  
CITY: Vista

DAY: Tuesday  
DATE: 4/8/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:00	0	4	0	4
11:05	1	2	0	3
11:10	0	1	0	1
11:15	1	1	0	2
11:20	2	1	0	3
11:25	0	2	0	2
11:30	2	1	0	3
11:35	0	1	0	1
11:40	0	1	0	1
11:45	2	1	0	3
11:50	2	0	0	2
11:55	1	0	0	1
12:00	1	3	0	4
12:05	2	1	0	3
12:10	1	0	0	1
12:15	3	1	0	4
12:20	3	1	0	4
12:25	0	3	0	3
12:30	3	2	0	5
12:35	2	3	0	5
12:40	2	2	0	4
12:45	0	4	0	4
12:50	3	7	0	10
12:55	5	5	0	10
13:00	3	4	0	7
13:05	2	7	0	9
13:10	4	2	0	6
13:15	1	0	0	1
13:20	1	1	0	2
13:25	0	5	0	5
13:30	1	1	0	2
13:35	3	1	0	4
13:40	3	2	0	5
13:45	0	1	0	1
13:50	2	2	0	4
13:55	2	5	0	7
14:00	3	0	0	3
14:05	0	4	0	4
14:10	2	0	0	2
14:15	3	2	0	5
14:20	2	0	0	2
14:25	1	0	0	1
14:30	2	0	0	2
14:35	3	1	0	4
14:40	4	6	0	10
14:45	4	7	0	11
14:50	4	7	0	11
14:55	4	5	0	9
15:00	1	1	0	2
15:05	3	2	0	5
15:10	4	2	0	6
15:15	3	4	0	7
15:20	3	2	0	5
15:25	3	1	0	4
15:30	2	0	0	2
15:35	2	2	0	4
15:40	1	1	0	2
15:45	3	7	0	10
15:50	4	4	0	8
15:55	4	1	0	5
16:00	2	0	0	2
16:05	1	0	0	1
16:10	1	0	0	1
16:15	2	0	0	2
16:20	3	0	0	3
16:25	3	3	0	6
16:30	4	2	0	6
16:35	3	4	0	7
16:40	2	0	0	2
16:45	2	1	0	3
16:50	1	0	0	1
16:55	3	1	0	4

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros, 1940 Hacienda Dr  
 CITY: Vista

DAY: Tuesday  
 DATE: 4/8/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
17:00	3	1	0	4
17:05	2	1	0	3
17:10	0	4	0	4
17:15	3	1	0	4
17:20	2	0	0	2
17:25	1	1	0	2
17:30	1	0	0	1
17:35	2	1	0	3
17:40	2	1	0	3
17:45	4	2	0	6
17:50	3	0	0	3
17:55	3	0	0	3
18:00	0	0	0	0
18:05	1	0	0	1
18:10	1	1	0	2
18:15	0	2	0	2
18:20	2	0	0	2
18:25	0	0	0	0
18:30	4	0	0	4
18:35	2	3	0	5
18:40	2	3	0	5
18:45	3	0	0	3
18:50	2	1	0	3
18:55	0	1	0	1
19:00	1	0	0	1
19:05	3	2	0	5
19:10	1	0	0	1
19:15	2	2	0	4
19:20	3	1	0	4
19:25	2	0	0	2
19:30	3	0	0	3
19:35	3	1	0	4
19:40	1	1	0	2
19:45	1	0	0	1
19:50	3	1	0	4
19:55	3	3	0	6
20:00	2	0	0	2
20:05	0	1	0	1
20:10	2	3	0	5
20:15	3	1	0	4
20:20	1	1	0	2
20:25	1	1	0	2
20:30	2	2	0	4
20:35	0	1	0	1
20:40	0	1	0	1
20:45	1	0	0	1
20:50	0	0	0	0
20:55	0	1	0	1
21:00	1	1	0	2
21:05	1	0	0	1
21:10	1	0	0	1
21:15	2	0	0	2
21:20	2	2	0	4
21:25	3	0	0	3
21:30	0	1	0	1
21:35	2	0	0	2
21:40	1	0	0	1
21:45	1	0	0	1
21:50	1	0	0	1
21:55	0	0	0	0
22:00	0	0	0	0
22:05	0	0	0	0
22:10	0	0	0	0
22:15	0	0	0	0
22:20	0	0	0	0
22:25	0	0	0	0
22:30	0	0	0	0
22:35	0	0	0	0
22:40	0	0	0	0
22:45	0	0	0	0
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

MAX QUEUE 12  
 AVERAGE QUEUE 3.2  
 QUEUES >16 VEHICLES 0  
 0.0%

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros, 1940 Hacienda Dr  
 CITY: Vista

DAY: Saturday  
 DATE: 4/12/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
5:00	0	0	0	0
5:05	1	0	0	1
5:10	0	0	0	0
5:15	0	0	0	0
5:20	1	0	0	1
5:25	0	0	0	0
5:30	0	0	0	0
5:35	2	0	0	2
5:40	0	0	0	0
5:45	1	0	0	1
5:50	0	0	0	0
5:55	1	0	0	1
6:00	0	0	0	0
6:05	1	0	0	1
6:10	0	0	0	0
6:15	0	0	0	0
6:20	0	0	0	0
6:25	2	0	0	2
6:30	0	0	0	0
6:35	4	0	0	4
6:40	4	0	0	4
6:45	0	0	0	0
6:50	1	0	0	1
6:55	1	0	0	1
7:00	2	0	0	2
7:05	2	1	0	3
7:10	0	0	0	0
7:15	1	0	0	1
7:20	2	1	0	3
7:25	2	4	0	6
7:30	4	1	0	5
7:35	3	2	0	5
7:40	2	2	0	4
7:45	4	5	0	9
7:50	4	2	0	6
7:55	4	0	0	4
8:00	3	1	0	4
8:05	0	0	0	0
8:10	2	1	0	3
8:15	4	1	0	5
8:20	2	2	0	4
8:25	3	1	0	4
8:30	3	1	0	4
8:35	2	1	0	3
8:40	3	1	0	4
8:45	3	7	0	10
8:50	3	3	0	6
8:55	2	1	0	3
9:00	0	2	0	2
9:05	1	5	0	6
9:10	3	1	0	4
9:15	1	2	0	3
9:20	2	2	0	4
9:25	2	3	0	5
9:30	4	6	0	10
9:35	2	1	0	3
9:40	4	0	0	4
9:45	2	0	0	2
9:50	4	2	0	6
9:55	0	1	0	1
10:00	2	2	0	4
10:05	2	3	0	5
10:10	3	5	0	8
10:15	4	10	0	14
10:20	4	8	0	12
10:25	4	6	0	10
10:30	4	5	0	9
10:35	3	4	0	7
10:40	3	5	0	8
10:45	4	6	0	10
10:50	3	3	0	6
10:55	4	5	0	9

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros, 1940 Hacienda Dr  
 CITY: Vista

DAY: Saturday  
 DATE: 4/12/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:00	4	4	0	8
11:05	4	4	0	8
11:10	4	6	0	10
11:15	4	3	0	7
11:20	2	4	0	6
11:25	3	5	0	8
11:30	4	4	0	8
11:35	4	8	0	12
11:40	5	2	0	7
11:45	3	2	0	5
11:50	4	5	0	9
11:55	4	5	0	9
12:00	3	4	0	7
12:05	3	4	0	7
12:10	3	4	0	7
12:15	2	8	0	10
12:20	4	5	0	9
12:25	4	5	0	9
12:30	4	3	0	7
12:35	4	5	0	9
12:40	5	8	0	13
12:45	5	7	0	12
12:50	4	2	0	6
12:55	2	6	0	8
13:00	4	4	0	8
13:05	4	2	0	6
13:10	2	0	0	2
13:15	2	3	0	5
13:20	3	4	0	7
13:25	3	2	0	5
13:30	2	10	0	12
13:35	4	8	0	12
13:40	4	7	0	11
13:45	5	5	0	10
13:50	4	4	0	8
13:55	3	5	0	8
14:00	3	3	0	6
14:05	1	5	0	6
14:10	1	4	0	5
14:15	3	6	0	9
14:20	3	4	0	7
14:25	2	7	0	9
14:30	4	7	0	11
14:35	4	5	0	9
14:40	3	7	0	10
14:45	4	6	0	10
14:50	4	7	0	11
14:55	4	8	0	12
15:00	3	4	0	7
15:05	4	7	0	11
15:10	4	11	0	15
15:15	4	9	0	13
15:20	4	10	0	14
15:25	4	7	0	11
15:30	4	11	0	15
15:35	3	5	0	8
15:40	3	3	0	6
15:45	3	4	0	7
15:50	3	2	0	5
15:55	2	1	0	3
16:00	3	0	0	3
16:05	4	0	0	4
16:10	2	4	0	6
16:15	4	4	0	8
16:20	4	2	0	6
16:25	2	4	0	6
16:30	2	0	0	2
16:35	4	0	0	4
16:40	2	0	0	2
16:45	1	1	0	2
16:50	3	0	0	3
16:55	2	1	0	3

**DRIVE THRU SURVEY**

LOCATION: Dutch Bros, 1940 Hacienda Dr  
 CITY: Vista

DAY: Saturday  
 DATE: 4/12/2025

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
17:00	3	3	0	6
17:05	3	1	0	4
17:10	2	2	0	4
17:15	3	4	0	7
17:20	4	5	0	9
17:25	3	0	0	3
17:30	1	0	0	1
17:35	0	1	0	1
17:40	4	3	0	7
17:45	4	3	0	7
17:50	2	0	0	2
17:55	0	1	0	1
18:00	0	0	0	0
18:05	2	1	0	3
18:10	3	1	0	4
18:15	3	2	0	5
18:20	1	1	0	2
18:25	1	2	0	3
18:30	3	3	0	6
18:35	4	2	0	6
18:40	4	0	0	4
18:45	4	0	0	4
18:50	2	1	0	3
18:55	1	0	0	1
19:00	1	1	0	2
19:05	3	3	0	6
19:10	4	4	0	8
19:15	3	2	0	5
19:20	3	4	0	7
19:25	2	3	0	5
19:30	3	1	0	4
19:35	0	1	0	1
19:40	0	0	0	0
19:45	1	0	0	1
19:50	1	2	0	3
19:55	2	2	0	4
20:00	2	0	0	2
20:05	1	0	0	1
20:10	0	0	0	0
20:15	0	0	0	0
20:20	0	4	0	4
20:25	4	2	0	6
20:30	3	1	0	4
20:35	1	1	1	3
20:40	0	0	0	0
20:45	0	2	0	2
20:50	1	0	0	1
20:55	2	0	0	2
21:00	0	0	0	0
21:05	2	0	0	2
21:10	3	0	0	3
21:15	2	0	0	2
21:20	0	0	0	0
21:25	0	0	0	0
21:30	0	0	0	0
21:35	1	0	0	1
21:40	0	1	0	1
21:45	0	0	0	0
21:50	0	0	0	0
21:55	0	0	0	0
22:00	2	0	0	2
22:05	1	1	0	2
22:10	1	0	0	1
22:15	1	0	0	1
22:20	0	0	0	0
22:25	0	0	0	0
22:30	0	0	0	0
22:35	0	0	0	0
22:40	1	0	0	1
22:45	3	1	0	4
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

MAX QUEUE 15  
 AVERAGE QUEUE 4.7  
 QUEUES >16 VEHICLES 0  
 0.0%

**ATTACHMENT D**

**HCM WORKSHEETS**

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↙ ↑↑↑					↗			↗
Traffic Vol, veh/h	16	1027	59	41	1327	10	0	0	38	0	0	0
Future Vol, veh/h	16	1027	59	41	1327	10	0	0	38	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	85	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1116	64	45	1442	11	0	0	41	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1453	0	0	1180	0	0	-	-	590	-	-	727
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	235	-	-	320	-	-	0	0	386	0	0	315
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	235	-	-	320	-	-	-	-	386	-	-	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	0.31		0.54		15.44		0	
HCM LOS					C		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	235	-	-	320	-	-	-
HCM Lane V/C Ratio	0.107	0.074	-	-	0.139	-	-	-
HCM Control Delay (s/veh)	15.4	21.5	-	-	18.1	-	-	0
HCM Lane LOS	C	C	-	-	C	-	-	A
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.5	-	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	5	24	14	7	38	37	269	9	10	289	14
Future Vol, veh/h	13	5	24	14	7	38	37	269	9	10	289	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	5	26	15	8	41	40	292	10	11	314	15

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	574	726	165	559	729	151	329	0	0	302	0	0
Stage 1	343	343	-	378	378	-	-	-	-	-	-	-
Stage 2	230	383	-	182	351	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	402	350	851	412	348	868	1227	-	-	1256	-	-
Stage 1	645	636	-	616	614	-	-	-	-	-	-	-
Stage 2	752	611	-	803	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	359	335	851	377	334	868	1227	-	-	1256	-	-
Mov Cap-2 Maneuver	359	335	-	377	334	-	-	-	-	-	-	-
Stage 1	640	630	-	596	594	-	-	-	-	-	-	-
Stage 2	683	591	-	765	625	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s/v12.44			11.99			0.94			0.25		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	529	579	1256	-	-
HCM Lane V/C Ratio	0.033	-	-	0.086	0.111	0.009	-	-
HCM Control Delay (s/veh)	8	-	-	12.4	12	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	34	0	726	1008	72
Future Vol, veh/h	0	34	0	726	1008	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	789	1096	78

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	587	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	453	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	453	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.65		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	453	-	-
HCM Lane V/C Ratio	-	0.082	-	-
HCM Control Delay (s/veh)	-	13.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑↑	↑↑	
Traffic Vol, veh/h	0	51	47	700	1034	11
Future Vol, veh/h	0	51	47	700	1034	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	51	761	1124	12

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	568	1136	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-
Pot Cap-1 Maneuver	0	466	611	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	466	611	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.76	0.72	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	611	-	466	-	-
HCM Lane V/C Ratio	0.084	-	0.119	-	-
HCM Control Delay (s/veh)	11.4	-	13.8	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑					↗			↗
Traffic Vol, veh/h	33	1264	129	65	1189	9	0	0	126	0	0	0
Future Vol, veh/h	33	1264	129	65	1189	9	0	0	126	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	85	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1374	140	71	1292	10	0	0	137	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1302	0	0	1514	0	0	-	-	757	-	-	651
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	279	-	-	219	-	-	0	0	300	0	0	352
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	279	-	-	219	-	-	-	-	300	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	0.46		1.49		26.65		0	
HCM LOS					D		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	279	-	-	219	-	-	-
HCM Lane V/C Ratio	0.456	0.129	-	-	0.322	-	-	-
HCM Control Delay (s/veh)	26.6	19.8	-	-	29	-	-	0
HCM Lane LOS	D	C	-	-	D	-	-	A
HCM 95th %tile Q(veh)	2.3	0.4	-	-	1.3	-	-	-

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	10	86	23	16	77	99	308	12	35	310	27
Future Vol, veh/h	25	10	86	23	16	77	99	308	12	35	310	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	11	93	25	17	84	108	335	13	38	337	29

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	819	991	183	807	999	174	366	0	0	348	0	0
Stage 1	428	428	-	557	557	-	-	-	-	-	-	-
Stage 2	391	563	-	250	442	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	267	245	828	273	242	839	1189	-	-	1208	-	-
Stage 1	575	583	-	483	511	-	-	-	-	-	-	-
Stage 2	605	507	-	732	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	197	216	828	204	213	839	1189	-	-	1208	-	-
Mov Cap-2 Maneuver	197	216	-	204	213	-	-	-	-	-	-	-
Stage 1	557	565	-	439	464	-	-	-	-	-	-	-
Stage 2	477	461	-	617	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v16.78		17.42	1.97	0.76
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	436	415	1208	-	-
HCM Lane V/C Ratio	0.091	-	-	0.302	0.304	0.031	-	-
HCM Control Delay (s/veh)	8.3	-	-	16.8	17.4	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	1.3	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	81	0	919	705	123
Future Vol, veh/h	0	81	0	919	705	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	88	0	999	766	134

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	450	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	556	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	556	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.68		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 556	-	-
HCM Lane V/C Ratio	- 0.158	-	-
HCM Control Delay (s/veh)	- 12.7	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.6	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑↑	↑↑	
Traffic Vol, veh/h	0	120	128	825	751	38
Future Vol, veh/h	0	120	128	825	751	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	130	139	897	816	41

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	429	858	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-
Pot Cap-1 Maneuver	0	574	779	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	574	779	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.1	1.43	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	574	-	-
HCM Lane V/C Ratio	0.179	-	0.227	-	-
HCM Control Delay (s/veh)	10.6	-	13.1	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.9	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑					↖			↖
Traffic Vol, veh/h	16	1021	67	50	1319	10	0	0	53	0	0	0
Future Vol, veh/h	16	1021	67	50	1319	10	0	0	53	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	85	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1110	73	54	1434	11	0	0	58	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1445	0	0	1183	0	0	-	-	591	-	-	722
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	237	-	-	319	-	-	0	0	386	0	0	317
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	237	-	-	319	-	-	-	-	386	-	-	317
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.31			0.67			15.97			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	237	-	-	319	-	-	-
HCM Lane V/C Ratio	0.149	0.073	-	-	0.17	-	-	-
HCM Control Delay (s/veh)	16	21.4	-	-	18.6	-	-	0
HCM Lane LOS	C	C	-	-	C	-	-	A
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.6	-	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Vol, veh/h	13	5	24	16	7	47	37	267	11	12	287	14
Future Vol, veh/h	13	5	24	16	7	47	37	267	11	12	287	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	5	26	17	8	51	40	290	12	13	312	15

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	575	728	164	561	730	151	327	0	0	302	0	0
Stage 1	346	346	-	377	377	-	-	-	-	-	-	-
Stage 2	229	383	-	185	353	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	401	348	852	410	348	868	1229	-	-	1256	-	-
Stage 1	643	634	-	617	614	-	-	-	-	-	-	-
Stage 2	753	611	-	799	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	353	334	852	375	333	868	1229	-	-	1256	-	-
Mov Cap-2 Maneuver	353	334	-	375	333	-	-	-	-	-	-	-
Stage 1	637	628	-	597	594	-	-	-	-	-	-	-
Stage 2	676	591	-	760	623	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.5	11.95	0.94	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1229	-	-	525	594	1256	-	-
HCM Lane V/C Ratio	0.033	-	-	0.087	0.128	0.01	-	-
HCM Control Delay (s/veh)	8	-	-	12.5	12	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	47	0	724	996	85
Future Vol, veh/h	0	47	0	724	996	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	0	787	1083	92

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	587	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	453	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	453	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.97		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 453	-	-
HCM Lane V/C Ratio	- 0.113	-	-
HCM Control Delay (s/veh)	- 14	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.4	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑↑	↑↑	
Traffic Vol, veh/h	0	52	53	694	1032	13
Future Vol, veh/h	0	52	53	694	1032	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	58	754	1122	14

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	568	1136	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-
Pot Cap-1 Maneuver	0	466	611	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	466	611	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.79	0.82	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	611	-	466	-	-
HCM Lane V/C Ratio	0.094	-	0.121	-	-
HCM Control Delay (s/veh)	11.5	-	13.8	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↙ ↑↑↑			↗			↗		
Traffic Vol, veh/h	33	1260	134	69	1186	9	0	0	135	0	0	0
Future Vol, veh/h	33	1260	134	69	1186	9	0	0	135	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	85	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1370	146	75	1289	10	0	0	147	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1299	0	0	1515	0	0	-	-	758	-	-	649
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	280	-	-	219	-	-	0	0	300	0	0	353
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	280	-	-	219	-	-	-	-	300	-	-	353
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.46			1.62			27.94			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	280	-	-	219	-	-	-
HCM Lane V/C Ratio	0.489	0.128	-	-	0.342	-	-	-
HCM Control Delay (s/veh)	27.9	19.7	-	-	29.8	-	-	0
HCM Lane LOS	D	C	-	-	D	-	-	A
HCM 95th %tile Q(veh)	2.5	0.4	-	-	1.4	-	-	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	10	86	24	16	80	99	307	13	36	309	27
Future Vol, veh/h	25	10	86	24	16	80	99	307	13	36	309	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	11	93	26	17	87	108	334	14	39	336	29

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	820	992	183	808	999	174	365	0	0	348	0	0
Stage 1	429	429	-	556	556	-	-	-	-	-	-	-
Stage 2	391	563	-	252	443	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	267	244	829	273	242	839	1190	-	-	1208	-	-
Stage 1	575	583	-	483	511	-	-	-	-	-	-	-
Stage 2	605	507	-	730	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	195	215	829	203	213	839	1190	-	-	1208	-	-
Mov Cap-2 Maneuver	195	215	-	203	213	-	-	-	-	-	-	-
Stage 1	556	564	-	439	465	-	-	-	-	-	-	-
Stage 2	475	461	-	615	555	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v16.82		17.56	1.97	0.78
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1190	-	-	435	416	1208	-
HCM Lane V/C Ratio	0.09	-	-	0.302	0.314	0.032	-
HCM Control Delay (s/veh)	8.3	-	-	16.8	17.6	8.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	1.3	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	85	0	918	701	127
Future Vol, veh/h	0	85	0	918	701	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	0	998	762	138

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	450	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	556	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	556	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.75		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 556	-	-
HCM Lane V/C Ratio	- 0.166	-	-
HCM Control Delay (s/veh)	- 12.8	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.6	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑↑	↑↑	
Traffic Vol, veh/h	0	121	131	822	750	39
Future Vol, veh/h	0	121	131	822	750	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	132	142	893	815	42

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	429	858	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-
Pot Cap-1 Maneuver	0	574	779	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	574	779	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.12	1.46	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	574	-	-
HCM Lane V/C Ratio	0.183	-	0.229	-	-
HCM Control Delay (s/veh)	10.7	-	13.1	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.9	-	-

## ATTACHMENT E

### FIGURES

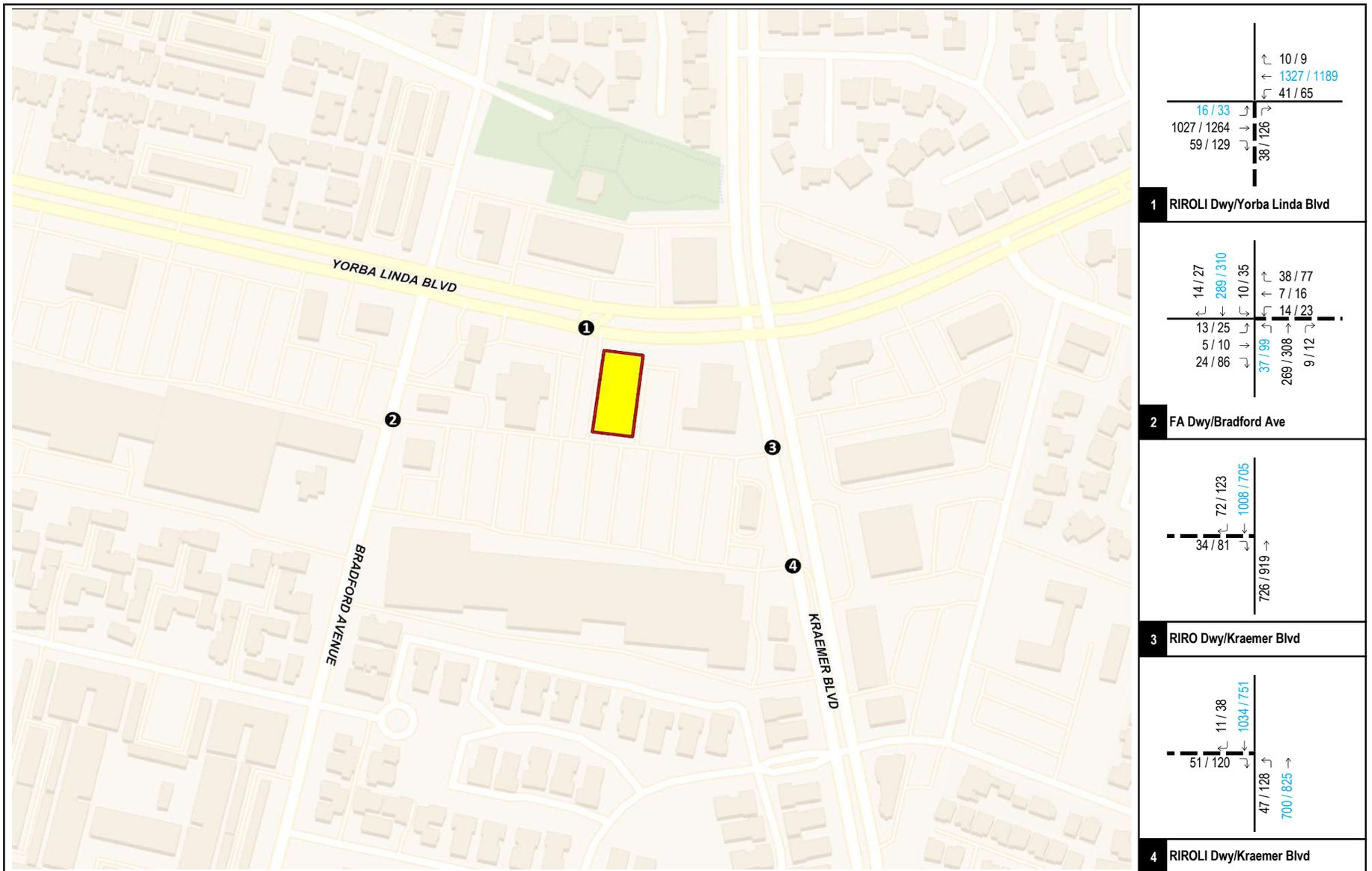


FIGURE 1



XXXX / YYYY  
AM / PM Peak Hour Traffic Volumes



Study Area Driveway  
Project Location

Dwy = Driveway  
RIROLI = Right In Right Out Left In  
FA = Full Access  
RIRO = Right In Right Out

150 Yorba Linda Dutch Bros  
Existing Peak Hour Traffic Volumes

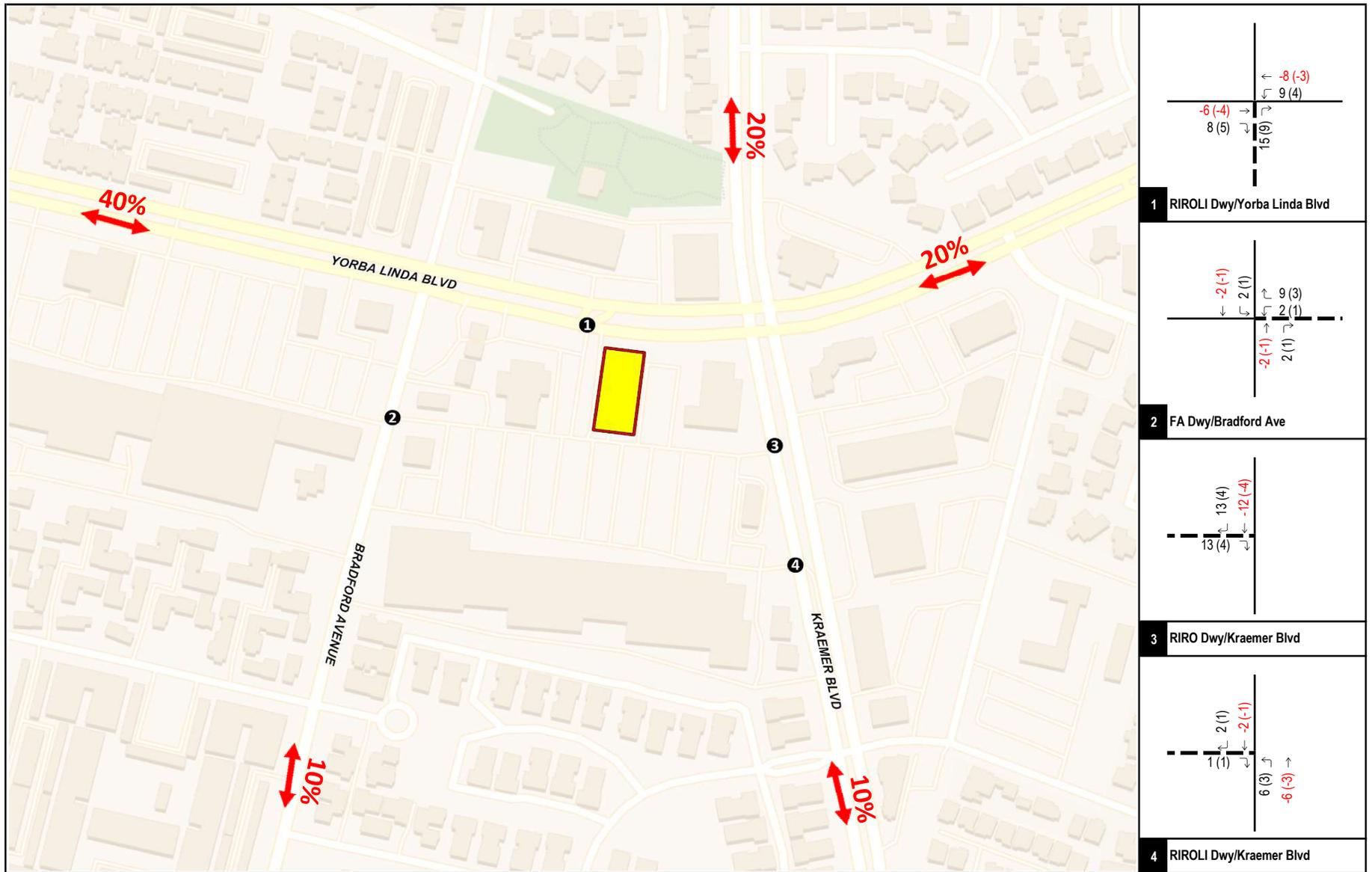


FIGURE 2

**LSA**

XX% Project Distribution  
XX (YY)



XX (YY)



Study Area Driveway  
Pass-By Reductions  
Project Location

Dwy = Driveway  
RIROLI = Right In Right Out Left In  
FA = Full Access  
RIRO = Right In Right Out

150 Yorba Linda Dutch Bros

Project Trip Distribution and Assignment

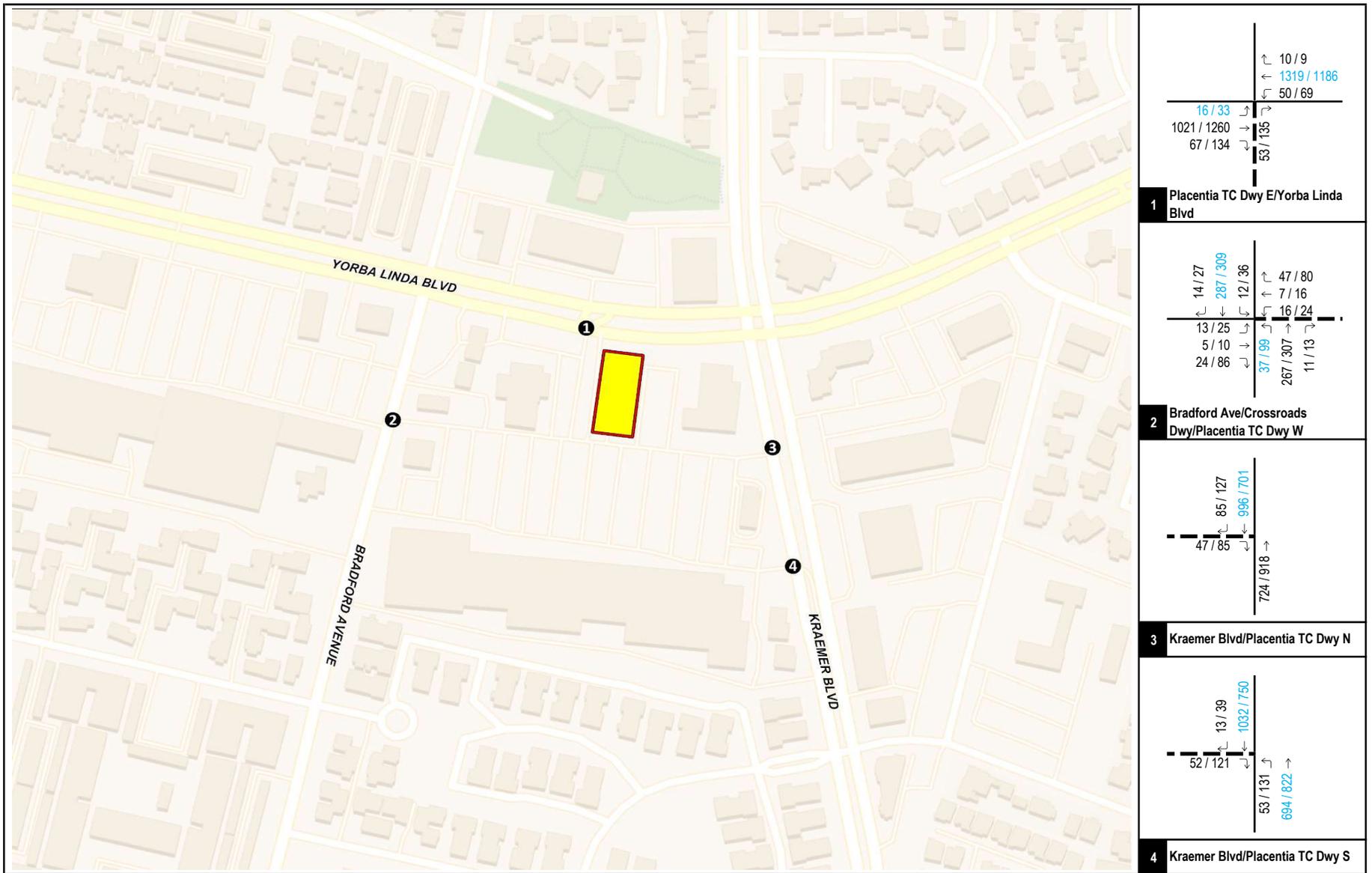


FIGURE 3

**LSA**

XXXX / YYYY  
AM / PM Peak Hour Traffic Volumes



Study Area Driveway  
Project Location

Dwy = Driveway  
RIROLI = Right In Right Out Left In  
FA = Full Access  
RIRO = Right In Right Out

150 Yorba Linda Dutch Bros

Existing Plus Project Peak Hour Traffic Volumes

# Memo

**To:** Gabriel Guerrero-Gabany, Deputy Director of Public Works, City of Placentia

**From:** W.J. 'Rusty' Beardsley, T.E., RBI Traffic, Inc.

**cc:**

**Date:** 6/23/2025

**Re:** Review of focused Traffic Study for proposed Dutch Bros. on YLB

---

I have reviewed LSA's *Trip Generation, Access, and Drive-Through Queuing Analysis for the 150 Yorba Linda Boulevard Dutch Bros. Coffee Shop Project*. I have found their analysis to be accurate and comprehensive with one exception; a statement should be added that the projected queue lengths for left turns into the Placentia Town Center on Yorba Linda Blvd. and on Kraemer Ave. were analyzed and they will not exceed the available capacity of their respective left turn pockets.

Other items not directly covered in the reviewed study but the City should be made aware of include:

- As identified in the study, during peak periods the drive-through queue can be expected to extend down the project's drive aisle. This could significantly reduce the project's available parking during those times.
- While the study does mention that "it is expected for vehicular traffic and queuing conditions to initially fluctuate", the City should anticipate that for a period of time after the initial opening of the project, the volume and queuing at the project will significantly exceed the study's parameters.

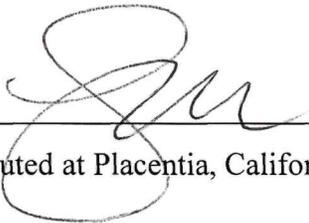
**AFFIDAVIT OF MAILING NOTICE OF PUBLIC HEARING**

STATE OF CALIFORNIA    )  
County of Orange         )    ss

I, Lesley Whittaker say that on the 29th day of October, 2025 a copy of the notice attached hereto was mailed to each of the persons whose name and address appears on the attached list. Said mailings was done at the City of Placentia City Hall, Planning Division, located at 401 E. Chapman Avenue, Placentia, California

Project Address:        150 E. Yorba Linda Blvd. \_\_\_\_\_  
Case No.:                DPR 2025-02, UP 2025-03 \_\_\_\_\_  
Meeting Date:           Monday, November 10, 2025 \_\_\_\_\_

I declare, under penalty of perjury, that the foregoing is true and correct.

  
\_\_\_\_\_  
Executed at Placentia, California on this 3rd day of November, 2025.

# RADIUS MAPS

Data Management Services for Government and Business

April 14, 2025

150 E. Yorba Linda Blvd.  
Placentia CA 92870

Erik Nobel  
Barghausen Consulting Engineers  
18215 72<sup>nd</sup> Ave. South  
Kent WA 98032

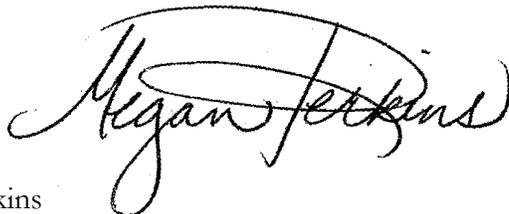
Dear Erik:

Thank you for choosing **RADIUS MAPS** for your Public Notification Package. Your public Notification Documents are attached. Please review them briefly to familiarize yourself with the contents of the package and distribute as follows:

- Please remove the “File Copies” from the file pocket in the back of the package and retain these for your own records, and.
- Submit the bound portion of the package, along with the mailing labels and any large format maps and other exhibits that may accompany the package to the city or government agency to satisfy their notification requirements.

*Your complete satisfaction is my personal priority*, and I welcome your comments on your experience doing business with us. If you have any questions or require any clarifications, you can call me anytime at my number below.

Sincerely,

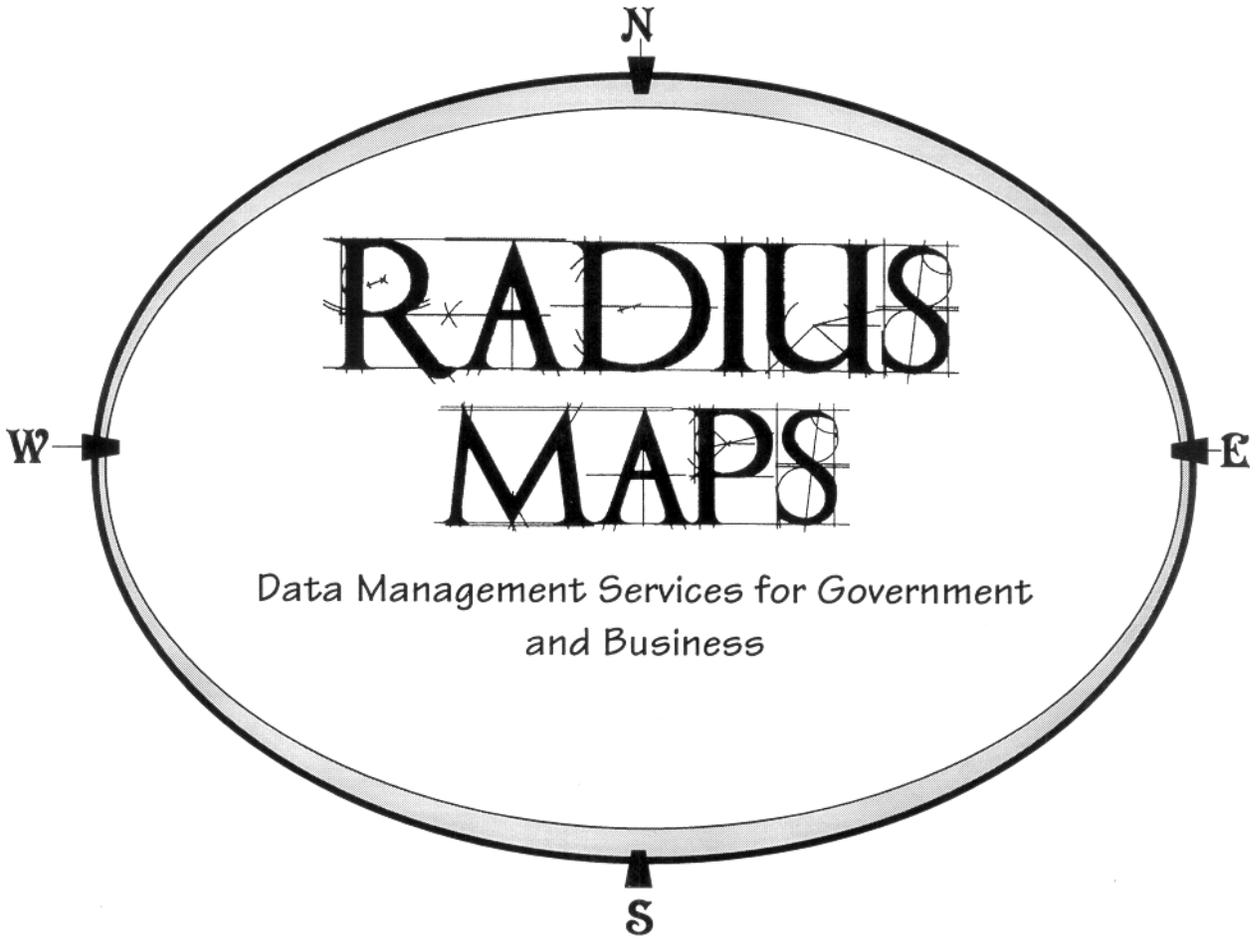


Megan Perkins

Radius Maps Company.

[RadiusMaps@gmail.com](mailto:RadiusMaps@gmail.com)

PH (714) 323-6031



# RADIUS MAPS

Specialists in Certified Public Notification

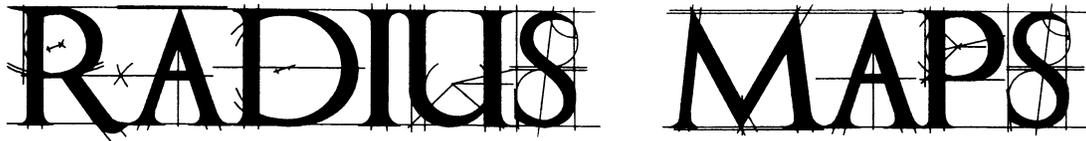


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[RadiusMaps@gmail.com](mailto:RadiusMaps@gmail.com)



[714.323.6031](tel:714.323.6031)



Data Management Services for Government and Business

# Public Notification Study Ownership & On-site Occupants Listings

Prepared from public records maintained in the Office of  
The County Tax Assessor of Orange County, California

For

150 E. Yorba Linda Blvd.  
Placentia CA 92870

**APN 339-181-02, 03, 06, 07 & 10**

Prepared for:

Erik Nobel  
Barghausen Consulting Engineers  
18215 72<sup>nd</sup> Ave. South  
Kent WA 98032

April 14, 2025

JN 25101

Radius Maps Company.

[RadiusMaps@gmail.com](mailto:RadiusMaps@gmail.com)

PH (714) 323-6031

# RADIUS MAPS

Data Management Services for Government and Business

## CERTIFIED PROPERTY OWNERS' LIST

### AFFIDAVIT

I, Megan Perkins, hereby certify that the attached list contains the names and addresses of all persons to whom all property is assessed, as they appear on the latest available assessment roll of ORANGE County within the area described and within 300 feet of the exterior boundaries of the property located at:

150 E. Yorba Linda Blvd.  
Placentia CA 92870

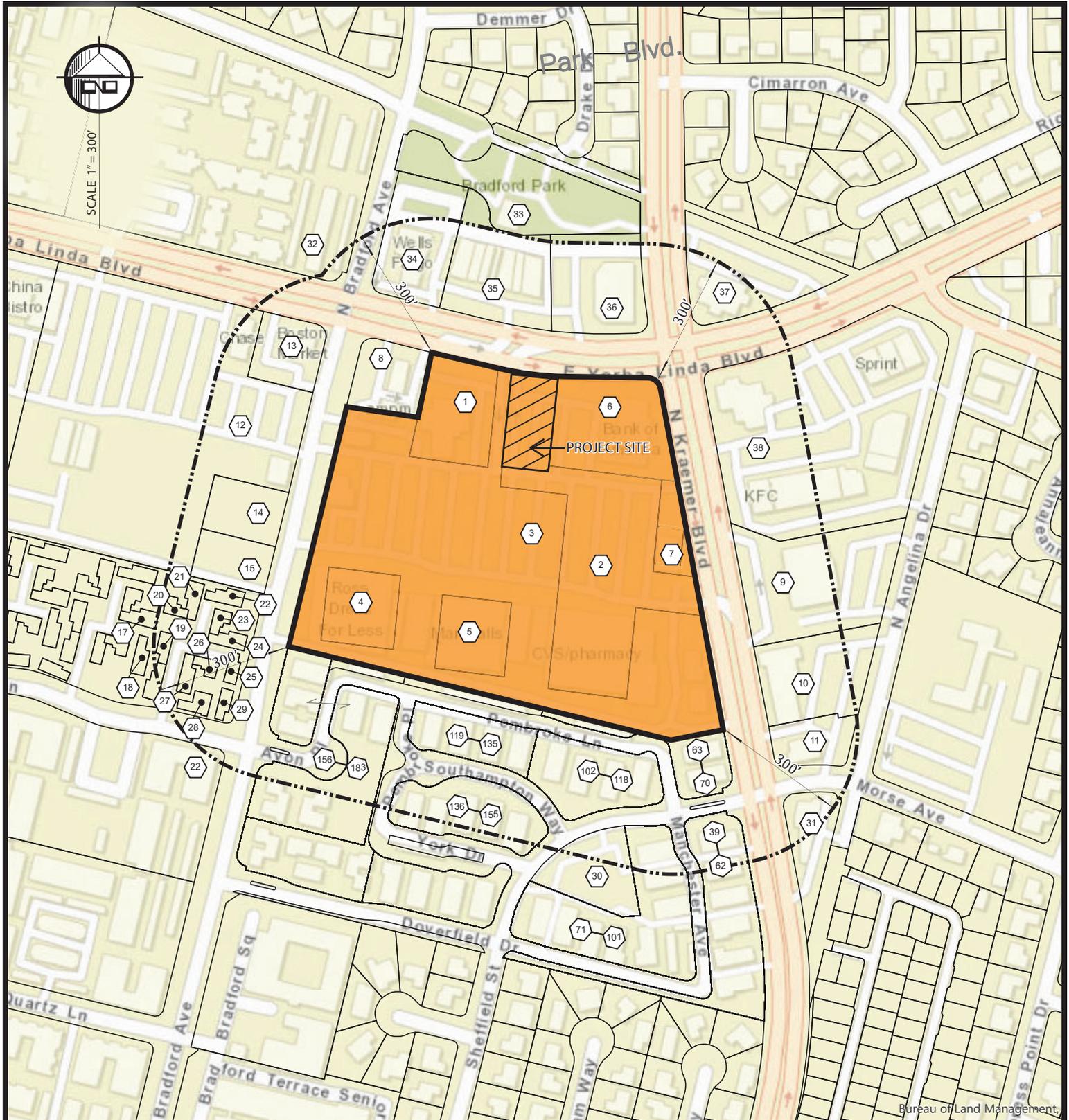
**APN 339-181-02, 03, 06, 07 & 10**

I certify under penalty of perjury that the foregoing is true and correct.

Signed:



Megan Perkins  
April 14, 2025



Bureau of Land Management



**MAP LEGEND**

 Indicates Map Key Number

**Public Notification Study**

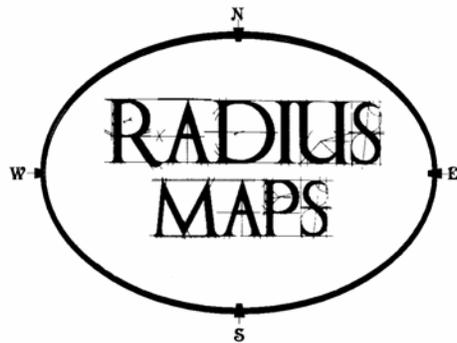
For  
150 E. Yorba Linda Blvd.  
Placentia CA 92870

**APN 339-181-02,03, 06**  
**APN 339-181-07, 08 & 10**

April 14, 2025

JN 25101

# Ownership Listing



Data Management for *Government*  
and *Business*

339-181-02 NMC PLACENTIA LLC 5850 CANOGA AVE #650 WOODLAND HILLS CA 91367	1	339-181-03 AU ZONE PLACENTIA LLC 24025 PARK SORRENTO #300 CALABASAS CA 91302	2	339-181-06 NMC PLACENTIA LLC 24025 PARK SORRENTO #300 CALABASAS CA 91302	3
339-181-07 SAME AS KEY #1	4	339-181-08 SAME AS KEY #1	5	339-181-10 SAME AS KEY #1	6
339-181-09 MC DONALDS CORPORATION 1060 ORTEGA WAY #A PLACENTIA CA 92870	7	339-181-01 BEEMS INVESTMENT CO 5472 ORANGETHORPE AVE LA PALMA CA 90623	8	339-182-01 UNITED STATES POSTAL SERVICE 1400 N KRAEMER BLVD PLACENTIA CA 92870	9
339-182-02 DARLENE D SOWERS TR 2101 POWER ST HERMOSA BEACH CA 90254	10	339-182-03 6241 AFTON PLACE LLC 1158 26TH ST #711 SANTA MONICA CA 90403	11	339-191-02 ROIC FULLERTON CROSSROADS PO BOX 130339 CARLSBAD CA 92013	12
339-191-03 SAME AS KEY #12	13	339-191-04 REBECCA IRENE SPROAL TR 18802 HAVEN LN YORBA LINDA CA 92886	14	339-191-05 SAME AS KEY #14	15
339-211-02 FULLERTON PINES APTS 1120 N PLACENTIA AVE #C-01 FULLERTON CA 92831	16	339-213-15 WILLIAM D VALOFF TR 12729 AVENUE 271 VISALIA CA 93277	17	339-213-19 TONY H CHEN TR 2656 SARATOGA DR FULLERTON CA 92835	18
339-213-20 JUDITH ANN PRUITT TR 3353 TOPAZ LN FULLERTON CA 92831	19	339-213-21 ROBERT FULLINGIM & DALIA DAUOD 3355 TOPAZ LN FULLERTON CA 92831	20	339-213-22 STEVEN C WAECHTER 3357 TOPAZ LN FULLERTON CA 92831	21
339-213-23 WALTER ANTHONY ASCENCIO REYES 3359 TOPAZ LN FULLERTON CA 92831	22	339-213-24 HERNANDO RUIZ GIRALDO 3361 TOPAZ LN FULLERTON CA 92831	23	339-213-25 QIUHONG WANG TR 13138 58TH ST EASTVALE CA 92880	24
339-213-26 ALEXIS HENRY 116 S SHAKESPEARE ST ANAHEIM CA 92806	25	339-213-27 GARY WAYNE HILL TR 3367 TOPAZ LN FULLERTON CA 92831	26	339-213-28 EVA SHIA ANGUS 3369 TOPAZ LN FULLERTON CA 92831	27
339-213-29 JULIA D WEINER 3371 TOPAZ LN FULLERTON CA 92831	28	339-213-30 MICHAEL J & KAREN L ARRIBAS 3373 TOPAZ LN FULLERTON CA 92831	29	339-011-07 BROADMOOR EXCLUSIVES ASSN 1857 W KATELLA AVE ANAHEIM CA 92804	30

**300' Radius Property Owners Study – 150 E. Yorba Linda Blvd., Placentia CA 92870 April 14, 2025**

339-012-01 THEODOROS DASKALAKIS TR PO BOX 3880 ANAHEIM CA 92803	31	339-161-07 SYCAMORE VILLAGE LLC 1015 E CHAPMAN AVE #201 FULLERTON CA 92831	32	339-171-01 CITY OF PLACENTIA 401 E CHAPMAN AVE PLACENTIA CA 92870	33
339-171-02 PLACENTIA VILLAGE SQUARE LLC 12201 SEAL BEACH BLVD #C SEAL BEACH CA 90740	34	339-171-03 SAME AS KEY #34	35	339-171-05 PLACENTIA VILLAGE SQUARE LLC PO BOX 1159 DEERFIELD IL 60015	36
339-172-01 U S BANK NATIONAL ASSOC PO BOX 460169 HOUSTON TX 77056	37	339-173-01 PLACENTIA VILLAGE PLAZA LLC PO BOX 17459 ANAHEIM CA 92817	38	932-01-001 CHARLIE W F & SATOKO K CONAWAY 1201 N KRAEMER BLVD #1 PLACENTIA CA 92870	39
932-01-002 PERVAIZ A & ASMAT P ZUBAIRIE P O BOX 1402 PLACENTIA CA 92871	40	932-01-003 JARD PLUEMER 1205 N KRAMER BLVD #3 PLACENTIA CA 92780	41	932-01-004 BEATRICE SARAI SIERCKE 1207 N KRAEMER BLVD #4 PLACENTIA CA 92870	42
932-01-005 ROBERT A SHINGLEDECKER TR 151 SOUTHAMPTON WAY #16 PLACENTIA CA 92870	43	932-01-006 RAUL GONZALEZ 156 VIA LOS MIRADORES REDONDO BEACH CA 90277	44	932-01-007 EDWARD ROSSOL TR 17891 RAINIER DR SANTA ANA CA 92705	45
932-01-008 TERRI R RAUSCH 1227 N KRAEMER BLVD PLACENTIA CA 92870	46	932-01-009 MARGARITA MERLO-GAVALDON 1241 N KRAEMER BLVD #9 PLACENTIA CA 92870	47	932-01-010 GERMAN G & MARY ROSE C GARCIA 1243 N KRAEMER BLVD #10 PLACENTIA CA 92870	48
932-01-011 LINDA PYDESKI 1245 N KRAEMER BLVD PLACENTIA CA 92870	49	932-01-012 JEFFREY MALLARI & SHERIE FELIX 1247 N KRAEMER BLVD #12 PLACENTIA CA 92870	50	932-01-013 CINDY & JASON REYES 1251 N KRAEMER BLVD #13 PLACENTIA CA 92870	51
932-01-014 LA DONNA ZARR 1253 N KRAEMER BLVD #14 PLACENTIA CA 92870	52	932-01-015 ESPERANZA GONZALEZ TR 1255 N KRAEMER BLVD PLACENTIA CA 92870	53	932-01-016 JOHN & LORI ANN ODOVAN 1257 N KRAEMER BLVD #16 PLACENTIA CA 92870	54
932-01-017 FRANK E EMERY & EILEEN BETH 1271 N KRAEMER BLVD PLACENTIA CA 92870	55	932-01-018 RONALD J DUMESNIL TR 5243 E EVENING VIEW RD ANAHEIM CA 92807	56	932-01-019 JONATHAN & ANGELICA ARIAS 11923 KENNEY ST NORWALK CA 90650	57
932-01-020 VANDANA SOFIA KADIAMADA 1277 N KRAEMER BLVD PLACENTIA CA 92870	58	932-01-021 ALAN DALE FLORIA TR 1171 GRAND CANYON WAY BREA CA 92821	59	932-01-022 KATHLEEN M PONCE 1293 N KRAEMER BLVD #22 PLACENTIA CA 92870	60

**300' Radius Property Owners Study – 150 E. Yorba Linda Blvd., Placentia CA 92870 April 14, 2025**

932-01-023 DANIEL A LEWIS TR 1295 N KRAEMER BLVD #23 PLACENTIA CA 92870	61	932-01-024 DONALD G SEDOR TR 1297 N KRAEMER BLVD PLACENTIA CA 92870	62	932-01-025 ELIO CESAR ALCALDE SALIRROSAS 1301 N KRAEMER BLVD #25 PLACENTIA CA 92870	63
932-01-026 BERNARD A LOPEZ TR 4590 VALLECITO YORBA LINDA CA 92886	64	932-01-027 SCOTT & DEBORAH RODEN 1305 N KRAEMER BLVD #27 PLACENTIA CA 91870	65	932-01-028 THOMAS MILAN LEIMBERGER P O BOX 1361 PLACENTIA CA 92871	66
932-01-029 THOMAS LEIMBERGER PO BOX 1361 PLACENTIA CA 92871	67	932-01-030 JOSEPH LEONARD CARTER TR 1945 W BAYSHORE DR ANAHEIM CA 92801	68	932-01-031 DAVID L RODEN 1325 N KRAEMER BLVD #31 PLACENTIA CA 92870	69
932-01-032 RANDY W & THAWON LOUIE 1327 N KRAEMER BLVD PLACENTIA CA 92870	70	932-01-033 RANDY C HAWKINS 12481 CANYONWIND RD RIVERSIDE CA 92503	71	932-01-034 MINH HOANG TR 1707 TUFFFREE BLVD PLACENTIA CA 92870	72
932-01-035 WENDY JOANNE HEARD TR 1295 MANCHESTER AVE #35 PLACENTIA CA 92870	73	932-01-036 JERRY J HAWTHORNE TR 1297 MANCHESTER AVE PLACENTIA CA 92870	74	932-01-037 VINAY K SHAH 1271 MANCHESTER AVE #37 PLACENTIA CA 92870	75
932-01-038 RUSSELL DENNIS QUINLIVEN TR 1273 MANCHESTER AVE PLACENTIA CA 92870	76	932-01-039 ERIC FRANK ORTIZ 1275 MANCHESTER AVE #39 PLACENTIA CA 92870	77	932-01-040 JEAN E LANGMORE 27 HUBBARD WAY COTO DE CAZA CA 92679	78
932-01-041 JOHN FROMBERG & JAMES WILLIAM 1251 MANCHESTER AVE #41 PLACENTIA CA 92870	79	932-01-042 THOMAS BRATAWIRA 1253 MANCHESTER AVE PLACENTIA CA 92870	80	932-01-043 DONALD E HAYDEN TR 1107 WINGFOOT ST PLACENTIA CA 92870	81
932-01-044 ROBERT GREGORY RAMIREZ 1257 MANCHESTER AVE PLACENTIA CA 92870	82	932-01-045 EMIL GUIRGUIS 4734 AVENIDA DE LAS FLORES YORBA LINDA CA 92886	83	932-01-046 DOROTHY SADBERRY TR 245 DOVERFIELD DR #46 PLACENTIA CA 92870	84
932-01-047 MARIA S SLAY TR 15459 W MESCAL ST SURPRISE AZ 85379	85	932-01-048 CHRISTOPHER COMPTON LAUNER TR PO BOX 342 DINUBA CA 93618	86	932-01-049 DEREK C ALAMILLA TR 918 GOLDENROD ST PLACENTIA CA 92870	87
932-01-050 BEVERLEY ANNE KISH TR 13121 BOW PL SANTA ANA CA 92705	88	932-01-051 BRIAN W MARTIN 235 DOVERFIELD DR PLACENTIA CA 92870	89	932-01-052 KIM E BENNETT TR 237 DOVERFIELD DR #52 PLACENTIA CA 92870	90

**300' Radius Property Owners Study – 150 E. Yorba Linda Blvd., Placentia CA 92870 April 14, 2025**

932-01-053 MICHAEL EASTERSON 227 DOVERFIELD DR #53 PLACENTIA CA 92870	91	932-01-054 DIANA A RUEDAS TR 225 DOVERFIELD DR #54 PLACENTIA CA 92870	92	932-01-055 PAUL W TIMOTI TR 6120 BAJA DR ANAHEIM CA 92807	93
932-01-056 VIRGIL PRUNARU TR 4701 VIA LA QUINTA YORBA LINDA CA 92886	94	932-01-057 LESLIE R GOTTLIEB TR 211 DOVERFIELD DR #57 PLACENTIA CA 92870	95	932-01-058 MARIA IZABEL BURDGE TR 4135 E SUMMER CREEK LN ANAHEIM CA 92807	96
932-01-059 ANDREA HUAMAN 215 DOVERFIELD DR UN #59 PLACENTIA CA 92870	97	932-01-060 LESTER FU CHUAN YANG TR 1730 PECOS RIV PLACENTIA CA 92870	98	932-01-061 RICK R MORROW 207 DOVERFIELD DR #6 PLACENTIA CA 92870	99
932-01-062 SHAHAB HAMIDI 205 DOVERFIELD DR PLACENTIA CA 92870	100	932-01-063 203 DOVERFIELD LLC 238 HILLTOP LN BREA CA 92821	101	932-01-064 DAVID M & ILLAREE BESSERMIN 22667 RIVER VIEW DR COTTONWOOD CA 96022	102
932-01-065 JOSEPH J & VANESSA SLOUKA 241 SHEFFIELD ST PLACENTIA CA 92870	103	932-01-066 SHELDON & LESLIE ENDERBY 243 SHEFFIELD ST #66 PLACENTIA CA 92870	104	932-01-067 MARTHA L ROBERTS 245 SHEFFIELD ST #67 PLACENTIA CA 92870	105
932-01-068 DEBRA D DAVIDSON 247 SHEFFIELD ST #68 PLACENTIA CA 92870	106	932-01-069 MARK F MURPHY TR 601 JIMENEZ LN PLACENTIA CA 92870	107	932-01-070 SAME AS KEY #45	108
932-01-071 LA TORRE LUZ M DE TR 1160 WARREN ST PLACENTIA CA 92870	109	932-01-072 ELIZABETH MORAN TR 7829 SAN RAFAEL DR BUENA PARK CA 90620	110	932-01-073 GLORIA D VERDUGO TR 201 SOUTHAMPTON WAY #73 PLACENTIA CA 92870	111
932-01-074 KAREN C LEE 203 SOUTHAMPTON WAY PLACENTIA CA 92870	112	932-01-075 MARITZA AQUINO LUKASIK 205 SOUTHAMPTON WAY #75 PLACENTIA CA 92870	113	932-01-076 YEONG-WEN JUANG 1059 SCALETTA LN SAN JOSE CA 95120	114
932-01-077 HELENA HSIEH WU 11 VIA MALONA RANCHO PALOS VERD CA 90275	115	932-01-078 KELVIN BRYANT TR 1743 CARTLEN DR PLACENTIA CA 92870	116	932-01-079 LINDA M SHACKELFORD 193 SOUTHAMPTON WAY #79 PLACENTIA CA 92870	117
932-01-080 JEREMY J TOEPFER 191 SOUTHAMPTON WY PLACENTIA CA 92870	118	932-33-001 GARY R SAVOSH TR 1290 EVERGREEN DR BREA CA 92821	119	932-33-002 CAGUE WILLIAM A MC TR PO BOX 2542 ESCONDIDO CA 92033	120

**300' Radius Property Owners Study – 150 E. Yorba Linda Blvd., Placentia CA 92870 April 14, 2025**

932-33-003 YUN-MEI CHEN 185 SOUTHAMPTON WAY #3 PLACENTIA CA 92870	121	932-33-004 ASSAF NACHSHON TR 1120 KENWOOD PL FULLERTON CA 92831	122	932-33-005 EDUARDO DANIEL ROMAR TR 177 SOUTHAMPTON WAY PLACENTIA CA 92870	123
932-33-006 LEON RYAN PONCE DE 175 SOUTHAMPTON WAY #6 PLACENTIA CA 92870	124	932-33-007 QINSHUI CHEN 1714 HERITAGE AVE PLACENTIA CA 92870	125	932-33-008 NEDA SOBHANIAN 700 CONCORD AVE FULLERTON CA 92831	126
932-33-009 STEPHEN R SWEARINGEN 16170 AMALFI DR PERRIS CA 92570	127	932-33-010 PAULA JO MIHALOW 163 SOUTHAMPTON WY UN #10 PLACENTIA CA 92870	128	932-33-011 LAMBA AZIZ 165 SOUTHAMPTON WAY #11 PLACENTIA CA 92870	129
932-33-012 MICHAEL R HOEVEL TR 144 E 20TH ST COSTA MESA CA 92627	130	932-33-013 WAYNE C NEWTON TR 2 GRANT ST IRVINE CA 92620	131	932-33-014 CONNIE NGOC HUYEN NGUYEN 2643 E COLLINS AVE ORANGE CA 92867	132
932-33-015 MICHAEL CHARLES/JESSICA REVILLA 153 SOUTHAMPTON WAY #15 PLACENTIA CA 92870	133	932-33-016 SAME AS KEY #43	134	932-33-017 NICOLE F M MOYANO 150 SOUTHAMPTON WAY #17 PLACENTIA CA 92870	135
932-33-018 COMPTON T & LINDA L PERSAUD 152 SOUTHAMPTON WAY PLACENTIA CA 92870	136	932-33-019 MICHAEL DUNG VO 215 W SPARKLEBERRY AVE ORANGE CA 92865	137	932-33-020 CRAIG & JODI NAKAMOTO 156 SOUTHAMPTON WAY #20 PLACENTIA CA 92870	138
932-33-021 MICHAEL D & ESTHER C JACOBE 166 SOUTHAMPTON WY #21 PLACENTA CA 92870	139	932-33-022 PETER TIANO 535 GRAPEVINE DR CORONA CA 92882	140	932-33-023 ADONIAS GAMALIEL SALES 162 SOUTHAMPTON WAY #23 PLACENTIA CA 92870	141
932-33-024 LINDA CRATER 160 SOUTHAMPTON WAY PLACENTIA CA 92870	142	932-33-025 CHRISTOPHER P CUMMINS 170 SOUTHAMPTON WAY #25 PLACENTIA CA 92870	143	932-33-026 KATHLEEN S FELDSTEIN 172 SOUTHAMPTON WAY PLACENTIA CA 92870	144
932-33-027 KRISTEN KERNOHAN 174 SOUTHAMPTON WAY #27 PLACENTIA CA 92870	145	932-33-028 STACY NGUYEN & CHANSODY YOS 176 SOUTHAMPTON WAY #28 PLACENTIA CA 92870	146	932-33-029 JAMES STEVEN MAUL TR 400 VIRGINIA DR FULLERTON CA 92831	147
932-33-030 PETER D BUSCIGLIO 1020 DERBY CIR PLACENTIA CA 92870	148	932-33-031 ALVARO & JANET RIVAS 614 NENNO AVE PLACENTIA CA 92870	149	932-33-032 WILD CANYON ENTERPRISE LLC 14730 WILD CANYON DR CHINO HILLS CA 91709	150

**300' Radius Property Owners Study – 150 E. Yorba Linda Blvd., Placentia CA 92870 April 14, 2025**

932-33-033 JUAN PANIAGUA GARCIA 190 SOUTHAMPTON WY UN #33 PLACENTIA CA 92870	151	932-33-034 REUBEN T MATHEWS 963 BAY HILL PL PLACENTIA CA 92870	152	932-33-035 GREGORY S WHITE 4239 NIPOMO AVE LAKEWOOD CA 90713	153
932-33-036 GILBERTO MACIAS TORRES 1705 S TOWNER ST SANTA ANA CA 92705	154	932-33-037 ARLEEM YAMILETH DIAZ 187 DOVERFIELD DR #37 PLACENTIA CA 92870	155	932-34-001 GUSTAVO VILLASENOR 1290 AVON PL PLACENTIA CA 92870	156
932-34-002 MICHAEL YAO YAO 1292 AVON PL #2 PLACENTIA CA 92870	157	932-34-003 CHRISTOPHER J BUCKLIN TR 3760 SAN ANTONIO RD YORBA LINDA CA 92886	158	932-34-004 RENEE CORNWELL 1296 AVON PL #4 PLACENTIA CA 92870	159
932-34-005 MELISSA D NAUDIN 1276 AVON PL #5 PLACENTIA CA 92870	160	932-34-006 CHRISTIAN W PARADA 1274 AVON PLACE PLACENTIA CA 92870	161	932-34-007 CARLOS DUQUE TORRES 1272 AVON LN PLACENTIA CA 92870	162
932-34-008 SAME AS KEY #122	163	932-34-009 MRADULABEN SANGHVI 1250 AVON LN PLACENTIA CA 92870	164	932-34-010 NAGIB M KAWAR 1252 AVON PL #10 PLACENTIA CA 92870	165
932-34-011 CAROLYN L ASHTON 1254 AVON PL PLACENTIA CA 92870	166	932-34-012 RUSSELL WEST 1256 AVON LN PLACENTIA CA 92870	167	932-34-013 PERRY LEE BURNELL JR 110 E STRATFORD CIR PLACENTIA CA 92870	168
932-34-014 LESLIE SHAPLEY TR 116 E STRATFORD CIR #14 PLACENTIA CA 92870	169	932-34-015 LESLY QUINTERO 114 E STRATFORD CIR #15 PLACENTIA CA 92870	170	932-34-016 MARIANO AGUILERA ALONZO 112 E STRATFORD CIR #16 PLACENTIA CA 92870	171
932-34-017 FREDERICK P ELLIOTT 120 E STRATFORD CIR PLACENTIA CA 92870	172	932-34-018 KENNY & JETTE VIDAL 122 STRATFORD CIR #18 PLACENTIA CA 92870	173	932-34-019 SHIVANAND SREEKANTAIAH TR 20111 MAPES AVE CERRITOS CA 90703	174
932-34-020 SAME AS KEY #93	175	932-34-021 REBECCA S & LARRY D KING 136 E PEMBROKE LN #21 PLACENTIA CA 92870	176	932-34-022 RONALD J DYMEK TR 524 W PRINCETON CIR FULLERTON CA 92831	177
932-34-023 HENG F WONG TR 1431 KLINER LN PLACENTIA CA 92870	178	932-34-024 ERNESTO SANTOS 130 E PEMBROKE LN PLACENTIA CA 92870	179	932-34-025 KERRY KATHLEEN WHELAN TR 140 PEMBROKE LN PLACENTIA CA 92870	180

300' Radius Property Owners Study – 150 E. Yorba Linda Blvd., Placentia CA 92870 April 14, 2025

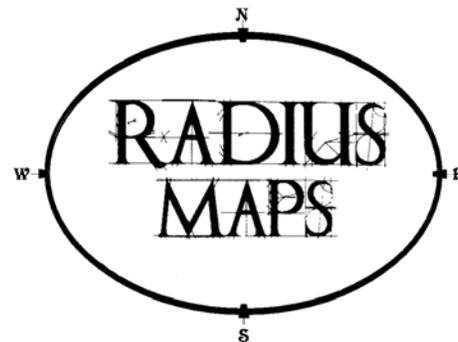
932-34-026 DARCY TR CALTON 958 RODEO RD FULLERTON CA 92835	181	932-34-027 MANUEL GARCIA 2466 E SANTA CLARA AVE FULLERTON CA 92831	182	932-34-028 MARY LOUISE TURNER 146 PEMBROKE PLACENTIA CA 92870	183
DUTCH BROS COFFEE PO BOX 1929 GRANTS PASS OR 97528		HAL GRUBB BARGHAUSEN ENGINEERS 18215 72ND AVE S KENT WA 98032		MICHAEL BECK BARGHAUSEN ENGINEERS 18215 72ND AVE S KENT WA 98032	
SANDRA FOX BARGHAUSEN ENGINEERS 18215 72ND AVE S KENT WA 98032		CASSIE THOMPSON BARGHAUSEN ENGINEERS 18215 72ND AVE S KENT WA 98032			

# Current Occupant Listing



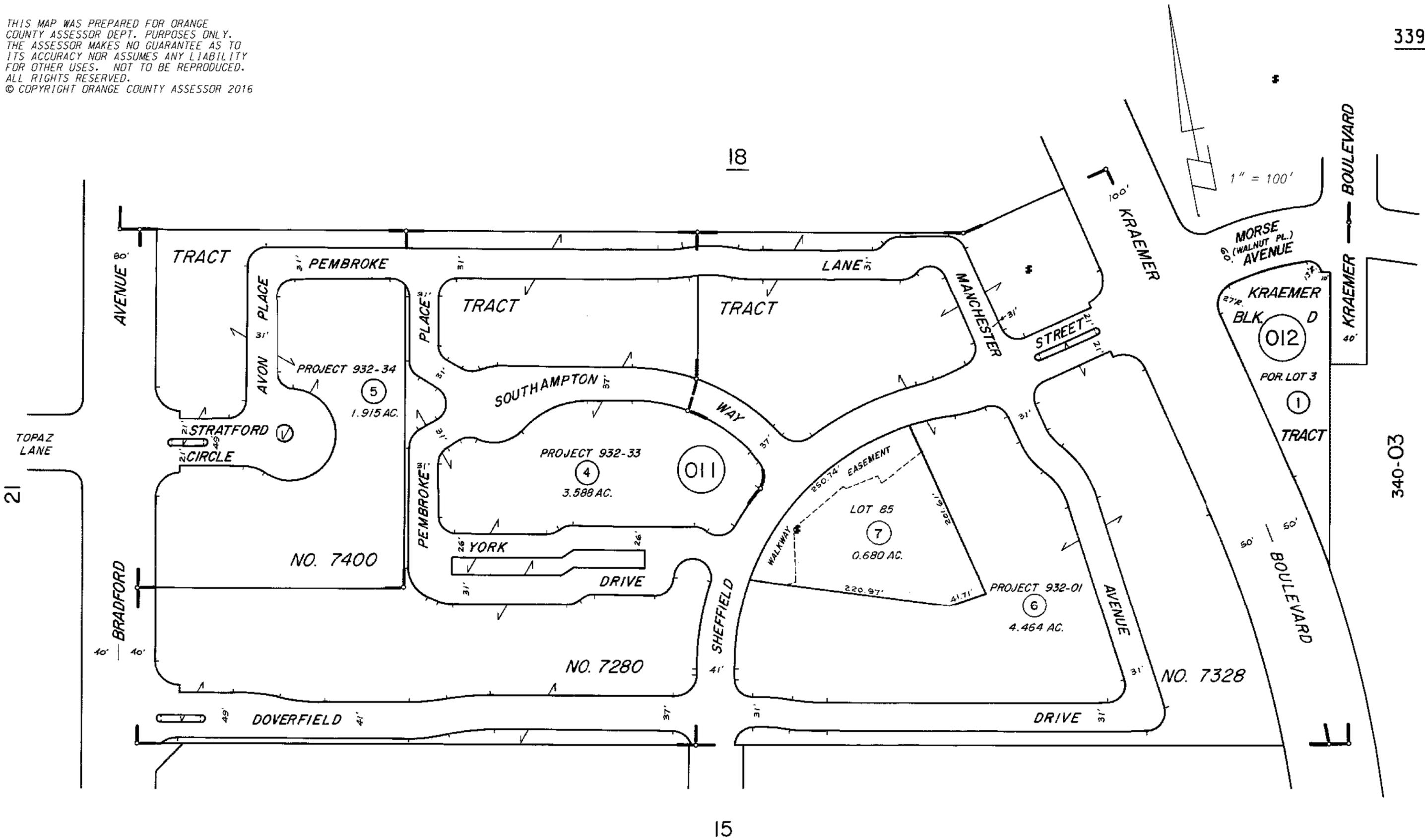
339-181-02 MR. D'S DINER, BAKERY & BAR 126 E YORBA LINDA BLVD PLACENTIA CA 92870	1	339-181-03 CVS 150 E YORBA LINDA BLVD PLACENTIA CA 92870	2	339-181-06 FRESH OFF THE BOAT GRILL 194 E YORBA LINDA BLVD PLACENTIA CA 92870	3
339-181-06 BASKIN-ROBBINS 104 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 THE WHOLE ENCHILADA 106 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 UPTOWN CHEAPSKATE 120 E YORBA LINDA BLVD PLACENTIA CA 92870	3
339-181-06 MASSAGE ENVY 122 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 MITA'S EYEBROW THREADING 124 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 BIOMUSEFUL CREATIONS 124 E YORBA LINDA BLVD PLACENTIA CA 92870	3
339-181-06 CHILDREN'S HAPPY TEETH 132 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 HAPPY BRACES 132 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 BUSINESS OWNER 134 E YORBA LINDA BLVD PLACENTIA CA 92870	3
339-181-06 BUSINESS OWNER 136 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 CRAFSTMAN WOOD FIRED PIZZA 148 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 POSTAL ANNEX 170 E YORBA LINDA BLVD PLACENTIA CA 92870	3
339-181-06 AVALON BAGELS TO BURGERS 174 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 FIX IT NOW 178 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 COURTESY CLEANERS 182 E YORBA LINDA BLVD PLACENTIA CA 92870	3
339-181-06 KC NAILS 184 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 SCHOLAR ATHLETE TAE KWON DO 188 E YORBA LINDA BLVD PLACENTIA CA 92870	3	339-181-06 PHILLY'S BEST 198 E YORBA LINDA BLVD PLACENTIA CA 92870	3
339-181-07 MARSHALL'S 130 E YORBA LINDA BLVD PLACENTIA CA 92870	4	339-181-08 ROSS DRESS FOR LESS 132 E YORBA LINDA BLVD PLACENTIA CA 92870	5	339-181-10 BANK OF AMERICA 160 E YORBA LINDA BLVD PLACENTIA CA 92870	6
339-181-09 MCDONALD'S 164 E YORBA LINDA BLVD PLACENTIA CA 92870	7				

# Assessor's Maps



Data Management for *Government*  
and *Business*

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MARCH 1972

KRAEMER TRACT  
 TRACT NO. 7280  
 TRACT NO. 7328  
 TRACT NO. 7400

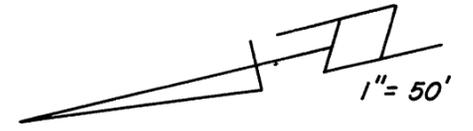
L.A. 1-111, 112  
 M.M. 285-26 to 28 incl.  
 M.M. 283-39 to 46 incl.  
 M.M. 293-46 to 47 incl.

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES

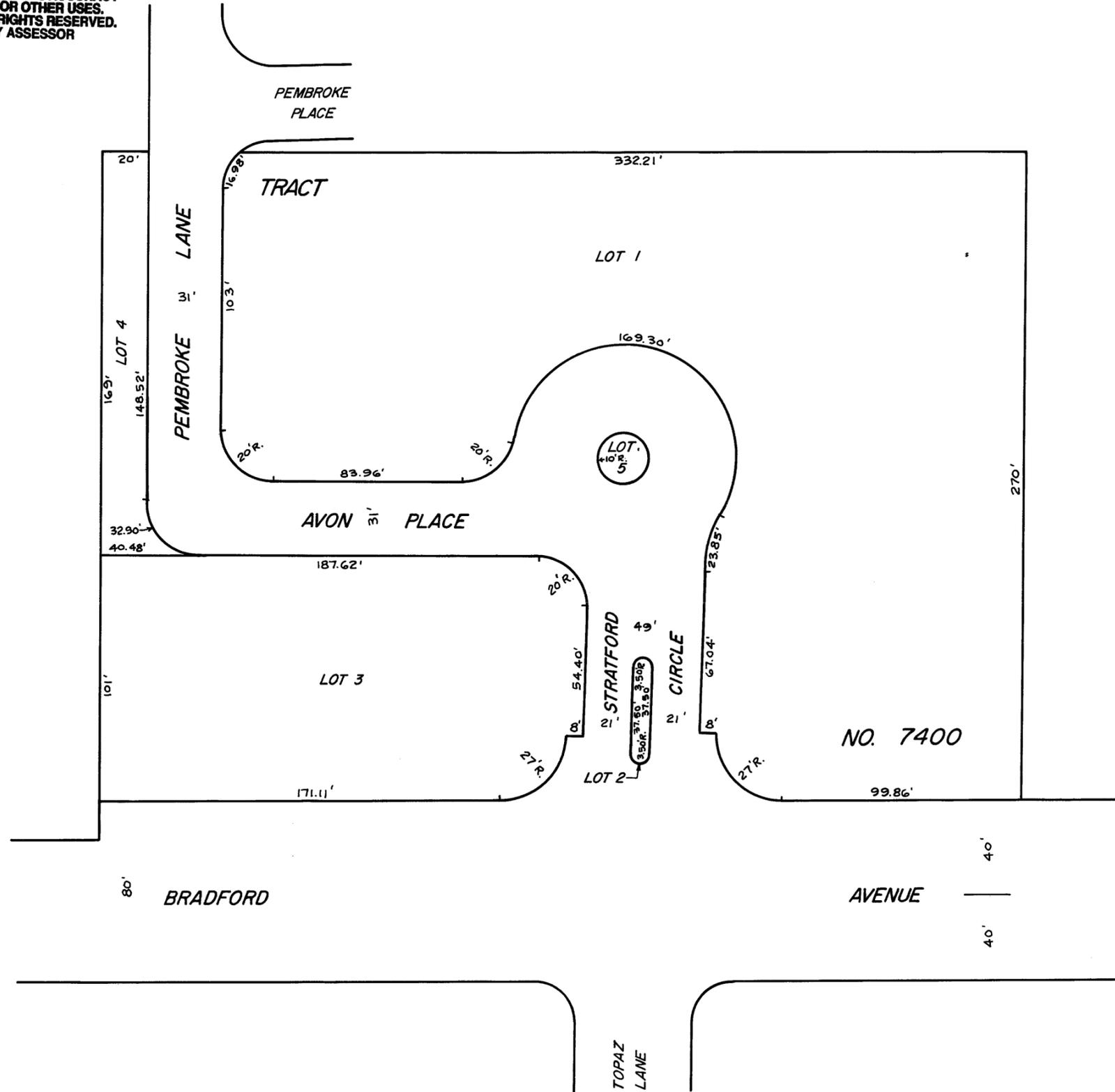
ASSESSOR'S MAP BOOK 339 PAGE 01 COUNTY OF ORANGE



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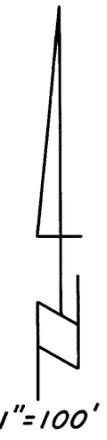
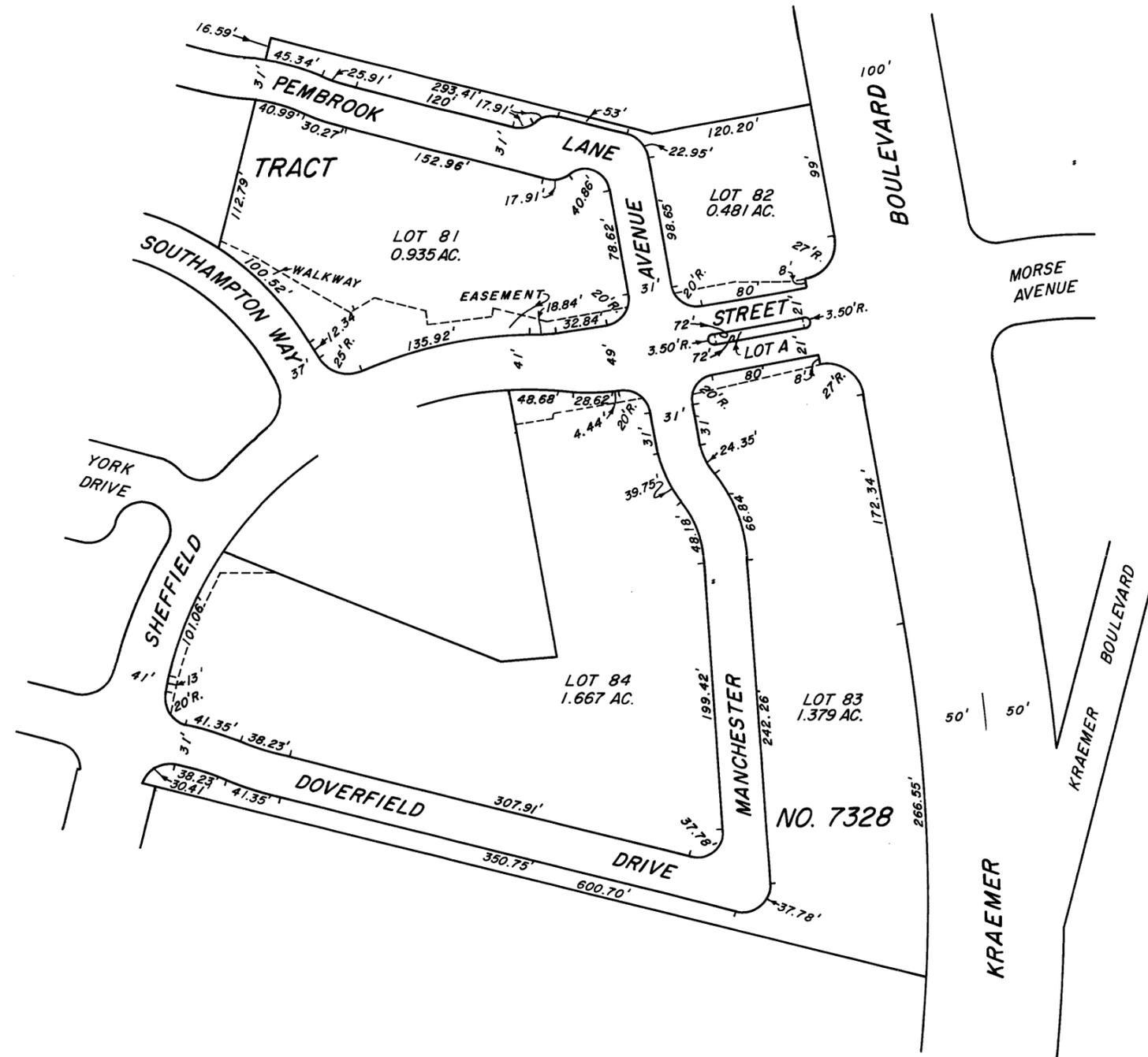


PROJECT 932-34  
LOCATED ON A.P. NO. 339-011-05



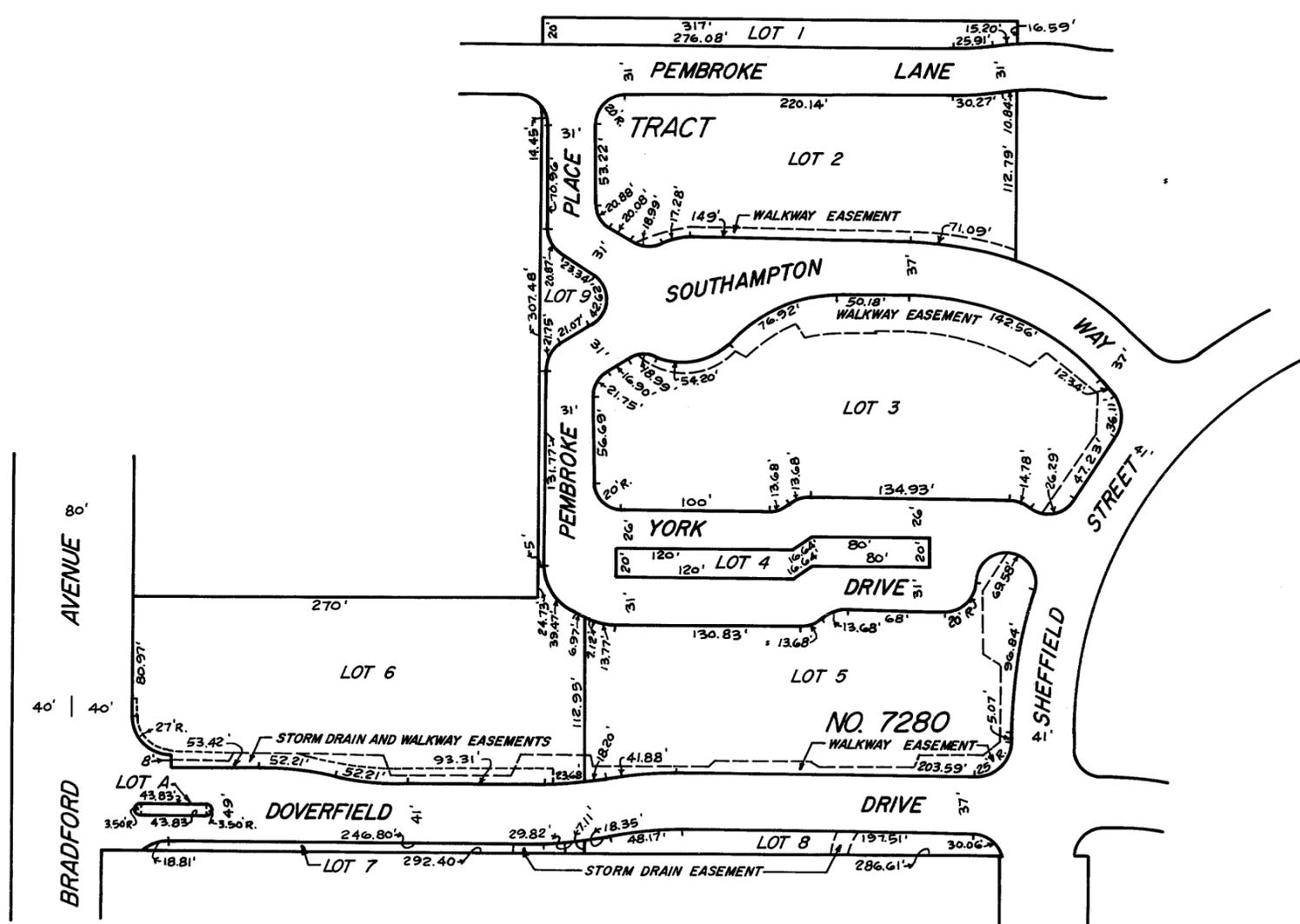
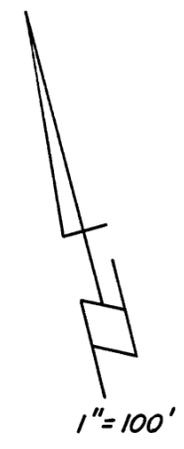
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PROJECT 932-01  
LOCATED ON A.P. NO. 339-011-03



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PROJECT 932-33  
LOCATED ON A.P. NO. 339-011-04



CONDOMINIUM

INDEX, TRACT NO. 7280

PROJECT NO. 932-33 NO. LOTS 9 & A

A.P. NO. 339-011-04

Billing No.	Located on Lot	Unit No.	Common Area Various fractional interest in Lots 1 to 9 inc & A
932-33-001	Lot 2	1	22,150/1,436,850
932-33-002	"	2	21,150/1,436,850
932-33-003	"	3	"
932-33-004	"	4	20,900/1,436,850
932-33-005	"	5	"
932-33-006	"	6	21,150/1,436,850
932-33-007	"	7	"
932-33-008	"	8	22,150/1,436,850
932-33-009	"	9	"
932-33-010	"	10	21,150/1,436,850
932-33-011	"	11	"
932-33-012	"	12	20,900/1,436,850
932-33-013	"	13	"
932-33-014	"	14	21,150/1,436,850
932-33-015	"	15	"
932-33-016	"	16	20,250/1,436,850
932-33-017	"	17	"
932-33-018	Lot 3	18	21,150/1,436,850
932-33-019	"	19	"
932-33-020	"	20	20,900/1,436,850
932-33-021	"	21	"
932-33-022	"	22	21,150/1,436,850
932-33-023	"	23	"
932-33-024	"	24	20,250/1,436,850
932-33-025	"	25	22,150/1,436,850
932-33-026	"	26	21,150/1,436,850
932-33-027	"	27	"
932-33-028	"	28	20,900/1,436,850
932-33-029	"	29	"
932-33-030	"	30	21,150/1,436,850
932-33-031	"	31	"
932-33-032	"	32	22,150/1,436,850
932-33-033	"	33	20,250/1,436,850
932-33-034	"	34	21,150/1,436,850
932-33-035	"	35	"
932-33-036	"	36	20,900/1,436,850
932-33-037	"	37	"
932-33-038	Lot 5	38	21,150/1,436,850
932-33-039	"	39	"
932-33-040	"	40	22,150/1,436,850
932-33-041	"	41	"
932-33-042	"	42	21,150/1,436,850
932-33-043	"	43	"
932-33-044	"	44	20,900/1,436,850
932-33-045	"	45	"
932-33-046	"	46	21,150/1,436,850
932-33-047	"	47	"
932-33-048	"	48	22,150/1,436,850

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CONDOMINIUM

INDEX, TRACT NO. 7280

PROJECT NO. 932-33 NO. LOTS 9 & A

A.P. NO. 339-011-04

Billing No.	Located on Lot	Unit No.	Common Area Various fractional interest in Lots 1 to 9 inc & A
932-33-049	Lot 5	49	20,250/1,436,850
932-33-050	"	50	21,150/1,436,850
932-33-051	"	51	"
932-33-052	"	52	20,900/1,436,850
932-33-053	Lot 6	53	21,150/1,436,850
932-33-054	"	54	"
932-33-055	"	55	21,650/1,436,850
932-33-056	"	56	20,250/1,436,850
932-33-057	"	57	21,650/1,436,850
932-33-058	"	58	21,150/1,436,850
932-33-059	"	59	"
932-33-060	"	60	20,250/1,436,850
932-33-061	"	61	"
932-33-062	"	62	21,150/1,436,850
932-33-063	"	63	"
932-33-064	"	64	21,650/1,436,850
932-33-065	"	65	21,150/1,436,850
932-33-066	"	66	"
932-33-067	"	67	21,650/1,436,850
932-33-068	"	68	20,250/1,436,850

NOTE

932-33-001 to 068 inc along with 932-01-001 to 080 inc and 932-34-001 to 028 inc have a membership in Broodmoor Exclusive Community, the fee owner of A.P. 339-011-07 (Lot 85, Tract # 7328).

339-01

CONDOMINIUM

INDEX, TRACT NO. 7328

PROJECT NO. 932-01

NO. LOTS 5 & A

A.P. NO. 339-011-06

Common Area  
Und fractional int in  
Lots 81 to 84 inc & A  
Including such restricted  
Common Areas as noted on Pg. 3

Billing No.	Located on Lot	Unit No.	Common Area
932-01-001	Lot 83	1	20,250/1,623,000
932-01-002	"	2	"
932-01-003	"	3	"
932-01-004	"	4	"
932-01-005	"	5	"
932-01-006	"	6	"
932-01-007	"	7	"
932-01-008	"	8	"
932-01-009	"	9	"
932-01-010	"	10	"
932-01-011	"	11	"
932-01-012	"	12	"
932-01-013	"	13	"
932-01-014	"	14	"
932-01-015	"	15	"
932-01-016	"	16	"
932-01-017	"	17	"
932-01-018	"	18	"
932-01-019	"	19	"
932-01-020	"	20	"
932-01-021	"	21	"
932-01-022	"	22	"
932-01-023	"	23	"
932-01-024	"	24	"
932-01-025	Lot 82	25	"
932-01-026	"	26	"
932-01-027	"	27	"
932-01-028	"	28	"
932-01-029	"	29	"
932-01-030	"	30	"
932-01-031	"	31	"
932-01-032	"	32	"
932-01-033	Lot 84	33	"
932-01-034	"	34	"
932-01-035	"	35	"
932-01-036	"	36	21/250/1,623,000
932-01-037	"	37	20,250/1,623,000
932-01-038	"	38	"
932-01-039	"	39	"
932-01-040	"	40	"
932-01-041	"	41	"
932-01-042	"	42	"
932-01-043	"	43	"
932-01-044	"	44	21,250/1,623,000
932-01-045	"	45	20,250/1,623,000
932-01-046	"	46	"

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CONDOMINIUM

INDEX, TRACT NO. 7328

PROJECT NO. 932-01

NO. LOTS 5 & A

A.P. NO. 339-011-06

Common Area  
Und fractional int in  
Lots 81 to 84 inc & A  
Including such restricted  
Common Areas as noted on Pg. 3

Billing No.	Located on Lot	Unit No.	Common Area
932-01-047	Lot 84	47	20,250/1,623,000
932-01-048	"	48	"
932-01-049	"	49	"
932-01-050	"	50	"
932-01-051	"	51	"
932-01-052	"	52	"
932-01-053	"	53	"
932-01-054	"	54	"
932-01-055	"	55	"
932-01-056	"	56	"
932-01-057	"	57	"
932-01-058	"	58	"
932-01-059	"	59	"
932-01-060	"	60	21,250/1,623,000
932-01-061	"	61	20,250/1,623,000
932-01-062	"	62	"
932-01-063	"	63	"
932-01-064	"	64	"
932-01-065	Lot 81	65	"
932-01-066	"	66	"
932-01-067	"	67	"
932-01-068	"	68	"
932-01-069	"	69	"
932-01-070	"	70	"
932-01-071	"	71	"
932-01-072	"	72	"
932-01-073	"	73	"
932-01-074	"	74	"
932-01-075	"	75	"
932-01-076	"	76	"
932-01-077	"	77	"
932-01-078	"	78	"
932-01-079	"	79	"
932-01-080	"	80	"

339-01

339-01

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CONDOMINIUM

INDEX, TRACT NO. 7400

PROJECT NO. 932-34

NO. LOTS 5

A.P. NO. 339-011-05

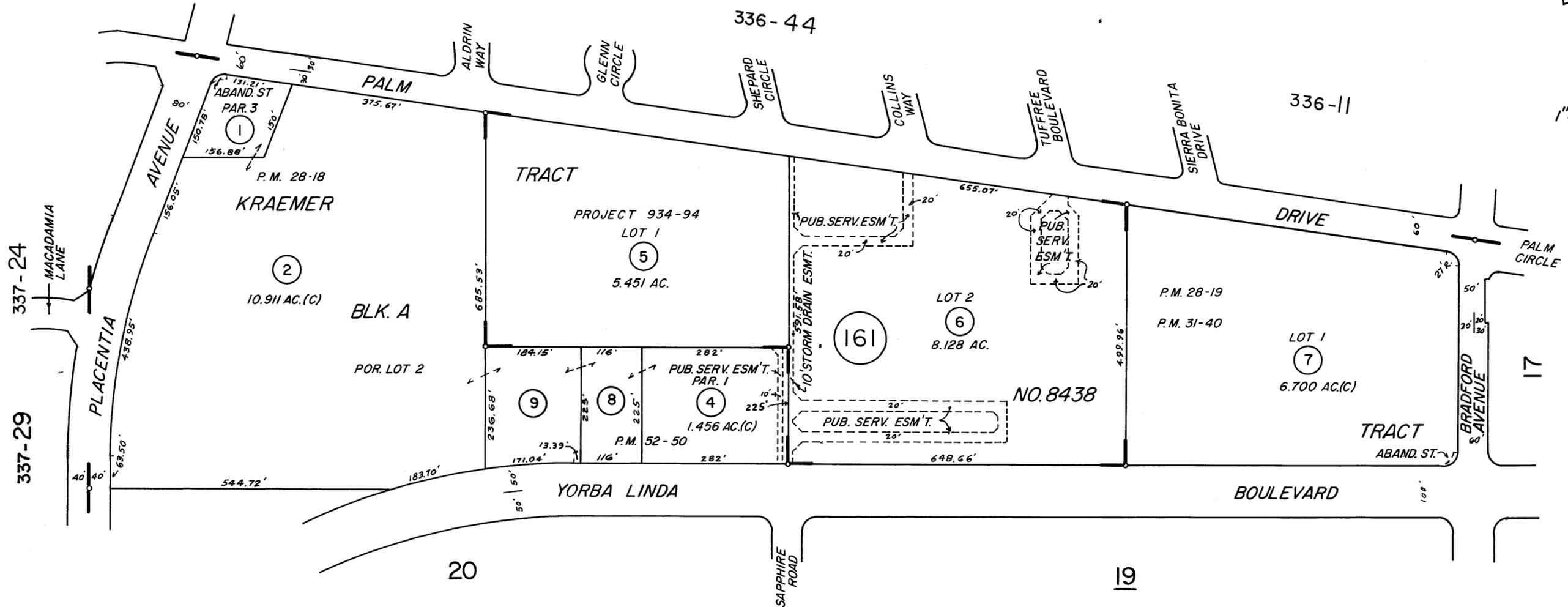
<u>Billing No.</u>	<u>Located on Lot</u>	<u>Unit No.</u>	<u>Common Area Various fractional interest in Lots 1 to 5 inc.</u>
932-34-001	Lot 3	1	22,150/591,350
932-34-002	"	2	21,150/591,350
932-34-003	"	3	"
932-34-004	"	4	20,900/591,350
932-34-005	"	5	"
932-34-006	"	6	21,150/591,350
932-34-007	"	7	"
932-34-008	"	8	20,250/591,350
932-34-009	"	9	22,150/591,350
932-34-010	"	10	21,150/591,350
932-34-011	"	11	"
932-34-012	"	12	20,900/591,350
932-34-013	Lot 1	13	20,250/591,350
932-34-014	"	14	21,650/591,350
932-34-015	"	15	21,150/591,350
932-34-016	"	16	"
932-34-017	"	17	20,250/591,350
932-34-018	"	18	21,650/591,350
932-34-019	"	19	21,150/591,350
932-34-020	"	20	"
932-34-021	"	21	20,250/591,350
932-34-022	"	22	21,150/591,350
932-34-023	"	23	"
932-34-024	"	24	20,900/591,350
932-34-025	"	25	"
932-34-026	"	26	21,150/591,350
932-34-027	"	27	"
932-34-028	"	28	22,150/591,350

NOTE

932-34-001 to 028 inc along with 932-01-001 to 080 inc and 932-33-001 to 068 inc have a membership in Broodmoor Exclusive Community Association, the fee owner of A.P. 339-011-07 (Lot 85, Tract # 7328).

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MARCH 1977

KRAEMER TRACT  
TRACT NO. 8438  
PARCEL MAP  
PARCEL MAP

L.A. 1-III,112  
M.M. 385-12,13  
P.M. 28-18  
P.M. 52-50

NOTE - ASSESSOR'S BLOCK &  
PARCEL NUMBERS  
SHOWN IN CIRCLES

ASSESSOR'S MAP  
BOOK 339 PAGE 16  
COUNTY OF ORANGE



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CONDOMINIUM

INDEX, TRACT NO. 8438

PROJECT NO. 934-94    TRACT NO. 8438    NO. LOTS 1    A.P. NO. 339-161-05

<u>Billing No.</u>	<u>Located on Lot</u>	<u>Unit No.</u>	<u>Common Area</u>
934-94-001	Lot 1	1	Und 1/69 int in Lot 1
934-94-002	"	2	"
934-94-003	"	3	"
934-94-004	"	4	"
934-94-005	"	5	"
934-94-006	"	6	"
934-94-007	"	7	"
934-94-008	"	8	"
934-94-009	"	9	"
934-94-010	"	10	"
934-94-011	"	11	"
934-94-012	"	12	"
934-94-013	"	13	"
934-94-014	"	14	"
934-94-015	"	15	"
934-94-016	"	16	"
934-94-017	"	17	"
934-94-018	"	18	"
934-94-019	"	19	"
934-94-020	"	20	"
934-94-021	"	21	"
934-94-022	"	22	"
934-94-023	"	23	"
934-94-024	"	24	"
934-94-025	"	25	"
934-94-026	"	26	"
934-94-027	"	27	"
934-94-028	"	28	"
934-94-029	"	29	"
934-94-030	"	30	"
934-94-031	"	31	"
934-94-032	"	32	"
934-94-033	"	33	"
934-94-034	"	34	"
934-94-035	"	35	"
934-94-036	"	36	"
934-94-037	"	37	"
934-94-038	"	38	"
934-94-039	"	39	"
934-94-040	"	40	"
934-94-041	"	41	"
934-94-042	"	42	"
934-94-043	"	43	"
934-94-044	"	44	"
934-94-045	"	45	"
934-94-046	"	46	"
934-94-047	"	47	"
934-94-048	"	48	"
934-94-049	"	49	"
934-94-050	"	50	"

CONDOMINIUM

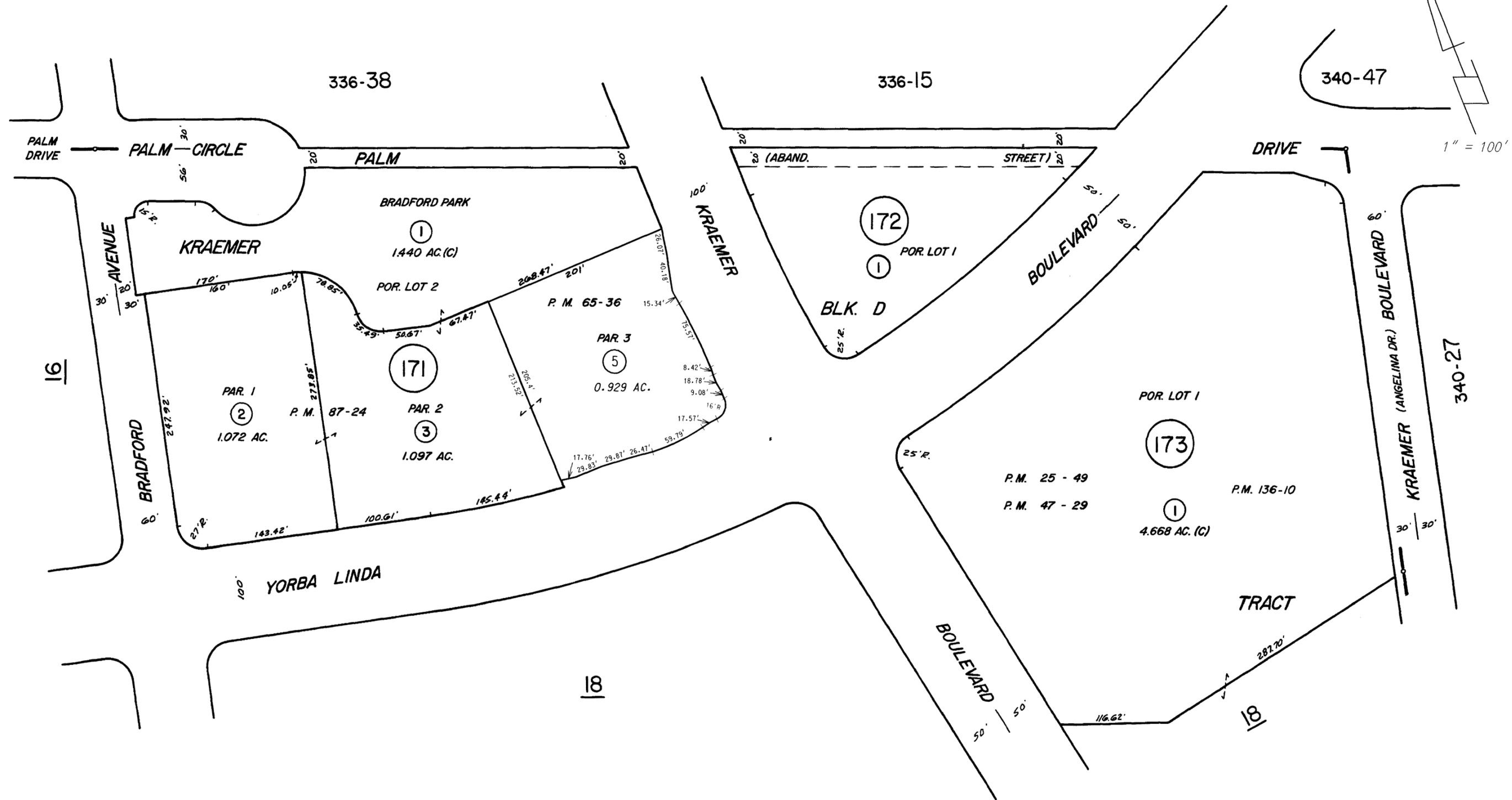
INDEX, TRACT NO. 8438

PROJECT NO. 934-94    TRACT NO. 8438    NO. LOTS 1    A.P. NO. 339-161-05

<u>Billing No.</u>	<u>Located on Lot</u>	<u>Unit No.</u>	<u>Common Area</u>
934-94-051	Lot 1	51	Und 1/69 int in Lot 1
934-94-052	"	52	"
934-94-053	"	53	"
934-94-054	"	54	"
934-94-055	"	55	"
934-94-056	"	56	"
934-94-057	"	57	"
934-94-058	"	58	"
934-94-059	"	59	"
934-94-060	"	60	"
934-94-061	"	61	"
934-94-062	"	62	"
934-94-063	"	63	"
934-94-064	"	64	"
934-94-065	"	65	"
934-94-066	"	66	"
934-94-067	"	67	"
934-94-068	"	68	"
934-94-069	"	69	"

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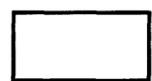
MARCH 1978

KRAEMER TRACT  
PARCEL MAP  
PARCEL MAP

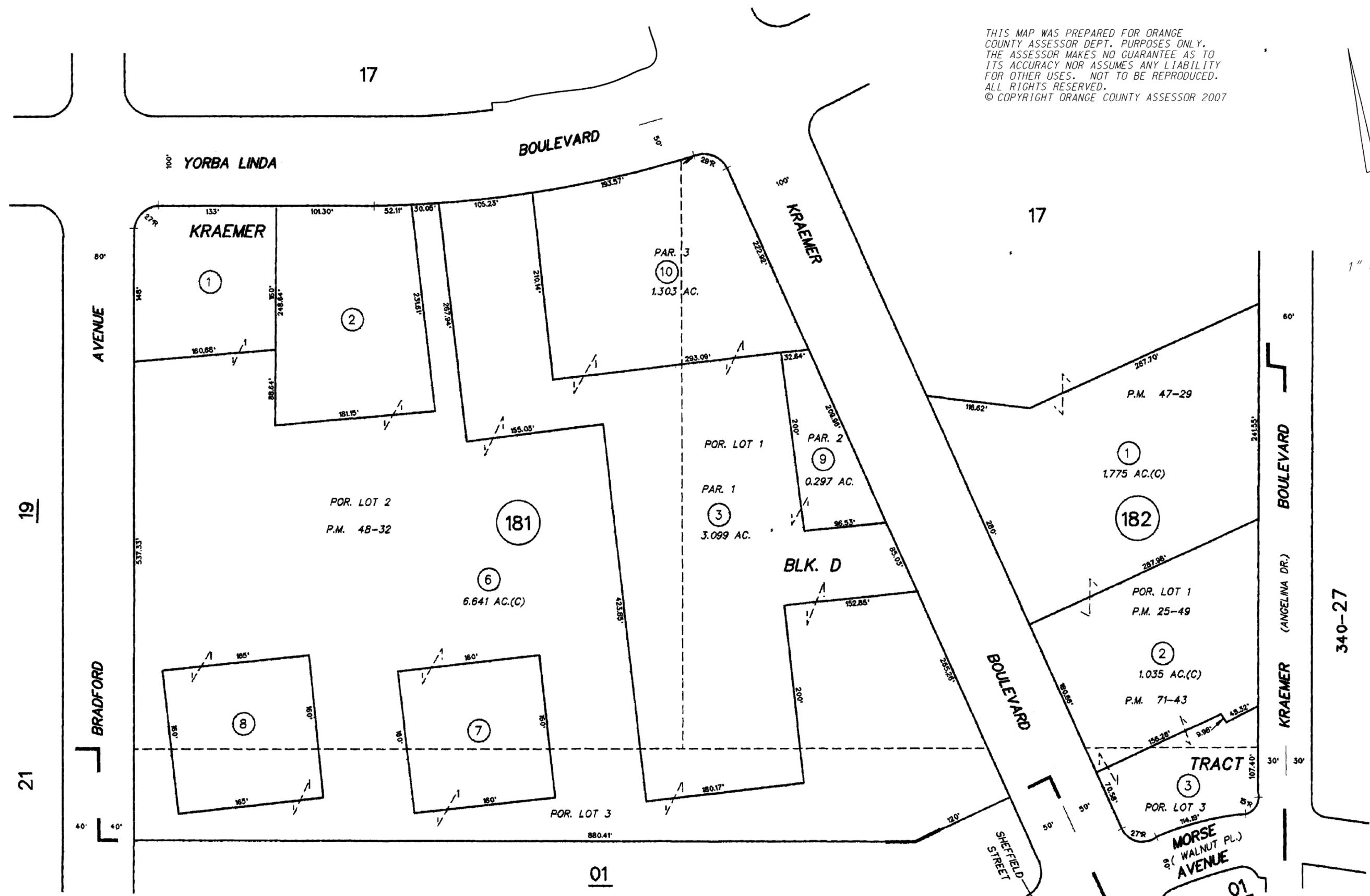
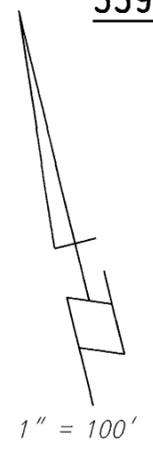
L.A. 1-111 TO 112 inc.  
P.M. 65-36  
P.M. 87-24

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES

ASSESSOR'S MAP BOOK 339 PAGE 17 COUNTY OF ORANGE



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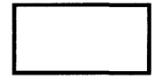
MARCH 1978

KRAEMER TRACT  
PARCEL MAP

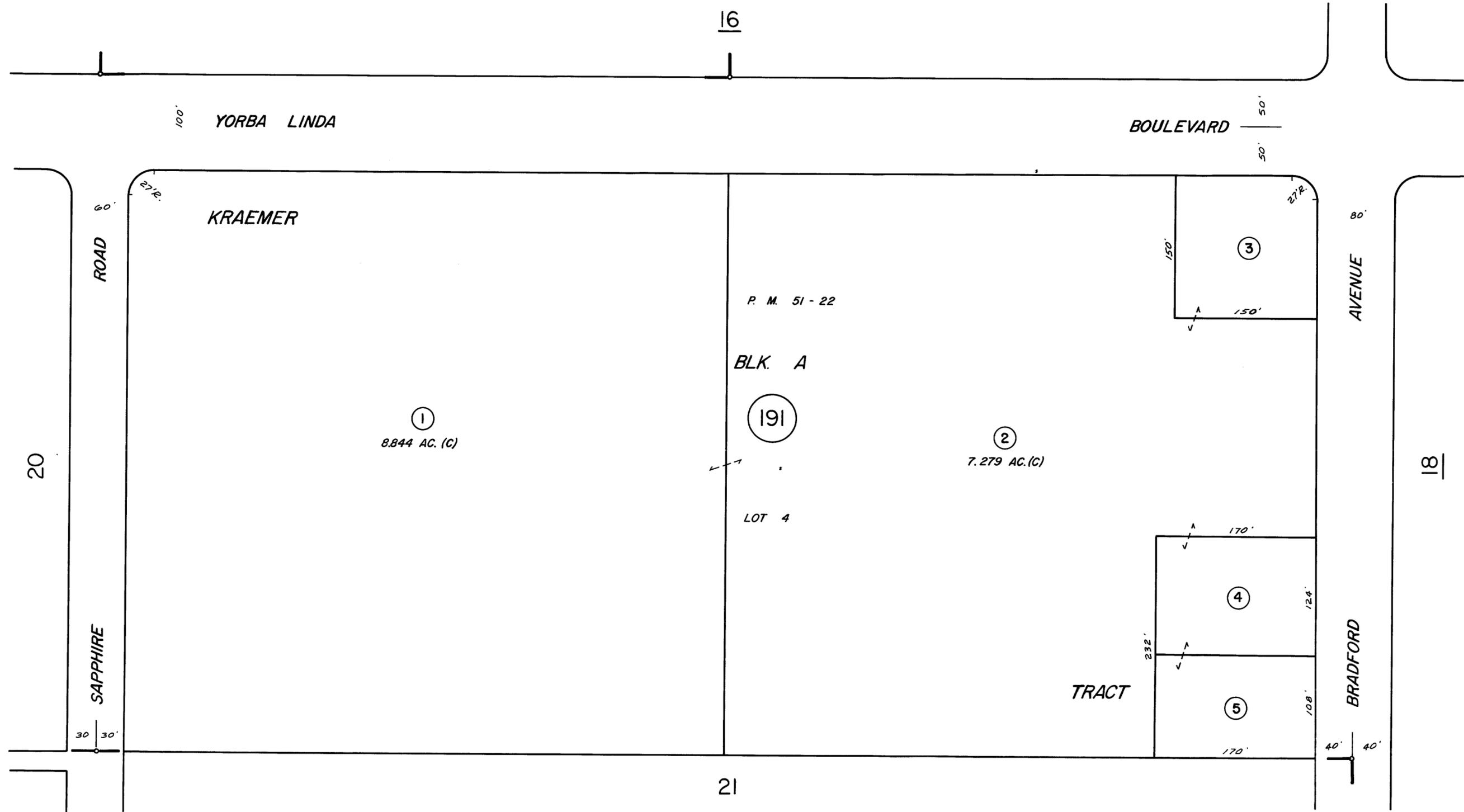
L.A. 1-111 TO 112 inc.  
P.M. 48-32

NOTE - ASSESSOR'S BLOCK &  
PARCEL NUMBERS  
SHOWN IN CIRCLES

ASSESSOR'S MAP  
BOOK 339 PAGE 18  
COUNTY OF ORANGE



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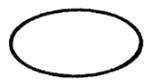
18

MARCH 1978

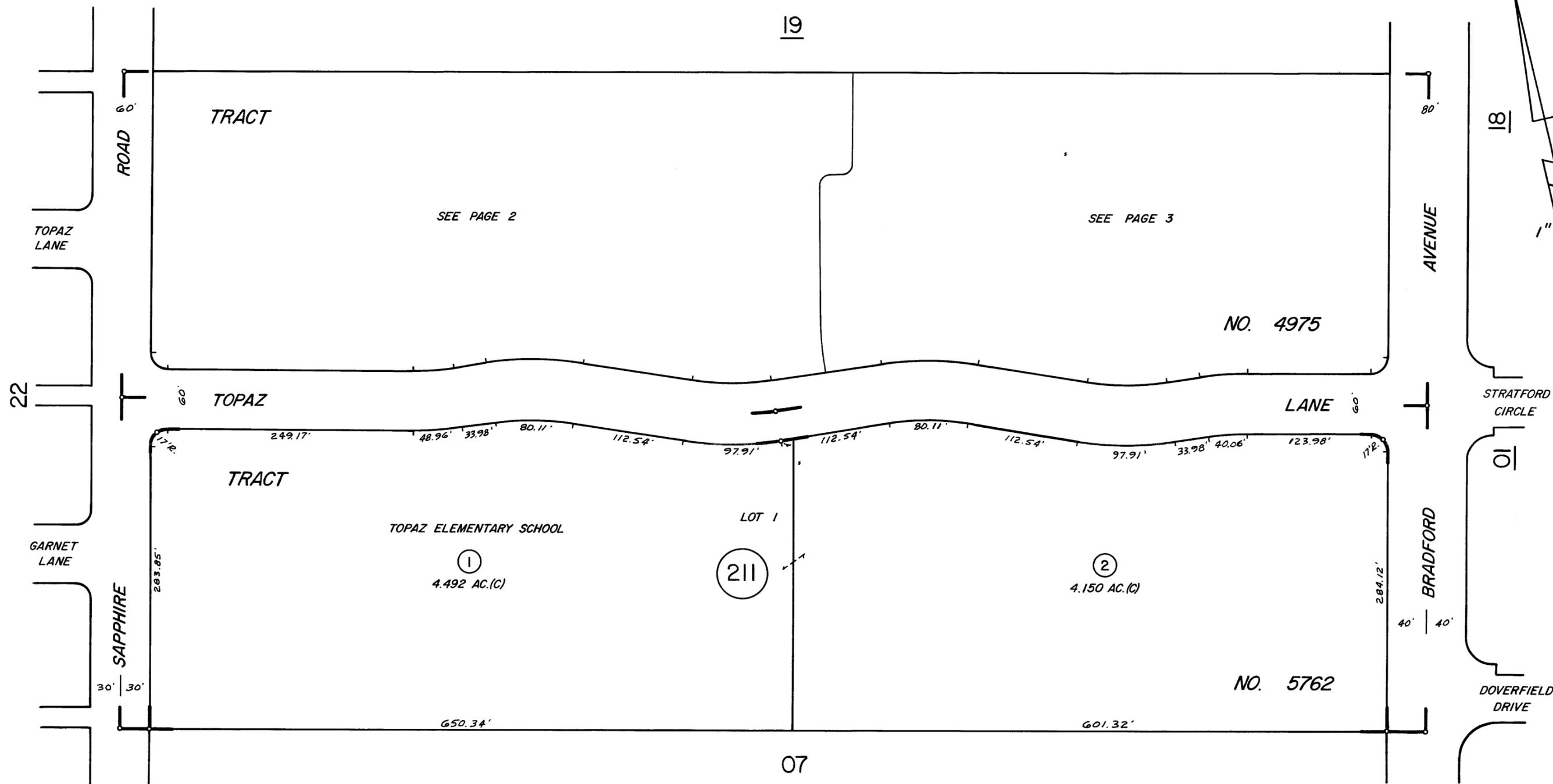
KRAEMER TRACT L.A. 1-III, II2

NOTE - ASSESSOR'S BLOCK &  
PARCEL NUMBERS  
SHOWN IN CIRCLES

ASSESSOR'S MAP  
BOOK 339 PAGE 19  
COUNTY OF ORANGE



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MARCH 1978

TRACT NO. 4975  
TRACT NO. 5507  
TRACT NO. 5762

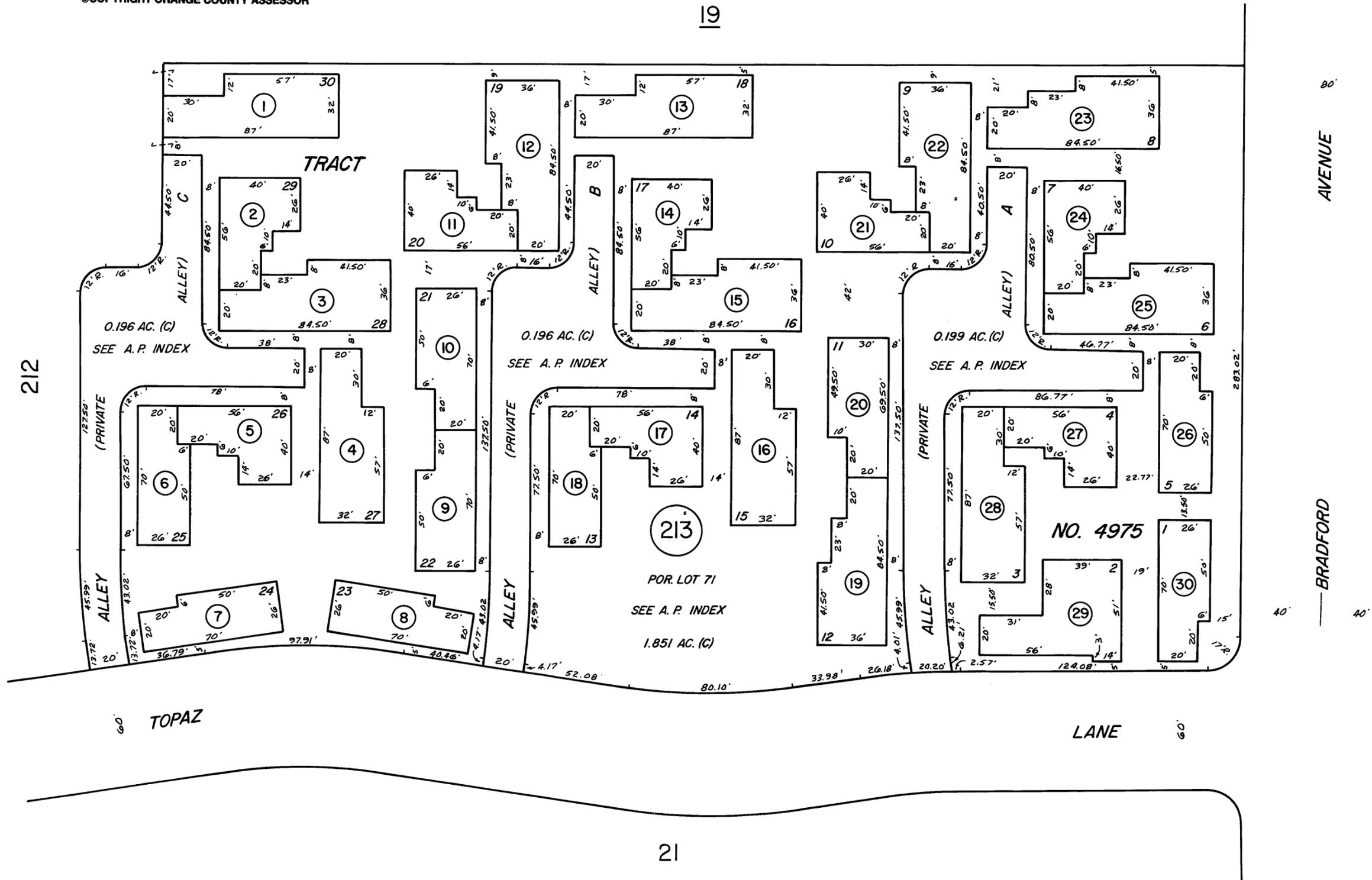
M. M. 178-11 TO 15 INCL.  
M. M. 196-7, 8, 9 (STREET ONLY)  
M. M. 235-29

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES

ASSESSOR'S MAP BOOK 339 PAGE 21 COUNTY OF ORANGE



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MARCH 1978

TRACT NO. 4975

M.M. 178-11 TO 15 INCL.

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES

ASSESSOR'S MAP BOOK 339 PAGE 213 COUNTY OF ORANGE

DPR 2025-02, UP 2025-03; Dutch Bros. Coffee Shop



LEGEND	
R-G	Medium Density Residential
R-1	Single Family Residential
T-C	Town Center District

PHOTO TAKEN FROM

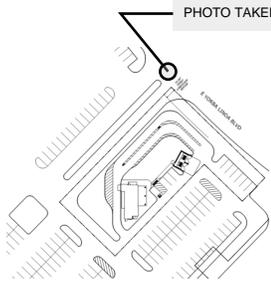


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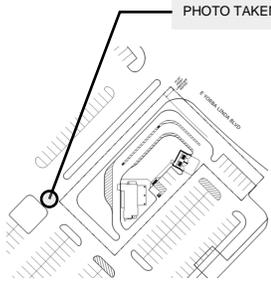
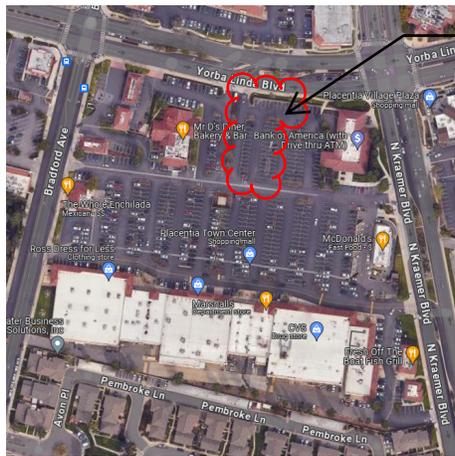
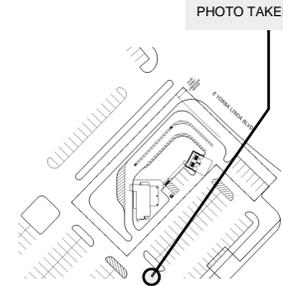


PHOTO TAKEN FROM



Proposed Site



BARGHAUSEN

BCE# 23635  
SITE PHOTOS

**PHOTO EXHIBIT**  
Dutch Bros Coffee  
150 Yorba Linda (address not assigned)  
Placentia, California



**BARGHAUSEN**  
A DIVISION OF CORE STATES GROUP

**CORE  
STATES**

## **Project Narrative**

Dutch Bros Coffee (CA7303)

### **PREPARED BY**

Barghausen Consulting  
Engineers, LLC

### **PREPARED FOR**

Dutch Bros, LLC

### **CLIENT ADDRESS**

300 North Valley Drive  
Grants Pass, OR 97526

### **SITE ADDRESS**

150 Yorba Linda  
Boulevard  
Placentia, California

### **PROJECT NO.**

23635

### **DATE**

05/20/2025

### **JURISDICTION**

City of Placentia

## **Project Overview**

The project proposes the construction of a new 1,025-square-foot Dutch Bros Coffee with a dual drive-through lane to accommodate stacking for up to 34 vehicles. A covered customer walk-up window is located on the opposite side of the drive-through service window with ample patio space abutting the front building façade. Additional site improvements include surface parking for 12 vehicles (There is a cross-access agreement allowing customers of the town center to use any parking space), a new interior and perimeter landscape and constructing a masonry trash and recycling enclosure.

The site is in the 100 block of East Yorba Linda Boulevard in the Placentia Town Center Shopping Center. The Town Center is a multi-tenant shopping center with anchor tenants CVS Drug Store, Ross Dress for Less, and Marshalls Department Store. The Center abuts three public streets: East Yorba Linda Boulevard to the north, North Kraemer Boulevard to the east, and Bradford Avenue to the west. The project proposes utilizing an existing access point on East Yorba Linda Boulevard.

The property is currently identified as Commercial in the General Plan and zoned Town Center (T-C).

## **Queuing and Stacking**

Approximately 298 feet of stacking space is available behind the drive-through window to provide queuing for up to 16 vehicles. The drive aisle will accommodate the queuing of 15 vehicles, and the escape aisle will accommodate another three vehicles. Dutch Bros Coffee will implement a runner system at the proposed facility designed to increase speed and efficiency in serving drive-through customers. Dutch Bros Coffee employees travel from vehicle to vehicle to greet customers and take orders. These "runners" use a handheld device to transmit customer orders to the multiple drink stations inside the building. Additionally, runners will take electronic payments from individuals while in line, so by the time they arrive at the service window, they may pick up their order and be on their way. This system decreases wait times and allows the runners to interact more personally with customers.

The drive-through will not include any speaker boxes. All customer orders are taken in person at the window or by the runner. This ordering process minimizes noise impacts and decreases the number of vehicles idling at menu boards.

## **Operational Measures**

The Dutch Bros Coffee project proposes an extensive directional sign package to direct customers throughout the site. In addition, the site layout was designed to create the best possible flow and the maximum queuing possible to reduce spillover onto neighboring properties or public roads.

An Operational Traffic Management Plan is created for each site addressing the unique layout, specific directional signs and their placement, and where staff should be located to take orders and direct customers. All staff must attend a monthly shop meeting to discuss traffic plans, and they gather before each shift to ensure the traffic strategy is set.

Three or four staff are dedicated to the queuing area throughout the day to take orders and receive payments. In addition, at least one person's sole responsibility will be traffic control. Tactics will include instructing all vehicles to pull forward as close as possible to utilize the maximum queuing available, directing cars into the waiting area or the escape lane, if needed, and ensuring no vehicles are blocking the road or areas they are not allowed to block.

In addition to implementing the runner system described above, these measures will reduce customers' time at the window to 30 to 45 seconds. If customers take longer than the 30 to 45-second timeframe, the employees will bring drinks to the customers in the queue behind the window, allowing those customers to exit via the bypass lane. Delivery of customers' orders to vehicles within the queue means customers are not required to reach the drive-through window to receive their order and exit the site. These measures significantly minimize the potential for queuing spillover outside the dedicated drive-through lanes.

The typical business hours for Dutch Bros Coffee are from 5:00 a.m. to 11:00 p.m. each day of the week. Please note that the proposed facility may extend business hours to 24 hours on a seasonal or permanent basis.

### **Site Design and Orientation**

The proposed Dutch Bros Coffee is located east of the main East Yorba Linda Boulevard entrance of the Placentia Town Center. The building will include a separate canopied customer window oriented to the site's eastern side to serve pedestrian walk-up traffic only. The vehicle drive-through lanes move customers in a counterclockwise direction, following the north and west property lines to the drive-through window on the west building façade. Eleven parking spaces will be provided along the northern property line and near the pedestrian walk-up window.

### **Responses to Development Standards**

§ 23.75.020 *Development standards. The following criteria are established as minimum standards to be considered by the planning commission in reviewing plans submitted prior to the approval of such plans:*

- (1) *That the development, buildings or structures will conserve property values, promote the direction of building development according to this title, and will not be detrimental to the character of the zone in which the development is proposed, or to suitability of the zone for the particular uses proposed, nor to the character of buildings already erected in the district;*

**Response:** The proposed development of a Dutch Bros Coffee Shop will preserve the value of the Placentia Town Center. The development is designed to be complementary to the existing development, with the architecture and traffic flow. The use of a coffee shop is a common use in multi-tenant centers.

- (2) *That the proposed development indicates adequate consideration for the other existing or contemplated uses of land in the general area and for the orderly development of the general area;*

**Response:** This area is mostly building out. The proposed development will take an area that is dedicated to parking and redevelop it into a coffee shop. While the area was developed as a parking lot, it was rarely used for parking. The redevelopment of a rarely used parking area promotes the orderly development as it creates a more compact city.

- (3) *That the design, functional plan and exterior architecture of the proposed structure will not be at variance with either the design, functional plan or exterior architecture of the structures already constructed or being constructed in the zone district and the immediate neighborhood of the proposed site as to cause a substantial depreciation of property values in the neighborhood;*

**Response:** The proposed Dutch Bros was designed to complement the existing shopping center. Because the architectural design is complementary to the shopping center, the property values of the shopping will not be depressed due to the Dutch Bros.

- (4) *That the plans indicate the manner in which adjacent structures are protected against noise, vibration and other factors which tend to make the environment less desirable and that such methods are reasonably efficient and satisfactory;*

**Response:** The proposed development, a drive-through coffee shop, is a benign development; it just does not produce much noise or vibration. Dutch Bros uses individuals to take orders not a speaker system. This makes a Dutch Bros quieter than the average drive through.

- (5) *That all of the provisions of this title are complied with;*

**Response:** The plans have been designed to comply with all provisions of this title.

- (6) *That the following are so arranged that traffic congestion is avoided, pedestrian and vehicular safety and welfare are protected, and there will be no adverse effect on surrounding property:*
- (A) *Building, structures and improvements,*
  - (B) *Vehicular, ingress and egress and internal circulation,*
  - (C) *Setbacks,*
  - (D) *Height of buildings,*
  - (E) *Location of service facilities,*
  - (F) *Walls and fences,*
  - (G) *Landscaping,*
  - (H) *Police and fire protection;*

**Response:** The Dutch Bros has been designed to have no adverse effect on the surrounding property. A coffee drive-through is a significant concern. A major effort was made to ensure the queuing line would not be an impediment to the surrounding businesses. First, a queuing analysis was conducted of several other Dutch Bros to understand peak hours and maximum queuing length, then the site was designed to accommodate, and traffic management plans were created. The traffic management plan specifies that cars should be at the window for 45 seconds. Staff will consist of a Line Buster, who will direct traffic moving cars to ensure a 2-foot gap between taking orders, and a Drink Runner to deliver drinks to vehicles. The escape lane will be used to the maximum amount feasible. From the Grand Opening, the traffic management plans is enhanced with more employee and if necessary off-duty police to help.

The site will be able to queue up to 34 vehicles, which is the maximum queue experienced at other Dutch Bros locations during peak hour. Because of the possible queuing, traffic circulation in the shopping center will not be affected.

The Site was designed to be in compliance with all of the standards of the City of Placentia and the design standards of the Placentia Town Center PUD. Compliance with these standards ensures there will not be any adverse effects on the surrounding properties.

- (7) *That the proposed lighting is arranged so as to reflect the light away from adjoining properties;*

**Response:** All lighting will be directed downward, only lighting the subject property. Lighting will not be directed upward or toward neighboring properties.

- (8) *That proposed signs or outdoor advertising structures will not, by size, location, color or lighting, interfere with traffic or limit visibility or depreciate the value of adjoining property or the neighborhood and shall conform to the sign regulations, contained in Chapter 23.90;*

**Response:** The signs will be in accordance with the City of Placentia sign standards. The signs are designed not to interfere with traffic, and they will not depreciate the value of adjoining property.

- (9) *That the proposed landscaping shall be designed to enhance the visual and physical use of the property, screen deleterious uses, and in applicable development projects, will incorporate xeriscape principles in accordance with the provisions of Chapter 23.77;*

**Response:** The landscape plans were designed to be in compliance with the City of Placentia landscape standards and the Placentia Town Center. The plans embrace xeriscape principles.

- (10) *That a solid masonry wall shall be provided around the perimeter of all sites proposed for development. Additionally, all residential lots shall be provided with a solid masonry wall along the rear and side property lines. All walls shall conform to the height regulations contained in Section 23.81.100. Wall requirements may be specified or waived in part or in total by a majority vote of the total membership of the planning commission or city council;*

**Response:** No masonry wall is proposed. The development is being constructed in the same manner as the rest of the Placentia Town Center. The town center only has a masonry wall along the development's south side where the Town Center abuts a residential zone.

- (11) *That off-street parking facilities shall be provided in conformance to the requirements of Chapter 23.78, and shall be designed in such a manner as to provide convenient access to all buildings;*

**Response:** The requirement is four spaces per 1,000 square feet. With a 1,025 square foot building, the required number of parking spaces is four. There are eight parking spaces provided. The site is in the Placentia Marketplace PUD, which has a shared parking agreement for the entire shopping center.

- (12) *That there shall be a ten (10) foot landscape buffer containing evergreen trees wherever a commercial or industrial zone abuts a residentially zoned district. The evergreen trees shall be of a low-water consuming variety in accordance with the provisions of Chapter 23.77;*

**Response:** The site does not abut a residential zone, so this standard is not applicable. However there will be a 15-foot landscape strip along Yorba Linda Boulevard. The landscape strip will be landscaped similarly to the existing landscape strip along Yorba Linda Boulevard.

- (13) *That there shall be provisions for trash collection areas within one hundred (100) feet of each building. Said trash collection areas shall be constructed in accordance with the standard plans on file in the office of the chief building official.*

**Response:** There is a trash enclosure planned approximately 67 feet from the Dutch Bros Coffee Building.



# Placentia Planning Commission

## AGENDA STAFF REPORT

TO: PLANNING COMMISSION

FROM: JOSEPH M. LAMBERT, DEVELOPMENT SERVICES DIRECTOR

DATE: NOVEMBER 10, 2025

SUBJECT: **DEVELOPMENT PLAN REVIEW NO. DPR 2025-01, USE PERMIT NO. UP 2025-02, AND DISPOSITION AND DEVELOPMENT AGREEMENT NO. DDA 2025-01 TO DEVELOP AN APPROXIMATELY 42,631 - SQUARE-FOOT, FOUR-STORY, 86-ROOM HOTEL BUILDING AND ASSOCIATED IMPROVEMENTS ON AN APPROXIMATELY 21,553-SQUARE-FOOT UNIMPROVED SITE LOCATED AT 450 S. PLACENTIA AVENUE WITHIN THE C-2(H-65) ZONING DISTRICT (C Y HOSPITALITY, LLC, C/O YAGNESH PATEL)**

### **RECOMMENDATION**

It is recommended that the Planning Commission take the following actions:

- 1) Open Public Hearing, concerning Development Plan Review No. DPR 2025-01, Use Permit No. UP 2025-02, and Disposition and Development Agreement No. DDA 2025-01; and
- 2) Receive the Staff Report and consider all Public Testimony; and
- 3) Close the Public Hearing; and
- 4) Find that the City's disposition of public right-of-way is consistent with the General Plan; and
- 5) Adopt Resolution No. PC-2025-13, a Resolution of the Planning Commission of the City of Placentia, recommending that the City Council of the City of Placentia, California, adopt a Notice of Exemption by making the findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15332 (Class 32 – Infill Development Projects) and the City of Placentia Environmental Guidelines, and recommending approval of DPR 2025-01, UP 2025-02, and authorizing the execution of a DDA 2025-01 to permit the development of an approximately 42,631-square-foot, four-story, 86-room hotel building with an overall height of approximately 63 feet, including a 24,210-square-foot subterranean and grade level parking garage with 82 spaces, enhanced landscaping and hardscape

improvements; to allow the establishment and operation of a hotel including the onsite sale and consumption of alcoholic beverages exclusively for registered hotel guests,; and to authorize the acquisition of approximately 6,358 square feet of public right-of-way city-owned property and provide relief from certain development standards within the C-2(H-65) Zoning District located at 450 S. Placentia Avenue (APN 339-442-04).

### **STRATEGIC PLAN STATEMENT:**

This item is consistent with the City Council approved 5-Year Strategic Goal 3 to:

Promote community and economic development, Objective Number 3.3. Continue to recruit and attract retail, hotel and other commercial businesses that complement adjacent City assets and attractions (Anaheim Resort District, Cal State Fullerton, OC Vibe and Angel Stadium Projects).

### **REQUEST:**

The applicant, C Y Hospitality, LLC, requests approval of a Development Plan Review, Use Permit, and Disposition and Development Agreement, along with a General Plan Conformity finding, to allow for the development of an approximately 42,631-square-foot, four-story, 86-room hotel building with an overall height of approximately 63 feet on a 21,553-square-foot (0.49-acre) site located at 450 S. Placentia Avenue. The project includes a 24,210-square-foot subterranean and grade level parking garage providing 82 parking spaces, enhanced landscape and hardscape improvements, and associated hotel guest amenities, including second floor deck and the onsite sale and consumption of alcoholic beverages exclusively for registered hotel guests. The Disposition and Development Agreement (DDA 2025-01) will authorize the acquisition of approximately 6,358 square feet of public right-of-way/city-owned property and provide relief from certain development standards contained within Placentia Municipal Code Chapter 23.78 (Off-Street Parking) and other applicable provisions of the C-2 (Community Commercial) Zoning District with Height Overlay (H-65).

### **PROJECT BACKGROUND**

The project site is located within a highly urbanized and developed area of the City, surrounded by existing residential, commercial, and industrial land uses. On September 12, 2017, the City of Placentia City Council approved General Plan Amendment No. GPA 2017-03 to change the General Plan Land Use designation from Industrial to Commercial and Zone Change No. ZC 2017-03 from Commercial Manufacturing (C-M) and Manufacturing (M) to Community Commercial (C-2) zoning classification for eight parcels encompassing a total area of approximately 7.3 acres located at the northeast corner of South Placentia Avenue and West Crowther Avenue. Additionally, the City proposed Zoning Code Amendment No. ZCA 2017-04 for the establishment of a Height Overlay for the project site that increased the C-2 height limitation of 35 feet to 65 feet in an effort to

attract potential hotel operators. Mitigated Negative Declaration No. MND 2017-03 evaluated potential environmental impacts associated with the aforementioned GPA, ZC, and ZCA.

During the construction of the Placentia Avenue Grade Separation Project, which lowered South Placentia Avenue beneath the BNSF railway tracks, a remnant portion of the former Public Right-of-Way (PROW) was created adjacent to the subject property. Although the area visually appears to be part of the project site, it remains a separate City-owned portion of PROW and is not legally joined with the applicant's property. The remnant PROW has no current or foreseeable public use. As such, the City is amenable to conveying this surplus PROW to C Y Hospitality, LLC through DDA 2025-01 to facilitate the development of the proposed hotel project and to ensure appropriate site consolidation and functional design. In addition, the disposition of a portion of Industrial Way is proposed to maximize buildable area and support a more economically feasible project, consistent with the City's goals for revitalization and efficient land use along the S. Placentia Avenue corridor.

## **PROJECT DESCRIPTION**

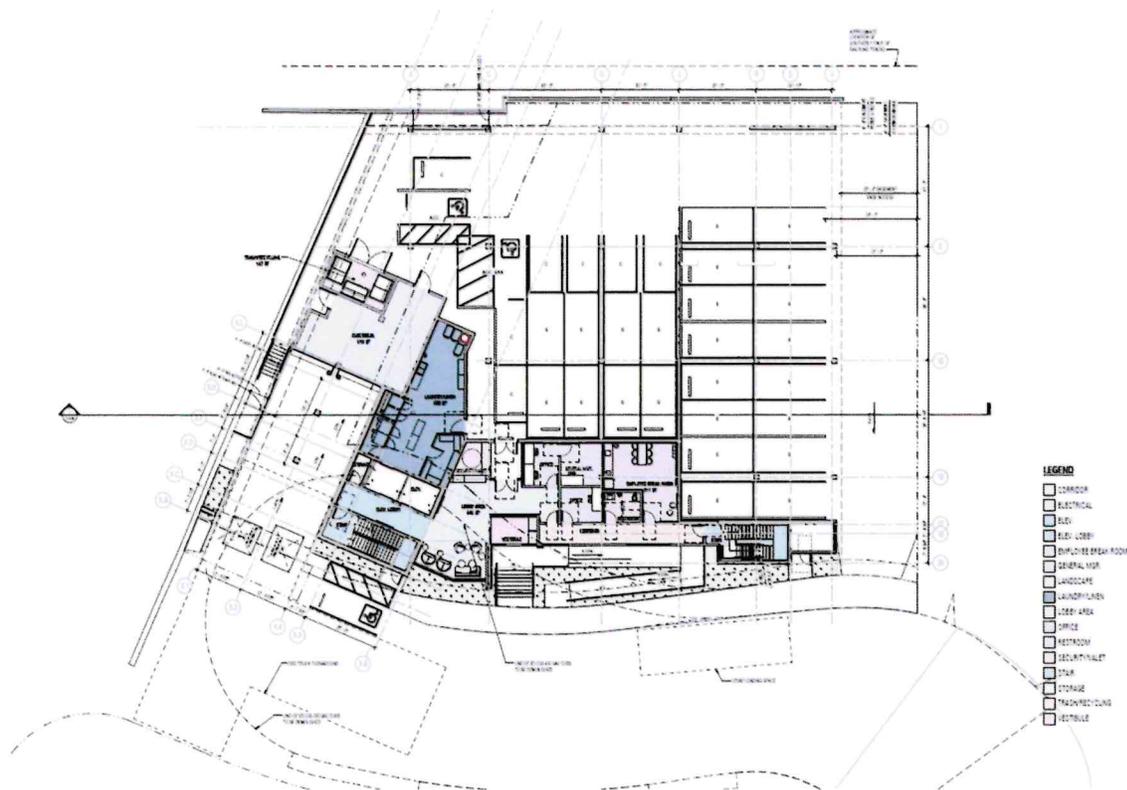
### **Existing Condition**

The project site is an approximately 21,553-square-foot (0.49-acre) in overall land area located at 450 S. Placentia Avenue, situated east of South Placentia Avenue and north of West Crowther Avenue at the terminus of Industrial Way. The site is currently vacant and unimproved, consisting primarily of compacted soil and limited vegetation. The property is bordered by the BNSF Railway corridor to the north, light industrial uses to the south and east, and South Placentia Avenue to the west. The property includes a 20-foot-wide BNSF access easement along its eastern boundary, which connects Industrial Way to the BNSF railway right-of-way to accommodate railway maintenance and operational access. The topography of the site is generally level, with minor grade variations associated with the adjacent South Placentia Avenue undercrossing. Utilities and public improvements are available within the surrounding public right-of-way, though no existing structures, pavement, or permanent infrastructure currently exist on the site.

### **Site Design**

The proposed four-story, 86-room hotel will be centrally located on the 21,553-square-foot project site, with the primary guest entrance oriented southward toward Industrial Way. Vehicular access will be provided via Industrial Way allowing safe ingress and egress to either the subterranean or grade level parking garage and guest drop-off area. The site has been designed to integrate efficient vehicular circulation while maintaining pedestrian connectivity between the public right-of-way and the hotel entrance. A total of 82 parking spaces are accommodated within the 24,210-square-foot subterranean and grade level garage, utilizing a combination of standard, compact, and tandem configurations as afforded through DDA 2025-01.

A 20-foot-wide BNSF access easement runs along the eastern boundary of the property, providing connection for the grade level parking garage and access between Industrial Way and the BNSF Railway right-of-way for rail maintenance access. The site design ensures that this easement remains unobstructed and accessible at all times while maintaining adequate separation from hotel operations. Landscaping and decorative hardscape will frame the hotel's perimeter, enhancing the visual transition between the public street frontage and the hotel building. ADA-accessible pedestrian pathways with distinguishable paving will extend from the public sidewalk to the main entrance.



The Placentia Fire and Life Safety Department (PFLS) has reviewed the project from a mobility and emergency access standpoint and has approved Alternative Means and Methods (AM&M) for access through the adjacent right-of-way. The Department has determined that fire apparatus access and circulation requirements are satisfied based upon the approved site design, ensuring adequate emergency response capability while preserving the functional and aesthetic integrity of the overall development.

### Floor Plan

The proposed four-story, 42,631-square-foot hotel features an efficient and vertically integrated floor plan designed to maximize guest convenience and operational functionality. The basement level consists of 49 parking spaces, along with mechanical and storage areas supporting the building's infrastructure systems. The first floor contains 33 additional parking spaces, a main hotel lobby and registration area, a lounge, and

back-of-house spaces including offices, employee breakroom, laundry, electrical, and trash/recycling facilities. The primary lobby is oriented toward South Placentia Avenue, providing a direct connection for guests arriving on foot or via vehicle access from Industrial Way.

The second floor functions as the primary amenity level, featuring a breakfast/dining area, fitness center, game room, collaboration space, guest laundry, and lounge areas positioned to create an active social environment for guests. This floor also includes a limited number of guest rooms and service areas to enhance operational efficiency.



The third and fourth floors contain the majority of the 86 total guest rooms, consisting of 52 king rooms (including two accessible units) and 32 double-queen rooms (including three accessible units). Guest rooms are organized along double-loaded corridors to maximize efficiency while maintaining natural light and orientation toward the South Placentia Avenue corridor. Vertical circulation is provided by two elevator cores and multiple enclosed stairwells that connect each floor to the subterranean parking levels.

A 2,075-square-foot rooftop deck provides additional outdoor amenity space with panoramic views of the surrounding corridor, offering guests a distinctive leisure experience.

**Applicable Code Section – Placentia Municipal Code**

The subject property is currently zoned C-2 (Community Commercial) with a Height Overlay District (H-65) and carries an underlying General Plan land use designation of “Commercial.” The proposed development is subject to the applicable development standards and permitted use requirements contained within Title 23 (Zoning Ordinance) of the Placentia Municipal Code (PMC) for properties within the C-2-H65 Zoning District. Pursuant to PMC Section 23.75.010(a), the construction of new commercial buildings requires approval of a DPR by the Planning Commission at a duly noticed public hearing. In addition, pursuant to PMC Section 23.36.040, UP is required for the establishment and operation of a hotel, including the onsite sale and consumption of alcoholic beverages for registered hotel guests.

Furthermore, consistent with California Government Code Section 65867, a Disposition and Development Agreement (DDA 2025-01) between the City of Placentia and C Y Hospitality, LLC is being processed to outline the terms and conditions of the transfer of ownership of City-owned property, including a remnant portion of Public Right-of-Way (PROW) adjacent to the project site. State law requires the Planning Commission to review the proposed DDA at a noticed public hearing and forward a recommendation for final action to the City Council of the City of Placentia.

**Subject Site and Surrounding Land Uses**

The table below illustrates the site and surrounding existing land uses, General Plan Land Use designation and zoning:

<b>Location</b>	<b>Existing Land Use</b>	<b>Land Use Element General Plan Designation</b>	<b>Zoning Map Designation</b>
<b>Existing</b>	Vacant Unimproved Lot	Commercial	C-2-H65 (Community Commercial – Height Overlay Districts)
<b>Proposed</b>	Tru by Hilton Hotel: A ±42,631 sq. ft., four-story, 86-room hotel with a subterranean and grade level garage and rooftop deck, measuring approximately 63 ft. in height.	Commercial	C-2-H65

<b>North (across BNSF railway)</b>	Springhill Suites Marriott: An +/-69,663-square foot, five-story hotel building measuring 64 feet high.	Commercial	C-2-H65
<b>South (across Industrial Way)</b>	Small Scale Light Industrial Uses	Commercial	C-2-H65
<b>East</b>	Small Scale Light Industrial Uses	Commercial	C-2-H65
<b>West (Across S. Placentia Avenue)</b>	Small Industrial Buildings  Commercial Shopping Center	City of Fullerton	City of Fullerton

**ZONING COMPLIANCE ANALYSIS**

**Site Development Standards**

The project site is located within the C-2-H65 (Community Commercial – Height Overlay District) and carries an underlying General Plan land use designation of “Commercial.” Based on staff’s analysis, the proposed Tru by Hilton hotel development substantially complies with the applicable development standards set forth in PMC Chapter 23.36 (C-2 Zoning District), including minimum setback, maximum building height, and off-street parking requirements. Certain parking configuration standards, such as compact and tandem parking within the subterranean garage, are authorized through the DDA 2025-01 to accommodate valet operations consistent with PMC Chapter 23.78 (Off-Street Parking). The following matrix provides a summary of the development’s compliance with the identified standards:

<b>Standard</b>	<b>Project</b>
<b>Height</b> 65 ft. maximum	63 ft., excluding rooftop stairwell access.
<b>Setbacks</b> Front Yard Setback – 15 ft. minimum	Front: 4 ft. provided — Requested deviation per DDA 2025-01, Section 6.3.2.

<p>S. Placentia Side Yard Setback – 15 ft. feet min.</p> <p>Side Yard Setback: - 0 ft. min.</p> <p>Rear Yard Setback - 0 ft. min.</p>	<p>West Side Yard: 5 ft. provided — Requested deviation per DDA 2025-01, Section 6.3.3.</p> <p>East Side Yard: 20 ft. provided</p> <p>Rear Yard: 6 ft. provided</p>
<p><b>Parking</b>          One space per sleeping room – 86 spaces</p>	<p>82 spaces provided — Requested deviation per DDA 2025-01, Section 6.3.4.</p>
<p><b>Lot Area and Dimensions</b>          Minimum Lot Area: 1.5 acres</p>	<p>21,553 sq. ft. (0.49 acres) — Requested deviation per DDA 2025-01, Section 6.3.1.</p>
<p><b>Tandem Parking</b>          Not permitted for commercial uses (PMC § 23.78.040)</p>	<p>Authorized tandem configurations — Requested deviation per DDA 2025-01, Section 6.3.5.</p>

**Other Departments Concerns and Requirements**

The Divisions of Planning and Building and the Departments of Public Works, Police, and Fire and Life Safety have reviewed the application and supporting documentation related to the proposed Tru by Hilton hotel project. Each reviewing department provided comments during the course of project evaluation, and no major concerns were identified that would preclude approval of the development as proposed. The Fire and Life Safety Department, in conjunction with City’s Traffic Engineer, reviewed the project from a mobility and emergency access standpoint and approved Alternative Means and Methods for the adjacent right-of-way, confirming that fire apparatus access and circulation requirements are satisfied. All applicable Placentia Municipal Code provisions and interdepartmental recommendations have been incorporated as Conditions of Approval within the draft Planning Commission Resolution, prepared for consideration and recommendation to the City Council.

**ISSUES ANALYSIS:**

**CONSISTENCY WITH THE GENERAL PLAN**

The General Plan features policies that promotes the reinvestment of underutilized properties while being sensitive to the suburban atmosphere and requires new developments to provide adequate improvements and pay impact fees to offset the demand costs on city services and facilities. The proposed development is consistent with the following Land Use and Economic Development policies of the General Plan:

### Land Use

Policy 2.4 – Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to minimize effects on the City suburban atmosphere.

Policy 3.1 – Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.

Policy 3.3 – Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.

Policy 10.2 - In creating the aforementioned corridor plans, the City shall take into consideration the nearby Cal State University Fullerton campus community and capitalize on its proximity.

### Economic Development

Policy 2.1 – Attract general fund revenue-producing business into Placentia when space becomes available. Continue to work with developers to not only bring in enhanced shopping, dining and entertainment opportunities, but also to create aesthetically pleasing developments that bring new jobs to the City.

Policy 4.2 –Focus economic development efforts for growth and new businesses in heavily traveled areas, such as along major transportation corridors.

Policy 7.2 – Increase job opportunities by attracting new businesses to the City.

The proposed project is consistent with the intent of the City's Land Use and Economic Development Policies by facilitating the comprehensive development of an underutilized property within a major corridor. The project supports Land Use Policy 2.4 by transforming a large vacant parcel through a coordinated development that complements the surrounding suburban environment. It further aligns with Policies 3.1 and 3.3 by contributing to the ongoing revitalization of the City's key commercial corridors and encouraging parcel assemblage to promote cohesive site planning and efficient land utilization. In addition, the project's proximity to Cal State University Fullerton fulfills Policy 10.2 by leveraging nearby educational resources to enhance activity and investment within the corridor.

From an economic standpoint, the proposed development supports Economic Development Policies 2.1, 4.2, and 7.2 by attracting a revenue-producing business that enhances the City's commercial base, creates new employment opportunities, and contributes to the ongoing improvement of a highly visible transportation corridor. Collectively, the project will activate a previously underutilized site, stimulate local economic growth, and enhance the City's visual and fiscal landscape. In doing so, it advances the broader goals of the General Plan by ensuring compatible, high-quality development that benefits both the surrounding neighborhood and the community at large.

## **LAND USE COMPATIBILITY**

The proposed Tru by Hilton hotel will be compatible with the surrounding area as the development will revitalize an underutilized and vacant property with a 42,631-square-foot, four-story, 86-room hotel on a 21,553-square-foot (0.49-acre) site. The project represents a high-quality infill development within an established commercial and industrial corridor that has historically been underdeveloped due to prior right-of-way constraints associated with the South Placentia Avenue Grade Separation Project. The hotel will cater to the growing market demand for modern, mid-scale lodging accommodations that are centrally located and easily accessible to regional destinations and employment centers.

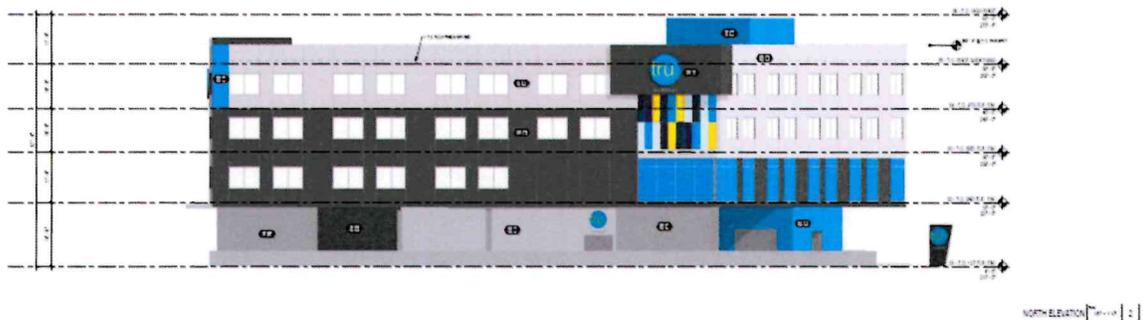
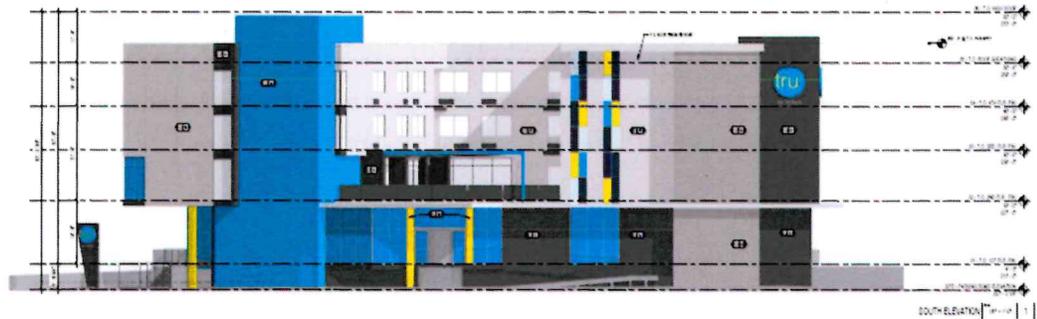
The project will provide a compatible transition between adjacent commercial and industrial uses, while contributing to the revitalization objectives for the South Placentia Avenue corridor. Its contemporary architectural design, enhanced streetscape, and functional site layout will improve the visual and economic character of the area. Based upon the proposed use, building placement, and integration with adjacent public right-of-way improvements, the project is not anticipated to result in any adverse impacts to surrounding properties and is expected to enhance corridor vitality and economic activity consistent with the City's General Plan and long-term development goals.

## **Architecture, Materials, and Color Palette**

The proposed four-story Tru by Hilton hotel incorporates a modern geometric design theme that reflects the brand's contemporary architectural identity. The building's form emphasizes clean horizontal and vertical lines, with strategically placed façade projections and recesses that create depth, variation, and shadow along all elevations. These architectural breaks range from four to six feet in depth and extend from the base of the building to the parapet, visually reducing the overall mass and contributing to a balanced, human-scaled design along the South Placentia Avenue underpass and Industrial Way frontage.

The exterior finish palette features a combination of smooth and sand-float stucco surfaces in white, light gray, and soft neutral tones, complemented by accent panels in shades of blue and warm yellow to highlight key architectural elements and reinforce the building's geometric composition. Metal trim and fiber-cement accent panels are

integrated to define building edges, window groupings, and color transitions, enhancing the overall modern aesthetic.



Windows are positioned with slight offsets and framed by subtle reveals to create visual depth and contrast, while parapet height variations and vertical tower features accentuate key corners of the structure. The design conveys a cohesive, contemporary appearance that is consistent with the Tru by Hilton brand identity while remaining compatible with the surrounding commercial and industrial context. The combination of modern materials, bold color accents, and refined detailing will elevate the architectural quality of the South Placentia Avenue corridor and serve as a catalyst for continued reinvestment in the area.

### **HOUSING, COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE**

On Wednesday, July 23, 2025, the City Council Housing, Community, and Economic Development (HCED) Committee convened to review the proposed Tru by Hilton hotel project located at 450 South Placentia Avenue. City staff provided an in-depth presentation outlining the project's key components, including the Disposition and Development Agreement (DDA 2025-01), overall site design, vehicular circulation, and architectural features. Staff also discussed the project's relationship to surrounding land uses, the intended conveyance of surplus City-owned public right-of-way (PROW), and the requested deviations pertaining to parking configuration and setbacks.

The applicant, C Y Hospitality, LLC, addressed the Committee to describe the project's design intent, hotel brand standards, and operational approach, emphasizing how the project would serve as a modern, mid-scale lodging option that enhances the South Placentia Avenue corridor. The Committee engaged in a detailed discussion regarding site access, parking management through valet operations, and consistency with the City's broader economic-development objectives.

After reviewing the architectural plans, site circulation layout, and landscape design, the HCED expressed overall support for the project, noting that the proposal represents an appropriate and compatible reuse of a long-vacant infill site. HCED agreed that the project's design and circulation plan are functional, visually appealing, and consistent with the City's goals for corridor revitalization. As a result, HCED conveyed its favorable recommendation to the Planning Commission for consideration of the project entitlements, including the Development Plan Review, Use Permit, and Disposition and Development Agreement.

### **GENERAL PLAN CONFORMITY FINDING**

California Government Code Section 65402 requires a finding by the Planning Commission that the disposition of property conforms to the City's General Plan. A site layout and legal boundary map for property disposition is provided for this purpose in the DDA.

The basis for making the proposed conformity finding is determining whether or not the proposed disposition of the property to the applicant is consistent with and fits into a goal or implementation policy as outlined in the adopted General Plan. The disposition of the site for the purposes of facilitating the development of a hotel project is consistent with the Land Use policies outlined within the City of Placentia General Plan.

### **CEQA**

This project is exempt from the California Environmental Quality Act (CEQA) because it can be seen with certainty that there is no possibility that this project may have a significant adverse effect on the environment. The proposed development of a four-story, 86-room hotel on an infill site within an urbanized area is consistent with the City's General Plan and Zoning designations. Therefore, the approval of this project is exempt from the requirements of CEQA pursuant to Section 15332 (Class 32 – Infill Development Projects) of the CEQA Guidelines.

### **PUBLIC NOTIFICATION**

Legal notice was published in the Placentia News-Times on October 30, 2025. Notices were sent to property owners of record within a 300-foot radius of the subject property, posted at the Civic Center, and on the City website on October 30, 2025. As of November 6, 2025, staff have received correspondence from an adjacent neighbor expressing

concern regarding construction staging activities, parking impacts associated with the hotel's operation, and the proposed disposition of public right-of-way, including how these factors may affect their property and the type of development being proposed. As of the release of this agenda report, City staff is continuing to correspond with the adjacent property owner and their legal counsel to address these concerns.

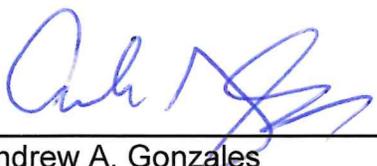
### **CONCLUSION**

The proposed project aligns with the City's General Plan and the Placentia Municipal Code (PMC), meeting the City's vision for sustainable growth, economic revitalization, and urban enhancement. The General Plan serves as a blueprint for balanced development, ensuring a harmonious integration of residential, commercial, and public spaces while promoting infrastructure efficiency, environmental sustainability, and community well-being. The HCED support of the project affirms its compatibility with adjacent land uses, supporting the revitalization of an underutilized site and fostering a more dynamic and connected urban environment. The proposed hotel development will expand lodging opportunities within the City, attract tourism-related spending, and strengthen the local economy by supporting nearby businesses and creating new employment opportunities. Planned site and streetscape improvements, including pedestrian-friendly enhancements and a contemporary architectural design, will contribute positively to the visual character and long-term vitality of the surrounding area. By adhering to the development framework set forth in the General Plan and Placentia Municipal Code, the project promotes economic sustainability, and enhances the City's hospitality offerings as part of its continued urban revitalization efforts.

### **RECOMMENDATION**

Staff recommends that the Planning Commission adopt Resolution No. PC-2025-13, recommending that the City Council of the City of Placentia approve the proposed DPR 2025-01, UP 2025-02, and DDA 2025-01 for the Tru by Hilton hotel project, making the required findings of approval.

**Prepared and submitted by:**



Andrew A. Gonzales  
Planning Manager

**Reviewed and approved by:**



Joseph M. Lambert  
Development Services Director

### **ATTACHMENTS:**

1. Resolution No. PC-2025-13, finding the project exempt from the requirements of CEQA, and recommending City Council approval of Development Plan Review No.

DPR 2025-01, Use Permit No. UP 2025-02, and Disposition and Development Agreement No. DDA 2025-01, in conjunction with the associated Conditions of Approval.

2. Draft Disposition and Development Agreement (DDA)
3. Project Plans including the Site Plan, Building Elevations, Color Renderings, Preliminary Landscape Plan
4. Colors and Materials Board
5. Categorical Exemption Justification Memorandum with Supporting Studies
6. Vicinity Map
7. Site Photographs
8. Affidavit of Mailing, Public Hearing Notice, & Radius Map with Notification List

**RESOLUTION NO. PC-2025-13**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF PLACENTIA, CALIFORNIA, ADOPT A NOTICE OF EXEMPTION BY MAKING THE FINDINGS THAT THE PROJECT IS CATEGORICALLY EXEMPT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) SET FORTH IN TITLE 14 CCR § 15332 (CLASS 32 – INFILL DEVELOPMENT PROJECTS) AND THE CITY OF PLACENTIA ENVIRONMENTAL GUIDELINES, AND RECOMMENDING APPROVAL OF DEVELOPMENT PLAN REVIEW NO. DPR 2025-01, USE PERMIT NO. UP 2025-02, AND AUTHORIZING THE EXECUTION OF A DISPOSITION AND DEVELOPMENT AGREEMENT NO. DDA 2025-01 TO PERMIT THE DEVELOPMENT OF AN APPROXIMATELY 42,631-SQUARE-FOOT, FOUR-STORY, 86-ROOM HOTEL BUILDING WITH AN OVERALL HEIGHT OF APPROXIMATELY 63 FEET, INCLUDING A 24,210-SQUARE-FOOT SUBTERRANEAN AND GRADE LEVEL PARKING GARAGE WITH 82 SPACES, ENHANCED LANDSCAPING AND HARDSCAPE IMPROVEMENTS; TO ALLOW THE ESTABLISHMENT AND OPERATION OF A HOTEL INCLUDING THE ONSITE SALE AND CONSUMPTION OF ALCOHOLIC BEVERAGES EXCLUSIVELY FOR REGISTERED HOTEL GUESTS; AND TO AUTHORIZE THE ACQUISITION OF APPROXIMATELY 6,358 SQUARE FEET OF PUBLIC RIGHT-OF-WAY/CITY-OWNED PROPERTY AND PROVIDE RELIEF FROM CERTAIN DEVELOPMENT STANDARDS WITHIN THE C-2 (H-65) ZONING DISTRICT LOCATED AT 450 S. PLACENTIA AVENUE (APN 339-442-04)**

**A. Recitals.**

**WHEREAS**, Yagnesh (“Yogi”) Patel, representing “C Y Hospitality, LLC” (“Applicant” hereinafter), located at 450 S. Placentia Avenue, filed an application for approval of Development Plan Review No. DPR 2025-01, Use Permit No. UP 2025-02, and Disposition and Development Agreement No. DDA 2025-01, as described in the title of this Resolution. Hereinafter, in this Resolution, the subject entitlement requests are referred to as the “Applications”;

**WHEREAS**, the proposed disposition of public right-of-way, necessary to enlarge the project site to accommodate all associated improvements for the hotel development,

requires a finding of conformity with the City's General Plan pursuant to California Government Code § 65402;

**WHEREAS**, on November 10, 2025, the Planning Commission of the City of Placentia conducted, and concluded, a duly noticed public hearing, as required by law, recommending to the City Council of the City of Placentia approval of DPR 2025-01, UP 2025-02, and DDA 2025-01 for the project located at 450 S. Placentia Avenue.

**WHEREAS**, the Planning Commission heard testimony, received a report and other relevant information from City staff and members of the public regarding the C Y Hospitality, LLC application for Development Plan Review, Use Permit, and Disposition and Development Agreement applications.

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**B. Resolution.**

NOW, THEREFORE, the Planning Commission of the City of Placentia recommends to the City Council the following:

**Section 1.** In accordance with, and pursuant to, the requirements of California Government Code § 65402, the proposed disposition of public right-of-way to enlarge the project site for the hotel development is hereby found to conform to the General Plan of the City of Placentia.

**Section 2.** Development Plan Review. The development meets the overall requirements of PMC Section 23.36 of the Zoning Code ("C-2" – Community Commercial District), PMC Section 23.61 (Height Overlay Districts), and PMC Section 23.75 (Development Plan Review), with the exception of specific development standards from which relief is granted through the DDA. As such, the Planning Commission finds as follows:

- a. The project meets or exceeds the criteria established in PMC Section 23.75.020 because the hotel development meets all minimum and maximum development requirements required for the project with the exception of specific development standards from which relief is granted through the DDA; and
- b. Conditions of Approval have been prepared as necessary to prevent: (A) detriment to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city, and;
- c. The proposed development will be consistent with the latest adopted general plan as the hotel development will establish a vibrant commercial use on an undeveloped and underutilized site within an underlying commercially

designated land use area, thereby furthering established policies located within the General Plan; and

- d. Conditions necessary to secure the purposes of Section 23.75.020, including guarantees and evidence of compliance with conditions, are made part of the development approval to lessen potential impacts and enhance the functionality of the subject site.

**Section 3. Use Permit.** Based upon substantial evidence presented to this Commission during the public hearing conducted with regard to the Applications, including written staff reports, verbal testimony and development plans, in accordance with PMC Section 23.36.040 (Uses Permitted Subject to Obtaining a Use Permit) for the development, establishment, operation of a hotel and PMC Chapter 23.87 (Use Permits). As such, the Planning Commission finds as follows:

- a. The proposed use will not be: (A) detrimental to the general health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city because the hotel development is a conditionally permitted use within the C-2 Zoning District and has been designed minimize and potentially adverse impacts onto sensitive land use receptors within the surrounding area, or (B) injurious to the property or improvements within the neighborhood or within the city as the proposed hotel location is within an established urbanized area and is properly buffered to nearby uses with streets and railways, thereby minimizing any potential impacts onto nearby properties; and
- b. The proposed use will be consistent with the latest adopted general plan as the proposed project is a commercial use that is supported by the underlying General Plan Land Use designation of “Commercial”, including established policies; and
- c. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions, are made part of the Use Permit approval.

**Section 4. Disposition and Development Agreement.** The applicant filed an application for approval of DDA 2025-01, as described in the title of this Resolution. The City and Applicant have faithfully negotiated the DDA pursuant to the procedures described in California Government Code § 65867, which authorizes cities to enter into development agreements with any person having a legal or equitable interest in real property for the development of such property. The Planning Commission hereby finds that the DDA between the City and Applicant conforms to the policies and programs of the General Plan.

**Section 5.** Based upon the findings and conclusions set forth herein, this Planning Commission hereby recommends the City Council make findings that the project is categorically exempt pursuant to CEQA set forth in Title 14 CCR § 15332 (Class 32 – Infill Development Projects) and the City of Placentia Environmental Guidelines, and

recommending approval of DPR 2025-01 and UP 2025-02, and authorizing the execution of DDA 2025-01 as modified herein, and specifically subject to the conditions set forth in Attachment "A" attached hereto and by this reference incorporated herein.

**Section 6.** The Secretary to the Planning Commission shall:

a. Certify to the adoption of this Resolution; and

b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the applicant at the address of record set forth in the Application.

ADOPTED AND APPROVED this 10<sup>th</sup> day of November, 2025.

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FRANK PEREZ, CHAIR

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a meeting of the Planning Commission of the City of Placentia held on the 10<sup>th</sup> day of November, 2025, and was passed at this meeting of the Planning Commission of the City of Placentia held on the 10<sup>th</sup> day of November, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

ATTEST:

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JOSEPH M. LAMBERT,  
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM:

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CITY ATTORNEY

Attachment: Conditions of Approval for Development Plan Review No. DPR 2025-01,  
Use Permit No. UP 2025-02

**Attachment "A"**  
**Special Conditions of Approval and Standard Development Requirements for**  
**Development Plan Review No. DPR 2025-01 &**  
**Use Permit No. UP 2025-02**  
**450 S. Placentia Avenue (terminus of Industrial Way, east of South Placentia**  
**Avenue and north of West Crowther Avenue)**

**SPECIAL CONDITIONS**

If the above referenced application is approved, applicant and/or property owner shall comply with the Special Conditions listed below and the Standard Development Requirements attached.

**ALL THE FOLLOWING SPECIAL CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS SHALL BE FULLY COMPLIED WITH FOR THE DEVELOPMENT PLAN REVIEW TO CONTINUE IN GOOD STANDING.**

**DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION:**

1. DPR 2025-01 and UP 2025-02 are valid for a period of twenty-four (24) months from the date of final determination, unless extended pursuant to Placentia Municipal Code (PMC) Section 23.75.080 and PMC Section 23.87.080. If the development or use approved by this action is not established by obtaining Building Permits within such a period of time, this approval shall be terminated and shall be null and void, unless an extension is applied for and approved.
2. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation of said action by the City of Placentia Planning Commission.
3. The applicant shall comply with all provisions of DDA 2025-01 as approved by the Placentia City Council, including any City Council approved amendments to DDA 2025-01.
4. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, proceeding, liability or judgment against the City, its officers, employees, agents and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body or City staff action concerning applicant's project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation-related expenses, and shall reimburse the City for any and all court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award which may issue against the City including but not limited to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein. The City agrees to promptly notify the applicant of any such claim filed against the City and to fully cooperate in the defense of any such action.

5. Any significant modifications to the approved site plan, floor plans, and elevation plans, including any modifications which will change, expand or intensify the use(s) shall be subject to review and approval by the Director of Development Services. The Director of Development Services or his or her designee may determine if such modifications require approval by the City of Placentia Planning Commission or may be approved administratively by City staff.
6. The applicant shall comply with all provisions of DDA 2025-01 as approved by the Placentia City Council, including any City Council approved amendments to DDA 2025-01.
7. The final action of DPR 2025-01 and Use Permit 2025-02 shall be contingent upon final approval of Disposition and Development Agreement No. DDA 2025-01. In the event the DDA is denied, approval of any of the aforementioned entitlements shall be deemed to be null and void.
8. The applicant shall comply with all provisions of the PMC, including Chapter 23.76, Noise Control.
9. All at-grade and roof-mounted mechanical equipment shall be screened from public view to the satisfaction of the Development Services Director.
10. The applicant and/or property owner(s) shall be responsible for maintaining their respective properties, including the landscaped areas, walkways, and all paved surfaces, free from graffiti, debris, and litter. Graffiti shall be removed by the applicant/business owner(s) within 72 hours of defacement and/or upon notification by the City.
11. All trash and waste bins shall be stored within the designated trash enclosure located inside the parking garage/structure, the design, placement, and construction of which shall be subject to review and approval by the Director of Development Services. The operational aspects of refuse collection and pick-up services shall be subject to review and approval by Republic Services to ensure compliance with all applicable operational, accessibility, and safety standards. All trash enclosure gates shall remain closed at all times, except during authorized disposal and collection activities. Refuse collection shall occur on a regular and consistent schedule to the satisfaction of the Director of Development Services.
12. Prior to any modification of the floor plans that would affect parking as stipulated in the zoning code, the applicant shall obtain written approval from the Director of Development Services or his/her designee.
13. At the request of the Director of Development Services, applicant and/or property owner will provide a Parking Management Plan at their own expense to be reviewed by the Director of Development Services to remedy any parking concerns that may arise with the project. The staff review of the parking management plan will be at the expense of the property owner/property management company.

14. Prior to construction, demolition, and/or grading the applicant comply with the following:
  - a. Applicant/builder shall comply with all applicable Water Quality Management Plan (WQMP) requirements and Best Management Practices (BMPs) to control pollutant run-off from the subject site during construction.
  - b. Applicant/Builder shall establish a rodent abatement program prior to construction on the property, or before any other on- or off-site work. A detailed description of how this program will work shall be submitted to the City Planning Division for approval prior to obtaining a demolition, grading, or building permit.
  - c. The applicant shall submit an application for a Lot Line Adjustment (LLA) to the Development Services Department to consolidate the project site (APN 339-442-04) with the adjacent former right-of-way parcels along South Placentia Avenue and Industrial Way. The LLA shall be reviewed, approved, and fully executed in compliance with applicable local and State Subdivision Map Act requirements. The approved LLA shall be recorded with the Orange County Recorder's Office prior to the issuance of any building permit. This condition may be satisfied by the submission and processing of a different application with an equal outcome including but not limited to a Parcel Map. If an alternative instrument to a LLA is utilized to consolidate the entire project site as one parcel, that instrument shall be recorded with the Orange County Recorder's Office prior to the issuance of any building permit.
  
15. Prior to the issuance of building permits, the applicant shall comply with the following:
  - a. All applicable provisions of the Placentia Municipal Code (PMC) shall be met prior to issuance of Building Permits and shall be adhered to at all times.
  - b. Applicant/builder is responsible, at its sole cost and expense, to cause all cable, telephone, electrical, and other utility services serving the property to be placed underground within the subject site. Applicant/builder shall submit a separate utility plan for each such utility service. The utility plan shall indicate the precise location of all cable, telephone, electrical, and other utility services serving the property and their points of connection at the building(s) and the public right-of-way.
  - c. Prior to the submittal of the utility plans to the City, the plans shall be reviewed and approved by the utility companies. Evidence of approvals shall be in the form of a signed and dated approval stamp and/or approval letter. If the precise locations of future utility services cannot be reasonably ascertained prior to the issuance of building permits, upon prior written approval of the Director of Development Services, prior to issuance of a certificate of occupancy, the applicant/builder shall provide the City with "as-built" plans showing the precise locations where all

cable, telephone, electrical, and other utility services serving the property were placed underground within the subject site, as well as their connection points.

- d. Except as otherwise noted, the project plans shall be submitted for review and certification for inclusion into the entitlement file by the Director of Development Services and shall include the following information:
- i. All Special Conditions of Approval and Standard Development Requirements of DPR 2025-01 and UP 2025-02. Include any project revisions on applicable sheets of the project plans. Additionally, include separate sheets with approved Special Conditions of Approval and Standard Development Requirements to be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical, and plumbing) and referenced in the sheet index. The minimum font size shall be 12-point.
  - ii. Typical cross-section views and details through the property and across each property line as directed by the Director of Development Services.
  - iii. Location of transformers, meters, and other aboveground appurtenances.
  - iv. The developer shall submit for City approval a Construction Staging Plan that indicates how safe vehicular and pedestrian access to the site will be maintained for the duration of the construction period. The construction staging plan shall include measures such as, but not limited to, the following:
    1. A telephone number and the name of a contact person for registering complaints or comments shall be posted in a clearly visible manner along the perimeter of the site.
    2. A flag person shall be employed to direct traffic whenever construction vehicles enter or exit the project site or construction staging area, at the discretion of the Director of Development Services.
    3. Alternate pedestrian routes to the site shall be clearly delineated with safe access to and from the site.
    4. If any sidewalk is blocked during construction, alternate routes for pedestrians and bicycles shall be clearly marked with signs approved by the City.
    5. All access points shall be clearly marked during construction, and if an access point is blocked during construction, a detour sign to an alternate access point shall be clearly posted.
    6. A detailed timeline outlining the course of drilling, grading, and construction work that will take place on the property.
    7. The Construction Staging Plan shall include a Construction Parking and Egress Management Plan detailing how all construction worker parking, delivery truck staging, and material deliveries will be managed. All construction-related vehicles, including trucks and worker vehicles, shall be parked

and staged entirely onsite. Under no circumstance shall construction vehicles or equipment be parked, idled, or staged along Industrial Way or any adjacent public or private right-of-way areas in a manner that impedes access, circulation, or the ongoing operations of neighboring businesses or properties. The plan shall clearly identify designated onsite parking, staging, and loading/unloading areas and provide a schedule for deliveries to minimize congestion during peak business hours. The Construction Parking and Egress Management Plan shall be subject to review and approval by the Director of Development Services and the Director of Public Works prior to the issuance of any grading or building permit.

- v. Any easement(s) that are encumbered by the placement of the hotel building shall be revised to the satisfaction of the corresponding easement holder(s) and subsequently recorded on the subject property. A copy of said recordation shall be submitted to the City for inclusion in the entitlement file.
  - e. The applicant must follow the procedure for approval under the MWELO for all proposed landscaping on the subject site. A MWELO procedure and approval package is available from the front counter in the Development Services Department.
  - f. Developer shall pay in full to the City of Placentia all applicable citywide Development Impact Fees adopted by and set forth in City Council Ordinance O-2017-10 prior to issuance of the first building permit.
  - g. Developer/Applicant shall pay all applicable fees to the Placentia-Yorba Linda School District (PYLSD) and Placentia Library District prior to issuance of building permits.
  - h. An exterior lighting (photometric) plan showing location, type of fixtures, and areas of illumination shall be submitted and reviewed for compliance with City standards and the PMC. Lighting shall neither negatively impact adjacent properties nor the public right-of-way subject to the review and approval by the Development Services Director.
  - i. Complete landscape and irrigation plans subject to the review and approval of the Development Services Director.
16. Prior to issuance of building final approval, the applicant shall provide the following:
- a. Developer and/or property owner agrees to approve the incorporation of the project into the Landscape Maintenance District No. LMD 1992-01 pursuant to the provisions of California Streets and Highways Code Section 22500, et seq. Said annexation shall be fully completed prior to issuance of any Certificate of Occupancy.
  - b. Developer and/or property owner agrees to approve the incorporation of the project into the Street Lighting District No. SLD 1981-01 pursuant to the provisions of California Streets and Highways Code Section 22500, et seq. Said annexation shall be fully completed prior to issuance of any Certificate of Occupancy.

- c. Developer and/or property owner agrees that the City may, at its sole election, require that, instead of annexing into SLD 1981-01 and/or LMD 1992-01, the project shall be incorporated into a Community Facilities District (CFD) to be created by the City pursuant to California Government Code Section 53311, et seq., the purpose and assessment structure of which shall be substantially similar to those of SLD 1981-01 and/or LMD 1992-01. Developer and/or property owner agrees to approve the incorporation of the project into said CFD.
  - d. The building cannot be occupied, the final Certificate of Occupancy cannot be approved, and utilities cannot be released until the following is completed for each respective portion of the property:
    - i. The property owner(s) and/or their successor(s) willfully agree to annex into those district(s) for the project area identified by Condition Nos. “a” and “b” above. If any of the subject property is sold prior to annexation into the three districts, the future property owner(s) must complete the annexation process and no Certificate of Occupancy shall be issued prior to completion of annexation.
    - ii. Developer/property owner shall pay in full to the City of Placentia, all applicable citywide Development Impact Fees required pursuant to the Placentia Municipal Code, prior to issuance of the first development permit or building permit as specified by the Placentia Municipal Code.
17. Prior to the issuance of a Certificate of Occupancy, the applicant shall submit a detailed Valet Parking Operations Plan to the satisfaction of the Director of Development Services, in concert with the review and approval by the City’s Traffic Engineer and/or their designee as determined by the Director of Public Works. The plan shall include, at a minimum, the number of attendants, hours of service, method of key control, vehicle storage logistics, traffic flow diagrams, and staging locations to ensure safe and efficient vehicular movement within the site and adjacent public rights-of-way. The Valet Parking Operations Plan shall be implemented as approved and shall remain in continuous effect for the duration of the hotel’s operation.

In the event that valet service is suspended, discontinued, or otherwise ceases operation, the property owner and/or operator shall immediately notify the City in writing and implement a temporary self-parking arrangement acceptable to the Director of Development Services and Traffic Engineer. The amount of available parking provided on-site during such suspension shall be evaluated in accordance with Placentia Municipal Code Chapter 23.78 (Off-Street Parking) and may result in a temporary limitation on the number of hotel rooms that are permitted to be occupied or reserved until valet operations are restored or an alternative parking arrangement acceptable to the City is approved.

If temporary parking cannot be accommodated in a manner that satisfies City parking requirements or results in parking spillover impacts, the City may, at its discretion, require that hotel operations be suspended until valet operations are

reinstated or an alternative parking arrangement acceptable to the City is approved.

Failure to maintain the approved valet parking service in accordance with this condition shall constitute grounds for modification or revocation of project entitlements.

**DEVELOPMENT SERVICES DEPARTMENT – BUILDING DIVISION:**

18. The subject project, upon submittal of plans for building plan check, shall be in full compliance with the latest adopted California Building Standards Codes (Title 24, California Code of Regulations) as adopted and amended by the City of Placentia, including but not limited to the California Building Code, California Mechanical Code, California Plumbing Code, California Electrical Code, California Energy Code (Title 24, Part 6), California Green Building Standards Code (CALGreen, Part 11), and all applicable accessibility and local amendments.
19. All required submittals shall be prepared, signed, and sealed by California-licensed design professionals as required by State law, including architects, structural engineers, civil engineers, mechanical engineers, electrical engineers, and geotechnical engineers, as applicable.
  - a. The Building Division requires the submittal of three (3) complete sets of plans and supporting documents for building plan check review. The submittal package shall include, but not be limited to, the following:
    - i. Complete architectural, structural, mechanical, plumbing, and electrical plans, including compliance with the California Green Building Standards Code and State of California Title 24 Energy Standards, along with approved precise grading plans for the hotel and subterranean and grade level garage.
    - ii. Two (2) complete sets of structural calculations for the hotel building and the subterranean and grade level garage, signed and sealed by the California-licensed structural engineer of record.
    - iii. Two (2) complete sets of sealed and signed geotechnical investigation reports, prepared by a California-licensed geotechnical engineer. All foundation plans, details, and soil specifications shall be signed and sealed by the same geotechnical engineer.
20. All structural plans shall clearly specify required structural observations and special inspections in accordance with the latest adopted California Building Code. A list of all required inspections and responsible parties shall be included on the structural sheets prior to plan approval.
21. Any changes or deviations from the approved construction plans during the course of construction shall require the submittal of revised plans. Such revisions shall be prepared, signed, and sealed by the original design professionals of record and

submitted in two (2) complete sets to the City's Building Division for review and approval prior to implementation in the field.

**PUBLIC WORKS DEPARTMENT – ENGINEERING DIVISION:**

**General Requirements:**

22. The following items are required for plan check:
  - a. Grading plan.
  - b. Geotechnical report.
  - c. Water Quality Management Plan (WQMP) in the form and content per the City's WQMP template.
  - d. Improvement Plan and Utility Plan.
23. Applicant must fill out and submit a Red Imported Fire Ant-pest Exclusion Program(RIFA) Form to California Department of Food and Agriculture and provide the City of Placentia copy of the approved form.
24. Provide Signature block for City Engineer: License Number: C82756.
25. It is the applicant's responsibility to notify all utility companies and the City of Placentia for disconnection and removal of the existing utilities, vaults and meters. It is also the applicant's responsibility to notify the Public Works and Building Inspection Division to inspect and to ensure that these utilities have been properly disconnected
26. Provide details for the new driveway and the sidewalks per the City of Placentia Standards (OC Standard Plans) and the latest Standard Specifications of Public Works Contraction (The Green Book). All new and existing sidewalks and driveways will have to be ADA compliant and replaced from joint to joint over the entire frontage of the parcel. Applicant must hire a CASp consultant to certify all ADA Improvements, per the latest ADA requirements for design, construction and obtain a final CASp certification for all ADA ramps and pathways within the public right-of-way.
27. Prior to issuance of Certificate of Occupancy or building final, all existing and new utilities including electric power, telephone, telecommunication fiber and/or cable TV in the street adjacent to and on-site shall be placed underground in accordance with the City of Placentia standards and ordinances. All existing utility poles and associated overhead utility lines located along the project/property frontage shall be removed.
28. Prior to issuance of a Certificate of Occupancy, the engineer of record shall submit all approved project plans on an approved electronic format to the Public Works Department. If the required files are unavailable, the applicant shall pay a scanning fee to cover the cost of scanning the as-built plans.
29. Applicant agrees to annex itself into the City's existing Public Safety Services CFD

2014-01 as a condition of approval and prior to receiving a grading permit.

### **Sewer Line Improvements and Construction:**

30. Sewer flow calculations justifying pipeline design and connection to the main shall be prepared by a registered civil engineer and submitted as a part of an improvement plan for approval by the City Engineer. Provide sewer capacity analysis to evaluate the proposed sewer flow rates into the City sewer system using current flow rate and for pipeline capacity availability.
31. Provide details for sewer capping and connections.

### **Storm Drain Improvements and Construction:**

32. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the Public Works Director.
33. Provide Hydrology/Hydraulic Calculations and show the drainage and runoff to the street. Prior to the approval of the improvement plans, the hydrology study shall show that the 25-year storm flow will be contained within the street from curb to curb and the 100-year storm flow shall be contained within the street right-of-way. When either of these criteria are exceeded, additional drainage facilities shall be installed. All analysis shall comply with the Orange County Hydrology Manual and County Local Drainage Manual and be subject to review and approval by City Engineer.
34. The project shall be designed to accept and properly dispose of all off-site drainage flowing onto or through the site.
35. The storm drain design, and improvements shall be consistent with the WQMP and Hydrology/Hydraulics Report.
36. The hydraulics and hydrology report shall include detailed drainage studies indicating how the grading, in conjunction with the drainage conveyance systems including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding, BMP treatment and LID, will allow building pads to be safe from inundation from rainfall runoff which may be expected from all storms up to and including the theoretical 100-year flood per the Orange County Hydrology Manual. If the quantities exceed the existing downstream capacity, the developer shall provide adequate drainage facilities to mitigate the impact as approved by the City Engineer.
37. The post development peak flow rate generated from the project site shall be less than or equal to the predevelopment peak flow rate from the site for all frequency storms up to and including 100-year return.

### **Public Improvements and Construction**

38. Existing pavement conditions are determined unsuitable due to cracking, irregular

surface, age, water damage, and/or failure to meet structural section to support the new development. The applicant shall provide street resurfacing from the center along the full length of proposed area of work (grind to a depth of 2-inch and 2-inch overlay of rubberized asphalt) with the exclusion of trenching requirements.

39. Prior to issuance of the occupancy permit, all new public improvements shall be constructed satisfactorily to City Standards.

**Grading:**

40. Provide volumes of cut and fill on the grading plan.
41. The development site shall be graded to drain surface water to the existing City storm drain system with no cross-lot drainage permitted. Drainage shall be indicated on the precise grading plans.
42. Prior to approval of the final design plans and issuance of a grading permit, the applicant shall conduct a site-specific geotechnical investigation for the entire site and prepare a report that fully assesses the geologic and soil conditions of the site. As part of the report preparation, soil sampling and any geotechnical testing will be completed at each location where structures are to be erected. The report shall provide grading and structural design recommendations for avoiding liquefaction, subsidence or collapse for each of the proposed structures. The recommendations shall be implemented by the Applicant.
43. Prior to issuance of a grading permit, the applicant shall prepare a water quality management Plan (WQMP) specifically identifying the Best management practices (BMP'S) that will be used on site to control predictable pollutant runoff. The plan shall comply with the Orange County Drainage Area Management Plan (DAMP) and LID Implementation Guideline. Website available at <https://ocerws.ocpublicworks.com/service-areas/ocenvironmental-resources/ocwatersheds/documents/drainage-area-management-plan-7>). Particular attention should be addressed to the appendix section "Best Management Practices for Development." The WQMP shall clearly show the location of structural BMP's and assignment of long-term maintenance responsibilities (which shall also be included in Maintenance agreement). The plan shall be prepared to the general form and content show in the city of Placentia's WQMP template and shall be submitted to the city engineer for review and approval. website available at <http://www.placentia.org/index.aspx?nid=262>). WQMP shall include a feasibility check to ensure the proposed infiltration BMPs are not proposed to be within 100 feet horizontally of a water supply well and/or non-potable well for the protection of groundwater quality per Orange County TGD.
44. Prior to the issuance of grading permits, the applicant shall prepare and submit a precise grading plan prepared by a licensed civil engineer to the Engineering Division of the Public Works Department showing building footprints, new and revised pads and elevations of finished grades, drainage routes, retaining walls, erosion control, slope easements, structural best management practices (BMPs) conforming to the approved water quality management plan, and other pertinent information. The project

development shall accept and make provisions for the existing surface water that are the natural flows from the adjacent properties immediately abutting to the development site. Provide a site plan showing that the new building footprint will be completely outside of the easement areas.

45. Provide a Bond Estimate for all improvements. Performance and Labor/Material bonds shall be required prior to issuance of grading permit.
46. The site grading, landscape, irrigation, and street improvement plans shall be coordinated for consistency with each other and for consistency with the requirements and standards of the City of Placentia.
47. All parking, common, and storage areas shall be lighted to maintain a minimum of 1-foot candle power. These areas should be lighted from sunset to sunrise and be on photo censored cell.
48. Prior to the issuance of a grading permit, erosion control plans and notes shall be submitted and approved by the Engineering Division of Public Works Department.

**Street Vacation:**

49. Street vacation shall follow procedures of Part 3 California Streets and Highways Code. Industrial Way is eligible for a summary vacation as per Subsection 8334.5 of the California Streets and Highways Code. Street vacation procedure shall be per Chapter 4 Article 2 of the California Streets and Highways Code Part 3.
50. Submit a transmittal letter with the following submittal package:
  - a. 8.5 x 11" Plat showing the bearings and distances of the area to be vacated, signed and sealed by a licensed land surveyor. The Plat shall be precise and illustrate the legal description of the area to be vacated.
  - b. Legal description of the area to be vacated on 8.5 x 11" paper, signed and sealed by a licensed land surveyor.
  - c. Current title report of the property to be vacated.
  - d. Traverse Calculations of the area to be vacated.

**POLICE DEPARTMENT:**

51. The applicant, property owner, and their successors in interest shall comply with all applicable provisions of the Placentia Police Department Standard Building Security Requirements for Non-Residential Buildings (May 2025), as adopted by the Chief of Police pursuant to California Penal Code Section 14051. Said document, in its entirety, is hereby incorporated by reference as though fully set forth herein and shall constitute binding conditions of approval applicable to the hotel development project.

Prior to the issuance of any building permit, plans shall be submitted to the satisfaction of the Chief of Police and the Director of Development Services demonstrating

conformance with all applicable standards contained therein, including but not limited to provisions governing building access, lighting, parking areas, emergency response access, construction site security, and closed-circuit video surveillance systems.

Any modification, deviation, or waiver from the adopted Standard Building Security Requirements shall require the prior written consent of the Chief of Police, whose determination shall be final unless otherwise appealed in accordance with the procedures set forth in the Placentia Municipal Code.

Failure to maintain compliance with the approved standards and any subsequently authorized modifications shall constitute a violation of this approval and may result in the suspension or revocation of project entitlements pursuant to Chapter 23.87 of the Placentia Municipal Code.

### **PLACENTIA FIRE & LIFE SAFETY DEPARTMENT:**

52. Prior to the issuance of building permits, the following shall occur:
- a. Placentia Fire & Life Safety Department at time of plan or permit submission will charge certain fees for plan review and inspections. Fees will be determined at the time of plan review and/or inspections.
  - b. The proposed project shall comply with the applicable codes and standards of Title 24, Part 1-12.
  - c. A Fire Master Plan shall be submitted and designed in accordance with PFLSD Fire Department Access and Water Requirements for Commercial and Residential Development Guideline, adopted as an amendment to the 2022 California Fire Code. Fire access and water plans shall specifically address and/or include, but aren't limited to, the following:
    - i. Roadways shall be extended to within one hundred and fifty feet (150) feet of all portions of the exterior walls as measured by an approved path of travel. An approved turnaround shall be provided when the roadway exceeds one hundred and fifty (150) feet as directed by Placentia Fire & Life Safety Department.
    - ii. The proposed development, at time of initial review, encroaches into the existing fire apparatus turnaround area. Revise the plans and demonstrate a turnaround area that is not under the cantilevered portion of the building. Fire lanes or turnaround areas under buildings are not accepted.
    - iii. Plans shall indicate that, for firefighter safety during an incident, buildings of this type and height shall maintain 20-30 feet, measured from the base of the building to the inside edge of the fire lane at Industrial Way. The inside edge of fire access roadways serving multistory buildings should be located no closer than 10-30 feet from

the building, the actual distance being a function of overall building height with consideration given to building construction, presence of openings, and other potential hazards.

- iv. Civil plans shall include road cross sections meeting the requirements for a fire lane, including but not limited to, weight rating, minimum road width of 20 feet, and a 25 ft inside and 45 ft outside turning radius.
- v. Show the locations of all public hydrants on the surrounding streets.
- vi. Provide a 150 ft hose pull exhibit on the site plan/fire master plan.
- vii. Rescue windows are required in sleeping rooms of R occupancies. Show the location of all rescue windows and ladder pads on the fire department access plan.

53. Prior to construction, the following shall occur:

- a. Fire access roadways shall be in place, maintained unobstructed, and drivable by fire apparatus throughout the construction process. Fire access roadways shall be designed in accordance with the Placentia Fire and Life Safety Fire Department Access and Water Requirements for Commercial and Residential Development.
- b. Any gate or barrier across a fire access roadway, whether manual or automatic, must meet the Placentia Fire & Life Safety Department requirements and have specific plans and permits approved prior to installation. Knox brand key-operated electric key switch keyed to Placentia Fire & Life Safety Department specifications are required. The Knox switch shall override all gate functions and open the gate.
- c. A water flow test shall be completed and confirmed by the applicable water district. Provide hydrant flow information on PFLSD Water Availability form on all applicable plans.
- d. Prior to combustibles being brought onsite, all applicable fire hydrants shall be in service and capable of providing the required fire flow.

54. Prior to occupancy, the following shall occur:

- a. Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system is required. The system shall comply with NFPA 13 Standards for Automatic Fire Sprinkler Systems. Plans shall be submitted to the Placentia Fire and Life Safety Department for review and approval in electronic format.
- b. Prior to Fire Department clearance for occupancy, an automatic fire alarm system is required. The system shall comply with NFPA 72 Standard for Fire Alarm Systems. If such a system is required, plans

shall be submitted to the Placentia Fire and Life Safety Department for review and approval in electronic format.

- c. Prior to final inspection or occupancy, portable fire extinguishers are required to be installed as directed by Placentia Fire & Life Safety Department Community Risk Reduction staff. The size, location, and markings shall be illustrated on the floor plan of the construction documents. Prior to installation the client is directed to request a fire inspection to confirm the locations of the fire extinguishers due to field changes with business systems that could conflict with the construction documents.
- d. Knox emergency access key box is required within 10 feet of the main address or as approved by Placentia Fire & Life Safety. Premise keys for all buildings and areas shall be marked and placed in the box prior to final inspection to ensure emergency access. The building owner/occupants shall provide replacement keys whenever locks are changed.
- e. Permanent street numbers, meeting the City's requirements, shall be provided on the address side of the building at the highest point and furthest projection of the structure.
- f. An emergency responder communication coverage system is required. Alternatively, testing proving adequate communication within the building, meeting the requirements of emergency responder communications, may be submitted for review.
- g. Provide plans as a PDF file for pre-fire planning use by the fire department. Information shall include locations of all exits, stairwells, and roof access. Also, the location of fire hydrants, fire department connections, post indicator valves, backflow prevention, gas, electrical, water, fire sprinkler risers and standpipe valves and shutoffs, and elevator and electrical equipment rooms, fire alarm panels, and remote annunciators. The symbols used for the pre-fire plan must be obtained from Placentia Fire & Life Safety Department.

**RECORDING REQUESTED**

City Clerk,  
City of Placentia

**WHEN RECORDED MAIL TO:**

City of Placentia  
401 E. Chapman Avenue  
Placentia, CA 92870

Attn: City Clerk

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Exempt from Filing Fees Gov. Code Section 27383

**DEVELOPMENT AGREEMENT**

**between**

**CITY OF PLACENTIA,  
a California municipal corporation**

**and**

**CY HOSPITALITY, LLC,  
a limited liability company**

## **DEVELOPMENT AGREEMENT**

This Development Agreement ("**Agreement**") is entered into effective on the date it is recorded with the Orange County Recorder (hereinafter the "**Effective Date**") by and between the CITY OF PLACENTIA ("**City**"), and CY HOSPITALITY, LLC, a limited liability company (hereinafter "**Developer**"), may collectively be referred to herein as the "**Parties**".

### **RECITALS**

WHEREAS, City is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, *et seq.* of the Government Code; and

WHEREAS, Developer is under contract to ~~lease~~ purchase the real property that is the subject of this Agreement (the "**City Property**"); and

WHEREAS, the Project consists of the development of a hotel to be constructed at approximately 62 feet tall, with 86-guestroom keys, approximately 42,631 sq. ft. of total buildable area, approximately 24,210 sq. ft. of parking area, 82 parking spaces and 545 sq. ft. of lobby area; and

WHEREAS, Developer has requested City to enter into a Development Agreement and proceedings have been taken in accordance with Section 68564, *et seq.* of the Government Code and the rules and regulations of City; and

WHEREAS, all of the rights and benefits granted to Developer in this Agreement shall inure to the benefit of the City Property and Developer and Developer's successors-in-interest; and

WHEREAS, all of the duties and obligations of Developer shall remain the duties and obligations of Developer and Developer's successors-in-interest except as otherwise provided for herein; and

WHEREAS, all actions taken and approvals given by City have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the City Property in accordance with this Agreement will provide substantial benefits to City and will further enhance the policies and goals of City; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Sections 65864, *et seq.* of the Government Code are intended; and

WHEREAS, Developer has incurred and will in the future incur substantial costs in excess of the generally applicable requirements in order to assure vesting of legal rights to develop the Property and City Property in accordance with this Agreement.

## **AGREEMENT**

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

### **1. DEFINITIONS AND EXHIBITS.**

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1. "**Agreement**" means this Development Agreement.

1.1.2. "**City**" means the City of Placentia, a California municipal corporation and charter city.

1.1.3. "**City Council**" means the City Council of the City.

1.1.4 "**City Property**" means approximately 6,358 square feet owned by the City directly adjacent to 450 S. Placentia Avenue as described in Exhibit A-1 and shown on Exhibit B, and includes all of the City's right, title and interest in and to the City Property, including all privileges, easements, improvements and appurtenances benefiting the City Property, except as expressly excluded, all of the City's interest, if any, in all mineral and water rights and all easements, rights-of-way and other appurtenances used or connected with the beneficial use or enjoyment of the City Property, and all tangible and intangible personal property located on or related to the City Property.

1.1.4 "**Commence(s) Operations**" or "**Commencement of Operations**" means the date on which the Hotel opens for business to the general public.

1.1.4. "**Development**" means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of infrastructure and public and private facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. "Development" includes the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.5. "**Development Approvals**" mean all permits and other entitlements for the development and use of the Property subject to approval or issuance by City in connection with development of the Property including, but not limited to Development Plan Review (DPR) No. 2025-01 and Use Permit (UP) No. 2025-02 compliance with the California Environmental Quality Act and Lot Line Adjustment.

1.1.6. "**Development Exaction**" means any requirement of City in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.7. "**Development Impact Fee**" means a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in

connection with approval of a development project, for the purpose of defraying all or a portion of the cost of public facilities related to the development project, but does not include fees specified in Government Code Section 66477, fees for processing applications for governmental regulatory actions or approvals, fees collected under development agreements adopted pursuant to Article 2.5 (commencing with Section 65864 of Chapter 4 of the Government Code). "Development Impact Fee" expressly excludes processing fees and charges of every kind and nature imposed by City to cover the estimated actual costs to City of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, including, without limitation, fees for zoning variances; zoning changes; use permits; building inspections; building permits; filing and processing applications and petitions filed with the local agency formation commission or conducting preliminary proceedings or proceedings under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3 (commencing with Section 56000) of Title 5 of the Government Code. For purposes of this Agreement, Development Impact Fees include those fees listed in Exhibit "E" attached hereto.

1.1.8. "**Development Plan**" means the Development Approvals and the Existing Land Use Regulations applicable to Development of the Property.

1.1.9. "**Developer**" means CY HOSPITALITY, LLC, a limited liability company, and its successors in interest to all or any part of the Property.

1.1.10. "**Existing Development Approvals**" means all Development Approvals approved or issued by City prior to or contemporaneously with City's approval of this Agreement. The Existing Development Approvals include, without limitation, the approvals incorporated herein as Exhibit "C".

1.1.11. "**Existing Land Use Regulations**" mean all Land Use Regulations in effect on the Effective Date. Existing Land Use Regulations shall include the Regulations incorporated herein as Exhibit "D" as of the Effective Date.

1.1.12 "**Franchise Agreement**" means an agreement between the Developer and Tru by Hilton which provides for the use of the Tru by Hilton flag or brand, and describes, in detail, the standards of construction and standards of operation for the Hotel, as amended or replaced from time to time.

1.1.13 "**Franchisor**" means Tru by Hilton or such other hotel franchise approved by the City acting in its sole and absolute discretion.

1.1.14. "**Good Faith Deposit** " means a deposit made by the Developer to the City pursuant to Section 3.3 hereof. All Good Faith Deposits shall be held by the City pursuant to the terms and conditions of this Agreement.

1.1.15. "**Hotel**" means the Tru by Hilton as described in the Scope of Development and this Agreement.

1.1.16. "**Hotel Manager**" means CY Hospitality, LLC, a limited liability company or such other person or entity approved by the City acting in its reasonable discretion.

1.1.17. "**Hotel Owner**" means CY Hospitality LLC, a limited liability company.

1.1.18. "**Land Use Regulations**" mean all ordinances, resolutions, codes, rules, regulations and official written policies of City governing the development and use of land, including, without limitation, the permitted use of land, the intensity of use, subdivision requirements, the maximum

height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the property, as modified or supplemented by the Existing Development Approvals. "Land Use Regulations" does not include any City ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) the conduct of businesses, professions, and occupations;
- (b) taxes and assessments;
- (c) the control and abatement of nuisances;
- (d) the granting of encroachment permits and the conveyance of rights and interests that provide for the use of or the entry upon public property; or
- (e) the exercise of the power of eminent domain.

1.1.20. **"Lot"** means a legally subdivided lot.

1.1.21. **"Mortgagee"** means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.22. **"Project"** means the Development of the Property and the Hotel as contemplated by the Development Plan as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.23. **"Property"** means the real property consisting of approximately 15,195 square feet owned by CY Hospitality, located at 450 S. Placentia Avenue also identified as Assessor's Parcel Number 339-442-01 described on Exhibit "A-2" and shown on Exhibit "B" of this Agreement.

1.1.24. **"Reservations of Authority"** means the rights and authority excepted from the assurances and rights provided to Developer under this Agreement and reserved to City under Section 3.6 of this Agreement.

1.1.25. **"Subsequent Development Approvals"** means all Development Approvals approved by City subsequent to the Effective Date.

1.1.26. **"Subsequent Land Use Regulations"** means any Land Use Regulations adopted and effective after the Effective Date of this Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit "A-1"	Legal Description of City Property
Exhibit "A-2"	Legal Description of Property
Exhibit "B"	Map of Project Site
Exhibit "C"	Development Approvals
Exhibit "D"	Land Use Regulations
Exhibit "E"	Development Impact Fees
Exhibit "F"	Schedule of Performance

## 2. SUBJECT OF AGREEMENT

2.1 Purpose of Agreement. The purpose of this Agreement is Developer desires to purchase the City Property of approximately 6,358 square feet from the City and develop a Tru by Hilton Hotel (“Hotel”) in combination with the Property at 450 S. Placentia Avenue.

2.2 Project and Project Site. The Project consists of an approximately 42,631 square foot, 4-story, 62-foot high, 86-room hotel building on a Project Site consisting of a +/-21,553 gross acre unimproved site. The Project will feature a 24,210 square foot subterranean garage with an 82-space parking lot, decorative hardscape and landscape improvements, and associated amenities for hotel guests including the onsite sale and consumption of alcoholic beverages exclusively for registered hotel guests as an accessory use to the primary hotel operations.

## 3 GENERAL PROVISIONS.

3.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement upon the Effective Date. Development of the Property is hereby authorized and shall be carried out only in accordance with the terms of this Agreement. Notwithstanding the foregoing, nothing contained in this Agreement shall be deemed to be a covenant to develop or construct the Project or any portion of the Project; provided, however, that to the extent that any phase of the Project is developed, Developer shall be obligated to construct the public improvements required herein related to that phase of development. Developer is authorized to execute this Agreement and have it recorded pursuant to the terms of this Agreement.

3.2 Ownership. City and Developer represent and covenant that each has a legal or equitable interest in the Property.

3.3 Term. The term of this Agreement shall commence on the Effective Date and shall continue for a period of five (5) years thereafter or such earlier date as set forth in this Agreement (the “Termination Date”).

3.4 Assignment. This Agreement may not be assigned except as otherwise contemplated herein.

3.5 Amendment or Cancellation of Agreement. This Agreement may be cancelled in its entirety by written mutual consent of all parties or their respective successors or assigns with respect to their respective portions of the Property. Any amendment or partial cancellation of a portion of this Agreement requires the written mutual consent of all parties or their respective successors or assigns with respect to their respective portions of the Property in the manner provided for in Government Code Section 65868. This provision shall not limit any remedy for default of City or Developer as provided by this Agreement. The Termination or expiration of this Agreement on its stated terms is not a cancellation or amendment requiring further action by the City Council.

3.6 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

- (a) Upon the Termination Date as set forth in Section 3.3.
- (b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.
- (c) The adoption of a referendum measure overriding or repealing the ordinance approving this

Agreement.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property including but not limited to, all conditions and mitigation measures imposed as part of such entitlements prior to the date of termination. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement that has occurred prior to such termination or with respect to any obligations that are specifically set forth as surviving this Agreement.

3.7 Notices.

- (a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.
- (b) All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date of delivery shown in the records of the telegraph company after transmission by telegraph to the recipient named below. All notices shall be addressed as follows:

If to City:

City of Placentia,  
401 E. Chapman Avenue  
Placentia, CA 92870  
Attn: City Administrator

With a copy to:

Christian L. Bettenhausen, City Attorney  
Jones & Mayer  
3777 N. Harbor Blvd.  
Fullerton, CA 92835

If to Developer:

Attention: Yagnesh Patel, Owner  
CY Hospitality, LLC  
17708 Alburdis Avenue  
Artesia, CA 90701  
Telephone: (626) 731-9715  
Email: yogirushi@yahoo.com

With a copy to:

Attention:

- (c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

#### **4 REPRESENTATIONS, WARRANTIES AND DISCLOSURES.**

4.1 City's Representations, Covenants, Warranties, And Obligations. City represents, covenants, and warrants as follows and all of these representations and warranties shall be true and correct as of the Effective Date:

4.1.1 City is a California municipal corporation, duly formed and validly existing under the laws of the State of California, is legally permitted to enter into this Agreement and to issue the permits and entitlements required to perform this Agreement, and has or will have obtained all required authorizations prior to the Close of Escrow.

4.1.2 The entering into this Agreement does not constitute a violation or breach by City of any contract or other instrument to which it is a party, or to which it is subject, or by which any of its assets or properties may be affected, or a violation of any judgment, order, writ, injunction, or decree issued against or imposed upon it, or, to the best of City's knowledge, will result in a violation of any applicable law, order, rule or regulation of any governmental authority.

4.1.3 No elected official or employee of City, during the term of his or her office or service with City, shall have any direct or indirect interest in this Agreement or obtain any present or anticipated material benefit arising therefrom.

4.1.4 City is not relying upon any representations or warranties by Developer other than those expressly set forth in this Agreement and the representations and warranties of Developer set forth herein constitute all of the representations and warranties of Developer in regard to this transaction.

4.1.5 To the best of the City's knowledge, there are no conditions or restrictions which will adversely affect the title to the Property or Developer's right to construct the Project, as provided in this Agreement, that have not been disclosed in writing to Developer.

4.1.6 To the City's knowledge, there is no suit, legal action, administrative arbitration or other proceeding or governmental investigation process which has been served upon City or, which to City's best knowledge, is otherwise pending or threatened against City in which any party is making or has made a claim or defense that, if sustained, would adversely affect the performance of City under this Agreement or adversely interfere with the ability of City to consummate the transactions contemplated herein.

4.2 Developer's Representations, Covenants, Warranties and Obligations. Developer makes the following representations and warranties, which shall be true and correct at the Effective Date.

4.2.1 Developer is a limited liability company, duly formed, validly existing and in good standing under the laws of the State of California and is qualified to do business in the State of California. Developer has duly authorized, executed, and delivered this Agreement, all consents required under Developer's organizational documents have been obtained, the person signing this Agreement on Developer's behalf are authorized and empowered to do so, this Agreement is binding upon Developer, all documents that are to be executed by Developer and delivered hereunder have been, or on the Closing Date will be, duly executed, authorized by, delivered by, and binding upon Developer and will constitute legal,

valid and binding obligations of Developer.

4.2.2 No other authorizations or approvals will be necessary in order to enable Developer to enter into or to comply with the terms of this Agreement.

4.2.3 Neither this Agreement nor anything provided to be done under this Agreement violates or shall violate any contract, agreement or instrument to which Developer is a party or by which it is bound.

4.2.4 Developer will commence work on the Project Land Use Entitlements and building permits and will diligently pursue completion of the Project in accordance with the "Schedule of Performance" set forth in Exhibit F attached hereto.

4.2.5 This Agreement is a valid and binding agreement enforceable against Developer in accordance with its terms, subject to laws relating to bankruptcy and creditor's rights and generally applicable equitable principles.

4.2.6 Developer is not relying upon any representations or warranties by City other than those expressly set forth in this Agreement and the representations and warranties of City set forth herein constitute all of the representations and warranties of City in regard to this transaction.

4.2.7 Developer has not entered into any agreements which will adversely affect the title to the Property or Developer's right to construct the Project, as provided in this Agreement.

4.2.8 Developer represents and warrants to the City that there is no suit, legal action, administrative arbitration or other proceeding or governmental investigation process which has been served upon Developer or, which to Developer's best knowledge, is otherwise pending or threatened against Developer in which any party is making or has made a claim or defense that, if sustained, would adversely affect the performance of Developer under this Agreement or adversely interfere with the ability of Developer to consummate the transactions contemplated herein.

4.2.9 Developer possesses adequate financial resources and has the skill and experience to develop and operate the Project.

4.2.10 Developer is entering into this Agreement for the purpose of redeveloping the Property and not for speculation in land holding or land banking. In this regard, Developer recognizes the importance of the development of the Project on the Property to the general welfare of the residents of the City, and the fact that the qualifications and identity of Developer are of particular concern to City and that it is because of such qualifications and identity that City is entering into this Agreement with Developer. Should Developer fail to construct and operate the Project for one year from the date a Certificate of Occupancy has been issued by the City, Developer agrees they will not transfer any rights to the Property or Project without the express written consent of the City in their sole and absolute discretion, unless a Permitted Transfer as set forth below. Developer's obligation to obtain City consent to a transfer of the Property or Project prior to completion of the Project and the first year of operation shall survive the termination of this Agreement.

4.2.11 Permitted Transfers.

4.2.11.1 No Transfer of Developer's interest in the Hotel Project/Retail Component shall be permitted unless, at the time of the Transfer, the person or entity to which such Transfer is made, by an agreement reasonably satisfactory to the City, expressly agrees to perform and observe, from and after the date of such transfer, all the obligations, terms

and conditions of this Agreement, and if less than all of the Project is transferred, the transferee shall agree to perform the obligations, terms and conditions of this Agreement, relating to the portion of the Project that is transferred to the transferee. The assumption agreement shall be executed by Developer and the assignee or transferee and shall name the City as an express third party beneficiary with respect to such agreement with a copy thereof delivered to the City within thirty (30) days after the effective date thereof. Upon transfer of this Agreement pursuant to an assumption agreement, the assignor's liability with respect to any such obligations relating to the Project accruing from and after the date of such assignment or transfer shall be as set forth in the assumption agreement.

- 4.2.11.2 Any Transfer creating a Mortgage or other security or financing for the Project.
- 4.2.11.3 Any Transfer directly resulting from the foreclosure of a Mortgage or other security financing interest or the granting of a deed in lieu of foreclosure of a Mortgage (including, without limitation, a conveyance in lieu of foreclosure of a pledge of equity interests) or other security financing interest and any subsequent transfer to any buyer or successor after such foreclosure of granting of a deed or conveyance in lieu of foreclosure.
- 4.2.11.4 The leasing or sale of the Hotel Site to an approved Hotel Brand. An approved Hotel Brand is one that is listed on the most recent STR Scale Chains – North America and Caribbean for midscale or above.
- 4.2.11.5 The conveyance or dedication of a portion of the Hotel Site to any public entity, including a public utility, required to allow for the development or operation of the Improvements.
- 4.2.11.6 The granting of temporary or permanent easements, licenses, rights-of-way, or permits to facilitate development and/or operation of the Hotel Project.
- 4.2.11.7 Transfer which may result from any merger, consolidation or reorganization involving Developer so long as the same shall possess all or substantially all of the business and assets of Developer immediately prior thereto.
- 4.2.11.8 The Transfer of a non-Controlling interest in the equity interests in the Developer.
- 4.2.11.9 Transfer of the direct or indirect membership interests in Developer to its joint venture partner or from its joint venture partner to Developer pursuant to the provisions of their joint venture agreements.
- 4.2.11.10 A Transfer to the Hotel BrandOperator or to a new entity consisting of an entity directly or indirectly owned or Controlled by the initial Hotel BrandOperator.
- 4.2.11.11 A Transfer to an Affiliate of Developer or to an Affiliate of Developer's joint venture partners.

4.3 Covenants Related to Construction, Use and Operation of the Property. Developer covenants and agrees for itself, its successors, assigns, and every successor in interest to the Site, as follows:

4.3.1 To construct the Project pursuant to this Agreement, the Scope of Development and the Schedule of Performance. The physical quality of the Hotel, including without limitation the construction quality, finish material, lighting, landscaping and site amenities shall, in no event, fail to meet the minimum construction quality, finish material, lighting, landscaping and site amenities approved by the City.

4.3.2 To Commence Operations of the Hotel as a first quality, hotel in accordance with the Scope of Development and Franchise Agreement and this Agreement.

4.3.3 From the date upon which the Hotel Commences Operation, the Developer shall continuously use and operate the Hotel. During such Operating Period the Hotel shall be operated under

the name of Franchisor, as previously approved by the City, and be operated by the Hotel Manager. In addition, the City shall have the right, acting in its reasonable discretion, to approve any proposed replacement Franchisor and/or Hotel Manager provided that such proposed replacement Franchisor and/or proposed replacement Hotel Manager shall operate the Hotel at a quality standard not less than that required by this Agreement, or imposed by the original Franchisor and/or Hotel Manager, as applicable, pursuant to the original Franchise Agreement and/or original Hotel Management Agreement initially executed hereunder, whichever Agreement requires the higher standard; provided further, that such proposed replacement Franchisor and/or proposed replacement Hotel Manager shall have the financial capability and operating experience equivalent to, or greater than, the original Franchisor and/or Hotel original Hotel Manager, as the case may be, of the Hotel Project in the condition and at a quality level substantially equivalent to the condition and quality level, as the case may be, as existed as of the date of Commencement of Operation in compliance with this Agreement, which standard shall, in no event be less than AAA 3 Diamond standard as to physical condition and service as that standard is defined as of the date of execution of this Agreement.

4.3.4 Compliance with Franchise Agreement and/or Hotel Management Agreement. After the Conveyance, the Developer shall provide City with any amendments of the Franchise Agreement and/or Hotel Management Agreement, as applicable, within fifteen (15) working days after execution thereof. In addition, the Developer shall remain at all times in full compliance with the Franchise Agreement and/or Hotel Management Agreement, as applicable.

4.3.5 Maintenance Covenants. Developer covenants and agrees for itself, its successors and assigns and any successor in interest to the Hotel or part thereof to maintain, at no cost or expense to the City, the Hotel and all improvements thereon to the property and curb line, in compliance with the terms of this Agreement, the Land Use Approvals and Permits, and with all applicable provisions of the City Municipal Code. Such maintenance and repair shall also conform to the requirements of Developer's Franchisor and Hotel Management Agreement and/or Franchise and Hotel Management Agreement, as applicable. Maintenance and security of the Hotel Project shall be consistent with other similar class hotel projects in Orange County, and shall include, without limitation, regular graffiti removal, and trash and debris removal. The Site shall be kept free from any accumulation of debris or waste materials. The Developer shall maintain the landscaping required to be planted on the Site in a healthy condition in accordance with the approved landscape plan for the Hotel Project.

4.3.6 Minimum Hotel Project Value Covenant. The Developer covenants and agrees by and for itself, its successors, assigns and every successor in interest to the Property or any part thereof that commencing upon the Completion of Construction of the Hotel, the Developer shall not take action to decrease the assessed value (including the value of the improvements thereon and/or possessory interest therein) of the Property for property tax purposes below the assessed value as determined by the Orange County Assessor's Office at the time the Hotel opens. ("Minimum Hotel Value").

Each of the foregoing items (4.2) through (4.3) inclusive, above, shall be deemed to be an on-going representation and warranty and covenant. Developer shall advise the City in writing if there is any change pertaining to any matters set forth or referenced in the foregoing items (4.2) through (4.3). Neither the Hotel Manager, any member, manager, agent, employee or representative of Developer or the Hotel Manager, including their attorneys and accountants, nor any of their affiliates or spouses, shall have any personal liability for any breach of any representation or warranty or any other obligation by Developer under this Agreement except in the event of fraud, misrepresentation or other acts involving moral turpitude.

## **5 OTHER PROPERTY RELATED REQUIREMENTS.**

5.1 Operating Memoranda. It is recognized that performance under this Agreement will require a

considerable degree of cooperation between the City and Developer. It is further realized that subsequent events may demonstrate that revisions will be required in the performance hereunder, and that a certain degree of flexibility will be required. It is to preserve such flexibility that certain provisions may have been delineated in this Agreement in general terms only, with the understanding that more precise details may be sent forth in "Operating Memoranda" as may be required from time to time. Each operating memorandum shall be approved by the City Council or City Administrator and Developer's designated representative and shall be attached hereto as an addendum, and become a part hereof, and may be further changed and amended from time to time as necessary upon approval by the City and Developer.

5.2 No Reimbursement of Transient Occupancy Tax. It is fully understood by the Developer that 100% of the City's Transient Occupancy Tax will be collected by the Developer at whatever level has been established by the City Council and that none of this tax is being shared with the Developer in any way.

5.3 Utilities and Street Improvements. To the extent any new, additional, increased or changed utility connections, or any street improvements are undertaken by the City wholly unrelated to the Project, the City shall diligently undertake all activities (including without limitation permitting and construction costs) so as not to impair or delay the construction and opening of the Hotel.

5.4 Advertising. The City entered into a Design, Build, Operate and Maintain (DBOM) Agreement with Lamar Central Outdoor, LLC on or about October 6, 2015 that authorizes the City a limited right to assign advertising space to promote economic development, as defined in the DBOM, on a space-available basis and subject to limitations on timeframes for advertising. The City and Developer agree for a period of one (1) year to cooperate in the placement of advertising for economic development purposes related to the operation of the Hotel subject to the terms and conditions of the DBOM. The one (1) year period begins when the Developer submits their first billboard advertisement request to the City.

5.5 Hotel Rooms to City. Developer agrees to provide, based upon availability, hotel rooms to City of Placentia public safety personnel as required by the City to respond to public safety issues at a rate of 75% of the average standard rate.

5.6 OCTA Retaining Wall. Condition of Approval #6 of the Land Use Entitlements requires Developer to construct the Project without interfering with or disturbing the existing retaining wall for the Placentia Avenue underpass. The Parties understand and agree that, upon completion of construction of the Project, Developer shall not have any responsibility to maintain the wall.

## **6 DEVELOPMENT OF THE PROPERTY.**

6.1 Rights to Develop. Subject to the terms of this Agreement including the Reservations of Authority, Developer shall have a vested right to develop the Property in accordance with, and to the extent of, the Development Plan and the Existing Land Use Regulations; however, if Developer has not met the Schedule of Performance for completion of work as set forth in the Schedule of Performance attached hereto in Exhibit "G", and such failure continues for thirty (30) after the City Administrator had provided Developer with notice of such failure (or such longer period of time as is reasonably necessary to cure any such failure) the City Administrator shall have the sole discretion upon written notice to Developer, to extend the Schedule of Performance based on Developer's written explanation of not meeting the Schedule of Performance, or to terminate this Agreement after thirty (30) days written notice to the Developer for failure to meet the Schedule of Performance. The Project shall remain subject to all Subsequent Development Approvals required to complete the Project as contemplated by the Development Plan. Except as otherwise provided expressly in this Agreement, the permitted uses of the Property, the intensity of use, the maximum height and size of proposed buildings,

the design, improvement, and construction standards applicable to development of the Property, and provisions for reservation and dedication of land for public purposes and Development Exactions shall be those set forth in the Development Plan. Notwithstanding the foregoing, nothing contained in this Agreement shall be deemed to be a covenant by Developer to develop or construct the Project or any portion of the Project; provided, however, that to the extent that any phase of the Project is developed, Developer shall be obligated to construct the public improvements required herein related to that phase of development.

6.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided expressly under the terms of this Agreement including the Reservations of Authority, the rules, regulations and official policies of City governing permitted uses of the Property, the intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Existing Land Use Regulations. In connection with any Subsequent Development Approval, City shall exercise its discretion in accordance with the Development Plan, the Existing Land Use Regulations, and as provided by this Agreement including, but not limited to, the Reservations of Authority.

6.3 Allowed Deviations from Development Standards. The following deviations from City standard development standards are expressly permitted by this Development Agreement and are specific only to the proposed Project.

6.3.1 Site Criteria – Minimum Lot Size

Approval of a reduced minimum lot size of 21,553 square feet (0.49 acres) in lieu of 1.5 acres, as otherwise required per PMC Section 23.36.020(2), Site Criteria.

6.3.2 Front Yard Setback

A deviation to allow a 4-foot front yard setback in lieu of the 15-foot minimum required per PMC Section 23.36.070(a).

6.3.3 Street Side Yard Setback

A deviation to allow a 4-foot street side yard setback in lieu of the 15-foot minimum required per PMC Section 23.36.070(b).

6.3.4 Off-Street Parking Reduction

A reduction in the required number of off-street parking spaces from 86 to 82, pursuant to a deviation from PMC Section 23.78.030(3), which establishes parking standards for hotels, motels, and apartment hotels.

6.3.5 Allowance of Tandem Parking

Authorization to provide tandem parking configurations for commercial use, notwithstanding the absence of any provision within the Placentia Municipal Code allowing for tandem commercial parking. Such configuration is acknowledged to not conform to PMC Section 23.78.040.

6.3.6 On-Street Loading Allowance

Approval to allow on-street loading in lieu of the required off-street loading facilities, as mandated by PMC Section 23.78.050.

6.4 Term of Maps and Development Approvals. The term of all Development Approvals and Subsequent Development Approvals and any and all subsequently-approved tentative subdivision maps approved for the Project shall be equal to the Term of this Agreement in accordance with applicable laws, unless this Agreement is earlier terminated pursuant to the provisions hereof, in which event the term of such tentative subdivision maps shall be governed by the applicable provisions of the Subdivision Map Act.

6.5 Timing of Development. The parties acknowledge that Developer cannot at this time predict when or the rate at which phases of the Property will be developed. Such decisions depend

upon numerous factors that are not within the control of Developer, such as construction costs, market orientation and demand, interest rates, absorption, completion and other similar factors. Since the California Supreme Court held in Pardee Construction Co. v. City of Camarillo (1984) 37 Cal.3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the parties' intent to cure that deficiency by acknowledging and providing that Developer shall have the right to develop the Property in such order and at such rate and at such times as Developer, in its sole and absolute discretion deems appropriate, subject only to any timing requirements set forth in the Development Plan and Schedule of Performance set forth in Exhibit F.

6.6 Schedule of Performance. Development of the Property shall be subject to all timing established by the Development Plan and Schedule of Performance attached hereto as Exhibit F and Developer shall use all commercially reasonable efforts to comply with the Schedule of Performance.

6.7 Failure to Perform. In the event that Developer has not completed the Project in compliance with the agreed upon Schedule of Performance the City may impose a penalty for each month of delay in the opening of the Hotel in the amount of Two Hundred Seventy-Eight Thousand Five Hundred Twenty and 00/100 (\$278,520.00) per year, prorated on a monthly basis. The parties agree this is a fair allocation of the loss of transient occupancy tax lost to the City as a result of Developer's failure to complete the Project in a timely manner as set forth in the Schedule of Performance as such amount is based on the estimated transient occupancy tax for an 86-room hotel at 70% occupancy.

6.8 Changes and Amendments. The parties acknowledge that refinement and further development of the Project will require Subsequent Development Approvals and may demonstrate that changes are appropriate and mutually desirable in the Existing Development Approvals. During the term of this Agreement, in the event Developer finds that a change in the Existing Development Approvals is necessary or appropriate, Developer shall apply for a Subsequent Development Approval to effectuate such change and City shall process and act on such application in accordance with the Existing Land Use Regulations, except as otherwise provided by this Agreement, including, without limitation, the Reservations of Authority. If approved, any such change in the Existing Development Approvals shall be attached to this Agreement as an addendum to Exhibit "C" and may be further changed from time to time as provided in this Section.

#### 6.8 Reservations of Authority

6.8.1 Limitations. Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the following Subsequent Land Use Regulations shall apply to the development of the Property.

- (a) Processing fees and charges of every kind and nature imposed by City to cover the estimated actual costs to City of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued.
- (b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure.
- (c) Regulations governing construction standards and specifications including, without limitation, City's Building Code, Plumbing Code, Mechanical Code, Electrical Code, Fire Code and Grading Code that are applied uniformly and on a city-wide basis to all development projects of a similar type as the Project.
- (d) Regulations that are in conflict with the Development Plan but that are reasonably necessary to

protect the public health and safety of the residents of the Project or the immediate community. To the extent possible, any such regulations shall be applied and construed so as to provide Developer with all of the rights and assurances provided under this Agreement. Any regulation, whether adopted by initiative or otherwise, limiting the permitted uses, density, intensity, or rate or timing of development of the Property to the extent permitted by law shall be deemed to conflict with the Development Plan and shall therefore not be applicable to the development of the Property.

- (e) Regulations that are not in conflict with the Development Plan provided Developer has given written consent to the application of such regulations to development of the Property.

6.8.2 Subsequent Development Approvals. This Agreement shall not prevent City, in acting on Subsequent Development Approvals, from applying Subsequent Land Use Regulations that do not conflict with the Existing Land Use Regulations or Development Plan, nor shall this Agreement prevent City from denying or conditionally approving any Subsequent Development Approval on the basis of the Existing Land Use Regulations or any Subsequent Land Use Regulation not in conflict with the Development Plan. Upon approval of any Subsequent Development Approval, such Subsequent Development Approval shall be deemed vested pursuant to the provisions of this Agreement, without any further action by City or Developer being required.

6.8.3 Modification or Suspension by State or Federal Law. In the event any State or Federal law or regulation that is enacted or adopted after the Effective Date of this Agreement, or any other action of any governmental entity that is not under City's control, prevents or precludes compliance with any provision of this Agreement, then that provision of this Agreement shall be modified or suspended only to the extent and for the time necessary to achieve compliance with that law, regulation or other governmental action and the remaining provisions of this Agreement shall continue in full force and effect and the parties shall negotiate in good faith for such amendments to this Agreement as may be necessary to achieve its intent, notwithstanding the existence of such law or regulation or other governmental action. Upon the repeal of any such law, regulation or other governmental action or on the occurrence of any other circumstance that removes the effect of the same on this Agreement, provided this Agreement is otherwise still in effect, the provisions of this Agreement shall be automatically restored to their full original effect and any amendment to this Agreement that the parties have entered into as a result of any such law, regulation or other governmental action, shall terminate.

6.8.4 Intent. The parties acknowledge and agree that City is entering into this Agreement pursuant to the Development Agreement Law, Government Code Sections 65864- 65869.5, and that the foregoing limitations, reservations and exceptions are intended to reserve to City all of its police power that cannot be so limited. This Agreement shall be construed to reserve to City all such power and authority that cannot be restricted by development agreement.

6.8.5 Public Works. Developer shall construct all public improvements related to the Project required as a condition of approval in accordance with City's or other public works engineering standards. For public utilities, the Developer shall design and construct all public utility facilities within the public rights-of-way in the project boundary as required by the public utility purveyors, including those related to cable/telephone or related communication transmission facilities, energy transmission facilities, fiber optic, electric, gas to service the property. The City shall determine whether the Developer shall dedicate said public utility facilities and the public access easements thereto and the entities to whom those dedications shall be made. Developer shall install electrical or communication appurtenances (such as transformers) underground unless said appurtenance is a service pedestal for electrical, phone, traffic signal control cabinets, or irrigation control devices.

6.8.6 On-Site Improvements. All on-site public improvements shall be constructed to generally

applicable City standards as set forth in the conditions of approval for the project. Upon completion, the Developer shall offer for dedication utility improvements as part of the project subdivision maps. These improvements include all potable water mains, sewer mains and storm water collection facilities intended to serve the property within the Project boundaries.

6.8.7 Provision of Real Property Interests by City. In any instance where Developer is required to construct any public improvement on land not owned by Developer, Developer shall at its sole cost and expense provide or cause to be provided, the real property interests necessary for the construction of such public improvements. Developer shall exercise reasonable and diligent good faith efforts to acquire the real property interests necessary for the construction of such public improvements at a cost and upon terms acceptable to the owner of the real property and approved by City. If, despite such efforts, Developer is unable to acquire such property after one-hundred eighty days (180), at Developer's request and upon Developer's provision of adequate security for costs City incurs, City shall negotiate the purchase of the necessary real property interests to allow Developer to construct the public improvements as required by this Agreement. If necessary, in accordance with the procedures established by law, the City may use its power of eminent domain to acquire such required real property interests. Developer shall pay all costs associated with any such negotiation or condemnation proceedings. This Section 6.8.7 is not intended by the parties to impose upon the Developer an enforceable duty to acquire land or construct any public improvements on land not owned by Developer, except to the extent that the Developer elects to proceed with the development of the Project.

6.9 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of City possess authority to regulate aspects of the development of the Property separately from or jointly with City and this Agreement does not limit the authority of such other public agencies.

6.10 Parking Management Plan. The Developer shall adopt and adhere to a parking management plan reasonably acceptable to the City.

## **7. PUBLIC BENEFITS.**

7.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public benefit by development of an underutilized vacant property.

### 7.2 Development Impact Fees.

7.2.1 Amount and Components of Fee. Developer shall pay to City the Development Impact Fees in the amounts determined by the City as identified in Exhibit "E".

7.2.2 Time of Payment. Development Impact Fees required pursuant to Subsection 5.2.1, shall be paid to City at the time of issuance of the first building permit as described in Exhibit "E".

7.3 Reimbursement of City Costs. Developer shall pay all reasonable costs incurred by City in connection with the Development Approvals sought to be granted related to the Project. Developer shall pay all costs of any private financing for the Project, including all of City's costs therefor. Costs to be paid by Developer include, but are not limited to, City fees due for processing of all applications, City's, costs reasonably borne for staff time related to the Project and this Agreement, including all administrative and staff costs, and any out of pocket costs incurred by City in connection with the Development Agreement, Development Approvals, and consulting, permits, noticing, and environmental evaluation and mitigation, including overseeing any Mitigation Monitoring Program. A

reimbursement schedule and a reimbursement process for all such costs which have not been reimbursed directly to City by Developer shall be mutually agreed upon prior to the issuance of building permits. City shall require Developer to submit a deposit against which such costs will be billed.

## **8. REVIEW FOR COMPLIANCE.**

8.1 Periodic Review. During the term of this Agreement, the Director of Development Services shall review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain the good faith compliance by Developer with the terms of the Agreement. Developer shall submit an annual monitoring report ("Annual Monitoring Report"), in a form acceptable to the Director of Development Services, within 30 days after written notice from City Staff demonstrating Developer's good faith compliance with all the material terms of this Agreement. The Annual Monitoring Report shall be accompanied by an annual review and administration fee sufficient to defray the estimated costs of review and administration of the Agreement during the succeeding year. The amount of the annual review and administration fee shall be set annually by resolution of the City Council. Upon completion of a periodic review, the Director of Development Services shall submit a report to the City Council setting forth the evidence concerning good faith compliance by Developer with the terms of this Agreement and his or her recommended finding on that issue. If the City Council finds that Developer has not complied in good faith with the terms and conditions of this Agreement, the City Council may modify or terminate this Agreement after providing Developer with a reasonable opportunity to cure any non-compliance by Developer.

8.2 Certificate of Agreement Compliance. If, at the conclusion of a periodic review, Developer is found to be in compliance with this Agreement, City shall, upon request by Developer, issue a Certificate of Agreement Compliance ("Certificate") to Developer stating that after the most recent periodic or special review and based upon the information known or made known to the Director of Development Services and City Council that (1) this Agreement remains in effect and (2) Developer is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a periodic or special review and shall state the anticipated date of commencement of the next periodic review. Developer may record the Certificate with the Orange County Recorder.

Whether or not the Certificate is relied upon by assignees or other transferees or Developer, City shall not be bound by a Certificate if a default existed at the time of the periodic or special review, but was concealed from or otherwise not known to the Director of Development Services or City Council.

## **9. PREVAILING WAGES.**

9.1 Public Works Determination. Developer has been alerted to the requirements of California Labor Code section 1770, *et seq.*, including, without limitation S.B. 975, which require the payment of prevailing wage rates and the performance of other requirements if it is determined that this Development Agreement or any portion of the Development constitutes a public works contract. It shall be the sole responsibility of Developer to determine whether to pay prevailing wages for any or all work required by this Development Agreement. As a material part of this Development Agreement, Developer agrees to assume all risk of liability arising from any decision not to pay prevailing wages for work required by this Development Agreement.

9.2 Indemnification. As a further material part of this Development Agreement, Developer agrees to indemnify, defend and hold harmless City, its officials, officers, employees, consultants and agents from any and all claims, liability, loss, costs, damages, expenses, fines and penalties, of whatever the or

nature, including all costs of defense and reasonable attorneys' fees, arising from any alleged failure of the Developer or Developer's contractors to comply with the prevailing wage laws of the State of California. If City or any of the other indemnified parties is named as a party in any dispute arising from the failure of Developer or Developer's contractors to pay prevailing wages, Developer agrees that City and those other indemnified parties may appoint their own independent counsel, and Developer agrees to pay all attorneys' fees and defense costs of City and the other indemnified parties as billed, in addition to all other damages, fines, penalties, and losses incurred by City and those other indemnified parties as a result of the action.

## **10. DEFAULT AND REMEDIES.**

10.1 Remedies in General. It is acknowledged by the parties that neither party would have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that neither party shall be liable in damages to the other party, or to any successor in interest of such party, or to any other person, and each party covenants not to sue for damages or claim any damages:

10.1.1 For any breach of this Agreement or for any cause of action that arises out of this Agreement; or

10.1.2 For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

10.1.3 Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

10.2 Specific Performance. The parties acknowledge that money damages and remedies at law generally are inadequate and specific performance and other non-monetary relief are particularly appropriate remedies for the enforcement of this Agreement and should be available to all parties for the following reasons:

10.2.1 Money damages are unavailable against City or Developer as provided in Section 9.1 above; provided nothing in this Agreement precludes City from exercising its rights to enforce bonds or other security furnished by Developer to City as required in the Development Plan, or from enforcing its right to indemnification from Developer as set forth herein and requiring Developer to pay money damages for failure to do so.

10.2.2 Due to the size, nature and scope of the Project, it may not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, Developer may be foreclosed from other choices it may have had to utilize the Property or portions thereof. Developer has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money that would adequately compensate Developer for such efforts.

10.3 Release. Except for non-damage remedies, including the remedy of specific performance or judicial review, Developer, for itself, its successors and assignees, hereby releases City, its officials, officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature

arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance that seeks to impose any other liability or damage, whatsoever, upon City because it entered into this Agreement or because of the terms of this Agreement.

10.4 Default of Developer. City may terminate this Agreement for any failure of Developer to perform any material duty or obligation of Developer under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, City shall first provide written notice to Developer of default setting forth the nature of the default and demanding the Developer to cure such default. If Developer fails to cure such default within 60 days after the service of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default, City may terminate this agreement. Upon the termination of the Agreement pursuant to this Section 9.4 the City shall have the right to retain all previously received Good Faith Deposits.

10.5 Termination of Agreement for Default of City. Developer may terminate this Agreement only in the event of a default by City in the performance of a material term of this Agreement and only after providing written notice to City of default setting forth the nature of the default and the actions, if any, required by City to cure such default and, where the default can be cured, City has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default in a reasonable period. Upon the termination of the Agreement pursuant to this Section 9.5, the City shall immediately return all Good Faith Deposits to the Developer.

## **11. THIRD PARTY LITIGATION.**

11.1 General Plan Litigation. City has determined that this Agreement is consistent with its General Plan, herein called General Plan, and Existing Land Use Regulations. Developer has reviewed the General Plan and concurs with City's determination. City shall have no liability in damages under this Agreement for any failure of City to perform under this Agreement or the inability of Developer to develop the Property as contemplated by the Development Plan of this Agreement as the result of a judicial determination that on the Effective Date, or at any time thereafter, the General Plan, Existing Regulations, or portions thereof, applied to the Development Plan are invalid or inadequate or not in compliance with law.

11.2 Third Party Litigation Concerning Agreement. Developer shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless City, its agents, officials, officers, independent contractors, subcontractors, and employees, from any claim, action or proceeding against City, its agents, officials, officers, independent contractors, subcontractors, or employees to attack, set aside, void, or annul the approval of this Agreement or the approval of any Subsequent Development Approval granted pursuant to this Agreement. City shall promptly notify Developer of any such claim, action or proceeding, and City shall cooperate in the defense.

11.3 Indemnity. In addition to the provisions of 11.2 above, Developer shall indemnify and hold City, its officials, officers, agents and employees free and harmless from any liability whatsoever, based or asserted upon any act or omission of Developer, its officers, agents, employees, subcontractors and independent contractors, for property damage, bodily injury, or death (Developer's employees included) or any other element of damage of any kind or nature, relating to or in any way connected with or arising from the activities contemplated hereunder, including, but not limited to, the study, design, engineering,

construction, completion, failure or conveyance of the public improvements, save and except claims for damages to the extent arising through the illegal activities, gross active negligence or willful misconduct of City or any of its officers, officials, agents or employees. Developer shall defend, at its expense, including attorneys' fees, City, its officers, officials, agents and employees in any action or proceeding based upon such alleged acts or omissions. City may, in its discretion, participate in the defense of any such action or proceeding.

11.4 Environmental Assurances. Developer shall indemnify and hold City, its officers, officials, agents and employees free and harmless from any liability, based or asserted, upon any act or omission of Developer, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and Developer shall defend and indemnify, at its expense, including reasonable attorneys' fees, City, its officers, officials, agents and employees in any action based or asserted upon any such alleged act or omission save and except claims for damages to the extent arising through the illegal activities, gross active negligence or willful misconduct of City or any of its officers, officials, agents or employees.. City may, in its discretion, participate in the defense of any such action.

11.5 Reservation of Rights. With respect to Sections 10.2, 10.3 and 10.4 herein, City reserves the right to either (1) approve the attorney(s) that Developer selects, hires or otherwise engages to defend City hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense, provided, however, that Developer shall reimburse City forthwith for any and all expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor. In the event City chooses Option (2), then Developer shall also be entitled to participate in the proceedings that are the subject of Sections 10.2, 10.3 or 10.4 herein.

11.6 Survival. The provisions of this Sections 11.1 through 11.6, inclusive, shall survive the termination of this Agreement.

## **12. MORTGAGEE PROTECTION.**

The parties hereto agree that this Agreement shall not prevent or limit Developer, in any manner, at Developer's sole discretion, from encumbering the Project or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Project. City acknowledges that Mortgagees providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with Developer and representatives of such Mortgagees to negotiate in good faith any such request for interpretation or modification. City will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Project shall be entitled to the following rights and privileges:

12.1 Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Project made in good- faith and for value, unless otherwise required by law.

12.2 The Mortgagee of any mortgage or deed of trust encumbering the Project, or any part thereof, which Mortgagee has submitted a request in writing to City in the manner specified herein for giving notices, shall be entitled to receive written notification from City of any default by Developer in the performance of Developer's obligations under this Agreement.

12.3 If City timely receives a request from a Mortgagee requesting a copy of any notice of default

given to Developer under the terms of this Agreement, City shall provide a copy of that notice to the Mortgagee within 10 days of issuing the notice of default to Developer. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

12.4 Any Mortgagee who comes into possession of the Project, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Project, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of Developer's obligations or other affirmative covenants of Developer hereunder (including, without limitation, any indemnification obligation of Developer for any acts or omission arising prior to the date said Mortgagee comes into possession of the Project), or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by Developer is a condition precedent to the performance of a covenant by City, the performance thereof shall continue to be a condition precedent to City's performance hereunder, and if further provided that any transfer or assignment by any Mortgagee in possession shall be subject to the provisions of this Agreement.

### **13. MISCELLANEOUS PROVISIONS.**

13.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the Orange County Recorder by the City Clerk within the period required by Section 65868.5 of the Government Code.

13.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

13.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the public benefits set forth in Section 5 of this Agreement, including the payment of the fees set forth therein, are essential elements of this Agreement and City would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

13.4 Interpretation and Governing Law. This Agreement and any dispute among hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

13.5 Operating Memoranda. The parties acknowledge that circumstances may arise which demonstrate that changes are appropriate with respect to the details and performance of the parties under this Agreement. The parties desire to retain a certain degree of flexibility with respect to those items covered in general terms under this Agreement. If and when the parties mutually find that changes, adjustments, or clarifications that are in substantial conformance with the original Project are

appropriate to further the intended purposes of this Agreement, they may, unless otherwise required by law, effectuate such changes, adjustments, or clarifications without amendment to this Agreement through one or more operating memoranda mutually approved by the parties. The Operating Memoranda may be approved on behalf of the City by the City Administrator of the City, or such person designated in writing by the City Administrator, and by any corporate officer or other person designated for such purpose in a writing signed by a corporate officer on behalf of Developer. After execution of an Operating Memoranda it shall be attached hereto as an addenda and become a part hereof. Unless otherwise required by law or by this Agreement, no such changes, adjustments, or clarifications shall require prior notice or hearing, public or otherwise. Notwithstanding the foregoing, in no event shall any Operating Memoranda reduce the Developer Impact Fees approved by this Agreement.

13.6 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

13.7 Singular and Plural. As used herein, the singular of any word includes the plural.

13.8 Joint and Several Obligations. If at any time during the term of this Agreement the Property is owned, in whole or in part, by more than one Developer (collectively the "Obligors"), all obligations of such Obligors under this Agreement shall be joint and several, and the default of any such Obligors shall be the default of all such Obligors. Notwithstanding the foregoing, no Obligors of a single rentable unit that has been finally subdivided and such rentable unit leased to a member of the general public or other ultimate user, shall have any further obligation under this Agreement with respect to such rentable unit.

13.9 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

13.10 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

13.11 No Third-Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

13.12 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other acts of God, pandemics, fires, wars, riots or similar hostilities, strikes and other labor difficulties beyond the party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. If any such events shall occur, the term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the term of this Agreement shall not be extended under any circumstances for more than 1 years.

13.13 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

13.14 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and, (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

13.15 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

13.16 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Orange, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

13.17 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement.

13.18 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

13.19 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by City of its power of eminent domain.

13.20 Agent for Service of Process. In the event Developer is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venture resident of the State of California, or it is a foreign corporation, then in any such event, Developer shall file with the Director of Development Services, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon Developer. If for any reason service of such process upon such agent is not feasible, then in such event Developer maybe personally served with such process out of Orange County and such service shall constitute valid service upon Developer. Developer is amenable to the process so served, submits to the jurisdiction of the Court referenced in Section 12.16 so obtained and waives any and all objections and protests thereto. Developer for itself, assigns and successors hereby waive the provisions of the Hague Convention (Convention on the Service Abroad of Judicial and Extra Judicial Documents in Civil or Commercial Matters, 20 U.S.T. 361, T.I.A.S. No. 6638).

13.21 Authority to Execute. The person or persons executing this Agreement on behalf of Developer warrants and represents that he or she or they has/have the authority to execute this Agreement on behalf of such corporation, partnership or business entity and warrants and represents that he or she or they has/have the authority to bind Developer to the performance of its obligations hereunder.

13.22 Minor Modifications to Development Plan. Minor modifications to the Development Plan may be approved by the City Administrator, or his or her designee, evidenced by a written memorandum from the City, which shall not require recordation but shall be retained by the City as a public record. A "Minor Modification" shall not increase unit count or reduce parking spaces, or building heights.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

[SIGNATURES NEXT PAGE]

"DEVELOPER"  
CY Hospitality LLC

\_\_\_\_\_  
By: Chandrakant Patel, Manager

Attest:

"CITY "

THE CITY OF PLACENTIA,  
a municipal corporation

\_\_\_\_\_  
City Clerk

By: \_\_\_\_\_  
Name: Jennifer Lampman  
Title: City Administrator

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Name: Christian Bettenhausen  
Title: City Attorney





**EXHIBIT "A"**

LEGAL DESCRIPTION OF CITY PROPERTY

THAT PORTION OF PLACENTIA AVENUE (VARIABLE WIDTH) AND INDUSTRIAL WAY (VARIABLE WIDTH) AS SHOWN IN DOCUMENT NO. 2015000007442 RECORDED JANUARY 18, 2015, OFFICIAL RECORDS, SITUATED IN THE CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE NORTHWESTERLY CORNER OF LOT 6 OF TRACT MAP 5836, FILED IN BOOK 217, PAGE 22 OF MISCELLANEOUS MAPS, ORANGE COUNTY RECORDS, BEING THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 5,747.70 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 8°46'30" EAST;

THENCE ALONG SAID CURVE, NORTHEASTERLY THROUGH A CENTRAL ANGLE OF 0°12'00" AN ARC LENGTH OF 20.06 FEET;

THENCE, NORTH 81°01'30" EAST, 39.09 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE, SOUTH 8°58'30" EAST, 3.00 FEET;

THENCE, SOUTH 81°01'30" WEST, 35.50 FEET;

THENCE, SOUTH 14°30'37" WEST, 124.70 FEET;

THENCE, SOUTH 75°28'30" EAST, 32.80 FEET;

THENCE, NORTH 14°31'30" EAST, 9.98 FEET TO THE SOUTHERLY LINE OF SAID LOT 6, BEING THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 172.00 FEET, A RADIAL LINE TO SAID BEGINNING OF NON-TANGENT CURVE BEARS SOUTH 11°35'02" WEST;

THENCE ALONG SAID CURVE AND SOUTHERLY LINE OF SAID LOT 6, EASTERLY THROUGH A CENTRAL ANGLE OF 28°03'02" AN ARC LENGTH 84.21 FEET;

THENCE, NORTH 73°32'00" EAST, 28.22 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 92.00 FEET, A RADIAL LINE TO SAID BEGINNING OF NON-TANGENT CURVE BEARS SOUTH 12°23'57" EAST;

THENCE LEAVING SAID SOUTHERLY LINE OF LOT 6, ALONG SAID CURVE, NORTHWESTERLY THROUGH A CENTRAL ANGLE OF 46°54'08" AN ARC LENGTH OF 75.31 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 46.00 FEET;

THENCE ALONG SAID CURVE, WESTERLY THROUGH A CENTRAL ANGLE OF 45°02'58" AN ARC LENGTH OF 36.17 FEET;

THENCE, NORTH 14°25'32" EAST, 64.93 FEET;

THENCE, NORTH 81°01'36" EAST, 16.34 FEET;

THENCE, NORTH 14°25'32" EAST, 32.50 FEET TO THE NORTHERLY LINE OF SAID LOT 6;  
THENCE ALONG SAID NORTHERLY LINE, SOUTH 81°01'30" WEST, 13.00 FEET TO THE  
**TRUE POINT OF BEGINNING.**

CONTAINING 6,358 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT 1A ATTACHED HERETO AND MADE A PART HEREOF.

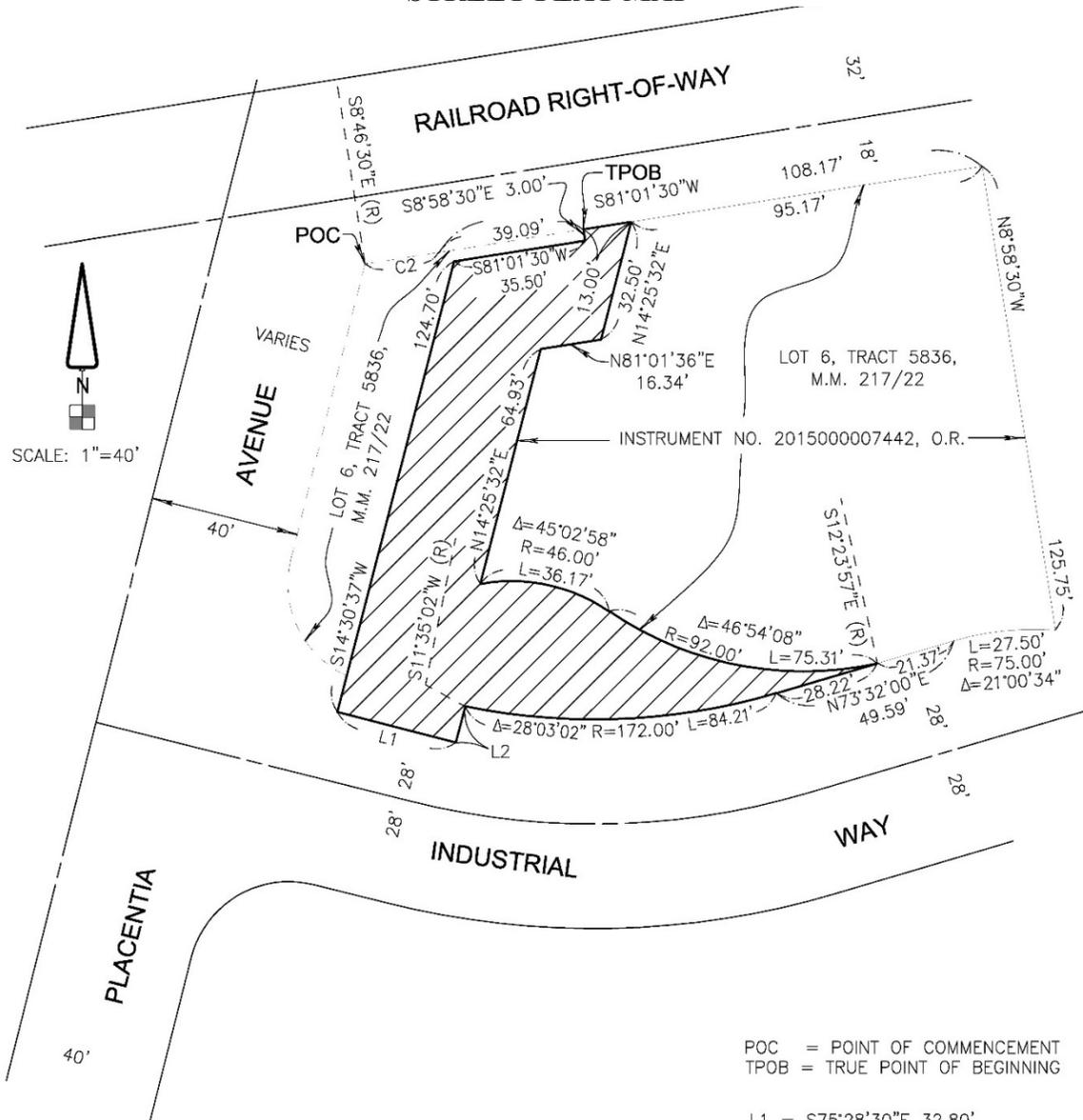
*Brandon M. Hahn*

BRANDON M. HAHN, PLS 7582  
HAHN AND ASSOCIATES, INC.

April 18, 2025  
DATE



# STREET PLAT MAP



PREPARED BY:  
 HAHN AND ASSOCIATES, INC.  
 28368 CONSTELLATION ROAD, SUITE 300  
 SANTA CLARITA, CA 91355  
 (661) 775-9500



POC = POINT OF COMMENCEMENT  
 TPOB = TRUE POINT OF BEGINNING

- L1 = S75°28'30"E 32.80'
- L2 = N14°31'30"E 9.98'
- C1 = Δ=10°31'15" R=27.00' L=4.96'
- C2 = Δ=0°12'00" R=5747.70' L=20.06'

= AREA TO BE VACATED  
 6,358 SQ FT +/-

Hahn Job # 7001-24-54

**EXHIBIT "A-2"**

**LEGAL DESCRIPTION OF PROPERTY**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT 6 OF TRACT NO. 5836, IN THE CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 217, PAGES 22 AND 23 OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA.

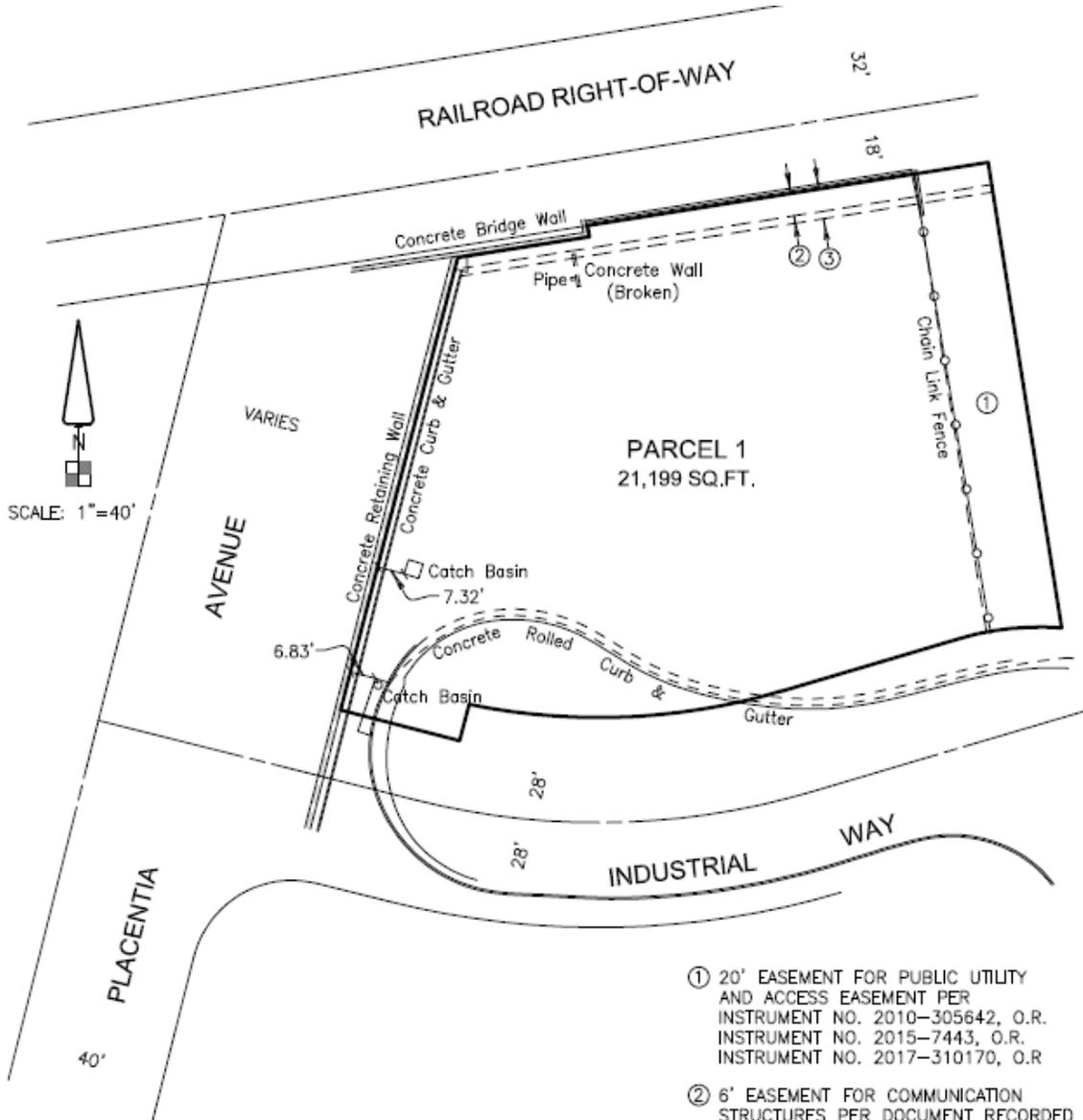
EXCEPT THEREFROM ONE-HALF OF ALL MINERAL RIGHTS BELOW A DEPTH OF 500 FEET WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED BY WILLIAM R. BRAUCHER AND WIFE BY DEED RECORDED NOVEMBER 29, 1960, IN BOOK 5527, PAGE 111, OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION THEREOF CONVEYED TO THE CITY OF PLACENTIA IN DEED RECORDED JANUARY 8, 2015 AS INSTRUMENT NO. 2015000007442, OF OFFICIAL RECORDS.

APN: 339-442-04

**EXHIBIT "B"**

MAP OF PROJECT SITE



SCALE: 1"=40'

- ① 20' EASEMENT FOR PUBLIC UTILITY AND ACCESS EASEMENT PER INSTRUMENT NO. 2010-305642, O.R. INSTRUMENT NO. 2015-7443, O.R. INSTRUMENT NO. 2017-310170, O.R.
- ② 6' EASEMENT FOR COMMUNICATION STRUCTURES PER DOCUMENT RECORDED IN BOOK 7782, PAGE 767, O.R.
- ③ 8' EASEMENT FOR STORM DRAIN PER DOCUMENT RECORDED IN BOOK 841, PAGE 270, O.R.

PREPARED BY:

HAHN AND ASSOCIATES, INC.  
28368 CONSTELLATION ROAD, SUITE 300  
SANTA CLARITA, CA 91355  
(661) 775-9500



Hahn Job # 7001-24-54

**EXHIBIT “C”**

**DEVELOPMENT APPROVALS**

DEVELOPMENT PLAN REVIEW NO. 2025-01

DEVELOPMENT AGREEMENT

USE PERMIT NO. 2025-02

**EXHIBIT “D”**

LAND USE REGULATIONS

City of Placentia General Plan (GPA 2018-02) as adopted by Resolution No. R-2019-49

All other applicable provisions of the Placentia Municipal Code

**EXHIBIT “E”**

**DEVELOPMENT IMPACT FEES**

Upon execution of the Development Agreement, the City shall implement the most current DIF schedule as adopted by the City Council.

**SUMMARY OF COMMUNITY FACILITIES DISTRICT (CFD’s)  
ANNUAL ASSESSMENT**

<b>Type of CFD’s</b>	<b>Per</b>	<b>Total</b>
Landscape Maintenance District (LMD) 92-1	\$1,548.70 per acre	\$765.00
Street Lighting District (SLD) 81-1	\$164.28 per acre	\$81.12
<b>Total Community Facilities District Annual Assessment</b>		<b>\$ <u>846.15</u></b>

**EXHIBIT “F”**

SCHEDULE OF PERFORMANCE

<b>Action</b>	<b>Deadline</b>
City consider DA and Covenant.	December 2, 2025
Developer executes DA and delivers to City for approval and execution.	Within 10 days of Approval of City Council.
Developer submission of Franchise Agreement.	Within 180 days following the execution of the DA.
Developer submittal of Financing Commitment.	Within 15 days prior to the close of escrow.
Developer shall submit application and plan submissions for all building plan approvals ("Plan Submission").	On or before one hundred twenty (120) days of execution of DA.
City plan checks building plans of Plan Submission and submits correction comments to Developer.	Within 30 days of Plan Submission.
Developer makes all building plan corrections and resubmits to City for comment.	Within 30 days of City's plan check corrections.
City rechecks building plans and submits correction comments to Developer, if necessary.	Within 15 days following receipt of Developer's resubmission.
If necessary, Developer makes all building plan corrections necessary for building plan approval and resubmits for building plan approval.	Within 20 days following receipt of City's plan check corrections.
If necessary, City identifies all outstanding correction items necessary for building plan approval.	Within 10 days following receipt of Developer's resubmission.
If necessary, Developer makes all building plan corrections necessary to obtain building plan approval and resubmits for building plan approval.	Within 20 days following receipt of City's plan check corrections.
Developer submits approved building plans to the City for issuance of building permit.	No later than 180 days after all plan corrections are completed.
City issues building permit.	Within 7 days following receipt of Developer's submission of approved building plans.
Developer submits required insurance ?.	Prior to construction.
Commence construction of Hotel.	Within 90 days of Construction Loan recording and funding.
Completion of Hotel and open to the public	36 months following start of construction.
Developer delivers written request for release of Construction Covenants for Hotel.	Following completion, final inspection and issuance of Final Certificate of Occupancy for a Hotel.
City delivers a Release of Construction Covenants to Developer or gives reasons for not releasing covenants.	Within 5 days following Developer's submission of written request for release.

**PROJECT SUMMARY**

ADDRESS: 450 S. PLACENTIA AVE.  
PLACENTIA, CA 92870

ZONE: C-2-H65 COMMUNITY COMMERCIAL

APN: 339-442-04

LEGAL DESCRIPTION: LOT 6 OF TRACT NO. 5836, IN THE CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 217, PAGES 22 AND 23 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOT AREA: REQ'D MIN. LOT SIZE OF 1.5 ACRES (65,340 SQ. FT.);

PROPOSED 15,160 SQ. FT.  
+ ADJACENT 6,358 SQ. FT. OWNED BY CITY OF PLACENTIA TBD  
= APPROXIMATELY 21,518 SQ. FT. TOTAL \*\*\*

OCCUPANCY: HOTEL: R-1  
GARAGE: S-2

SETBACKS: REQ'D PROPOSED  
FRONT: 15'-0" 4'-0" \*\*\*  
SIDES: 0'-0" 20'-0" (EAST)  
5'-0" (WEST)  
REAR: 0'-0" 6'-0"

MAXIMUM HEIGHT: 65'-0" 62'-0"

REQUIRED PARKING: ONE (1) SPACE PER SLEEPING ROOM = 86  
PLUS ONE (1) SPACE PER EACH 3 SEATS IN PLACES OF ASSEMBLY = N/A

CONSTRUCTION TYPE: TYPE III-A - (2ND/3RD/4TH LEVELS) OVER  
TYPE I-B PODIUM - (GROUND FLOOR & BASEMENT LEVELS)

FIRE SPRINKLERS: NFPA 13

**VICINITY MAP**



\*\*\* DEVIATIONS WILL BE ADDRESSED THROUGH THE PROPOSED DEVELOPMENT AND DISPOSITION AGREEMENT (DDA).

FLOOR AREA (Gross Building) - HOTEL	
Name	Area
R-1_1ST STORY	4,317 SF
R-1_2ND STORY	12,780 SF
R-1_3RD STORY	12,765 SF
R-1_4TH STORY	12,760 SF
Grand total	42,622 SF

FLOOR AREA (Gross Building) - PARKING	
Name	Area
S-2_BASEMENT	14,237 SF
S-2_1ST STORY	9,973 SF
Grand total	24,210 SF

PARKING PROPOSED	
Accessible_9' x 19' (5' Aisle)	3
Accessible_Van_9' x 19' (9' 4" Aisle)	1
Compact 8'-6" x 15'-0"	28
EV Standard 9'-6" x 19'-0"	4
Standard 9'-6" x 19'-0" ***	46
Grand total: 82	
35% COMPACT PARKING ALLOWED	
28/82 = 34% COMPACT PARKING PROPOSED	
100% OF PROPOSED PARKING IS TO BE ACCOMMODATED BY VALET PARKING SERVICE ***	

PARKING PER STORY	
0 BASEMENT	
Accessible_9' x 19' (5' Aisle)	2
Compact 8'-6" x 15'-0"	21
Standard 9'-6" x 19'-0"	26
49	
1ST STORY	
Accessible_9' x 19' (5' Aisle)	1
Accessible_Van_9' x 19' (9' 4" Aisle)	1
Compact 8'-6" x 15'-0"	7
EV Standard 9'-6" x 19'-0"	4
Standard 9'-6" x 19'-0"	20
33	***
Grand total: 82	

**GUESTROOM COUNT PER STORY**

02 - T.O. 2ND FLR. FIN.	
Guestroom_DOUBLE QUEEN 01	9
Guestroom_Double Queen ACCESSIBLE	1
Guestroom_KING 01	8
18	

03 - T.O. 3RD. FLR. FIN.	
Guestroom_DOUBLE QUEEN 01	9
Guestroom_DOUBLE QUEEN 02	1
Guestroom_Double Queen ACCESSIBLE	1
Guestroom_KING 01	8
Guestroom_KING 02	14
Guestroom_King ACCESSIBLE	1
34	

04 - T.O. 4TH FLR. FIN.	
Guestroom_DOUBLE QUEEN 01	9
Guestroom_DOUBLE QUEEN 02	1
Guestroom_Double Queen ACCESSIBLE	1
Guestroom_KING 01	8
Guestroom_KING 02	14
Guestroom_King ACCESSIBLE	1
34	
Grand total: 86	

**GUESTROOM COUNT PER TYPE**

Guestroom_KING 01	24
Guestroom_KING 02	28
Guestroom_King ACCESSIBLE	2
54	

Guestroom_DOUBLE QUEEN 01	27
Guestroom_DOUBLE QUEEN 02	2
Guestroom_Double Queen ACCESSIBLE	3
32	
Grand total: 86	

SHEET INDEX - PLANNING PACKAGE	
SHEET NUMBER	SHEET NAME
ARCHITECTURAL	
D-0.00	COVER SHEET
D-1.00	SITE PLAN
D-1.01	SITE CONTEXT PLAN
D-2.00	BASEMENT FLOOR PLAN
D-2.01	TRANSFORMER FLOOR PLAN
D-2.10	1ST STORY FLOOR PLAN
D-2.11	FIRE ACCESS PLAN
D-2.20	2ND STORY FLOOR PLAN
D-2.30	3RD STORY FLOOR PLAN
D-2.40	4TH STORY FLOOR PLAN
D-2.50	ROOF PLAN
D-3.00	ELEVATIONS
D-3.01	ELEVATIONS
D-4.00	BUILDING SECTION
D-5.00	ENLARGED GUESTROOM PLANS
D-9.00	SPECIFICATIONS
16	
CIVIL	
0	SURVEY
1	TITLE SHEET
2	EROSION CONTROL PLAN
3	EROSION CONTROL DETAILS
4	ROUGH GRADING PLAN
5	ROUGH GRADING DETAILS
6	PRECISE GRADING PLAN
7	WOMP PLAN
8	WOMP DETAILS
9	UTILITY PLAN
SI1	STREET IMPROVEMENT PLANS TITLE SHEET
SI2	ROADWAY CONSTRUCTION NOTES
SI3	TYPICAL SECTIONS
SI4	ROADWAY IMPROVEMENTS
SI5	ROADWAY PROFILE
15	
LANDSCAPE	
LP-1.0	FIRST FLOOR PLANTING PLAN
LP-1.1	SECOND FLOOR PLANTING PLAN
LP-2.0	PLANTING LEGEND
LPI-1.0	FIRST FLOOR IRRIGATION PLAN
LPI-1.1	SECOND FLOOR IRRIGATION PLAN
LPI-2.0	IRRIGATION DETAILS
LPI-2.1	IRRIGATION DETAILS
7	
Total: 38	

**PROJECT DIRECTORY**

DRY UTILITIES	GEOTECHNICAL ENGINEER	MEP ENGINEER	STRUCTURAL ENGINEER	CIVIL ENGINEER	ARCHITECT
<p>DUEX 17291 IRVINE BLVD, SUITE 264 TUSTIN, CA 92780 T: (714) 689-7133 E: IAN@DUEXPERTS.COM</p>	<p>BYER GEOTECHNICAL 1461 EAST CHEVY CHASE DR, SUITE 200 GLENDALE, CALIFORNIA 91206 T: (818) 549-9959 E: HHOEK@BYERGEOM.COM</p>	<p>IMEG 901 VIA PIEMONTE, SUITE 400 ONTARIO, CA 91764 T: (909) 477-6915 E: JOSHUA.M.MASSEY@IMEG-CORP.COM</p>	<p>LABIB FUNK + ASSOCIATES 319 MAIN STREET EL SEGUNDO, CA 90245 T: (213) 239 9700 E: DONNY.HARRIS@LABIBFUNK.COM</p>	<p>LABIB FUNK + ASSOCIATES 319 MAIN STREET EL SEGUNDO, CA 90245 T: (213) 239 9700 E: FRANK.LARocca@LABIBFUNK.COM</p>	<p>MAKE ARCHITECTURE 2664 LACY ST, STUDIO A LOS ANGELES, CA 90031 T: (323) 669 - 0278</p>

HILTON PROJECT MANAGER	ENVIRONMENTAL ENGINEER	ACOUSTICAL ENGINEER	LANDSCAPE ARCHITECT	OWNER
<p>ELINOR VARGAS 755 CROSSOVER LANE MEMPHIS, TN 38117 T: (901) 524-6496 E: ELINOR.VARGAS@HILTON.COM</p>	<p>BLODGETT BAYLOSIS ENVIRONMENTAL 2211 S. HACIENDA BLVD, STE 107 HACIENDA HEIGHTS, CA 91745</p>	<p>VENEKLASEN 1711 SIXTEENTH STREET SANTA MONICA, CA 90404 T: (310) 450-1733</p>	<p>FIORE PERTTULA LANDSCAPE DESIGN (FPLD) 11529 W PICO BLVD LOS ANGELES CA 90064 T: (424) 273-1092 E: MICHAEL@FP-LD.COM</p>	<p>CY HOSPITALITY, LLC CHANDRAKANT PATEL CHANDRAKANT3310@GMAIL.COM YAGNESH PATEL (626) 731-9715 YOGIRUSHI@YAHOO.COM 17708 ALBURTIS AVE. ARTESIA, CA 90701</p>

PLACENTIA TRU HOTEL

450 S PLACENTIA AVE.  
PLACENTIA, CA 92870



D-0.00  
COVER SHEET

APPROXIMATE LOCATION OF SOUTHERLY FACE OF RAILROAD TRACKS



TRUE NORTH

MONUMENT SIGN

GROUND FLOOR PARKING FOOTPRINT

GROUND FLOOR BUILDING FOOTPRINT

**TRASH/RECYCLING ROOM OPERATIONAL PROCEDURES BY REPUBLIC SERVICES:**  
SCOUT SERVICE WILL BE PROVIDED CONSISTING OF A SPECIAL REPUBLIC SERVICES PASSENGER-SIZED VEHICLE TRANSPORTING BINS FROM WHERE THEY RESIDE, TO THE SERVICE LOCATION AND RETURN.  
MINIMUM 40' X 16' WIDE STAGING AREA AVAILABLE ON SERVICE DAYS (MONDAY - SATURDAY) FROM 6 A.M. TO 6 P.M.  
STAGING OF BINS IN THE PUBLIC RIGHT-OF-WAY IS PROHIBITED.

STAINED DECORATIVE CONCRETE ENTRY PAVING

ACCESSIBLE LOADING SPACE

SECONDARY FIRE TRUCK TURNAROUND

12'-0" WIDE HOTEL LOADING LANE

12'X40' LOADING SPACE

20'-0" WIDE FIRE LANE

PRIMARY FIRE TRUCK TURNAROUND

(E) DRIVEWAY TO REMAIN

8'-0" WIDE EXISTING PARKING LANE TO REMAIN

(E) DRIVEWAY TO REMAIN

(E) DRIVEWAY TO REMAIN

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D-1.00  
SITE PLAN

APPROXIMATE  
LOCATION OF  
SOUTHERLY FACE OF  
RAILROAD TRACKS

6" EASEMENT  
PUBLIC UTILITIES  
8" EASEMENT  
STORM DRAINAGE

GROUND FLOOR  
PARKING FOOTPRINT

GROUND FLOOR  
BUILDING FOOTPRINT

466 INDUSTRIAL WAY  
APN: 339-442-02

INDUSTRIAL WAY

(E) DRIVEWAY TO REMAIN

(E) DRIVEWAY TO REMAIN

APN: 339-443-04

466 INDUSTRIAL WAY  
APN: 339-442-03

INDUSTRIAL WAY

S PLACENTIA AVE

S PLACENTIA AVE

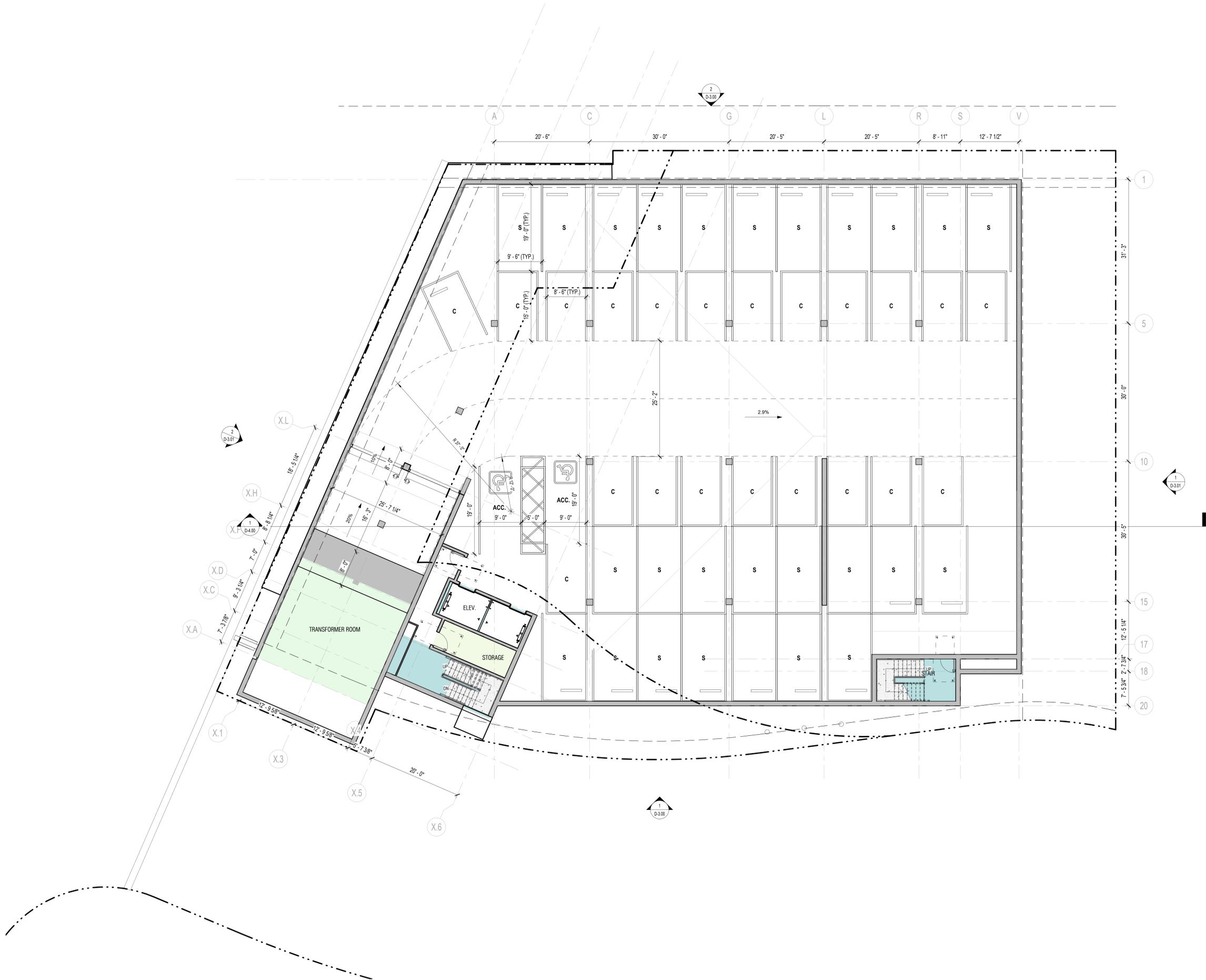
PLACENTIA TRU HOTEL

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D-1.01  
SITE CONTEXT PLAN

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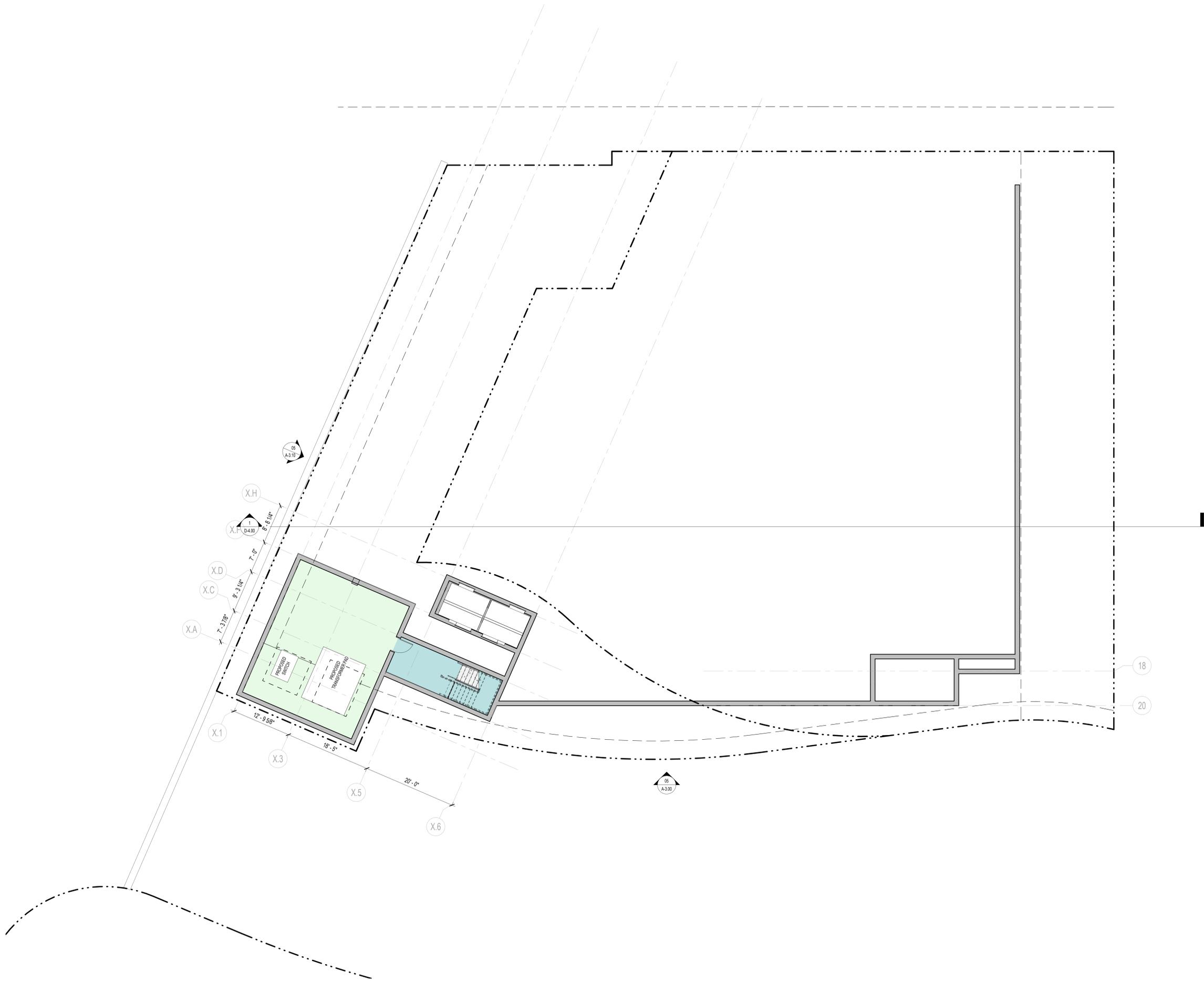
- LEGEND**
- ELEV.
  - STAIR
  - STORAGE
  - TRANSFORMER ROOM

PLACENTIA TRU HOTEL  
 450 S PLACENTIA AVE.  
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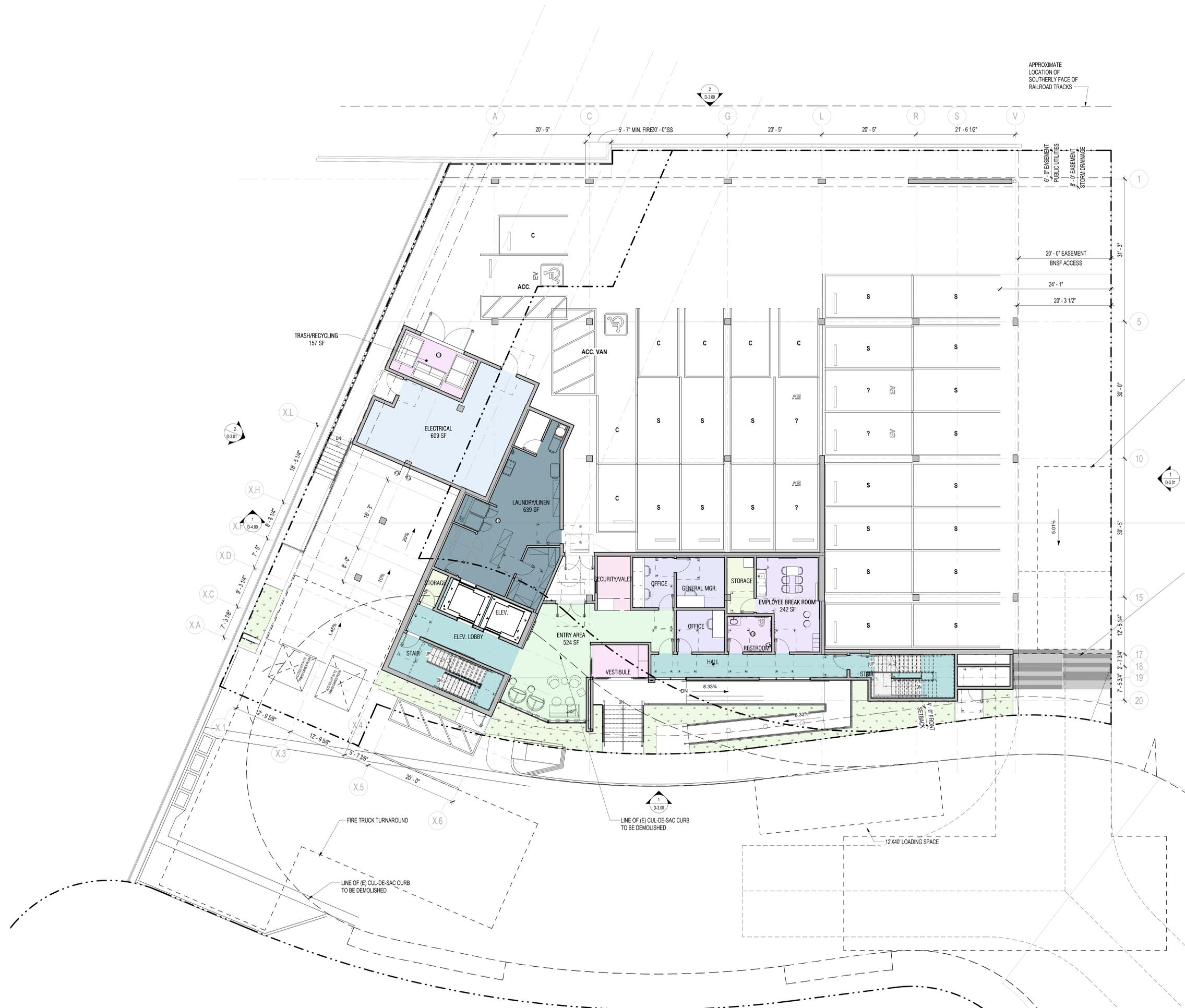


D-2.00  
 BASEMENT FLOOR PLAN

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- LEGEND**
- STAIR
  - TRANSFORMER ROOM



APPROXIMATE LOCATION OF SOUTHERLY FACE OF RAILROAD TRACKS

**TRASH/RECYCLING ROOM OPERATIONAL PROCEDURES BY REPUBLIC SERVICES:**  
 SCOUT SERVICE WILL BE PROVIDED CONSISTING OF A SPECIAL REPUBLIC SERVICES PASSENGER-SIZED VEHICLE TRANSPORTING BINS FROM WHERE THEY RESIDE, TO THE SERVICE LOCATION AND RETURN.  
 MINIMUM 40' X 16' WIDE STAGING AREA AVAILABLE ON SERVICE DAYS (MONDAY - SATURDAY) FROM 6 A.M. TO 6 P.M.  
 STAGING OF BINS IN THE PUBLIC RIGHT-OF-WAY IS PROHIBITED.

**STAINED DECORATIVE CONCRETE ENTRY PAVING**

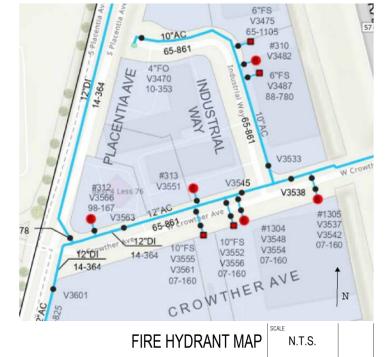
**LEGEND**

- ELECTRICAL
- ELEV.
- ELEV. LOBBY
- EMPLOYEE BREAK ROOM
- ENTRY AREA
- GENERAL MGR.
- HALL
- LANDSCAPE
- LAUNDRY/LINEN
- OFFICE
- RESTROOM
- SECURITY/VALET
- STAIR
- STORAGE
- TRASH/RECYCLING
- VESTIBULE

PLACENTIA TRU HOTEL

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D-2.10  
 1ST STORY FLOOR PLAN



**TRASH/RECYCLING ROOM OPERATIONAL PROCEDURES BY REPUBLIC SERVICES:**

SCOUT SERVICE WILL BE PROVIDED CONSISTING OF A SPECIAL REPUBLIC SERVICES PASSENGER-SIZED VEHICLE TRANSPORTING BINS FROM WHERE THEY RESIDE, TO THE SERVICE LOCATION AND RETURN.

MINIMUM 40' X 16' WIDE STAGING AREA AVAILABLE ON SERVICE DAYS (MONDAY - SATURDAY) FROM 6 A.M. TO 5 P.M.

STAGING OF BINS IN THE PUBLIC RIGHT-OF-WAY IS PROHIBITED.

- LEGEND**
- ELECTRICAL
  - ELEV.
  - ELEV. LOBBY
  - EMPLOYEE BREAK ROOM
  - ENTRY AREA
  - GENERAL MGR.
  - HALL
  - LANDSCAPE
  - LAUNDRY/LINEN
  - OFFICE
  - RESTROOM
  - SECURITY/VALET
  - STAIR
  - STORAGE
  - TRASH/RECYCLING
  - VESTIBULE





- LEGEND**
- BREAKFAST / DINING
  - COLLAB ROOM
  - CORRIDOR
  - DBL QUEEN
  - DBL QUEEN ACC.
  - ELEV.
  - ELEV. LOBBY
  - FITNESS
  - GAME ROOM
  - GUEST LAUNDRY
  - HALL
  - KING
  - LINEN
  - LOBBY AREA
  - LOUNGE
  - MEP
  - PANTRY
  - PBX
  - RESTROOM
  - ROOF DECK
  - STAIR
  - WORK AREA

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 PLACENTIA, CA 92870



D-2.20  
 2ND STORY FLOOR PLAN

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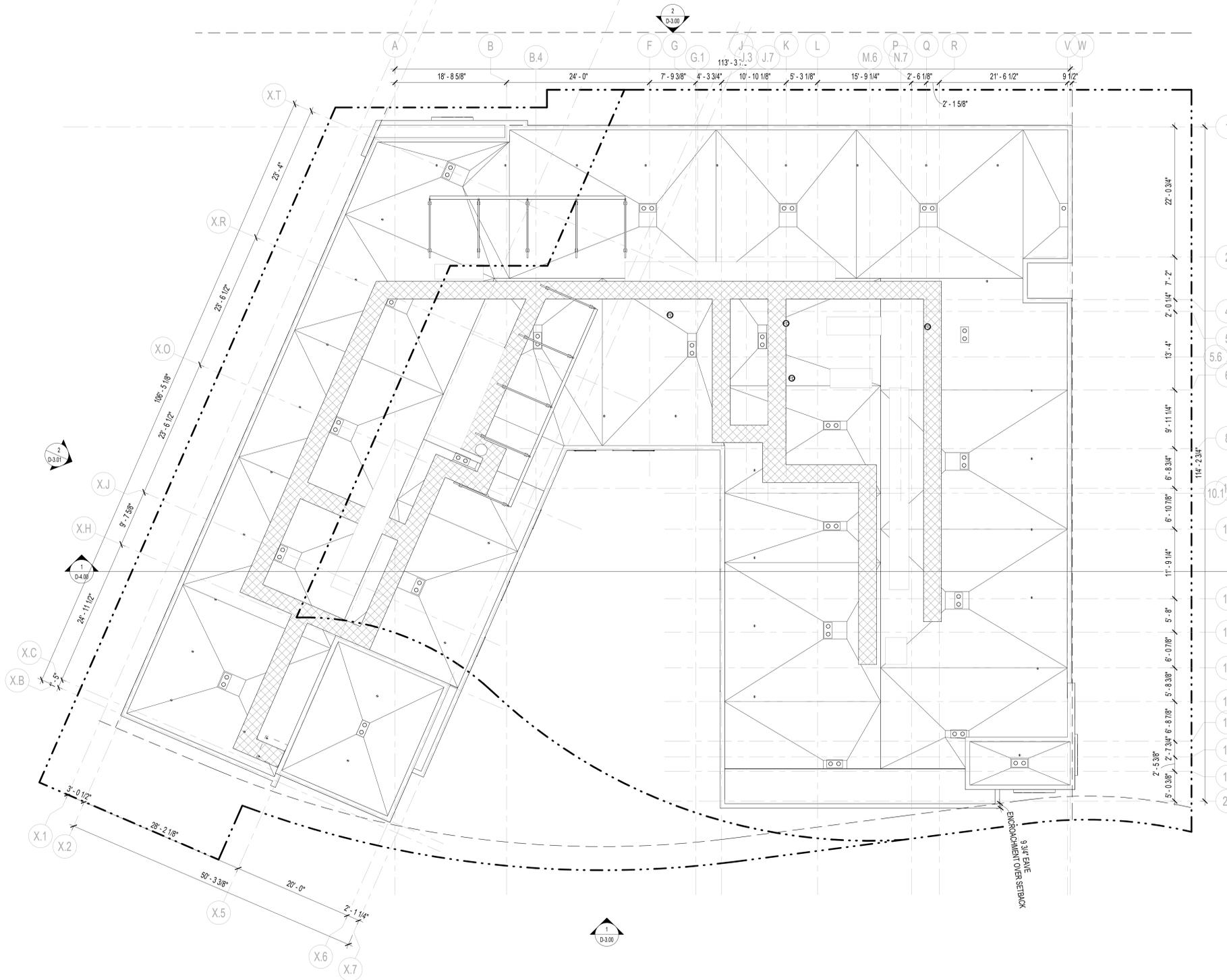
**LEGEND**

- CORRIDOR
- DBL QUEEN
- DBL QUEEN ACC.
- ELEV.
- ELEV. LOBBY
- ICE
- KING
- KING ACC.
- LINEN
- LOUNGE
- MEP
- STAIR



**LEGEND**

- CORRIDOR
- DBL QUEEN
- DBL QUEEN ACC.
- ELEV.
- ELEV. LOBBY
- ICE
- KING
- KING ACC.
- LINEN
- LOUNGE
- MEP
- STAIR



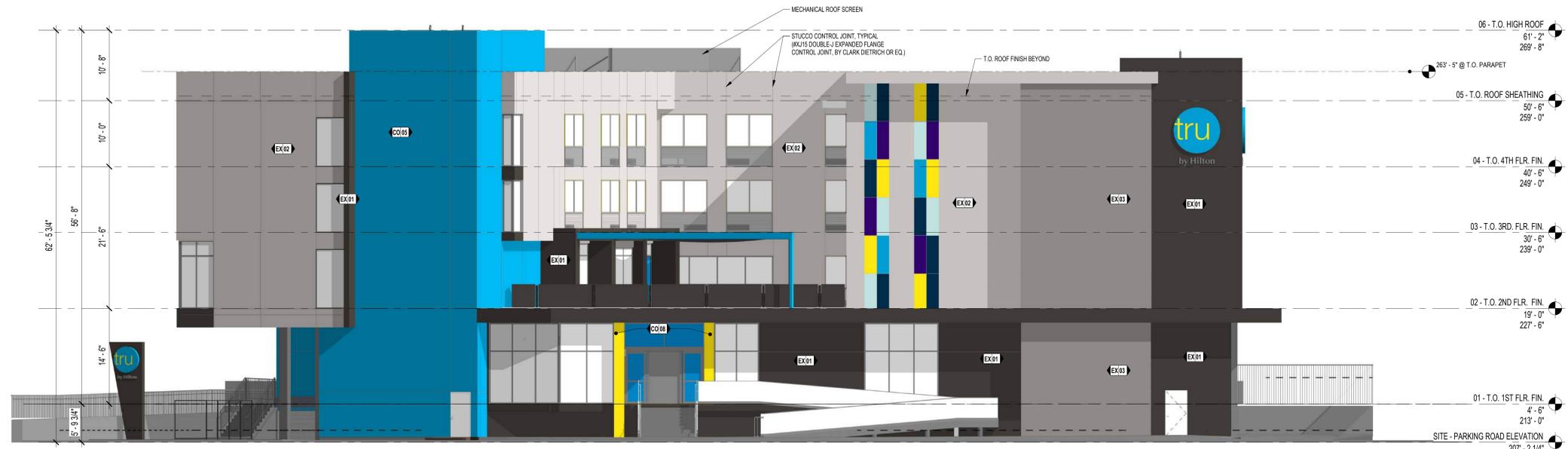
PLACENTIA TRU HOTEL

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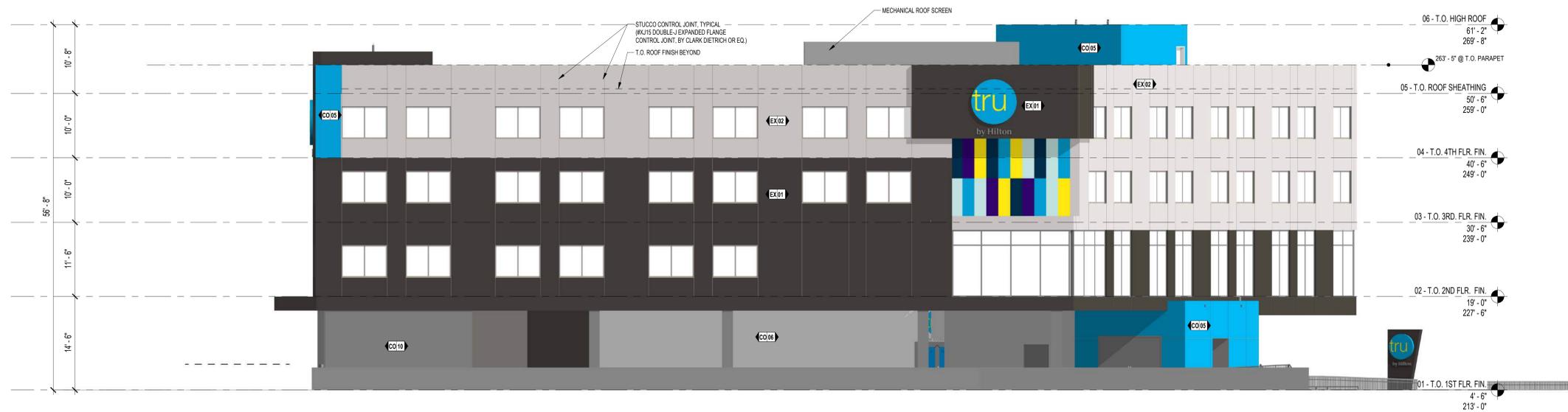


D-2.50  
ROOF PLAN

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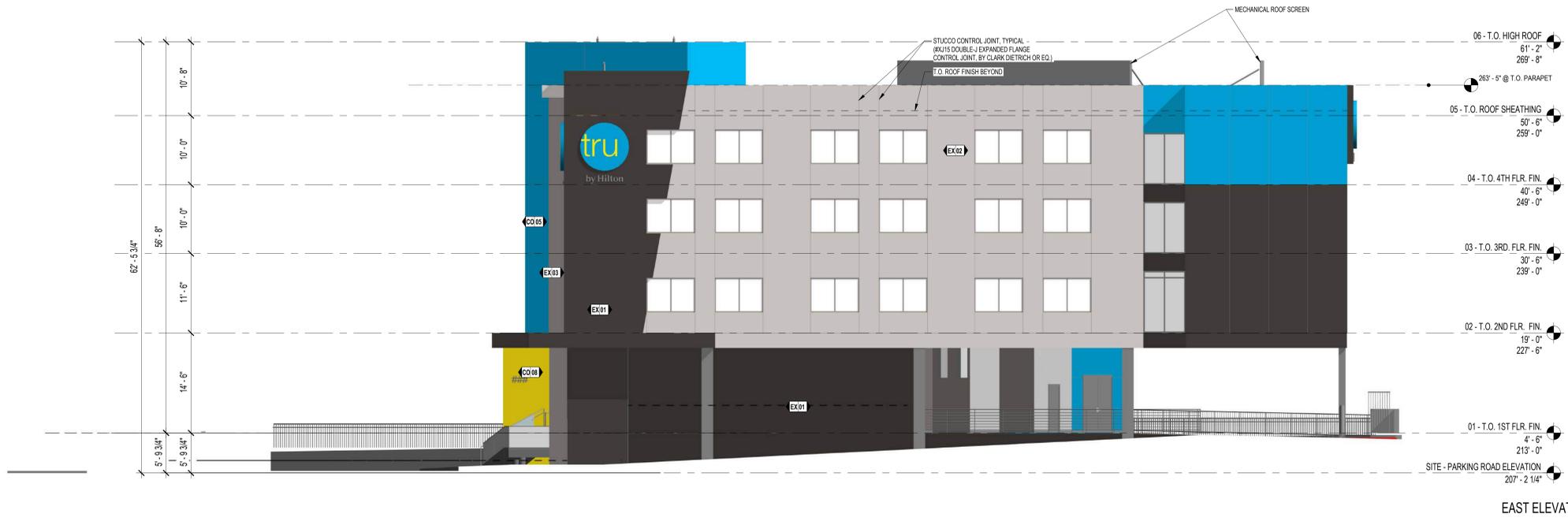
SOUTH ELEVATION <sup>SCALE</sup> 1/8" = 1'-0" 1



NORTH ELEVATION <sup>SCALE</sup> 1/8" = 1'-0" 2

PLACENTIA TRU HOTEL

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EAST ELEVATION SCALE 1/8" = 1'-0" | 1



WEST ELEVATION SCALE 1/8" = 1'-0" | 2

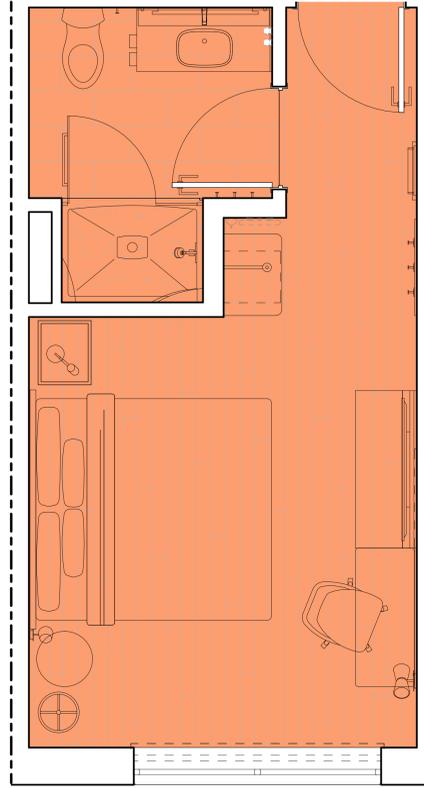
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D-3.01  
 ELEVATIONS





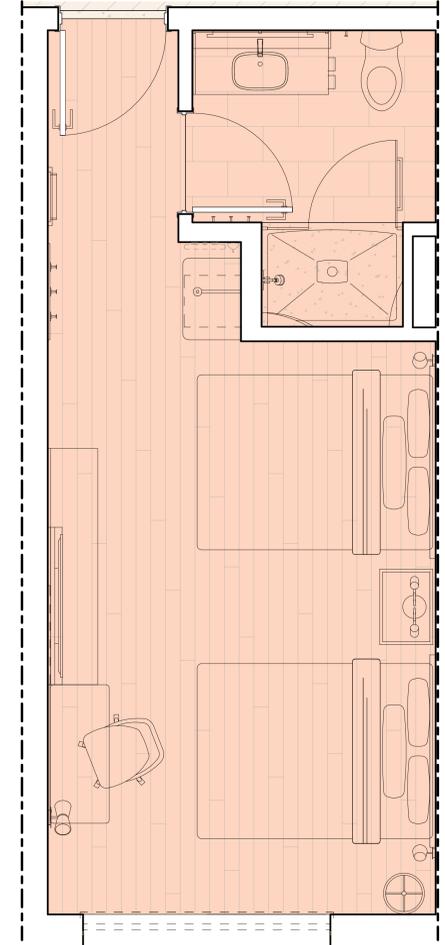
TYP. ACCESSIBLE GUEST ROOM - KING SCALE: 1/2" = 1'-0" A



TYP. GUEST ROOM - KING SCALE: 1/2" = 1'-0" B



TYP. ACCESSIBLE GUEST ROOM - DOUBLE QUEEN SCALE: 1/2" = 1'-0" C



TYP. GUEST ROOM - DOUBLE QUEEN SCALE: 1/2" = 1'-0" D

1995 CSI SECTION 08111 Glazed Aluminum Curtain Wall  
2004 CSI SECTION 08 41 Glazed Aluminum Curtain Wall

**Part 1 - General**  
1.01 Summary  
A. Section Includes  
1. Glazed Aluminum Curtain Wall  
a. Arcadia, Inc. T500 Series (OPG-6000), 2-1/4" x 6" Captured, 2 Sided and 4 Sided structural Silicone Glazed for 1/4", 3/8", 1/2", 1", 1-1/8" glass.

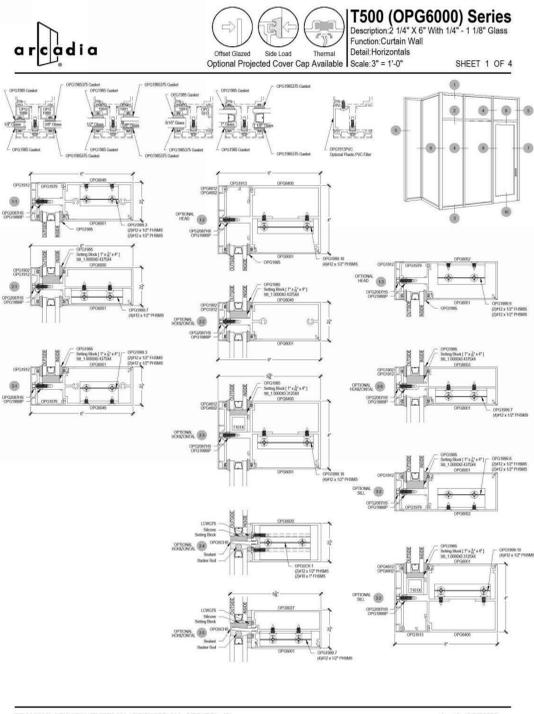
B. Related Sections  
1. American Architectural Manufacturers Association (AAMA)  
2. American Society for Testing and Materials (ASTM)  
3. Aluminum Association (AA)

1.02 References  
A. General: In addition to requirements shown or specified, comply with:  
1. Applicable provisions of AAMA Metal Curtain Wall Manual for design, materials, fabrication and installation of component parts.  
2. Design Requirements: Arcadia T500 Series is a self-supporting curtain wall, with pressure plate and covers attached to the tongue of back member with optional structural silicone support at verticals and horizontals. Provides for two-color capability. Provide for two color capability.

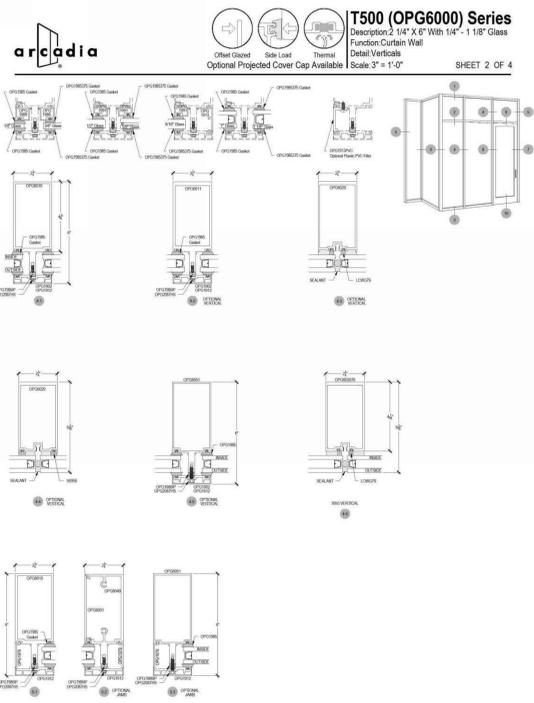
C. Performance Requirements  
1. Limit air leakage through assembly to 0.06 CFM/lin/ftq. (0.0023 m<sup>3</sup>/m<sup>2</sup>/h) of wall area at 6.24 PSF (300 Pa) as measured in accordance with ASTM E283.  
2. Water Resistance: No water leakage when measured in accordance with ASTM E331 with a static head pressure of 15PSF.  
3. Dynamic Water Resistance: No water leakage when measured in accordance with AAMA 501.1-04 with a dynamic head pressure of 15PSF.  
4. Uniform Load Deflection under ( ) psf positive and ( ) psf negative design wind pressure normal to the plane of the wall, shall not exceed L/175 of the clear span or 3/4", when tested in accordance with ASTM E 330.  
5. Uniform Load Structural at a pressure 1.5 times the design wind pressure in accordance with ASTM E 330.  
6. System shall not deflect more than 1/2" at the center point, or 1/16" at the center point of a horizontal member, once deadload points have been established.  
7. System shall accommodate expansion and contraction movement due to surface temperature differential of 180 degrees F.  
8. Condensation Resistance Factor (CRF) in accordance with AAMA 1503.1-88 shall not be less than .55.  
9. Thermal Transmittance (U-Value) in accordance with AAMA 1503.1-88 shall not be more than .85.  
10. Seismic testing shall conform to AAMA recommended static test method for evaluating performance of curtain walls and storefront wall systems due to horizontal displacements associated with seismic movements and building sway.  
11. Sound Transmission in accordance with ASTM E 90.  
12. National Fenestration Rating Council (NFRC) specific application evaluation.

1.04 Quality Assurance  
A. Single Source Responsibility  
1. Obtain entrances, store fronts, ribbon walls, window walls, curtain walls, window systems, and fronts through one source from a single manufacturer.  
B. Provide test reports from AAMA accredited laboratories certifying the performances as specified in 1.03.

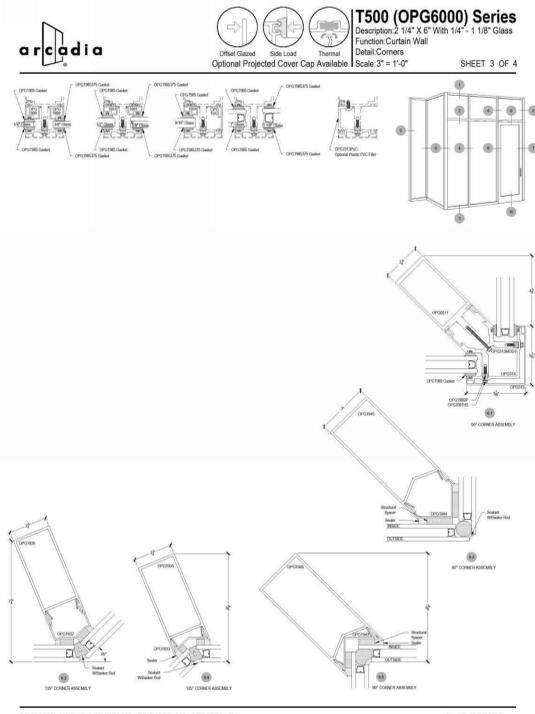
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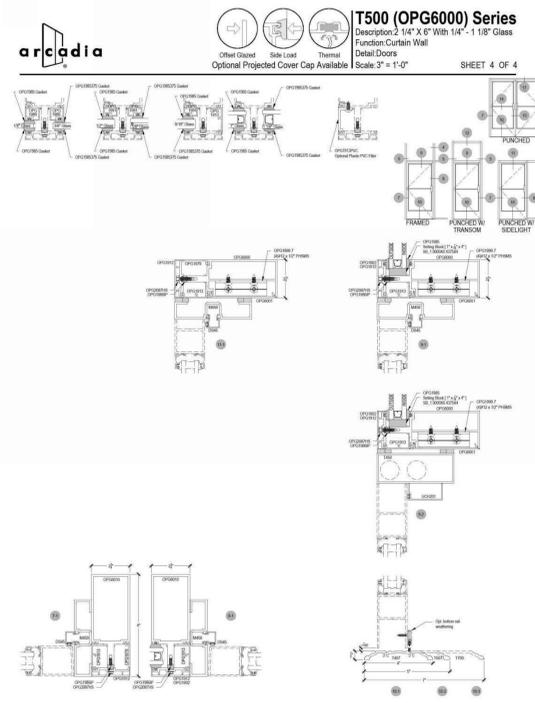
FRAMING-ARCADIA-THERMAL-OPG6000-ALL-SERIES.pdf As of: 05/06/20



FRAMING-ARCADIA-THERMAL-OPG6000-ALL-SERIES.pdf As of: 05/06/20



FRAMING-ARCADIA-THERMAL-OPG6000-ALL-SERIES.pdf As of: 05/06/20



FRAMING-ARCADIA-THERMAL-OPG6000-ALL-SERIES.pdf As of: 05/06/20



<p>613ST OVERCAST Stucco CO02</p>  <p>Pantone 7C Black #00AAE1 CO01</p>  <p>Pantone PMS 2955 C #003865 CO07</p>	<p>TERRA NEO 207 Glacier Stucco CO03</p>  <p>Pantone PMS 317 C #AF3E4 CO04</p>  <p>Pantone PMS Process Yellow C #F9E200 CO08</p>	<p>615ST TATTLE TALE Stucco CO05</p>  <p>Pantone PMS Process Cyan C #00AAE1 CO03</p>  <p>Pantone PMS 2685 C #310070 CO06</p>
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CO01, CO04, CO05, CO07, CO08 & CO09 PANTONE COLORS REPRESENT INTEGRAL STUCCO COLORS. PHYSICAL SAMPLES OF CUSTOM COLOR STUCCO ARE NOT AVAILABLE.

**MAKE ARCHITECTURE**  
2644 LACY STREET  
LOS ANGELES, CA 90031  
323.449.0278  
WWW.MAKEARCH.COM

HILTON TRU HOTEL  
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Concrete CO10

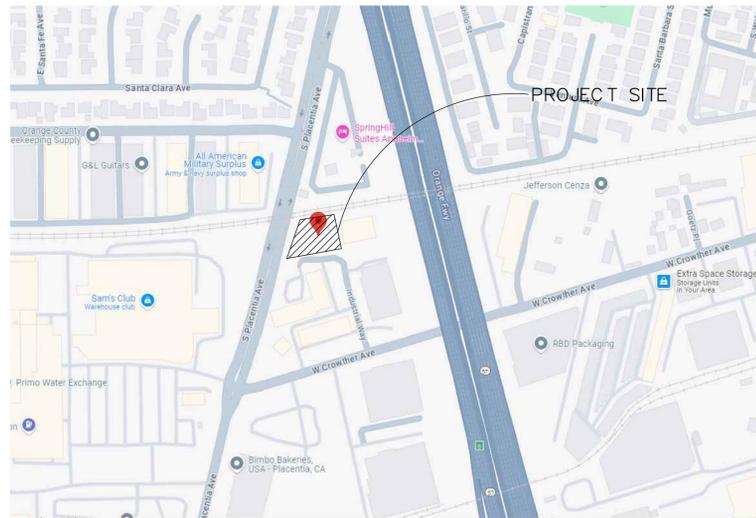
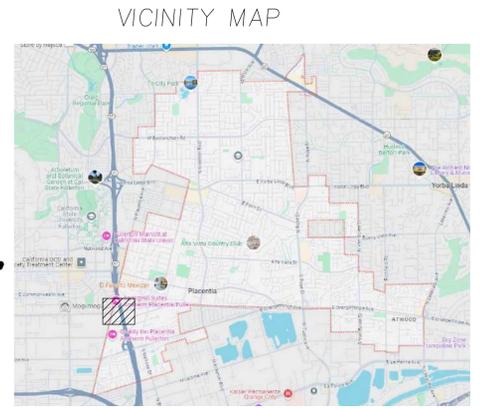
AB8 BLACK



**GENERAL NOTES**

1. WORK SHALL CONFORM TO THE CITY OF PLACENTIA STANDARD PLANS AND THE APWA STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK, CURRENT EDITION). THE STANDARD PLANS AND SPECIFICATIONS SHALL BE CONSIDERED A PART OF THE IMPROVEMENT PLANS AND CONTRACTORS SHALL HAVE THEM ON THE JOB SITE AT THE TIME OF CONSTRUCTION.
2. CONTRACTORS AND SUBCONTRACTORS SHALL OBTAIN APPROPRIATE PERMITS AND LICENSES FROM THE CITY OF PLACENTIA AND OTHER GOVERNING JURISDICTIONS PRIOR TO ANY CONSTRUCTION OR EXCAVATION IN EXISTING RIGHT-OF-WAYS OR EASEMENTS.
3. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER'S OFFICE AT LEAST ONE FULL WORKDAY PRIOR TO START OF ANY CONSTRUCTION.
4. PRIOR TO ANY EXCAVATION, THE DEVELOPER IS RESPONSIBLE FOR CONTACTING ALL UTILITY AND AFFECTED OIL COMPANIES IN ADDITION TO THE UNDERGROUND SERVICES ALERT (1-800-422-4133) AT LEAST 48 HOURS IN ADVANCE OF ANY WORK TO BE PERFORMED.
5. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, BUT NO GUARANTEE IS MADE THAT ALL SUBSTRUCTURES ARE SHOWN OR THAT THE LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR SHALL TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ALL UTILITY LINES INCLUDING THOSE NOT OF RECORD OR NOT SHOWN.
6. ALL UTILITIES SHALL BE INSTALLED PER PERMITS ISSUED FOR SUCH WORK. AS-BUILT PLANS SHALL BE SUBMITTED TO THE CITY ENGINEER'S OFFICE UPON COMPLETION OF WORK.
7. COMPACTION TESTS ARE REQUIRED ON ALL STREETS AND TRENCH CONSTRUCTION (SUBGRADE 90% AND SUB-BASE 95% RELATIVE COMPACTION).
8. UTILITY TRENCH BACKFILL COMPACTION SHALL BE VERIFIED PRIOR TO STREET PAVING.
9. STREET STRUCTURAL SECTIONS SHALL BE DETERMINED BY "R" VALUES PROVIDED BY THE SUB-DIVIDER'S SOILS ENGINEER AFTER ROUGH GRADING STRUCTURAL SECTIONS WILL BE COMPUTED BY THE CITY ENGINEER.
10. PRIME COAT SC-70 SHALL BE APPLIED APPROXIMATELY 12 HOURS PRIOR TO ASPHALT PAVING OPERATIONS.
11. SEAL COAT SS-1 SHALL BE APPLIED TO FINISH ASPHALT SURFACE. APPLICATIONS TO BE A RATE OF 0.10 GALLONS PER SQUARE YARD. SEAL COAT WILL BE APPLIED AT SUCH TIME AS DETERMINED BY THE CITY ENGINEER.
12. CONCRETE SHALL BE A MINIMUM 5-1/2 SACK MIX UNLESS OTHERWISE NOTED IN APPROVED PLANS OR SPECIFICATIONS.
13. ELEVATIONS SHALL BE BASED ON ORANGE COUNTY SURVEYOR'S BENCHMARK.
14. MONUMENTS SHALL BE SET AND TIES SUBMITTED TO THE CITY ENGINEER'S OFFICE PRIOR TO ACCEPTANCE OF IMPROVEMENTS. TIES AND NOTES SHALL BE LINKED ON ORANGE COUNTY SURVEY PAPER.
15. TRAFFIC CONTROL AND SAFETY SHALL BE MAINTAINED PER "STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION, MANUAL OF WARNING SIGNS, LIGHTS, AND DEVICES FOR USE IN WORK ON HIGHWAYS." BARRICADES, WARNING SIGNS, TRAFFIC SIGNS, OR OTHER TRAFFIC CONTROL DEVICES WILL NOT BE REMOVED OR RELOCATED WITHOUT THE APPROVAL OF THE CITY ENGINEER OR HIS REPRESENTATIVE. THE CONTRACTOR WILL NOTIFY THE CITY INSPECTOR IN ADVANCE OF WHEN SUCH REMOVAL OR RELOCATION WILL TAKE PLACE. APPROPRIATE TEMPORARY, BARRICADES, SIGNS, ETC WILL BE INSTALLED TO THE SATISFACTION OF THE CITY ENGINEER.
16. ALL SURVEY MONUMENTS SHALL BE PROTECTED AND PERPETUATED IN PLACE. ANY DISTURBED OR COVERED MONUMENTS SHALL BE RESET BY THE REGISTERED LICENSED CIVIL ENGINEER AT THE DIRECTION OF THE CITY ENGINEER.

# STREET IMPROVEMENT PLANS FOR PLACENTIA HOTEL CITY OF PLACENTIA



## INDEX MAP

**LEGEND:**

**ABBREVIATIONS:**

A.B.	-AGGREGATE BASE	L.S.	-LANDSCAPING
A.C.	-ASPHALT CONCRETE	L.P.	-LOW POINT
ARCH.	-ARCHITECTURAL	M.H.	-MANHOLE
B.R.	-BEGIN OF CURB RETURN	N.G.	-NATURAL GAS
B.W.	-BACK OF WALK	P.V.C.	-POLYVINYLCHLORIDE
B.O.P.	-BOTTOM OF PIPE	P.P.	-POWER POLE
B.O.W.	-BOTTOM OF WALL	P	-PROPERTY LINE
BLDG.	-BUILDING	PKWY DRAIN	-PARKWAY DRAIN
C.L.F.	-CHAIN LINK FENCE	R/W	-RIGHT OF WAY
C.I.P.	-CAST IRON PIPE	R	-RATE OF GRADE
C.B.	-CATCH BASIN	R.D.	-ROOF DRAIN
C/L	-CENTERLINE	R.C.P.	-REINFORCED CONCRETE PIPE
C.F.	-CURB FACE	ST. LT.	-STREET LIGHT
CONC.	-CONCRETE	S =	-SLOPE
E.C.R.	-END OF CURB RETURN	S.D.	-STORM DRAIN
(0.00)	-EXISTING ELEVATION	S.F.	-SQUARE FEET
E.P.	-EDGE OF PAVEMENT	S.W.	-STEM WALL
EXIST.	-EXISTING	T.C.	-TOP OF CURB
F.H.	-FIRE HYDRANT	T.S.	-TOP OF CONCRETE SLAB
F.G.	-FINISH GRADE	T.O.P.	-TOP OF PIPE
F.S.	-FINISH SURFACE	T.F.	-TOP OF FOOTING
F.L.	-FLOW LINE	T.W.	-TOP OF WALL
G.B.	-GRADE BREAK	T.R.	-TOP OF RAIL
H.C.	-HANDICAP	T.G.	-TOP OF GRATE
H=	-HEIGHT OF RETAINING	TOP	-TOP OF SLOPE
H.P.	-HIGH POINT	TOE	-TOE OF SLOPE
INV.	-INVERT	T.B.	-TOP OF BERM

**SHEET INDEX**

SHT NO.	TITLE
1	TITLE SHEET
2	ROADWAY CONSTRUCTION NOTES
3	TYPICAL SECTIONS
4	ROADWAY IMPROVEMENTS
5	ROADWAY PROFILE

**PAVEMENT LEGEND**

- CONSTRUCT NEW ASPHALT PAVEMENT
- CONSTRUCT NEW PCC SIDEWALK
- GRIND AND OVERLAY
- CONSTRUCT PCC IMPROVEMENTS
- REMOVE EXISTING AC PAVEMENT

**UTILITY COMPANIES    EMERGENCY NUMBERS**

**ORANGE COUNTY SURVEYOR BENCHMARK NO.**

THE ELEVATION OF 208.65 ON FOUND SPIKE AND TIN, "DEA CONTROL", PER RS 2015-1060, MAP BOOK 278, PAGE 38 WAS USED FOR THIS SURVEY.

PREPARED BY:

Prepared under the supervision of

DATE

FRANK LAROCCA  
R.C.E. No. C75121

Drawn by: WT

Checked by: WS

Recommended

APPROVED

CITY ENGINEER R.C.E. #C82756



SIGN DATE: 10/09/2025

DESIGN ENGINEER

STREET IMPROVEMENT PLANS

PLACENTIA HOTEL

450 S. PLACENTIA AVE.  
PLACENTIA, CA 92670

TITLE SHEET

CITY OF PLACENTIA

DRAWING NO.

SHEET 1 OF 4

DATE	OWN BY.	E.O.R. NO.	REVISION DESCRIPTION	APP'D DATE

REFERENCES	
BENCH MARK: (SEE AT LEFT)	STANDARD PLANS:
	UTILITY PLANS:
	SEWER PLANS:

## ROADWAY GENERAL NOTES

1. SELECT FILL MATERIAL SHALL HAVE A MINIMUM R-VALUE OF 40.
2. SEE U SHEETS FOR GENERAL DISPOSITION OF UTILITIES WITHIN PROJECT AREA.
3. SEE SD SHEETS FOR STORM DRAIN DETAILS.
4. SEE S AND SF SHEETS FOR SEWER DETAILS.
5. SEE WF AND WG SHEETS FOR WATER DETAILS.
6. SEE L SHEETS FOR LANDSCAPE AND IRRIGATION DETAILS.
7. SEE SL SHEETS FOR STREET LIGHTING DETAILS.
8. SEE SS SHEETS FOR SIGNING AND PAVEMENT DELINEATION DETAILS.
9. SEE TS SHEETS FOR TRAFFIC SIGNAL DETAILS.
10. SEE GRP, SPP, FPP, AND FSP SHEETS FOR RAILROAD DETAILS.
11. CONCRETE REMOVAL AND REPLACEMENT (R&R) FOR CURB, GUTTER CROSS GUTTER AND SIDEWALK SHALL BE FROM JOINT TO JOINT.
12. SIDEWALK SHALL BE CONSTRUCTED WITH A 2% CROSS SLOPE TOWARD THE ADJACENT CURB AND GUTTER. CROSS SLOPES OF LESS THAN 2% ARE AS NOTED ON PLANS.
13. DIMENSIONS SHOWN ON ROADWAY PLANS TO CURB OR CURB AND GUTTER ARE TO TOP FACE OF CURB UNLESS OTHERWISE NOTED.
14. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT COUNTY.
15. CONTRACTOR SHALL COORDINATE WORK OF ALL TRADES SO AS TO AVOID UNNECESSARY DELAYS OR INTERFERENCES.

## LEGEND

	RETAINING WALL
	CITY LIMIT
	CONSTRUCTION LIMITS
	TEMPORARY 6' CHAIN LINK FENCE
	TEMPORARY CHAIN LINK FENCE ON TEMPORARY RAILING (TYPE K)
	PROPOSED 6' CHAIN LINK FENCE
	PROPOSED R/W
	PROPOSED ESMT (TYPE SHOWN ON PLAN)
	TEMPORARY ESMT (TYPE SHOWN ON PLAN)
	DELTA
	EXISTING DIMENSION
	EXISTING ELEVATION
	HARDSCAPE AREA
	EXISTING SCE POWER POLE TO BE PROTECTED IN PLACE
	BLACK TRUNCATED DOMES
	CONCRETE BOLLARD (TYPE SHOWN ON PLAN)

## ABBREVIATIONS

∠ PT	ANGLE POINT
APN	ASSESSOR'S PARCEL NUMBER
BG	BACK OF GUTTER
BW	BACK OF WALK
CTSP	CALTRANS STANDARD PLANS (2006 EDITION)
E'LY	EASTERLY
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EX. R/W	EXISTING RIGHT OF WAY
EXIST	EXISTING
I&E	INGRESS AND EGRESS
LT	LEFT
MT02	REALIGNED MAIN TRACK 2
N'LY	NORTHERLY
OCFCD	ORANGE COUNTY FLOOD CONTROL DISTRICT
OC RDMD	STANDARD PLANS FOR ORANGE COUNTY (2006 EDITION)
PA	PLANTING AREA
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE
PROP	PROPOSED
PT	POINT
PWSP	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (2009 EDITION)
RT	RIGHT
SCE	SOUTHERN CALIFORNIA EDISON
STA	STATION
S'LY	SOUTHERLY
S/W	SIDEWALK
T	TANGENT
TCL	TEMPORARY CONSTRUCTION LICENSE
W'LY	WESTERLY
WPJ	WEAKENED PLANE JOINT

NOTE: ABBREVIATIONS USED ON PLANS FOLLOW CALTRANS STANDARD ACRONYMS AND ABBREVIATIONS AS LISTED IN STANDARD PLANS A10A AND A10B. ALL OTHER ABBREVIATIONS ARE LISTED ABOVE.

## ROADWAY CONSTRUCTION NOTES

1. CONSTRUCT PCC SIDEWALK PER APWA STD. PLAN NO. 112-2 AND OC PUBLIC WORKS STD. PLAN 112-2-OC.
2. INSTALL DRIVEWAY PER APWA STD. PLAN NO. 110-2.
3. INSTALL CURB PER APWA STD. PLAN NO. 120-3 AND OC PUBLIC WORKS STD. PLAN 120-2-OC.
4. INSTALL CURB AND GUTTER PER APWA STD. PLAN NO. 120-3 AND OC PUBLIC WORKS STD. PLAN 120-2-OC.
5. INSTALL CURB RAMP PER APWA STD. PLAN NO. 111-5, CASE D TYPE 2.
6. INSTALL MISCELLANEOUS ASPHALT PAVEMENT PER APWA STD. PLAN NO. 133-4 AND OC PUBLIC WORKS STD. PLAN 133-3-OC.
7. INSTALL LONGITUDINAL GUTTER PER APWA STD. PLAN NO. 122-2 AND OC PUBLIC WORKS STD. PLAN 122.2-OC.
8. EXCAVATE TO THE BOTTOM OF 24" SUBGRADE AND BACKFILL WITH 24" IMPORTED BORROW (SELECT FILL) MATERIAL.
7. CONSTRUCT PARKWAY CULVERT PER APWA STD. PLAN 150-3.

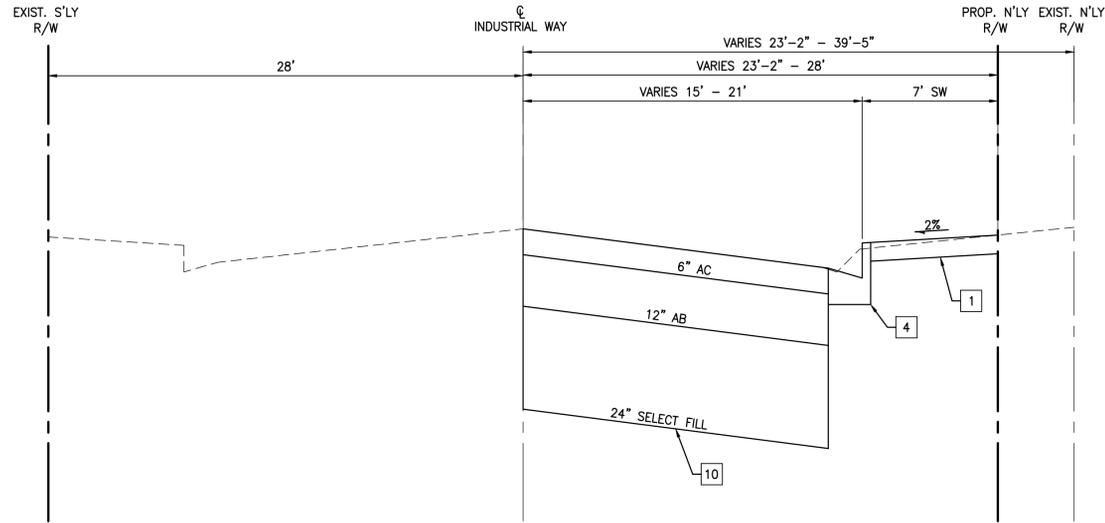
## ROADWAY REMOVAL NOTES

1. REMOVE CONCRETE.
2. REMOVE ASPHALT CONCRETE PAVING (6" Max).
3. REMOVE CONCRETE CURB OR CURB AND GUTTER.
4. REMOVE FENCE.
5. REMOVE STRUCTURE BY OTHERS PRIOR TO START OF CONSTRUCTION (FOR INFORMATION ONLY).
6. REMOVE PORTION OF STRUCTURE BY OTHERS PRIOR TO START OF CONSTRUCTION (FOR INFORMATION ONLY).
7. REMOVE PORTION OF MASONRY WALL.
8. REMOVE FIRE HYDRANT.
9. SALVAGE EXIST SIGN.
10. PROTECT IN PLACE (TYPE SHOWN ON PLAN).

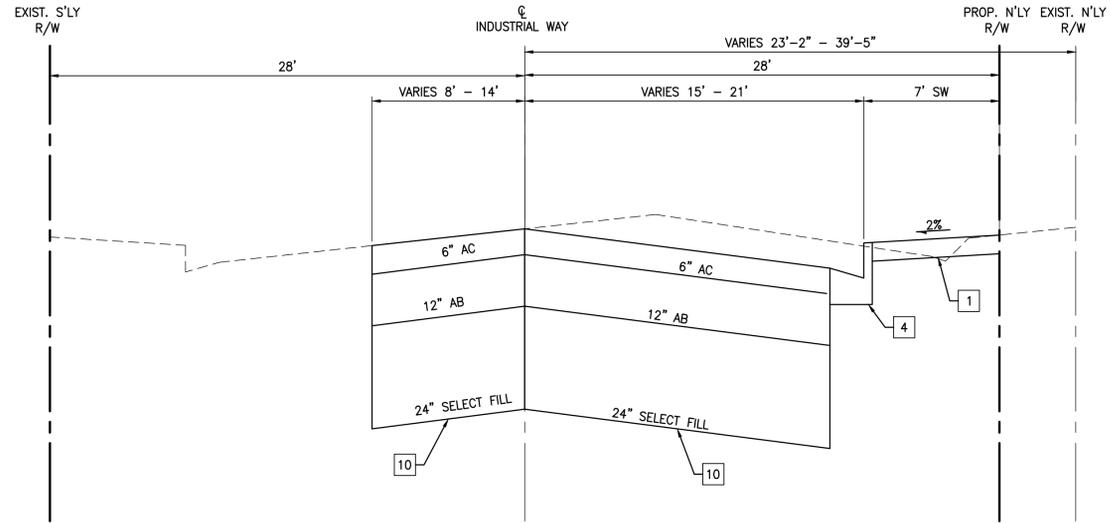
## ROADWAY REMOVAL LEGEND

	EXIST SIDEWALK TO BE REMOVED
	EXIST CROSS GUTTER TO BE REMOVED
	EXIST STRUCTURE TO BE REMOVED
	EXIST ASPHALT PAVING TO BE REMOVED
	EXIST CURB TO BE REMOVED
	EXIST CHAIN LINK FENCE TO BE REMOVED
	EXIST WALL TO BE REMOVED
	CONSTRUCTION LIMIT
	EXIST TREE TO BE PROTECTED IN PLACE

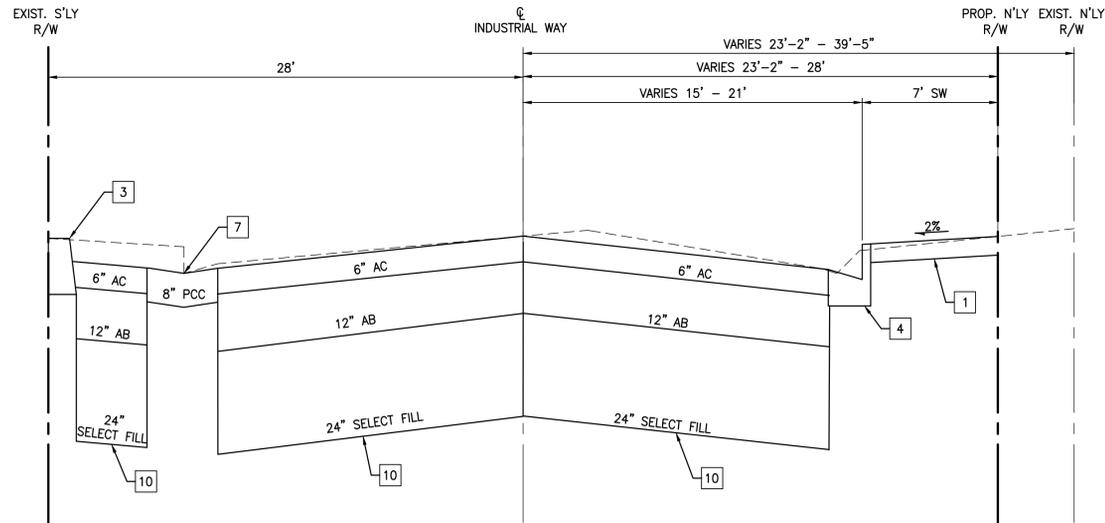
REVISION				REFERENCES		Prepared under the supervision of		DATE	STREET IMPROVEMENT PLANS PLACENTIA HOTEL 450 S. PLACENTIA AVE. PLACENTIA, CA 92870 ROADWAY CONSTRUCTION NOTES CITY OF PLACENTIA	DRAWING NO.
DATE	OWN BY.	E.O.R. NO.	DESCRIPTION	APPD DATE	BENCH MARK: (SEE AT LEFT)	STANDARD PLANS:	FRANK LARocca R.C.E. No. C75121			
						UTILITY PLANS:	Drawn by: WT			
						SEWER PLANS:	Checked by: WS			
							Recommended			
							APPROVED			
								CITY ENGINEER R.C.E. #C82756		SHEET 2 OF 4



STATION 11+17 TO STATION 12+47  
NOT TO SCALE



STATION 10+83 TO STATION 11+17  
NOT TO SCALE



STATION 10+45 TO STATION 10+87  
NOT TO SCALE

- 1 CONSTRUCT PCC SIDEWALK PER APWA STD. PLAN NO. 112-2 AND OC PUBLIC WORKS STD. PLAN 112-2-OC.
- 3 INSTALL CURB PER APWA STD. PLAN NO. 120-3 AND OC PUBLIC WORKS STD. PLAN 120-2-OC.
- 4 INSTALL CURB AND GUTTER PER APWA STD. PLAN NO. 120-3 AND OC PUBLIC WORKS STD. PLAN 120-2-OC.
- 6 INSTALL MISCELLANEOUS ASPHALT PAVEMENT PER APWA STD. PLAN NO. 133-4 AND OC PUBLIC WORKS STD. PLAN 133-3-OC.
- 7 INSTALL LONGITUDINAL GUTTER PER APWA STD. PLAN NO. 122-2 AND OC PUBLIC WORKS STD. PLAN 122.2-OC.
- 8 EXCAVATE TO THE BOTTOM OF 24" SUBGRADE AND BACKFILL WITH 24" IMPORTED BORROW (SELECT FILL) MATERIAL.
- 10 PLACE 6" AC PAVEMENT OVER 12" CLASS 2 AB OVER 24" SELECT FILL @ 95% RELATIVE COMPACTION.

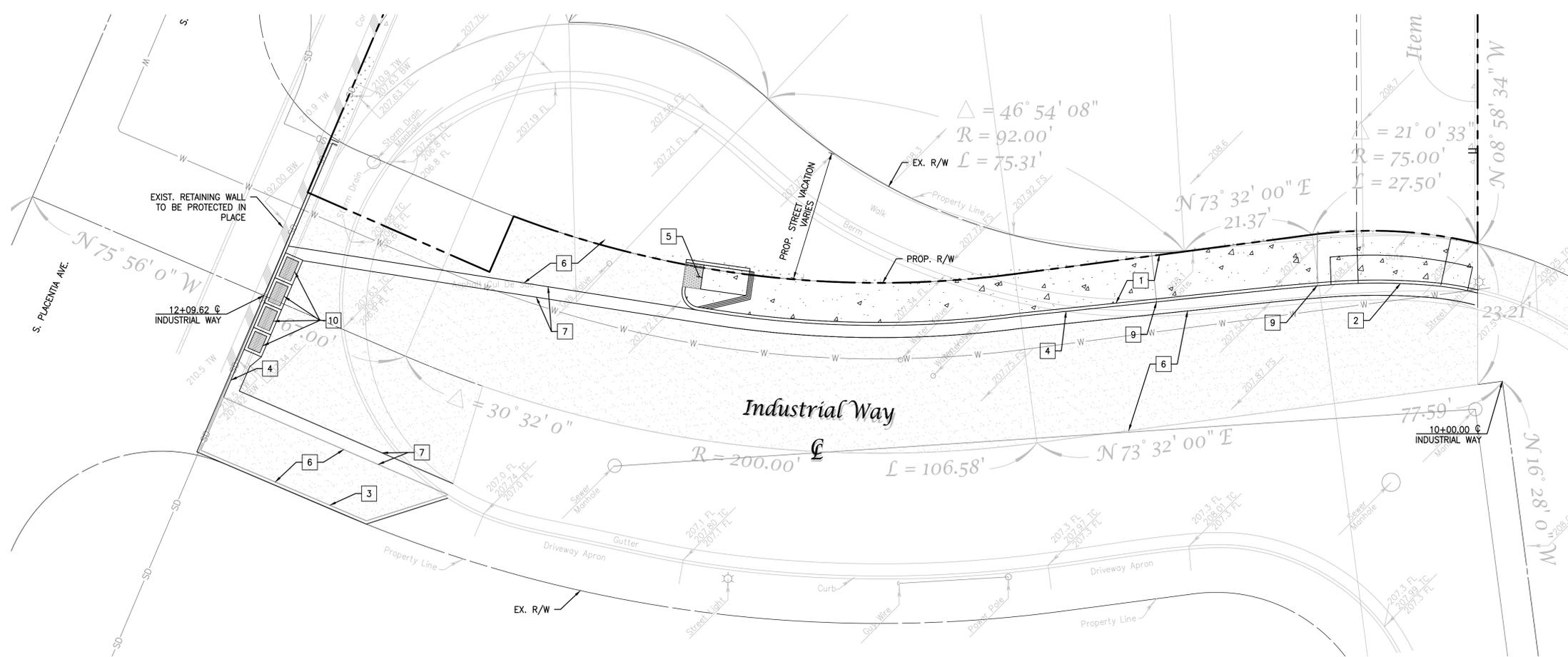
E.O.R.		REVISION	
DATE	OWN BY.	NO.	DESCRIPTION

REFERENCES	
BENCH MARK: (SEE AT LEFT)	STANDARD PLANS:

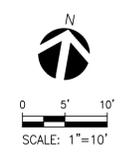
Prepared under the supervision of	DATE
FRANK LARocca	
R.C.E. No. C75121	
Drawn by: WT	
Checked by: WS	
Recommended	
APPROVED	

STREET IMPROVEMENT PLANS  
**PLACENTIA HOTEL**  
 450 S. PLACENTIA AVE.  
 PLACENTIA, CA 82870  
 TYPICAL SECTIONS  
**CITY OF PLACENTIA**

DRAWING NO.  
 SHEET 3 OF 4



- 1 CONSTRUCT PCC SIDEWALK PER APWA STD. PLAN NO. 112-2 AND OC PUBLIC WORKS STD. PLAN 112-2-OC.
- 2 INSTALL DRIVEWAY PER APWA STD. PLAN NO. 110-2.
- 3 INSTALL CURB PER APWA STD. PLAN NO. 120-3 AND OC PUBLIC WORKS STD. PLAN 120-2-OC.
- 4 INSTALL CURB AND GUTTER PER APWA STD. PLAN NO. 120-3 AND OC PUBLIC WORKS STD. PLAN 120-2-OC.
- 5 INSTALL CURB RAMP PER APWA STD. PLAN NO. 111-5, CASE D TYPE 2.
- 6 INSTALL MISCELLANEOUS ASPHALT PAVEMENT PER APWA STD. PLAN NO. 133-4 AND OC PUBLIC WORKS STD. PLAN 133-3-OC.
- 7 INSTALL LONGITUDINAL GUTTER PER APWA STD. PLAN NO. 122-2 AND OC PUBLIC WORKS STD. PLAN 122.2-OC.
- 8 EXCAVATE TO THE BOTTOM OF 24" SUBGRADE AND BACKFILL WITH 24" IMPORTED BORROW (SELECT FILL) MATERIAL.
- 9 CONSTRUCT PARKWAY CULVERT PER APWA STD. PLAN 150-3.
- 10 INSTALL GRATED CATCH BASIN PER APWA STD. PLAN 303-4.



REVISION		REFERENCES	
DATE	OWN BY.	DESCRIPTION	BENCH MARK: (SEE AT LEFT)

REFERENCES	
STANDARD PLANS:	UTILITY PLANS:
SEWER PLANS:	

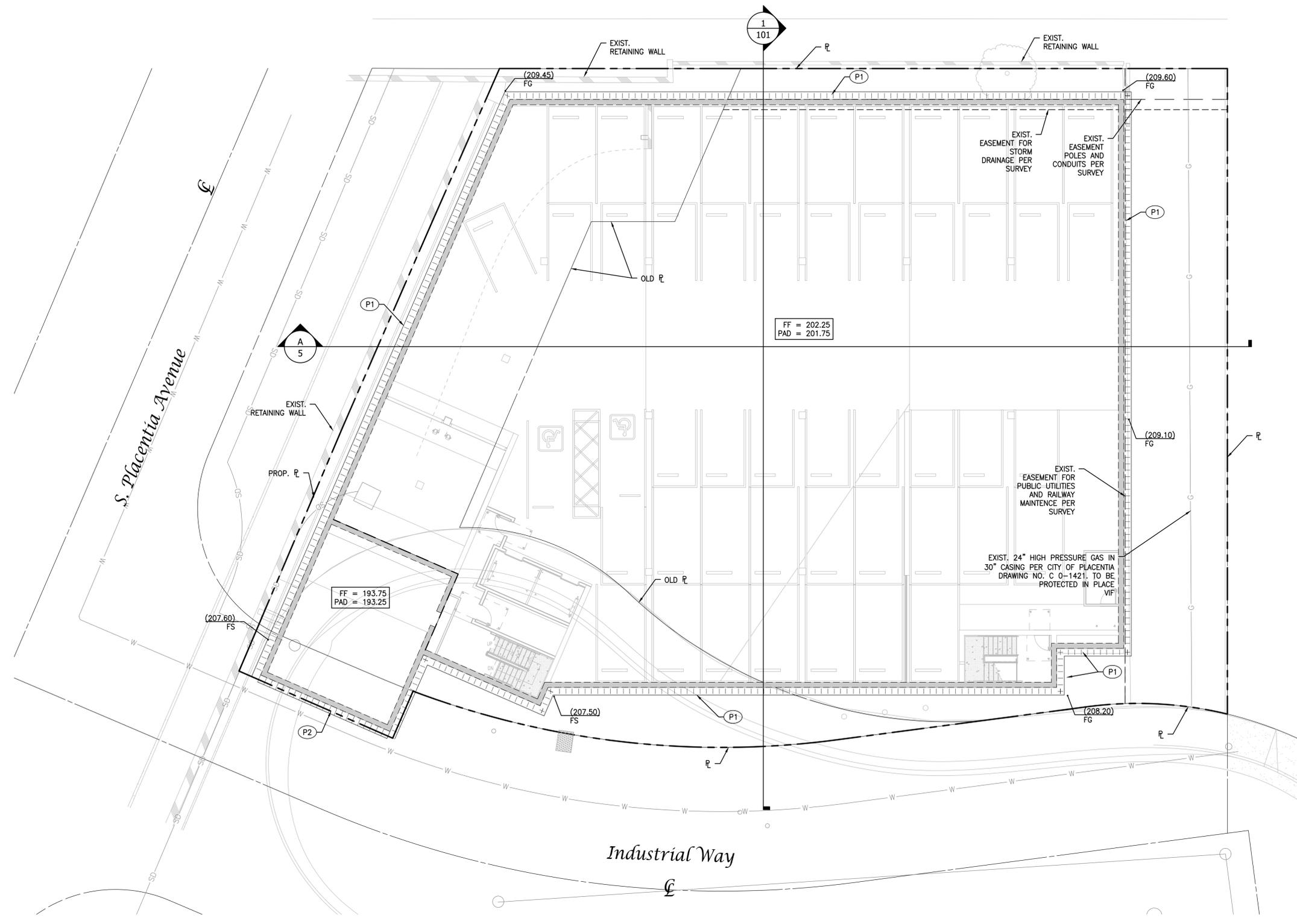
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FRANK LARocca	
R.C.E. No. C75121	
Drawn by: WT	
Checked by: WS	
Recommended	
APPROVED	
	CITY ENGINEER R.C.E. #C82756

STREET IMPROVEMENT PLANS <b>PLACENTIA HOTEL</b> 450 S. PLACENTIA AVE. PLACENTIA, CA 92870 <b>STREET IMPROVEMENT PLAN</b> <b>CITY OF PLACENTIA</b>	<b>DRAWING NO.</b>  SHEET <u>4</u> OF <u>4</u>
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**LEGEND**

---	PROPERTY LINE
○	DAYLIGHT LINE
▨	BASEMENT WALL
▩	RETAINING WALL
▭	SHORING BY OTHERS
▧	REMOVAL AND RECOMPACTION

- CONSTRUCTION NOTES**
- (P1) INSTALL FOUNDATION DRAIN FOR SHORED CONDITION DETAIL 1, SHEET 5.
  - (P2) INSTALL FOUNDATION DRAIN FOR SHORED CONDITION DETAIL 2, SHEET 5.

- NOTES:**
1. ROUGH GRADE ASSUMES PAD IS X" BELOW FINISH FLOOR. SEE ARCHITECTURAL PLANS AND STRUCTURAL PLANS FOR FINAL BASEMENT ELEVATIONS AND FOUNDATION DETAILS.
  2. TO PROTECT THE PUBLIC CONTRACTOR TO PROVIDE PROTECTIVE MEASURES ALONG THE WALKWAY ROW ADJACENT TO SLOT CUTS AND/OR TEMPORARY EXCAVATIONS.
  3. IF ANY ADJACENT ROW STRUCTURES AND SUB-STRUCTURES ARE DAMAGED DUE TO THE UN-RETAINED EXCAVATIONS FROM THE SLOT CUTS AND/OR TEMPORARY EXCAVATIONS, THE DEVELOPER, OWNER AND/OR CONTRACTOR WILL BE RESPONSIBLE FOR ALL REPAIRS AT NO COST TO THE CITY OF CULVER CITY.
  4. STOCKPILING OF EXCAVATED MATERIAL SHALL NOT BE ALLOWED ADJACENT TO OPEN EXCAVATIONS.

**ESTIMATED EARTHWORK QUANTITIES**

CUT:	6,063 CUBIC YARDS
FILL:	178 CUBIC YARDS
NET (CUT/EXPORT):	5,885 CUBIC YARDS

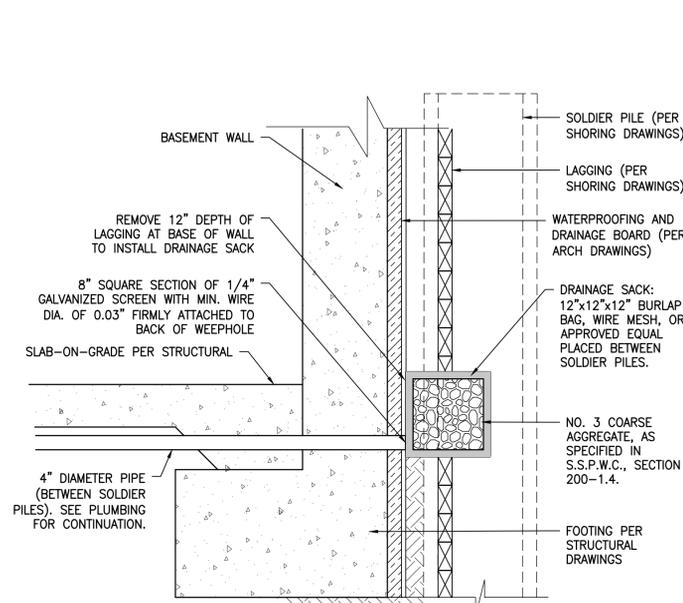
- EARTHWORK CALCULATION NOTES:**
1. THE ESTIMATED QUANTITIES PROVIDED ABOVE ARE TO BE USED FOR JURISDICTIONAL PLAN CHECKING AND PERMITTING PURPOSES ONLY.
  2. ESTIMATED EARTHWORK ABOVE IS BASED ON DESIGN FINISH GRADES TO EXISTING GRADES AND/OR CONTOURS AS PROVIDED ON THE BASE SURVEY. THE ESTIMATED EARTHWORK DOES NOT ACCOUNT FOR THE THICKNESS OF PAVEMENTS, FOUNDATIONS AND SLABS ON GRADE, FOOTINGS, CLEARING AND GRUBBING, OVER EXCAVATION AND RECOMPACTION, AND CONSTRUCTION MEANS AND METHODS.
  3. THE ESTIMATED EARTHWORK QUANTITIES DO NOT INCLUDE SHRINKAGE AND/OR EXPANSION FACTORS DUE TO COMPACTION OR OVER EXCAVATION QUANTITIES.
  4. THE CONTRACTOR SHALL CALCULATE HIS OWN EARTHWORK QUANTITIES NECESSARY FOR HIS BID AND WORK.
  5. ESTIMATED EARTHWORK QUANTITIES ABOVE ASSUME THAT ALL ONSITE MATERIALS ARE SUITABLE FOR BACKFILLING. HOWEVER, ACTUAL EXISTING ONSITE MATERIALS AND IMPORTED MATERIALS MUST FIRST BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO INSTALLATION, REMOVAL, REPLACEMENT.

E.O.R.		REVISION	
DATE	OWN BY.	NO.	DESCRIPTION

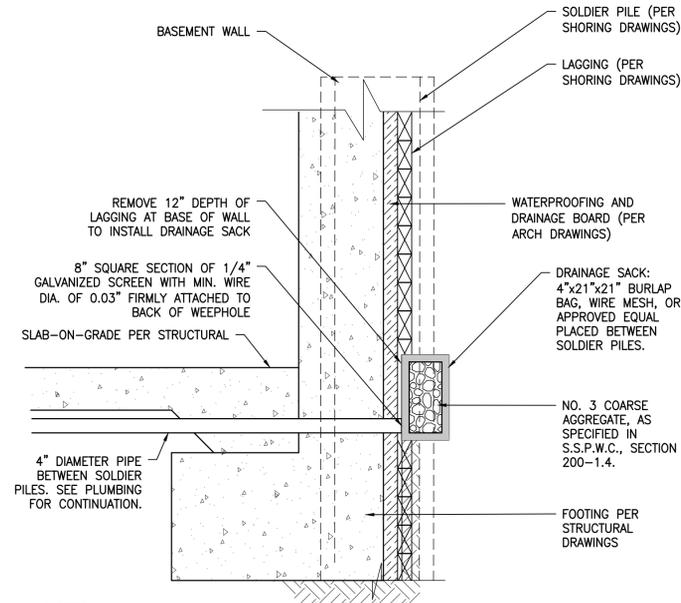
REFERENCES	
BENCH MARK: (SEE AT LEFT)	STANDARD PLANS:

Prepared under the supervision of	DATE
FRANK LAROCCA	
R.C.E. No. C75121	
Drawn by: WT	
Checked by: WS	
Recommended	
APPROVED	
CITY ENGINEER R.C.E. #C82756	

ROUGH GRADING PLANS <b>PLACENTIA HOTEL</b> 450 S. PLACENTIA AVE. PLACENTIA, CA 92870 <b>ROUGH GRADING PLAN</b> <b>CITY OF PLACENTIA</b>	<b>DRAWING NO.</b>     SHEET <u>4</u> OF <u>10</u>
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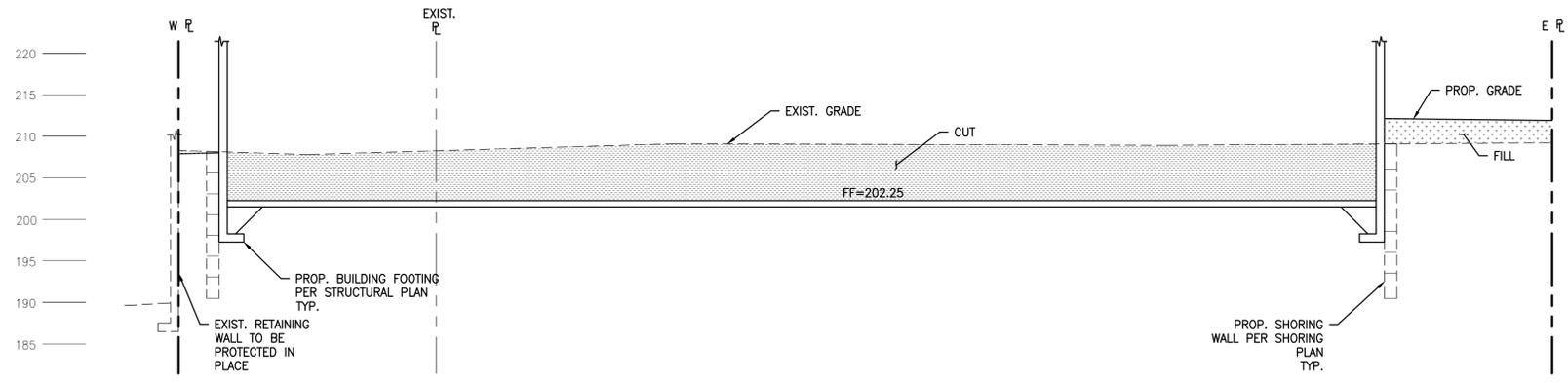
**NOTES:**  
 1. FOUNDATION WALL DRAINAGE SHALL ADHERE TO THE LATEST BUILDING ADMINISTRATIVE CODES.



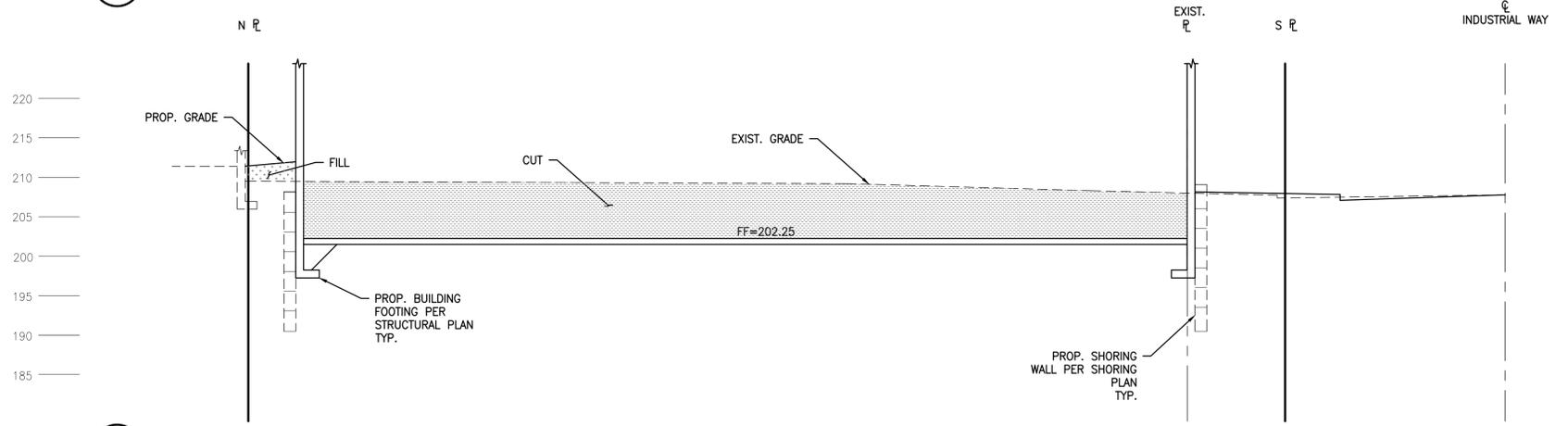
**NOTES:**  
 1. FOUNDATION WALL DRAINAGE SHALL ADHERE TO THE LATEST BUILDING ADMINISTRATIVE CODES.

**1 FOUNDATION DRAIN FOR SHORED CONDITION**  
 C200 N.T.S.

**2 FOUNDATION DRAIN FOR SHORED CONDITION, BACKLAGGED**  
 C200 N.T.S.

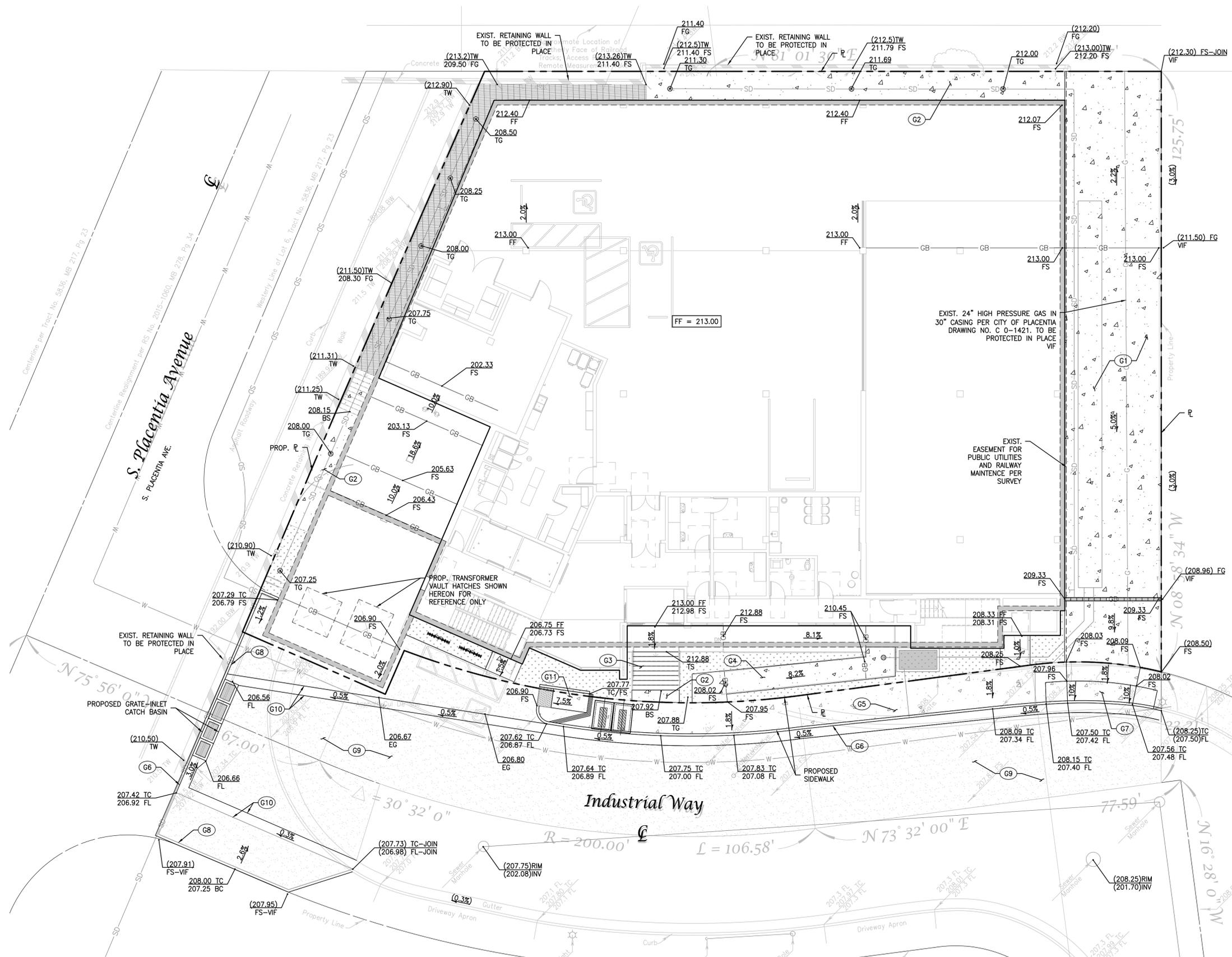


**A SECTION A**  
 5 1" = 10'



**B SECTION B**  
 5 1" = 10'

REVISION				REFERENCES		Prepared under the supervision of		ROUGH GRADING PLANS <b>PLACENTIA HOTEL</b> 450 S. PLACENTIA AVE. PLACENTIA, CA 82870 ROUGH GRADING DETAILS <b>CITY OF PLACENTIA</b>	DRAWING NO.	
DATE	OWN BY.	NO.	DESCRIPTION	APP'D DATE	BENCH MARK: (SEE AT LEFT)	STANDARD PLANS:	DATE			
						UTILITY PLANS:	FRANK LAROCCA R.C.E. No. C75121			
						SEWER PLANS:	Drawn by: WT			
							Checked by: WS			
							Recommended APPROVED			
							CITY ENGINEER R.C.E. #C82756			



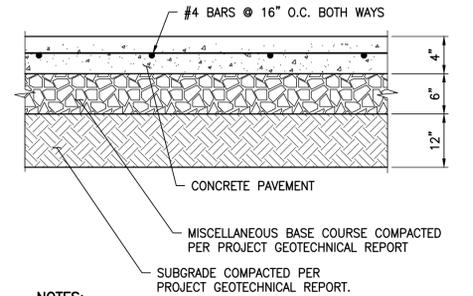
**LEGEND**

- PROPERTY LINE
- GRADEBREAK
- FLOWLINE
- △ SITE CONCRETE
- PLANTER AREA
- ▨ METAL GRATE PER ARCHITECTURAL PLANS

**CONSTRUCTION NOTES**

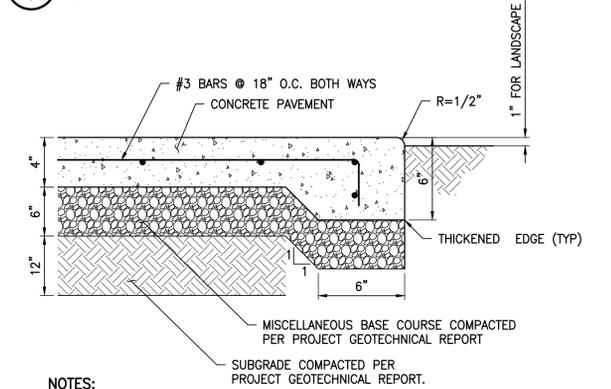
**STORM DRAIN**

- G1 INSTALL VEHICULAR CONCRETE PER DETAIL 1, SHEET HEREON.
- G2 INSTALL CONCRETE WALK PER DETAIL 2 HEREON.
- G3 CONCRETE STAIR ON GRADE PER ARCHITECTURAL PLANS.
- G4 CONCRETE RAMP ON GRADE PER ARCHITECTURAL PLANS.
- G5 INSTALL SIDEWALK PER APWA STD. PLAN NO. 113-2.
- G6 INSTALL CURB AND GUTTER PER APWA STD. PLAN NO. 120-3.
- G7 INSTALL DRIVEWAY PER APWA STD. PLAN NO. 110-2.
- G8 INSTALL CURB PER APWA STD. PLAN NO. 120-3.
- G9 INSTALL ASPHALT PAVEMENT PER APWA STD. PLAN NO. 133-4.
- G10 INSTALL LONGITUDINAL GUTTER PER APWA STD. PLAN NO. 122-3.
- G11 INSTALL CURB RAMP PER APWA STD. PLAN NO. 111-5, CASE D TYPE 2.



- NOTES:**
- PAVEMENT SECTIONS ARE BASED ON RECOMMENDATIONS FROM THE PROJECT GEOTECHNICAL REPORT.
  - REFER TO ARCHITECTURAL PLANS FOR CONCRETE COLOR, PATTERN, TEXTURE, AND FINISH.
  - SEE PLAN FOR LOCATION OF CONTROL JOINTS.

**1 REINFORCED CONCRETE PAVEMENT**



- NOTES:**
- ALL TREAD SURFACES SHALL BE SLIP-RESISTANT.
  - REFER TO ARCHITECTURAL DRAWINGS FOR COLOR, PATTERN, TEXTURE, AND FINISH.
  - SEE PLAN FOR LOCATION OF CONTROL JOINTS.

**2 CONCRETE WALK SECTION**

E.O.R.		REVISION		REFERENCES	
DATE	OWN BY.	NO.	DESCRIPTION	APP'D DATE	BENCH MARK: (SEE AT LEFT)

STANDARD PLANS:	
UTILITY PLANS:	
SEWER PLANS:	

Prepared under the supervision of  
**FRANK LARocca**  
 R.C.E. No. C75121

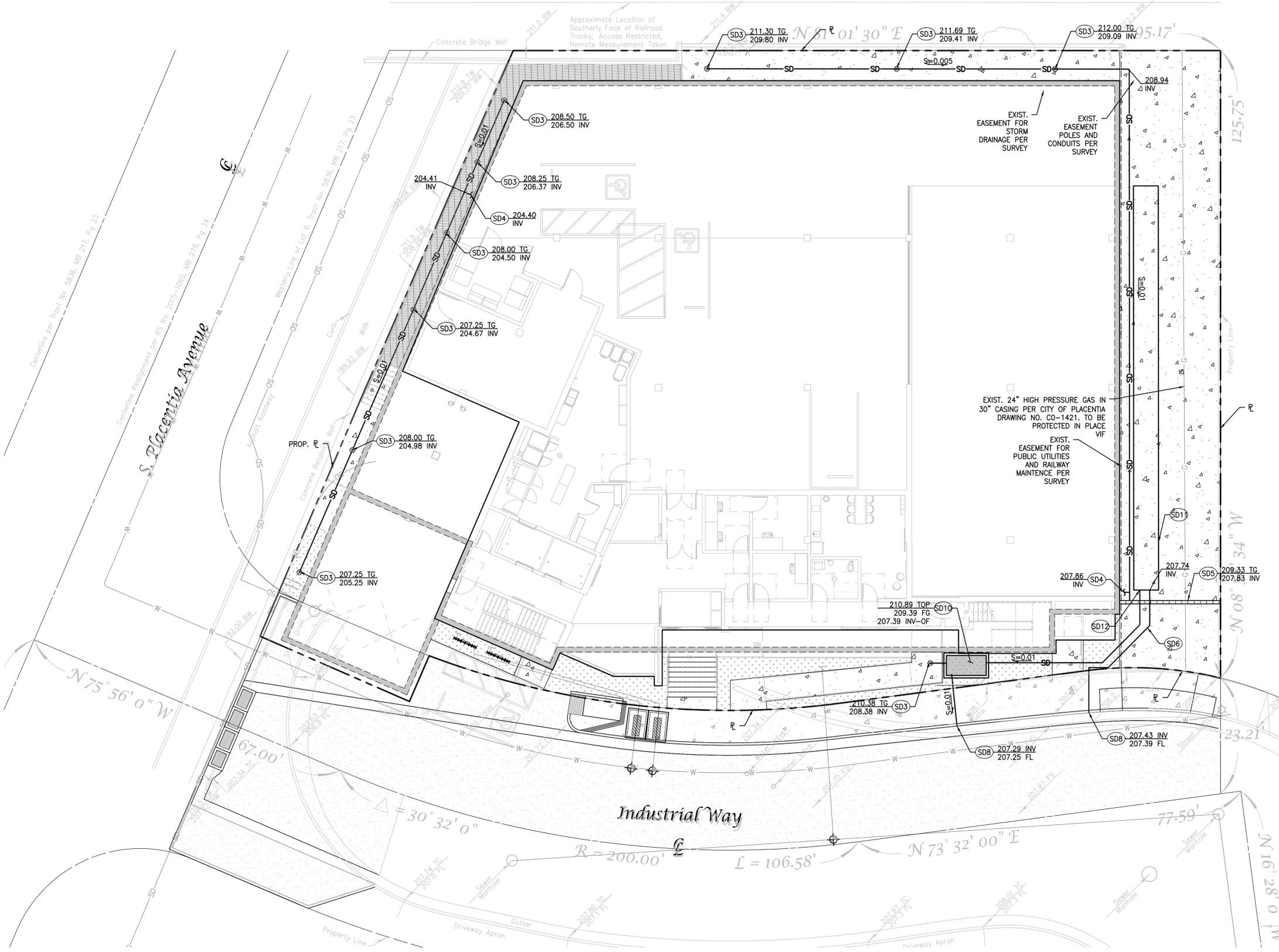
Drawn by: WT  
 Checked by: WS  
 Recommended  
 APPROVED

CITY ENGINEER R.C.E. #C82756

ROUGH GRADING PLANS  
**PLACENTIA HOTEL**  
 450 S. PLACENTIA AVE.  
 PLACENTIA, CA 92870  
**PRECISE GRADING PLAN**  
**CITY OF PLACENTIA**

**DRAWING NO.**

SHEET 6 OF 10



**LEGEND**

- LIMIT OF WORK
- - - PROPERTY LINE
- SD STORM DRAIN
- ⊕ POINT OF CONNECTION
- ⊕ COORDINATION POINT
- ⊕ STORM DRAIN INLET
- ⊕ AREA DRAIN/PLANTER DRAIN
- ▬ TRENCH DRAIN
- ▨ PLANTER/LANDSCAPE AREA
- ▨ GRAVEL
- ▨ LID PLANTER

**CONSTRUCTION NOTES**

**STORM DRAIN**

- (SD1) INSTALL BUBBLER BOX PER DETAIL 1, SHEET HEREON.
- (SD2) INSTALL 4" SCH 40 PVC PIPE.
- (SD3) INSTALL 6" ROUND AREA DRAIN WITH HEEL PROOF GRATE BY NDS PRO OR APPROVED EQUAL.
- (SD4) STORM DRAIN RISER COORDINATION POINT. SEE PLUMBING PLANS FOR PIPE SLOPE, SIZE, MATERIAL, AND CONTINUATION.
- (SD5) INSTALL 6" WIDE TRENCH DRAIN WITH HEEL PROOF GRATE.
- (SD6) INSTALL 6" SCH 40 PVC STORM DRAIN PIPE.
- (SD7) INSTALL 6" SCH 40 PVC STORM DRAIN OVERFLOW PIPE.
- (SD8) STORM DRAIN OUTLET TO CURB FACE PER APWA STANDARD PLAN 150-3. QUANTITY AND SIZE PER PLAN.
- (SD9) INSTALL 12" X 12" CATCH BASIN BY OLD CASTLE OR EQUIVALENT.
- (SD10) INSTALL OLDCASTLE BIOPOD BIOFILTRATION UNIT OR APPROVED EQUAL, PER DETAIL, SHEET 8.
- (SD11) INSTALL 5' DETENTION TANK.
- (SD12) INSTALL SUBMERSIBLE SUMP PUMP.

**NOTE:**

1) CONTRACTOR TO PATCH AND PAVE ALL TRENCHES TO MATCH EXISTING PAVEMENT.

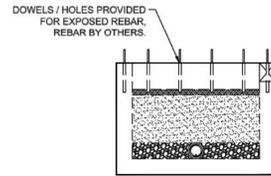
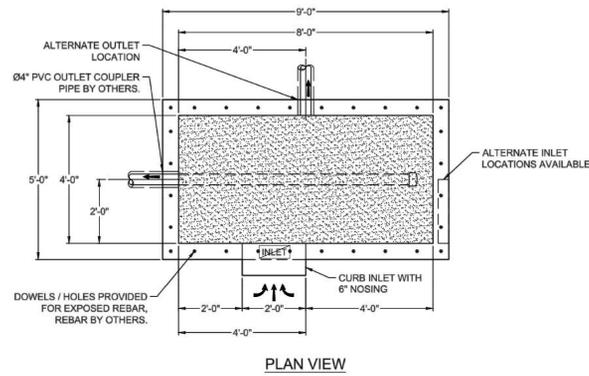
E.O.R.		REVISION	
DATE	OWN BY.	NO.	DESCRIPTION

REFERENCES	
BENCH MARK: (SEE AT LEFT)	STANDARD PLANS:

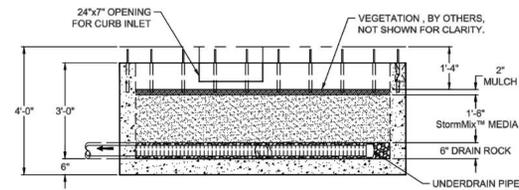
Prepared under the supervision of	DATE
FRANK LARocca	
R.C.E. No. C75121	
Drawn by: WT	
Checked by: WS	
Recommended	
APPROVED	

<p>ROUGH GRADING PLANS PLACENTIA HOTEL</p> <p>450 S. PLACENTIA AVE. PLACENTIA, CA 92870</p> <p>WQMP PLAN</p> <p>CITY OF PLACENTIA</p>	DRAWING NO.
	SHEET 7 OF 10

SITE SPECIFIC DATA				
Structure ID	DA1			
Treatment Flow Rate (cfs)	0.104			
Peak Flow Rate (cfs)	0			
Rim Elevation	0			
Pipe Data	Pipe Location	Pipe Size	Pipe Type	Invert Elevation
Outlet	-	4	-	-3.5
Notes:				
PERFORMANCE SPECIFICATIONS				
Treatment Flow Capacities:				
NJDEP 80% Removal, 75 micron	0.128 cfs			
WA Ecology GULD - Basic Enhanced & Phosphorus	0.114 cfs			
Bypass Capacity	NA			
*Contact Oldcastle for alternative treatment flow capacities.				



LEFT END VIEW



ELEVATION VIEW

NOTES

- DESIGN LOADINGS:
  - 300 PSF PEDESTRIAN LOADING
  - DESIGN SOIL COVER: 0 MAXIMUM
  - ASSUMED WATER TABLE: BELOW BASE OF PRECAST
  - ENGINEERS OF RECORD TO CONFIRM SITE WATER TABLE ELEVATION
  - LATERAL EARTH PRESSURE: 45 PCF (DRAINED)
  - LATERAL LIVE LOAD SURCHARGE: 80 PSF (APPLIED TO 8'-0" BELOW GRADE)
  - NO LATERAL SURCHARGE FROM ADJACENT BUILDINGS, WALLS, PIERS, OR FOUNDATIONS.
- CONCRETE 28-DAY MINIMUM COMPRESSIVE STRENGTH: 5,000 PSI MINIMUM.
- REINFORCING: REBAR, ASTM A615A706, GRADE 60
- CEMENT: ASTM C150
- REQUIRED ALLOWABLE SOIL BEARING CAPACITY: 2,500 PSF
- REFERENCE STANDARD:
  - ASTM C690
  - ASTM C913
  - ACI 318-14
- THIS STRUCTURE IS DESIGNED TO THE PARAMETERS NOTED HEREIN. ENGINEERS OF RECORD SHALL VERIFY THAT NOTED PARAMETERS MEET OR EXCEED PROJECT REQUIREMENTS. IF DESIGN PARAMETERS ARE INCORRECT, REVIEWING ENGINEER/AUTHORITY SHALL NOTIFY OLDCASTLE INFRASTRUCTURE UPON REVIEW.
- INLET AND OUTLET HOLES WILL BE FACTORY CORECAST PER PLANS AND CUSTOMER REQUIREMENTS. INLET AND OUTLET LOCATIONS CAN BE MIRRORRED.
- CONTRACTOR RESPONSIBLE TO VERIFY ALL SIZES, LOCATIONS, AND ELEVATIONS OF OPENINGS.
- CONTRACTOR RESPONSIBLE TO ENSURE ADEQUATE BEARING SURFACE IS PROVIDED (I.E. COMPACTED AND LEVEL PER PROJECT SPECIFICATIONS).
- SECTION HEIGHTS, SLABWALL THICKNESSES, AND REINFORCING ARE SUBJECT TO CHANGE AND REQUIRED FOR SITE REQUIREMENTS AND/OR DUE TO PRODUCT AVAILABILITY AND PRODUCTION FACILITY CONSTRAINTS.
- MAXIMUM PICK WEIGHTS:
  - BASE: XX,XXX LBS\*
  - \*COMBINED WEIGHT OF BASE INCLUDES BYPASS WEIR, DIVIDER WALL, ROCK & MEDIA
- INTERIALS SHALL CONSIST OF UNDERDRAIN PIPE, ROCK, STORMMIX™ MEDIA, AND MULCH.



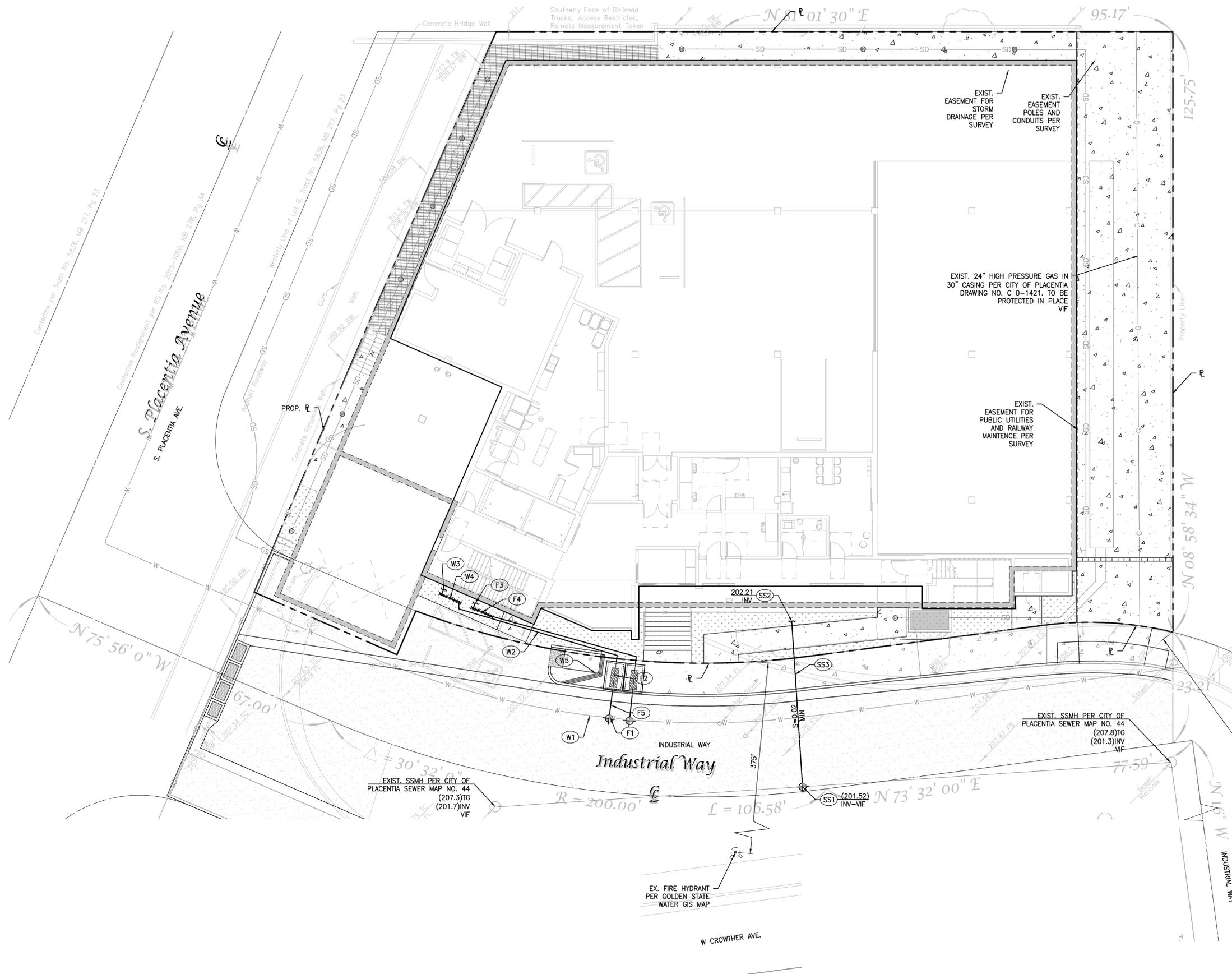
BioPod™ Biofilter System (STANDARD)  
Planter vault with External Bypass

DESIGNER	Labib Funk + Associates		
PROJECT NAME	Placentia Hotel		
DRAWING	REVISION	DATE	SHEET
Specifier Drawing	BPP-48EB	REV DATE	1 OF 1



1 BIOPOD BIOFILTRATION UNIT  
7 N.T.S.

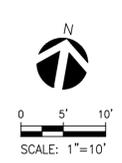
REVISION					REFERENCES		Prepared under the supervision of		DATE		DRAWING NO.
DATE	OWN BY	NO.	DESCRIPTION	APPD DATE	BENCH MARK: (SEE AT LEFT)	STANDARD PLANS:	FRANK LARocca	R.C.E. No. C75121			
						UTILITY PLANS:	Drawn by: WT	Checked by: WS			ROUGH GRADING PLANS PLACENTIA HOTEL 450 S. PLACENTIA AVE. PLACENTIA, CA 92870 WQMP DETAILS CITY OF PLACENTIA
						SEWER PLANS:	Recommended	APPROVED	CITY ENGINEER R.C.E. #C82756		



- LEGEND**
- PROPERTY LINE/LIMIT OF GRADING
  - GB — GRADE BREAK
  - ..... LANDSCAPING BY OTHERS
- CONSTRUCTION NOTES**
- SANITARY SEWER**
- SS1 INSTALL HOUSE CONNECTION PER APWA STANDARD PLAN 222-1. TYPE A. 2% SLOPE MINIMUM (TYPICAL), SIZING PER PLUMBING PLANS. CONTRACTOR TO LOCATE AND CONNECT TO EXISTING SEWER WYE IF AVAILABLE.
  - SS2 POINT OF CONNECTION TO EXISTING SEWER. SEE PLUMBING DRAWINGS FOR CONTINUATION.
  - SS3 INSTALL 6" SDR 35 PVC SEWER PIPE. MIN SLOPE = 0.02.
- DOMESTIC WATER**
- W1 CONNECT TO EXISTING WATER MAIN.
  - W2 INSTALL 4" SCH 40 PVC WATER PIPE.
  - W3 POINT OF CONNECTION TO BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
  - W4 INSTALL ZURN MODEL 375A 4" BACKFLOW PREVENTION ASSEMBLY OR APPROVED EQUAL PER GOLDEN STATE WATER COMPANY STANDARD DRAWING NO. P-35A OR APPROVED EQUAL.
  - W5 CONTRACTOR TO ORDER 4" DOMESTIC WATER SERVICE FROM GOLDEN STATE WATER COMPANY AND CONNECT TO EXISTING WATER MAIN.
- FIRE WATER**
- F1 CONNECT TO EXISTING WATER MAIN.
  - F2 CONTRACTOR TO ORDER X" FIRE WATER SERVICE FROM GOLDEN STATE WATER COMPANY AND CONNECT TO EXISTING WATER MAIN.
  - F3 POINT OF CONNECTION TO BUILDING. SEE FIRE SPRINKLER PLANS FOR CONTINUATION.
  - F4 INSTALL ZURN MODEL 350ADA X" BACKFLOW PREVENTION ASSEMBLY WITH FIRE DEPARTMENT CONNECTION PER GOLDEN STATE WATER COMPANY STANDARD DRAWING NO. P-35B OR APPROVED EQUAL.
  - F5 INSTALL X" C900 PVC FIRE WATER PIPE.

**NOTES:**

- ANY WORK IN THE PUBLIC RIGHT OF WAY REQUIRES A SEPARATE PLAN AND ENCROACHMENT PERMIT.



DATE	OWN BY.	E.O.R. NO.	REVISION DESCRIPTION	APPD DATE	BENCH MARK: (SEE AT LEFT)

REFERENCES
STANDARD PLANS:
UTILITY PLANS:
SEWER PLANS:

Prepared under the supervision of FRANK LAROCCA DATE \_\_\_\_\_  
 R.C.E. No. C75121

Drawn by: WT  
 Checked by: WS

Recommended  
 APPROVED \_\_\_\_\_  
 CITY ENGINEER R.C.E. #C82756

ROUGH GRADING PLANS  
**PLACENTIA HOTEL**  
 450 S. PLACENTIA AVE.  
 PLACENTIA, CA 92870  
**UTILITY PLAN**  
 CITY OF PLACENTIA

**DRAWING NO.**  
 SHEET 9 OF 10

REVISIONS

NO.	DATE	DESCRIPTION

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STAMP



DATE

07/01/2025

SCALE

AS SHOWN

SHEET TITLE

FIRST FLOOR  
PLANTING  
PLAN

SHEET NO.

LP-1.0



*Pennisetum spathiolatum*



*Senecio serpens*



*Yucca rostrata*



*Parkinsonia aculeata*



*Agave x 'Blue Glow'*



*Dracaena draco*



*Yucca rostrata*



*Agave attenuata 'Nova'*



*Agave x 'Blue Flame'*



*Crassula arborescens 'Silver Dollar'*



*Lomandra confertifolia 'Seascape'*



*Aeonium simsii*



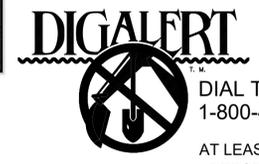
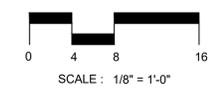
*Agave desmetiana 'Variegata'*



*Euphorbia lambii*



*Chamaerops humilis cerifera 'Silver Select'*



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1-800-422-4133

AT LEAST TWO DAYS  
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REVISIONS

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STAMP



DATE

07/01/2025

SCALE

AS SHOWN

SHEET TITLE

SECOND FLOOR  
 PLANTING  
 PLAN

SHEET NO.

LP-1.1



Agave x 'Blue Glow'



Agave attenuata 'Nova'



Brahea armata



Laurus nobilis



Mascagnia macroptera



Lomandra longifolia 'Breeze'

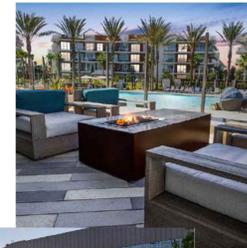


Planters



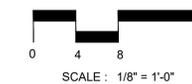
Laurus nobilis

Fire-table and Outdoor Furniture



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UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



PLANT SCHEDULE								
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	PF (WUCOLS)	H&W @ MATURITY	CANOPY	QTY
<b>TREES</b>								
	DRA DRA	DRACAENA DRACO / DRAGON TREE	24"	BOX	0.2	12' X 6'	6'	1
	EUP EUP	EUPHORBIA LAMBII / TREE EUPHORBIA	15 GAL.	POT	0.2	6' X 4'	4'	1
	PAR ACU	PARKINSONIA ACULEATA / MEXICAN PALO VERDE	48"	BOX	0.2	10' X 20'	10'	1
	YUC ROS	YUCCA ROSTRATA / BEAKED YUCCA	24"	BOX	0.2	8' X 5'	5'	3
<b>PALM TREES</b>								
	BRA ARM	BRAHEA ARMATA / MEXICAN BLUE PALM	10' BTH	BOX	0.2	20' X 6'	6'	7
	CHA SSL	CHAMAEROPS HUMILIS CERIFERA 'SILVER SELECT' / SILVER MEDITERRANEAN FAN PALM	15' BTH	BOX	0.2	8' X 6'	8'	2
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	WUCOLS	H&W @ MATURITY	SPACING	QTY
<b>SHRUBS</b>								
	AGA NOV	AGAVE ATTENUATA 'NOVA' / NOVA FOXTAIL AGAVE	5 GAL.	POT	0.2	2.5' X 3'	30" o.c.	16
	AGA DMV	AGAVE DESMETIANA 'VARIEGATA' / VARIEGATED SMOOTH AGAVE	5 GAL.	POT	0.2	3' X 3'	24" o.c.	14
	AGA BLF	AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE	5 GAL.	POT	0.2	3' X 3'	30" o.c.	9
	AGA BLG	AGAVE X 'BLUE GLOW' / BLUE GLOW AGAVE	5 GAL.	BOX	0.2	2' X 2.5'	24" o.c.	18
	BAC TWI	BACCHARIS PILULARIS 'TWIN PEAKS #2' / TWIN PEAKS #2 COYOTE BRUSH	5 GAL.	POT	0.2	2' X 4'	36" o.c.	4
	CRA SIL	CRASSULA ARBORESCENS 'SILVER DOLLAR' / SILVER DOLLAR JADE	15 GAL.	POT	0.2	3' X 3'	24" o.c.	22
	JUN ELK	JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL.	POT	0.2	2' X 2'	18" o.c.	15
	LOM SEA	LOMANDRA CONFERTIFOLIA 'SEASCAPE' / SEASCAPE MAT RUSH	1 GAL.	POT	0.5	1.5' X 2.5'	24" o.c.	28
	LOM IRA	LOMANDRA LONGIFOLIA 'BREEZE' / BREEZE™ MAT RUSH	1 GAL.	POT	0.2	2' X 2'	24" o.c.	4
	PEN SPA	PENNISETUM SPATHIOLATUM / SLENDER VELD T GRASS	1 GAL.	POT	0.2	1' X 1'	12" o.c.	148
	PEN FAS	PENNISETUM X 'FAIRY TAILS' / FAIRY TAILS FOUNTAIN GRASS	5 GAL.	POT	0.5	2' X 2'	24" o.c.	40
<b>HEDGES</b>								
	LAU NOB	LAURUS NOBILIS / SWEET BAY	24"	BOX	0.2	25' X 4'	36" o.c.	21
<b>VINE/ESPALIER</b>								
	MAS MAC	MASCAGNIA MACROPTERA / YELLOW ORCHID VINE	15 GAL.	POT	0.2	CLIMBING / SPREADING	48" o.c.	4
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	PF (WUCOL)	H&W @ MATURITY	SPACING	QTY
<b>GROUND COVERS</b>								
	AEO SIM	AEONIUM SIMSII / GROUNDCOVER AEONIUM	4"	POT	0.2	12" X SPREADING	8" o.c.	525
	SEN SER	SENECIO SERPENS / BLUE CHALKSTICKS	1 GAL.	POT	0.2	12" X SPREADING	8" o.c.	491

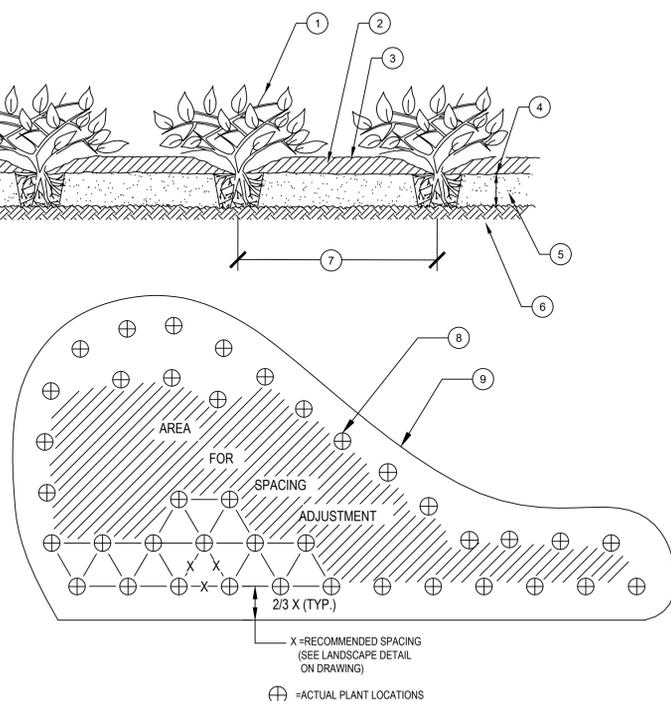
### PLANTING NOTES

- THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF ALL SITE CONDITIONS WHICH PREVENT INSTALLATION PER PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL BE LIABLE FOR REMOVING AND REINSTALLING ALL IRRIGATION EQUIPMENT, AND REPLANTING AREAS WHICH ARE NOT INSTALLED PER PLANS AND SPECIFICATIONS.
- THE IRRIGATION SYSTEM SHALL BE INSTALLED AND TESTED PRIOR TO PLANT MATERIALS.
- TREES AND SHRUBS SHALL BE PLANTED AFTER CONCRETE PLACEMENT, BUT NOT BEFORE THE IRRIGATION COVERAGE TEST HAS BEEN APPROVED (REFER TO SPECIFICATIONS).
- PLACE TREES BETWEEN IRRIGATION HEADS WHEREVER POSSIBLE.
- INSTALL SHREDDED MULCH IN ALL SHRUB AND GROUND COVER AREAS AT A DEPTH OF 3" UNLESS OTHERWISE INDICATED ON THE PLANS.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS AND/OR REPLACEMENT OF ANY DAMAGED LANDSCAPE AREAS BEYOND THE LIMIT OF WORK, AS A DIRECT RESULT OF THE LANDSCAPE CONSTRUCTION BY THE CONTRACTOR AND/OR BY HIS SUB-CONTRACTOR. REPLACEMENT ITEMS SHALL BE AN EXACT DUPLICATE OF THE ORIGINAL WORK, UNLESS OTHERWISE APPROVED BY THE LANDSCAPE ARCHITECT.
- CLEAN-UP SHALL TAKE PLACE ON A DAILY BASIS UNLESS OTHERWISE APPROVED BY THE OWNER.
- THE PLANTING PLANS ARE ONLY ACCURATE FOR THE PLANTING LOCATION AND PLANT SIZE. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES BY PLAN CHECK.

"All shrub areas shall be underplanted with ground cover listed for each planted area on the plan and all groundcover shall be planted twelve (12) inches on center, minimum and shall be triangularly spaced".

### LEGEND

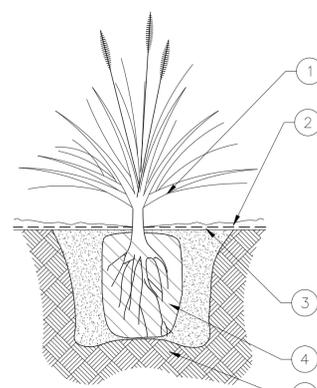
- TYPICAL GROUND COVER PLANTED AT NURSERY LEVEL
- MIN 2" MULCH
- FINISH GRADE
- 6" DEPTH
- 3"-4" PLANTING SOIL MIXED 50/50 WITH NATIVE SOIL OR NATIVE SOIL AMENDED WITH 25% MIN DECOMPOSED ORGANIC MULCH AMENDMENT
- SCARIFIED SUBGRADE
- SPACING VARIES SEE LANDSCAPE DRAWINGS
- CONTINUOUS OUTER ROW AT X FEET ON CENTER. 2/3 FEET SETBACK FROM EDGE OF PLANTING BED WITH TRIANGULAR SPACING INSIDE BED (TYP)
- EDGE OF PLANTING BED OR PAVEMENT



## GROUND COVER AND SHRUB PLANTING / SPACING DETAIL

NOT TO SCALE

3



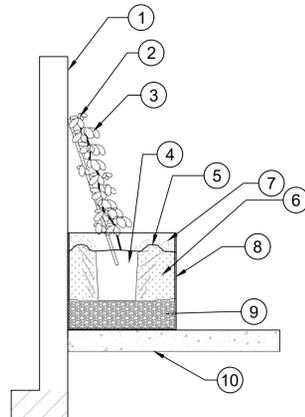
## GRASS PLANTING

NOT TO SCALE

5

### LEGEND

- TYPICAL PLANT, SPACING VARIES-SEE PLANT LEGEND AND PLANS
- 'INFILL' PLANT, AS REQUIRED TO MAINTAIN SPACING AT IRREGULAR EDGES NOTE: STABILIZED INFILL MIX DECOMPOSED GRANITE TO BE USED ONLY AREAS PLANTED WITH GRASS.
- WEED BARRIER
- SEE SPECIFICATIONS ROOTBALL
- 90% COMPACTED SUBGRADE



## VINE PLANTING

NOT TO SCALE

4

### LEGEND

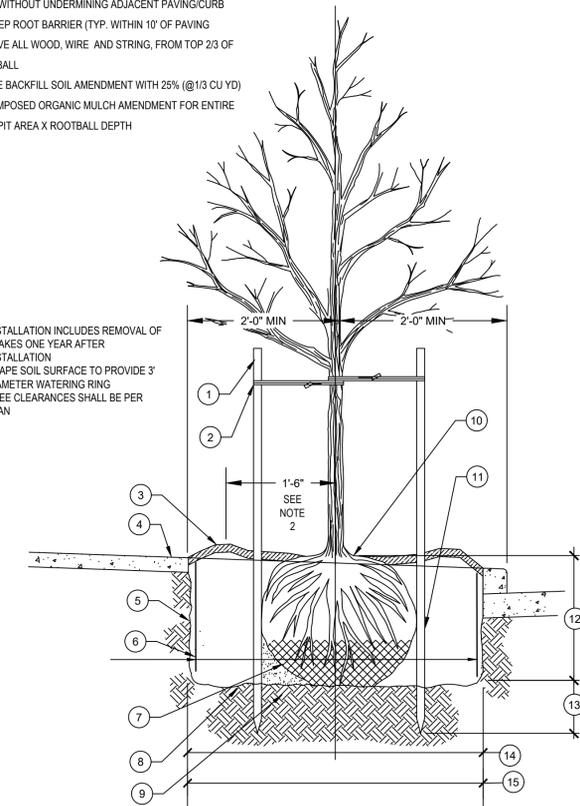
- COLUMN OR POST.
- LEAN NURSERY STAKE AGAINST THE POST. STAKE TO BE REMOVED AT THE END OF THE MAINTENANCE (WARRANTY) PERIOD AFTER THE VINE HAS ATTACHED TO THE WALL.
- VINE.
- ROOT BALL.
- 4" X 8" WIDE ROUND - TOPPED SOIL BERM ABOVE ROOT BALL SURFACE SHALL BE CONSTRUCTED AROUND THE ROOT BALL. BERM SHALL BEGIN AT ROOT BALL PERIPHERY.
- PRIOR TO MULCHING, LIGHTLY TAMP SOIL AROUND THE ROOT BALL IN 6" LIFTS TO BRACE SHRUB. DO NOT OVER COMPACT. WHEN THE PLANTING HOLE HAS BEEN BACKFILLED, POUR WATER AROUND THE ROOT BALL TO SETTLE THE SOIL.
- 4" LAYER OF MULCH. NO MORE THAN 1" OF MULCH ON THE TOP OF THE ROOT BALL. (SEE SPECIFICATIONS FOR MULCH).
- PLANTER
- MIN. 6" OF LIGHT WEIGHT DRAINAGE GRAVEL
- PAVEMENT.

### LEGEND

- STAKE TREE WITH (2) TREATED 2"Ø LODGEPOLE PINE DOWELED TREE STAKES (8'-0" LENGTH)
- LOOP EACH TIE AROUND HALF TREE LOOSELY TO PROVIDE 1" SLACK FOR TRUNK GROWTH 'CHAINLOCK' OR EQUAL TREE TIE MATERIAL (1" WIDTH) NAIL OR STAPLE TREE TIE MATERIAL TO STAKE TO HOLD VERTICALLY. LOOP EACH TIE AROUND HALF TREE LOOSELY TO PROVIDE 1" SLACK FOR TRUNK GROWTH
- 2'-3" MULCH DEPTH (TAPERED AT TRUNK) MULCH TREE PIT MIN 5'-0" LENGTH FULL PLANTING STRIP WIDTH BETWEEN CURB AND SIDEWALK (FOR PLANTING STRIPS LESS THAN 6'-0" WIDE) PROVIDE 5'-0"Ø MULCH RING FOR PLANTING STRIPS WIDER THAN 6'-0"
- SIDEWALK
- ROUGHEN SIDES OF PLANTING HOLE MAXIMIZE EXCAVATED AREA WITHOUT UNDERMINING ADJACENT PAVING/CURB
- 18" DEEP ROOT BARRIER (TYP. WITHIN 10' OF PAVING)
- REMOVE ALL WOOD, WIRE AND STRING, FROM TOP 2/3 OF ROOTBALL
- NATIVE BACKFILL SOIL AMENDMENT WITH 25% (@1/3 CU YD) DECOMPOSED ORGANIC MULCH AMENDMENT FOR ENTIRE TREE PIT AREA X ROOTBALL DEPTH
- UNDISTURBED SUBGRADE (PROVIDES FIRM BASE SO THAT ROOTBALL WILL NOT SINK)
- SET TOP OF ROOT CROWN 2" ABOVE ADJACENT CURB & SIDEWALK GRADE
- DRIVE STAKE AT ROOTBALL EDGE (TYP)
- TREE PIT DEPTH = ROOTBALL DEPTH (MEASURE BEFORE DIGGING TO AVOID OVEREXCAVATION)
- DRIVE STAKES 6" TO 1'-0" INTO UNDISTURBED SOIL BELOW ROOTBALL
- MIN WIDTH OF TREE PIT=2 TIMES ROOTBALL DIAMETER OR 5'-0", WHICHEVER IS GREATER
- MULCH AREA TO BE CLEAR OF GRASS, WEEDS, ETC. TO REDUCE COMPETITION WITH TREE ROOTS

### NOTES:

- INSTALLATION INCLUDES REMOVAL OF STAKES ONE YEAR AFTER INSTALLATION
- SHAPE SOIL SURFACE TO PROVIDE 3" DIAMETER WATERING RING
- TREE CLEARANCES SHALL BE PER PLAN



## TREE PLANTING AND STAKING DETAIL

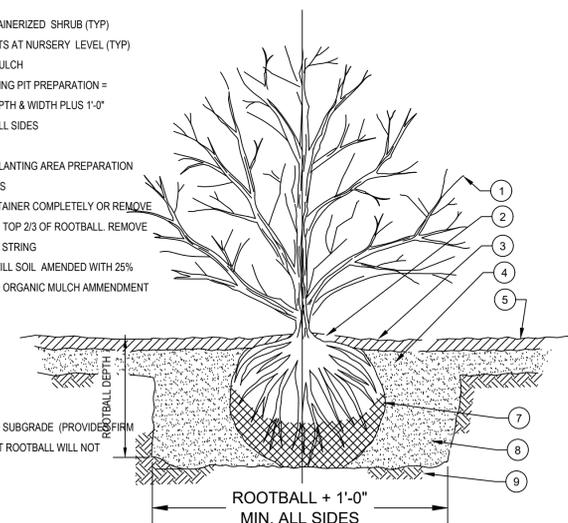
NOT TO SCALE

2

### LEGEND

- B&B OR CONTAINERIZED SHRUB (TYP)
- SET ALL PLANTS AT NURSERY LEVEL (TYP)
- MIN 2'-3" OF MULCH
- SHRUB PLANTING PIT PREPARATION = ROOTBALL DEPTH & WIDTH PLUS 1'-0" ADDITIONAL ALL SIDES
- FINISH GRADE
- ADDITIONAL PLANTING AREA PREPARATION PER DRAWINGS
- REMOVE CONTAINER COMPLETELY OR REMOVE BURLAP FROM TOP 2/3 OF ROOTBALL. REMOVE ALL WIRE AND STRING
- NATIVE BACKFILL SOIL AMENDED WITH 25% DECOMPOSED ORGANIC MULCH AMENDMENT

- UNDISTURBED SUBGRADE (PROVIDES FIRM BASE SO THAT ROOTBALL WILL NOT



## SHRUB PLANTING DETAIL

NOT TO SCALE

1



Flore Perrault Landscape Design  
11529 W. Pico Blvd.  
Los Angeles, CA 90064  
info@fpd.com  
(424) 275-1092

PLACENTIA HOTEL  
450 South Placentia Ave,  
Placentia CA 92870

### REVISIONS

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### STAMP



### DATE

07/01/2025

### SCALE

1/8"=1'-0"

### SHEET TITLE

PLANTING LEGEND

### SHEET NO.

LP-2.0



Fiore Perittula Landscape Design  
 11829 W. Pico Blvd.  
 Los Angeles, CA 90044  
 info@fpd.com  
 (424) 275-1092

PLACENTIA HOTEL  
 450 South Placentia Ave,  
 Placentia CA 92870

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STAMP



DATE  
07/01/2025

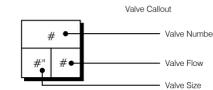
SCALE  
AS SHOWN

SHEET TITLE  
IRRIGATION PLAN

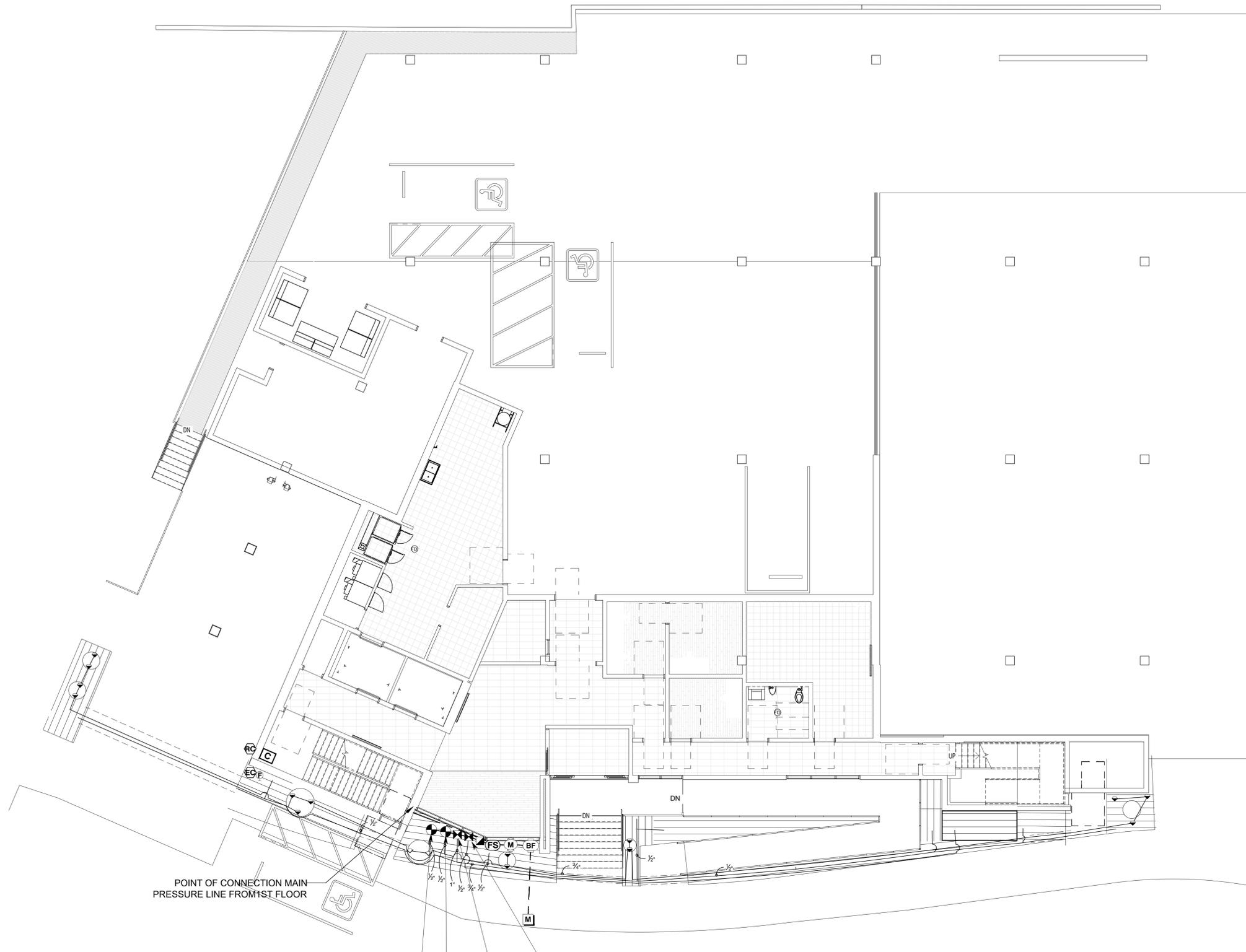
SHEET NO.

LI-1.0

IRRIGATION SCHEDULE				
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI	DETAIL
	HUNTER PROS-00-MSBN MULTI-STREAM BUBBLER, FIXED RISER, 25= 25 GPM, 50=0.5 GPM, 10=1.0 GPM, 20=2.0 GPM.	14	30	10/LI-2.0
	NETAFIM LVCZ10075-HFHP 1" PRE-ASSEMBLED CONTROL ZONE KIT, WITH 1IN. SERIES 80 CONTROL VALVE, 3/4IN. DISC FILTER, AND HIGH FLOW PRESSURE REGULATOR 4.5GPM TO 17.6GPM.	2		1/LI-2.1
	NETAFIM LVCZS8010075-LF 1" PRE-ASSEMBLED CONTROL ZONE KIT, WITH 1IN. SERIES 80 CONTROL VALVE, 3/4IN. DISC FILTER, AND LOW FLOW PRESSURE REGULATOR 0.25GPM-4.4GPM	2		1/LI-2.1
	NETAFIM TLFV-1 AUTOMATIC FLUSH VALVE, WITH INSERT INLET	1		3/LI-2.1
	HUNTER ECO-ID ECO-ID: 1/2IN. FPT CONNECTION WITH 12 PSI-70 PSI OPERATING PRESSURE. SPECIFY WITH HUNTER SJ SWING JOINT.	1		4/LI-2.1
	AREA TO RECEIVE DRIPLINE NETAFIM TLHCVXR-CS-053-12 TECHLINE HCVXR-CS PRESSURE COMPENSATING LANDSCAPE DRIPLINE WITH COPPER STRIPE, CHECK VALVE AND ANTI-SIPHON FEATURE. 0.53 GPH EMITTERS AT 12" O.C. DRIPLINE LATERALS SPACED AT 12" APART, WITH EMITTERS OFFSET FOR TRIANGULAR PATTERN. 17MM.	1,580 LF		2/LI-2.1
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY		DETAIL
	HUNTER PGV-100A 1" 1IN. PLASTIC ELECTRIC REMOTE CONTROL VALVE, FOR RESIDENTIAL/LIGHT COMMERCIAL USE. FEMALE NPT INLET/OUTLET. ANGLE CONFIGURATION, NO FLOW CONTROL.	2		8/LI-2.0
	HUNTER HQ-33DLRC 3/4" QUICK COUPLER VALVE, YELLOW LOCKING RUBBER COVER, RED BRASS AND STAINLESS STEEL, WITH 3/4IN. NPT INLET, 2-PIECE BODY.	4		
	SUPERIOR 3100-PRS 1" NORMALLY OPEN BRASS MASTER VALVE THAT PROVIDES DIRTY WATER PROTECTION. AVAILABLE IN 3/4IN., 1IN., 1-1/4IN., 1-1/2IN., 2IN., 2-1/2IN., AND 3IN.. PRESSURE REGULATION FEATURE.	1		2/LI-2.0
	FEBCO 825Y 1" REDUCED PRESSURE BACKFLOW PREVENTER	1		1/LI-2.0
	HUNTER PHC-1200 WI-FI ENABLED, FULL-FUNCTIONING CONTROLLER WITH TOUCHSCREEN, 12-STATION FIXED CONTROLLER, 120 VAC, OUTDOOR MODEL.	1		6/LI-2.0
	HUNTER RAIN-CLIK RAIN SENSOR, WITH CONDUIT INSTALLATION, MOUNT AS NOTED. NORMALLY CLOSED SWITCH.	1		7/LI-2.0
	CREATIVE SENSOR TECHNOLOGY FSI-T10-001 1IN. PVC TEE TYPE FLOW SENSOR W/ SOCKET ENDS, CUSTOM MOUNTING TEE AND ULTRA-LIGHTWEIGHT IMPELLER ENHANCES LOW FLOW MEASUREMENT. 2 WIRE DIGITAL OUTPUT COMPATIBLE WALL IRRIGATION CONTROLLERS. FLOW RANGE: .86 GPM - 52 GPM.	1		3/LI-2.0
	WATER METER 1" 11950 RIVERSIDE DR PRESSURE RANGE: HIGH PRESSURE: 90PSI LOW PRESSURE: 76PSI EXISTING METER SIZE: 1" DOMESTIC SAMUEL MALDONADO ENGINEERING DESIGNER LOS ANGELES DEPARTMENT OF WATER AND POWER WATER DISTRIBUTION ENGINEERING   EAST VALLEY DISTRICT (213) 367-1243   SAMUEL.MALDONADO@LADWP.COM	1		
	IRRIGATION LATERAL LINE: PVC SCHEDULE 40 1/2"	607.8 LF		
	IRRIGATION LATERAL LINE: PVC SCHEDULE 40 3/4"	27.6 LF		
	IRRIGATION LATERAL LINE: PVC SCHEDULE 40 1"	4.2 LF		
	IRRIGATION MAINLINE: PVC SCHEDULE 40 1"	4.0 LF		
	IRRIGATION MAINLINE: PVC SCHEDULE 40 1 1/4"	22.6 LF		
	IRRIGATION MAINLINE: TYPE K COPPER PIPE	130.5 LF		
	PIPE SLEEVE: PVC SCHEDULE 40	55.8 LF		



"All irrigation system components shall comply with the California Plumbing Code, latest adopted edition and all City of Placentia codes, permits and inspection procedures shall be complied with."

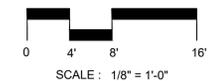


POINT OF CONNECTION MAIN PRESSURE LINE FROM 1ST FLOOR

4	3	2	1
1" 0.5	1" 3.5	1" 9.14	1" 0.71



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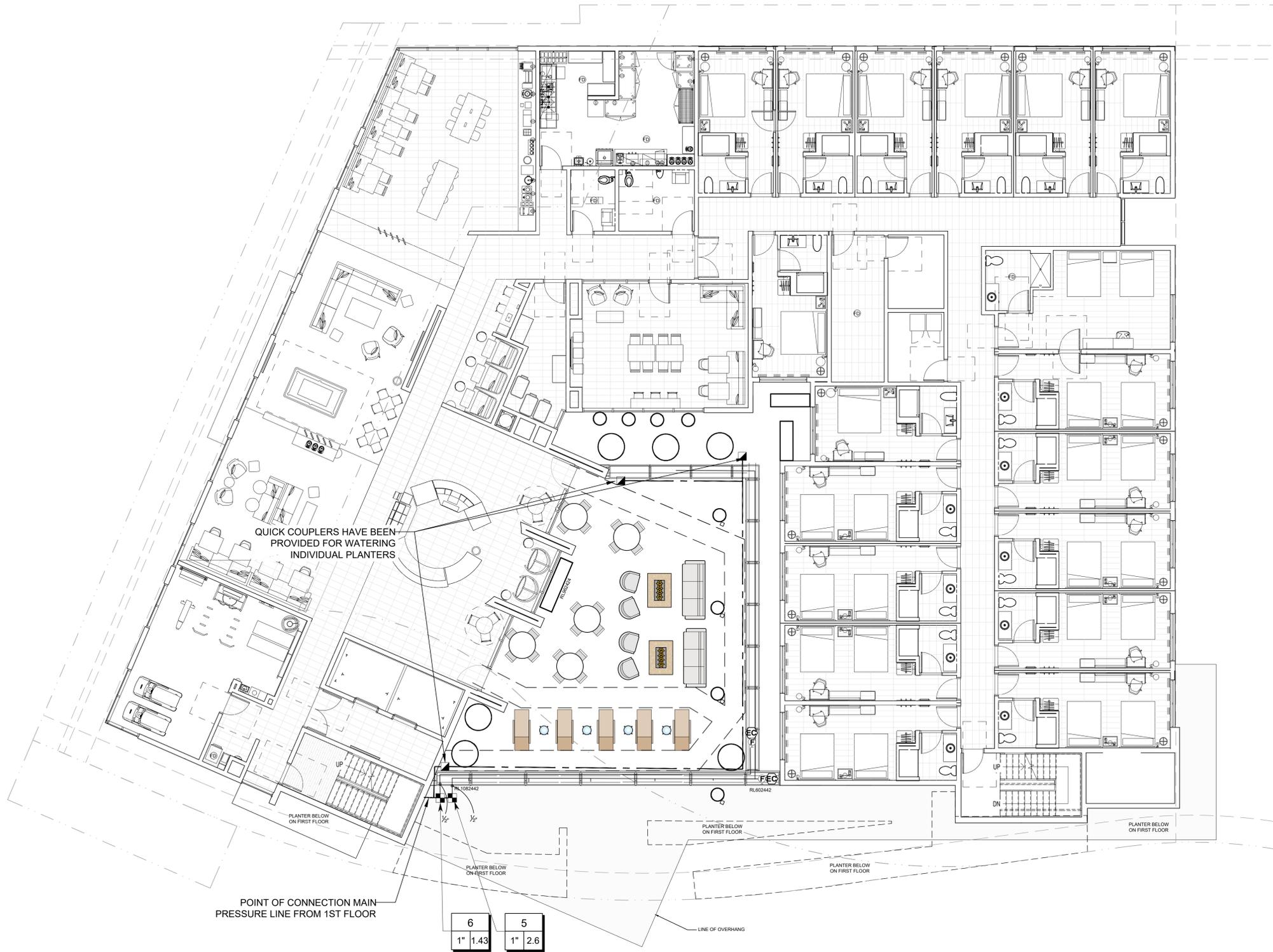


UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



Fiore Perrittia Landscape Design  
 11829 W. Pico Blvd.  
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PLACENTIA HOTEL  
 450 South Placentia Ave,  
 Placentia CA 92870



**IRRIGATION NOTES**

- THE IRRIGATION PLAN IS DIAGRAMMATIC. ALL PIPE, VALVES, ETC. SHOWN WITHIN PAVED AREAS ARE FOR PLAN CLARIFICATION ONLY AND SHALL BE INSTALLED WITHIN PLANTING AREAS WHEREVER POSSIBLE.
- DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS INDICATED ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS OR GRADE DIFFERENCES EXIST AND SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED, THE CONTRACTOR MUST ASSUME FULL RESPONSIBILITY FOR REVISIONS NECESSARY.
- SYSTEM DESIGN IS BASED ON MINIMUM OPERATING PRESSURE SHOWN AT EACH POINT OF CONNECTION WITH MAXIMUM GPM DEMAND SPECIFIED. THE IRRIGATION CONTRACTOR SHALL VERIFY ALL PRESSURES ON SITE PRIOR TO CONSTRUCTION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, SLOPES, LOCATION OF WALLS, RETAINING WALLS, CURBS, ETC. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE GENERAL CONTRACTOR AND OTHER SUBCONTRACTORS FOR THE LOCATION OF PIPE SLEEVES THROUGH WALLS AND FOOTINGS, UNDER ROADS, PAVING AND STRUCTURES.
- MAINLINE PIPING BETWEEN THE POINT OF CONNECTION, METER AND BACKFLOW PREVENTER TO BE OF MATERIAL AS REQUIRED BY THE GOVERNING WATER DISTRICT.
- FINAL LOCATION OF THE AUTOMATIC CONTROLLER ENCLOSURE AND THE BACKFLOW PREVENTION DEVICE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT, AND/OR OWNER, WHERE APPLICABLE.
- IN ADDITION TO THE SLEEVES SHOWN ON THE PLAN, THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ADDITIONAL SLEEVES OF SUFFICIENT SIZE UNDER ALL PAVED AREAS PRIOR TO PAVING UPON AND DIRECTION AND APPROVAL OF THE LANDSCAPE ARCHITECT, IF REQUIRED TO OPERATE SYSTEMS.
- THE IRRIGATION CONTRACTOR SHALL FLUSH ALL LINES AND ADJUST ALL HEADS FOR MAXIMUM PERFORMANCE AND TO PREVENT OVER SPRAY ONTO WALLS, STREETS, AND BUILDINGS. THIS SHALL INCLUDE SELECTING THE BEST NOZZLE RADIUS TO FIT UNUSUAL SITE CONDITIONS AT NO EXTRA COST TO THE AGENCY. CALL THE LANDSCAPE ARCHITECT 48 HOURS IN ADVANCE FOR ANY COVERAGE TESTS.
- IRRIGATION CONTRACTOR SHALL ADJUST MAINLINE DEPTH AS REQUIRED TO ACCOMMODATE 3" MINIMUM CLEARANCE FROM THE TOP OF QUICK COUPLER VALVE, GATE VALVE, AND REMOTE CONTROL VALVE TO BOTTOM OF VALVE BOX LID.

**REVISIONS**

NO.	DATE	DESCRIPTION

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**STAMP**



DATE

07/01/2025

SCALE

AS SHOWN

SHEET TITLE

IRRIGATION PLAN

SHEET NO.

LI-1.0

**VALVE SCHEDULE**

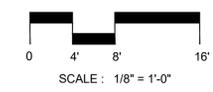
NUMBER	MODEL	SIZE	TYPE	GPM	HEADS	PIPE 1/2"	PIPE 3/4"	PIPE 1"	WIRE	DESIGN PSI	FRICTION LOSS	VALVE LOSS	PSI	PSI @ POC	HEAD ELEV	PRECIP
1	NETAFIM LVCZ10075-HFHP	1"	AREA FOR DRIPLINE	0.71	80.9 LF	82.9				25	0.23	7.2	32.4			1.39 in/h
2	NETAFIM LVCZ10075-HFHP	1"	AREA FOR DRIPLINE	9.09	1,032 LF	159.5	27.6	4.1		25	2.66	10.3	38.0			1.51 in/h
3	HUNTER PGV-100A	1"	BUBBLER	3.5	14	200.1				30	1.3	1	32.3			1.40 in/h
4	HUNTER PGV-100A	1"	BUBBLER	0.5	2	6.5				20	0.01	1	21.0			1.08 in/h
5	NETAFIM LVCZS8010075-LF	1"	AREA FOR DRIPLINE	2.6	298.6 LF	108.6				25	0.97	5.6	38.1	15 ft		1.95 in/h
6	NETAFIM LVCZS8010075-LF	1"	AREA FOR DRIPLINE	1.43	162.9 LF	53.4				25	0.55	5.13	37.2	15 ft		2.0 in/h



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STAMP



DATE

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SCALE

0"=1'-0" W/N

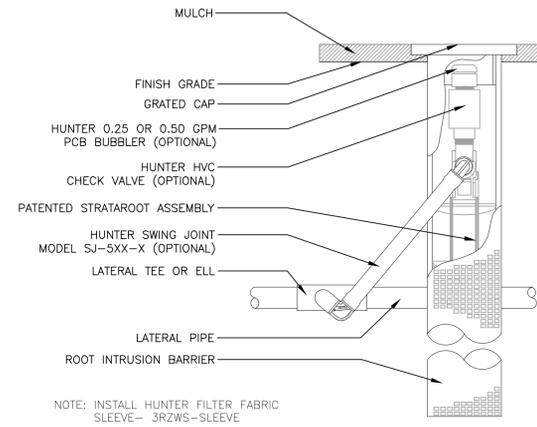
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IRRIGATION DETAILS

SHEET NO.

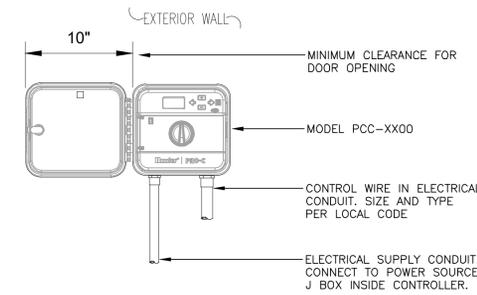
LI-2.0

Hunter®



**9 18" AND 36" ROOT ZONE WATERING SYSTEM**  
3" = 1'-0" FX-IR-HUNT-MICR-04

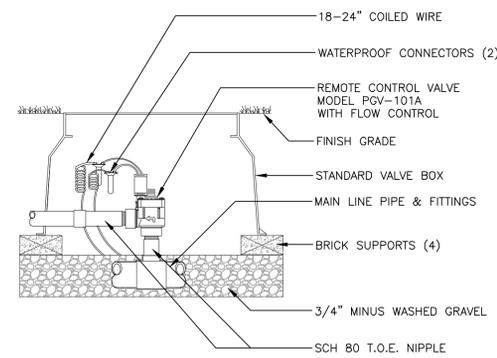
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\*NOTE\* SPECIFY 6 & 12 STATION MODEL CONTROLLER. MOUNT CONTROLLER WITH LCD SCREEN AT EYE LEVEL. CONTROLLER SHALL BE HARD-WIRED TO GROUND 110 VAC SOURCE.

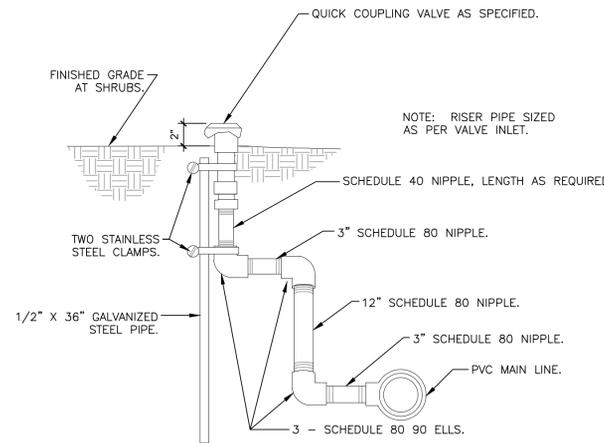
**6 PRO-C CONVENTIONAL CONTROLLER**  
1 1/2" = 1'-0" FX-IR-HUNT-CONT-23

Hunter®



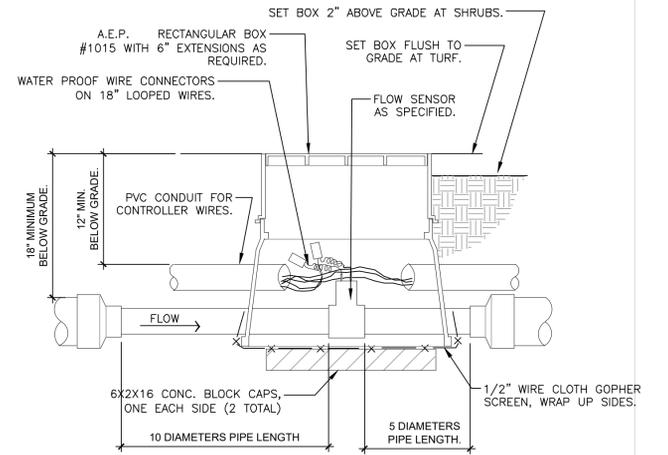
**8 PGV ANGLE VALVE WITH FLOW CONTROL**  
1 1/2" = 1'-0" FX-IR-HUNT-VALV-01

Hunter®

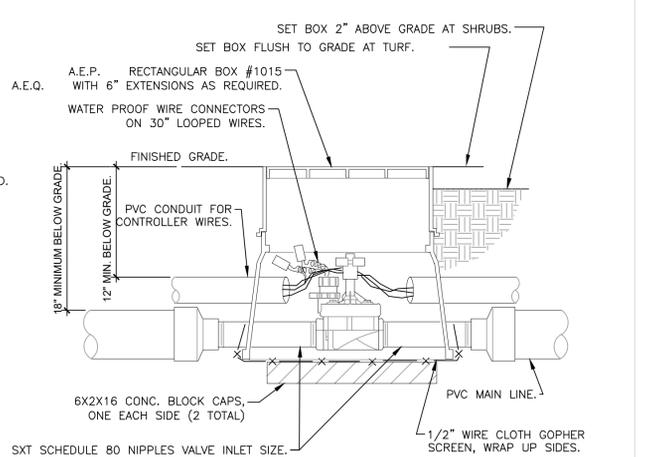


**5 QUICK COUPLING VALVE AT GRADE IN PLANTER BOX**  
1 1/2" = 1'-0" FX-IR-FX-QUIC-02

Hunter®

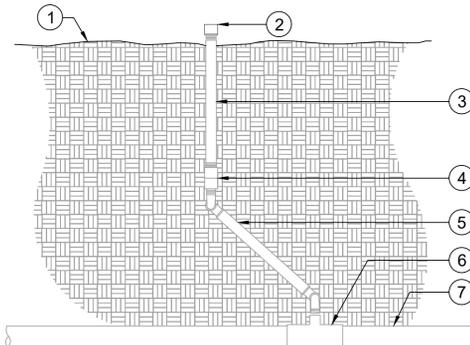


**3 FLOW SENSOR ASSEMBLY**  
1 1/2" = 1'-0" FX-IR-FX-FLOW-01



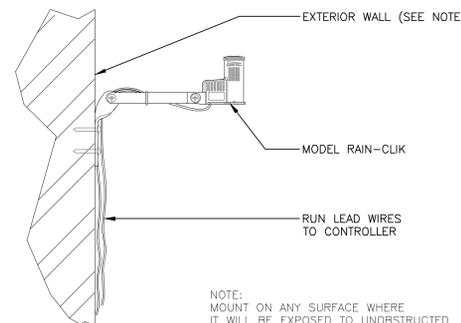
**2 MASTER CONTROL VALVE**  
1 1/2" = 1'-0" FX-IR-FX-MAST-06

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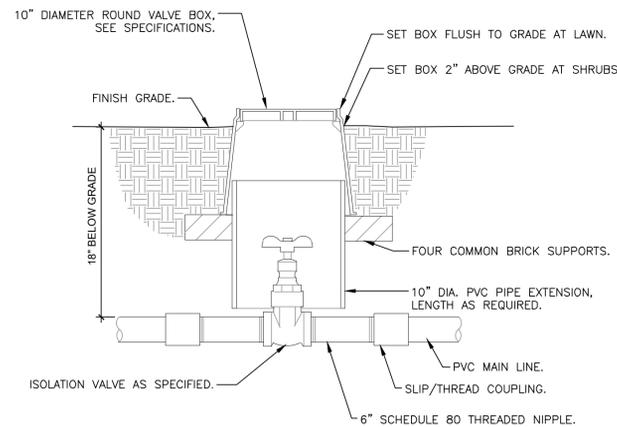
NOTES:  
1. SEE IRRIGATION LEGEND FOR LATERAL LINE SIZE AND TYPE.  
2. ALL IRRIGATION FITTINGS SHALL BE SCH. 40 PVC UNLESS SPECIFIED OTHERWISE.  
3. ALL THREADED CONNECTIONS FROM SCH. 80 TO SCH. 40 PVC SHALL BE MADE USING TEFLON TAPE.  
4. CONTRACTOR SHALL SETTLE THE AREA AROUND THE BUBBLER AFTER INSTALLATION.

**10 BUBBLER ON RISER**  
3" = 1'-0" FX-IR-FX-BUBB-06



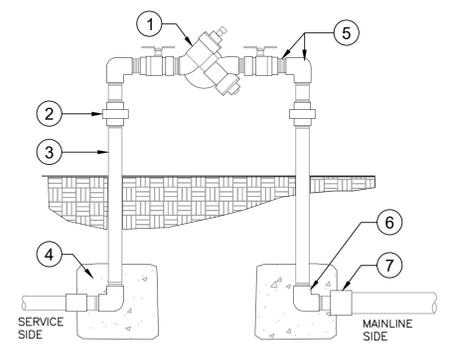
**7 RAIN-CLIK**  
3" = 1'-0" FX-IR-HUNT-SENS-16

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**4 BRASS ISOLATION VALVE**  
1 1/2" = 1'-0" FX-IR-FX-ISOV-01

Hunter®



**1 REDUCED PRESSURE BACKFLOW DEVICE**  
1" = 1'-0" FX-IR-FX-BACK-03

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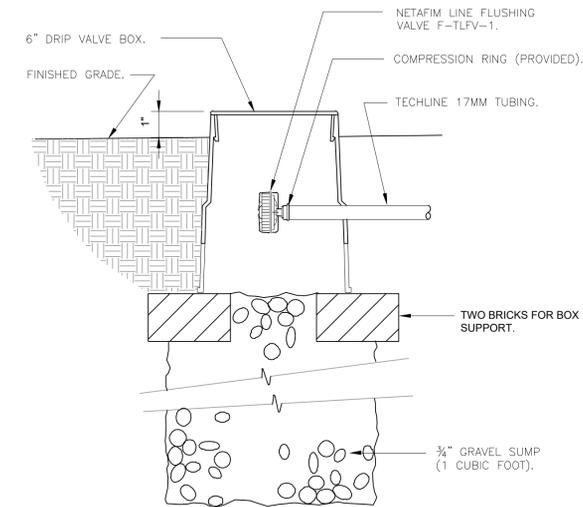
0" = 1'-0" W/V

SHEET TITLE

IRRIGATION  
DETAILS

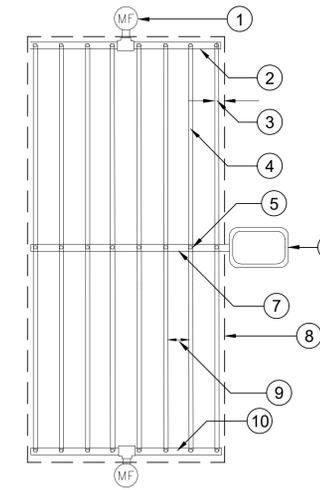
SHEET NO.

LI-2.1



**3 NETAFIM TECHLINE FLUSH VALVE**  
3" = 1'-0"

FX-IR-NETA-DRIP-01

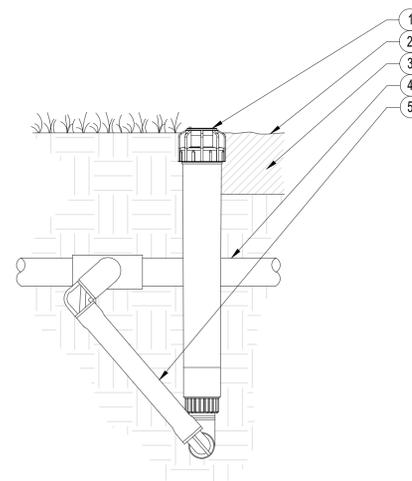


**2 TECHLINE HCVXR CENTER FEED LAYOUT**  
Not to scale

NETAFIM  
FX-IR-NETA-DRIP-28

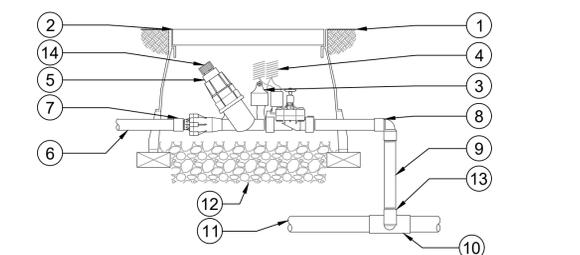
- NOTE:**
1. RECOMMENDED MINIMUM FILTRATION: 120 MESH
  2. PRESSURE AT FLUSH VALVE SHALL BE MIN 21.8 PSI
  3. HIGH CHECK VALVE (MAX 8.5' OF WATER (ELEVATION CHANGE)) REFER TO MAXIMUM LENGTH OF A SINGLE LATERAL CHART

- 1 MANUAL FLUSH VALVE PLUMBED TO PVC OR POLY (TYP)
- 2 PVC OR POLY EXHAUST HEADER
- 3 PERIMETER LATERALS 2"- 4" FROM EDGE
- 4 TECHLINE HCVXR DRIPLINE
- 5 TECHLINE START CONNECTION
- 6 REMOTE CONTROL VALVE WITH DISC FILTER AND PRV
- 7 PVC OR POLY SUPPLY HEADER
- 8 AREA PERIMETER
- 9 SEE SPECIFICATIONS FOR ROW SPACING
- 10 PVC OR POLY EXHAUST HEADER



**4 ECO INDICATOR - SWING JOINT**  
3" = 1'-0"

P-RE-IRR-07



**1 DRIP ZONE KIT IN VALVE BOX**  
NOT TO SCALE

FX-IR-LPI-VALV-01

- 1 FINISH GRADE
- 2 LANDSCAPE PRODUCTS JUMBO VALVE BOX WITH COVER
- 3 VALVE ID TAG
- 4 30-INCH LENGTH OF COILED WIRE
- 5 LANDSCAPE PRODUCTS DRIP KIT (INCLUDES VALVE, FILTER & PRESSURE REGULATOR)
- 6 PVC SUPPLY HEADER TO DRIPLINE
- 7 PVC SCH 80 FEMALE ADAPTER OR REDUCER
- 8 PVC SCH 80 ELL
- 9 PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
- 10 PVC SCH 80 TEE OR ELL
- 11 PVC MAINLINE
- 12 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL
- 13 PVC SCH 80 STREET ELL
- 14 MANUAL FLUSH POINT



Flore Perrault Landscape Design  
 11529 W. Pico Blvd.  
 Los Angeles, CA 90004  
 info@fpd.com  
 (424) 275-1072

PLACENTIA HOTEL  
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 Placentia CA 92870

REVISIONS

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STAMP



DATE

07/01/2025

SCALE

AS SHOWN

SHEET TITLE

FIRST FLOOR LIGHTING PLAN

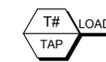
SHEET NO.

LP-1.0

TRANSFORMER KEY: FIXTURE GROUPING KEY:



WIRE LOAD KEY:

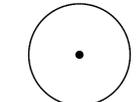


LED WATTAGE CONSUMPTION CHART:

- 1 LED = 2.4 WATTS
- 3 LED = 4.5 WATTS
- 6 LED = 11.5 WATTS
- 9 LED = 13.5 WATTS

SYMBOLS LEGEND

- STEEL EDGING
- - - - - 4" SCHEDULE 40 SLEEVE



SYMBOLS INDICATE PROPOSED TREE LOCATION

TRANSFORMER SIZING NOTE:

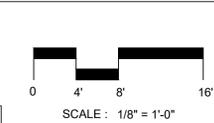
TRANSFORMERS TO BE SIZED PER THE OVERALL VOLT AMPS (VA) NOT PER WATTS USED.

LIGHTING DETAILS:

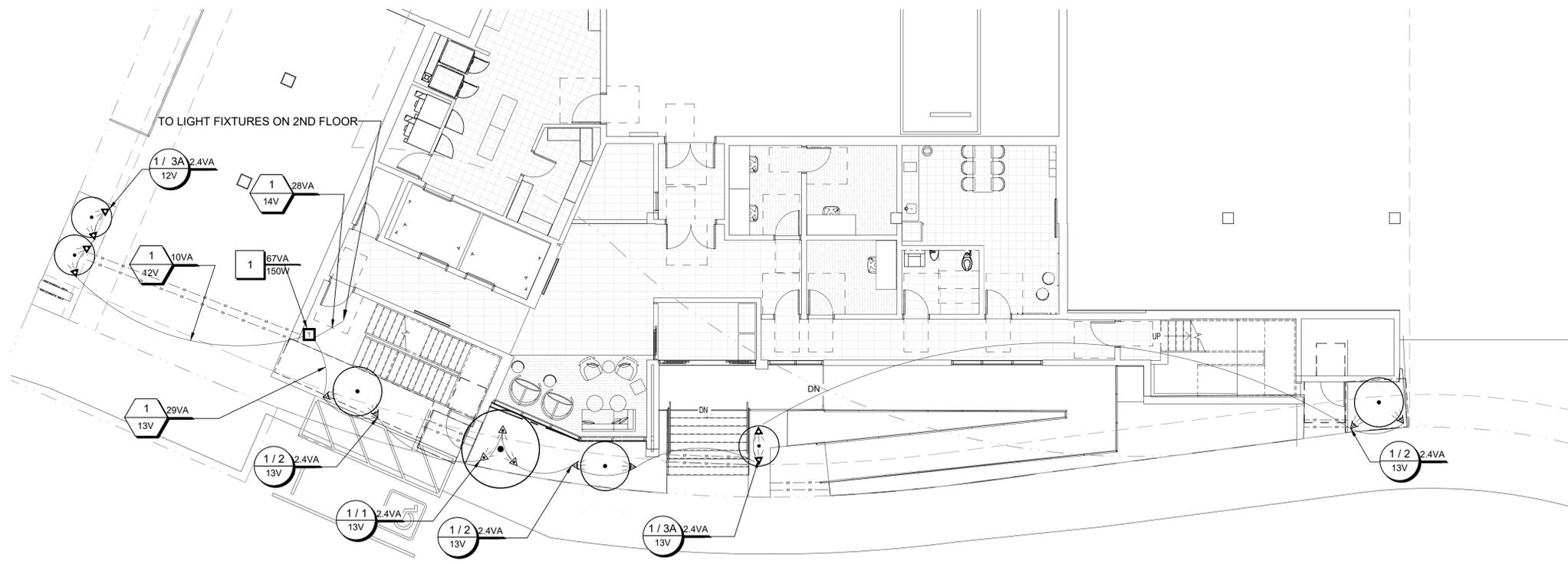
SEE SHEET LL-2.0 FOR LIGHTING DETAILS.

GENERAL LIGHTING NOTES:

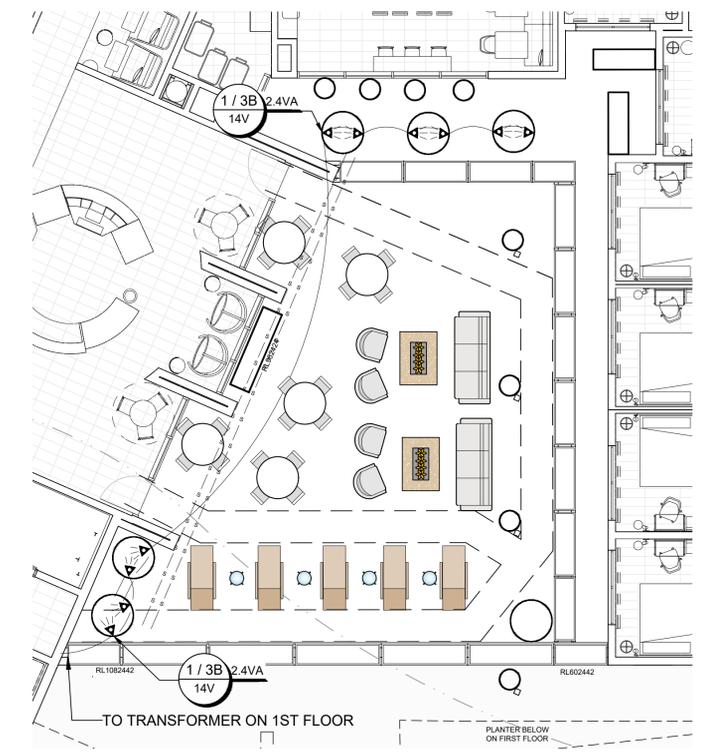
- A. THIS PLAN IS INTENDED FOR LANDSCAPE LIGHTING PURPOSES ONLY. ALL LIGHTING FIXTURES AND TRANSFORMERS SHALL BE INSTALLED PER MANUFACTURERS SPECIFICATIONS. IT IS THE CONTRACTORS RESPONSIBILITY TO MAINTAIN COMPLIANCE WITH ALL LOCAL BUILDING SAFETY CODES AND ORDINANCES.
- B. ALL LIGHTING CABLES, INCLUDING LOW VOLTAGE, TO BE PLACED IN CONDUIT IN ACCORDANCE WITH ANY APPLICABLE CITY REQUIREMENTS.
- C. CONTRACTOR TO PROVIDE COLOR/FINISH SAMPLES FOR FIXTURES SPECIFIED.
- D. FIXTURES ARE SHOWN IN APPROXIMATE LOCATION. THE CONTRACTOR SHOW FIELD VERIFY THE ACTUAL PLACEMENT OF EACH FIXTURE UPON COMPLETION OF LANDSCAPE INSTALLATION.
- E. CONTRACTOR TO VERIFY PLACEMENT OF ALL LIGHT FIXTURES WITH OWNER/LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
- F. CONTRACTOR TO CROSS-REFERENCE THIS SHEET WITH PLANTING PLAN (LP-1.0) TO COORDINATE ALL FIXTURE LOCATIONS.
- G. CONTRACTOR VERIFY ALL LAMP SPECIFICATIONS WITH OWNER PRIOR TO FINAL INSTALLATION.
- H. ALL PATH LIGHTS ARE TO BE INSTALLED AT A MINIMUM OF 12 INCHES FROM ANY SIDEWALK OR VERTICAL STRUCTURE.
- I. ALL LOW-VOLTAGE DIRECT BURIAL WIRE TO BE INSTALLED AT 2"-3" INCHES BELOW FINISH GRADE.
- J. IN ORDER TO MINIMIZE FUTURE DISTURBANCE, ALL WIRE RUNS SHALL BE INSTALLED PARALLEL AND ADJACENT TO HARD SURFACES SUCH AS SIDEWALKS DRIVEWAYS AND WALLS.
- K. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING SLEEVES UNDER ALL HARDSCAPE SURFACES USING A MINIMUM 1 INCH PVC PIPE
- L. CONTRACTOR TO PLACE CONDUIT IN SLEEVING UNDER ALL WALLS, WALKWAYS AND PAVING.
- M. ALL UNDERGROUND SPLICES SHALL BE INSTALLED IN UNDERGROUND J-BOXES WITH WATER TIGHT CONNECTIONS LEAVING 12 INCHES OF EXCESS WHAT YOUR SLACK
- N. ALL EXTERIOR 120 - VOLT ELECTRICAL OUTLETS SHALL BE GFI PROTECTED AS PER NATIONAL ELECTRICAL CODE
- O. ALL TRANSFORMERS PLUGGED INTO AN OUTDOOR RECEPTACLE SHALL HAVE AN "IN USE" COVER. CONTRACTOR SHALL INSTALL TAYMAC TYPE COVERS AT ALL OUTLETS
- P. ALL PLUG-IN TRANSFORMERS SHALL HAVE A DRIP LOOP IN THE POWER CORD.
- Q. ALL EXPOSED CONDUIT'S SHALL BE PAINTED TO MATCH SURROUNDINGS
- R. THE INSTALLING CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE FIXTURES AT NIGHT TO HELP ELIMINATE GLARE AND TO ENSURE OPTIMUM LIGHTING EFFECT
- S. CONTRACTOR TO VERIFY A MINIMUM OF 10 VOLTS AT THE LAST AT THE LAST FIXTURE FOR OPTIMAL OPERATION.
- T. CONTRACTOR TO CENTER FEED THE SYSTEM WHEN AT ALL POSSIBLE and VERIFY ALL WIRE CONNECTIONS ARE AT THE FIXTURES.



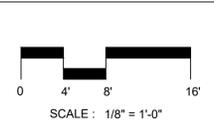
Scale: 1/8"=1'-0"



1 FIRST FLOOR LIGHTING



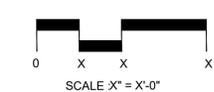
2 SECOND FLOOR LIGHTING



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

LIGHTING SCHEDULE

PHOTO	SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	1	FX LUMINAIRE FB FITS WELL INTO TIGHT SPACES. 7.5IN. H X 2.0IN. DIA. ORDER CODE: FB, ALUMINUM ALLOY, (FB) FLAT BLACK, LONG SLOT SPIKE LAMP: FB-1LED, 2W / 2.4VA, 2700K, BEAMSPREAD: SPOT ACCESSORIES: (VHRUL) VARIABLE HEIGHT RISER FOR UPLIGHTS	3	1/LI-2.0
	2	FX LUMINAIRE QB SMALL-SCALE WASH UP LIGHT. 2.16IN. W X 5.95IN. L X 2.93IN. H. ORDER CODE: QB, ALUMINUM ALLOY, (FB) FLAT BLACK, 3-PRONG SPIKE LAMP: QB-1LED, 2W / 2.4VA, 2700K, BEAMSPREAD: VERY WIDE FLOOD	6	2/LI-2.0
	3	FX LUMINAIRE QZ DIE-CAST ALUMINUM UP LIGHT WITH POWDER COATED FINISH. 1.75IN. DIA X 5.75IN. H. ORDER CODE: QZ, ALUMINUM ALLOY, (FB) FLAT BLACK, 3-PRONG SPIKE LAMP: QZ-1LED, 2W / 2.4VA, 2700K, BEAMSPREAD: SPOT	16	3A, 3B /LI-2.0
		FX LUMINAIRE DX-150	1	1/LI-2.0
		#10 - COPPER AWG - LOW-VOLTAGE DIRECT-BURIAL	315 LF	



SCALE: X" = X'-0"



DIAL TOLL FREE  
1-800-422-4133

AT LEAST TWO DAYS  
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REVISIONS

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STAMP



DATE  
07/01/2025

SCALE  
AS SHOWN

SHEET TITLE

LIGHTING  
DETAILS

SHEET NO.

LL-2.0

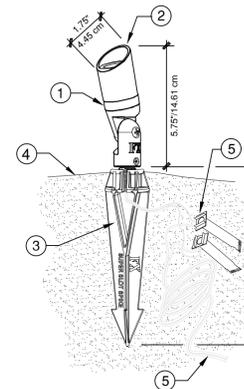
FX LUMINAIRE  
1940 Diamond Street  
San Marcos, CA 92078  
Main: 760-744-5240  
Technical Support: 760-591-7363  
www.fx.com

DETAIL LEGEND

- 1 FX Luminaire QZ fixture. See plan legend for wattage, beam spread and accessories.
- 2 Aim fixture a minimum of 10° off vertical to allow water and dirt to drain off lens cap.
- 3 FX Luminaire Super Slot Spike mount.
- 4 Finished grade.
- 5 Direct bury, UF/UL, copper, low voltage cable with 3M DBR/Y-6 direct bury splice kit. Leave 18" minimum wire loop coiled below fixture for service.

NOTES

- A. Installation to be completed in accordance with manufacturer's specifications.
- B. Accepts 10-15 volts - AC or DC
- C. See plan legend for LED board option, beam spreads, and accessories.
- D. Always refer to FX product installation notes prior to installation.



3B QZ UP LIGHT  
SUPER SLOT SPIKE  
NOT TO SCALE

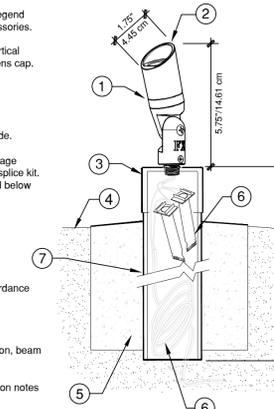
FX LUMINAIRE  
1940 Diamond Street  
San Marcos, CA 92078  
Main: 760-744-5240  
Technical Support: 760-591-7363  
www.fx.com

DETAIL LEGEND

- 1 FX Luminaire QZ fixture. See plan legend for wattage, beam spread and accessories.
- 2 Aim fixture a minimum of 10° off vertical to allow water and dirt to drain off lens cap.
- 3 FX Luminaire Post Mount.
- 4 Finished grade.
- 5 Concrete footing. Depth per local code.
- 6 Direct bury, UF/UL, copper, low voltage cable with 3M DBR/Y-6 direct bury splice kit. Leave 18" minimum wire loop coiled below fixture for service.
- 7 1½" Schedule 40 PVC Pipe

NOTES

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- C. See plan legend for LED board option, beam spreads, and accessories.
- D. Always refer to FX product installation notes prior to installation.

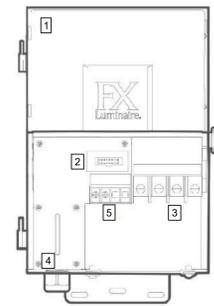


3A QZ UP LIGHT  
POST MOUNT  
NOT TO SCALE

Controller Components

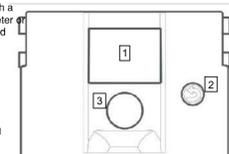
- 1 Transformer Cover
- 2 Facepack Connection
- 3 Output Terminals
- 4 Primary Voltage Cover
- 5 External Input Terminal Block

- A. Place transformer(s) in a well-ventilated area away from direct irrigation spray and central to the proposed installation site of the majority of the lighting fixtures. The primary goal is to minimize the length of cable runs from your transformer(s) to the lighting fixtures, which minimizes voltage drop and cable size. A common mistake is to locate the single transformer on the service side of the house or in the garage, which might result in excessively long cable runs to reach lighted areas.
- B. Transformer(s) with power cords must be located adjacent to a 120-volt, GFCI-protected exterior electrical receptacle. If a 120-volt power source is not available at the desired transformer installation location, we recommend that you hire a licensed electrician to run a dedicated 120-volt, 15-amp circuit to the desired location.
- C. Test all existing receptacles with both a receptacle tester and a digital voltmeter amp clamp to verify proper wiring and voltage at the receptacle.



Facepack Components

- 1 LCD Screen
- 2 Back Button
- 3 Clickable Scroll Wheel



4 DX-150 TRASFORMER  
WALL MOUNT

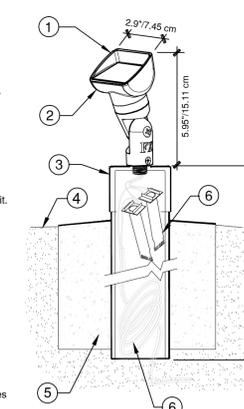
FX LUMINAIRE  
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Technical Support: 760-591-7363  
www.fx.com

DETAIL LEGEND

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- 3 FX Luminaire Post Mount.
- 4 Finished grade.
- 5 Concrete footing. Depth per local code.
- 6 Direct bury, UF/UL, copper, low voltage cable with 3M DBR/Y-6 direct bury splice kit. Leave 18" minimum wire loop coiled below fixture for service.

NOTES

- A. Installation to be completed in accordance with manufacturer's specifications.
- B. Accepts 10-15 volts - AC or DC
- C. See plan legend for LED board option and accessories.
- D. Always refer to FX product installation notes prior to installation.



2 QB UP LIGHT  
POST MOUNT  
NOT TO SCALE

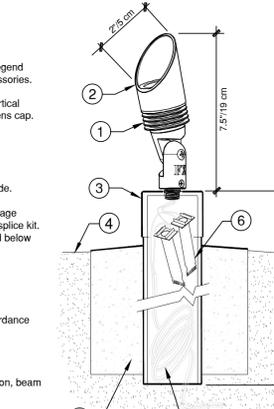
FX LUMINAIRE  
1940 Diamond Street  
San Marcos, CA 92078  
Main: 760-744-5240  
Technical Support: 760-591-7363  
www.fx.com

DETAIL LEGEND

- 1 FX Luminaire FB fixture. See plan legend for wattage, beam spread and accessories.
- 2 Aim fixture a minimum of 10° off vertical to allow water and dirt to drain off lens cap.
- 3 FX Luminaire Post Mount.
- 4 Finished grade.
- 5 Concrete footing. Depth per local code.
- 6 Direct bury, UF/UL, copper, low voltage cable with 3M DBR/Y-6 direct bury splice kit. Leave 18" minimum wire loop coiled below fixture for service.

NOTES

- A. Installation to be completed in accordance with manufacturer's specifications.
- B. Accepts 10-15 volts - AC or DC
- C. See plan legend for LED board option, beam spreads, and accessories.
- D. Always refer to FX product installation notes prior to installation.



1 FB UP LIGHT  
POST MOUNT  
NOT TO SCALE

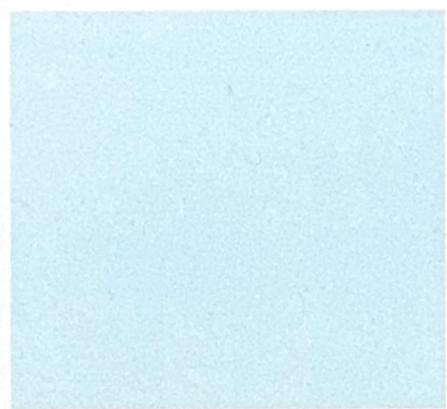


613ST OVERCAST  
Stucco **CO02**



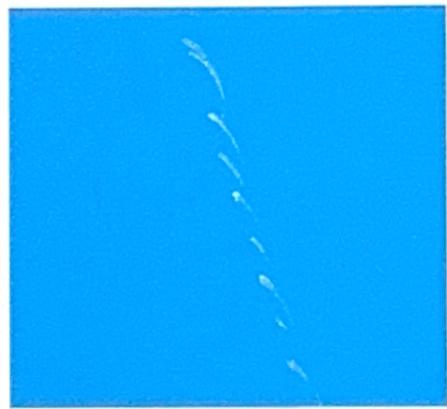
Pantone 7C Black  
#00AAE1 **CO01**

TERRA NEO 207 Glacier  
Stucco **CO03**



Pantone PMS 317 C  
#AFE3E4 **CO04**

615ST TATTLE TALE  
Stucco **CO06**



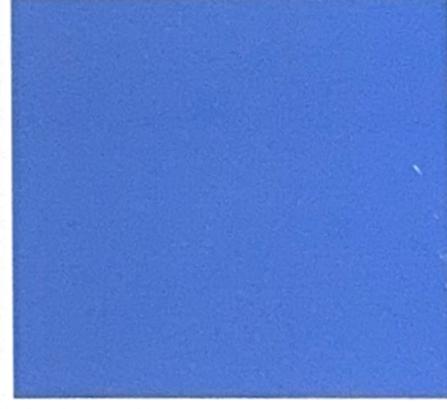
Pantone PMS Process Cyan C  
#00AAE1 **CO05**



Pantone PMS 2955 C  
#003865 **CO07**



Pantone PMS Process Yellow C  
#F9E200 **CO08**



Pantone PMS 2685 C  
#310070 **CO09**

CO01, CO04, CO05, CO07, CO08 & CO09 PANTONE COLORS REPRESENT INTEGRAL STUCCO COLORS. PHYSICAL SAMPLES OF CUSTOM COLOR STUCCO ARE NOT AVAILABLE.

**HILTON TRU HOTEL**  
450 S. PLACENTIA AVE.  
PLACENTIA, CA 92870

**MAKE**  
**ARCHITECTURE**

**2664 LACY STREET**  
**LOS ANGELES, CA 90031**  
323.669.0278  
**WWW.MAKEARCH.COM**



Concrete **CO10**

# **CATEGORICAL EXEMPTION & ENVIRONMENTAL ASSESSMENT**

---

**DEVELOPMENT PLAN REVIEW (DPR) 2025-01,  
USE PERMIT (UP) 2025-02, AND  
DISPOSITION AND DEVELOPMENT AGREEMENT (DDA) 2025-01**

**TRU HOTEL  
450 SOUTH PLACENTIA AVENUE  
PLACENTIA, CALIFORNIA 92870  
APNs 339-442-04**



**PLACENTIA**  
Rich Heritage, Bright Future

**LEAD AGENCY:**

**CITY OF PLACENTIA  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING DIVISION  
401 EAST CHAPMAN AVENUE  
PLACENTIA, CALIFORNIA 92870**

**REPORT PREPARED BY:**

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING  
2211 S. HACIENDA BOULEVARD, SUITE 107  
HACIENDA HEIGHTS, CALIFORNIA 91745**

**NOVEMBER 6, 2025**

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APPENDIX A – AIR QUALITY WORKSHEETS

APPENDIX B – UTILITIES WORKSHEET

APPENDIX C – TRAFFIC REPORT

## NOTICE OF EXEMPTION

**To:** Orange County Clerk Recorder  
County Administration South Building  
601 N. Ross Street  
Santa Ana, CA 92701

**FROM:** City of Placentia  
Planning Division  
401 East Chapman Avenue  
Placentia, California 92870

**NAME:** Tru Hotel

**ADDRESS:** 450 South Placentia Avenue, Placentia, California, 92870.

**CITY/COUNTY:** City of Placentia, Orange County.

**APPLICANT:** Yagnesh Patel, C Y Hospitality, LLC, 17708 Alburdis Avenue, Artesia, California 90701

**PROJECT:** The City of Placentia, in its capacity as a Lead Agency, is reviewing the Development Plan Review No. DRP 2025-01, Use Permit No. UP 2025-02, and Disposition and Development Agreement No. DDA 2025-01 that would permit the development of a 42,631 square foot, four-story, 86-room hotel. The site is located at 450 South Placentia Avenue, Assessor Parcel Number (APN): 339-442-04. The development area will include 15,195 square feet from Parcel 339-442-01 in addition to acquired land through DDA 2025-01. The additional land (6,322 square feet) is currently the northern portion of the Industrial Way right-of-way. The total square footage following the land acquisition would be 21,517 square feet. The hotel would have a height of 63 feet and would include a 24,210 square foot subterranean parking garage. Access to the site would be provided by a single driveway connection to the north side of Industrial Way. The driveway located along the west of the site would provide access to the underground level and the driveway along the east would provide access to the first-floor parking lot. In total, 82 parking spaces would be provided on the first floor and the basement level. The first floor would have 33 parking spaces: 2 ADA spaces, 7 compact spaces, and 24 standard spaces. The basement level would have 49 parking spaces: 2 ADA spaces, 21 compact spaces, and 26 standard spaces. The project site is located on a property that is currently designated *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))* under the City of Placentia Zoning Ordinance.

**EXEMPTION:** The project qualifies as *exempt* pursuant to CEQA Guidelines Section 15332 (Class 32 Infill Development Exemption).

**STATUS:**

- Ministerial (Section 21080 (b)(1); (Section No. \_\_\_\_\_));
- Declared Emergency (Section 21080 (b)(3); (Section No. \_\_\_\_\_));
- Emergency Project (Section 21080 (b)(4); (Section No. \_\_\_\_\_));
- Statutory Exemption (Section No. \_\_\_\_\_);
- Categorical Exemption (Section No. 15332, Infill Exemption)
- The activity is not subject to CEQA (Section No. \_\_\_\_\_);
- Other.

**CITY CONTACT** Andrew Gonzales, Planning Manager  
City of Placentia, Planning Division  
401 East Chapman Avenue  
Placentia, California 92870  
lwhittaker@placential.org

Signature \_\_\_\_\_ Date \_\_\_\_\_



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## 1. INTRODUCTION

The City of Placentia, in its capacity as a Lead Agency, is reviewing the Development Plan Review No. DRP 2025-01, Use Permit No. UP 2025-02, and Disposition and Development Agreement No. DDA 2025-01 that would permit the proposed development of a 42,631 square foot, four-story, 86-room hotel. The site is located at 450 South Placentia Avenue. The site's Assessor Parcel Number (APN) is 339-442-04. The project site is located on a property that is currently designated *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))* under the City of Placentia Zoning Ordinance.

Development Plan Review No. DRP 2025-01 would authorize the construction and subsequent operation of a 42,631 square foot, four-story, 86-room hotel. The development area will include 15,195 square feet from Parcel 339-442-01 in addition to acquired land through DDA 2025-01. The additional land (6,322 square feet) is currently the northern portion of the Industrial Way right-of-way. The total square footage following the land acquisition would be 21,517 square feet. The hotel would have a height of 63 feet and would include a 24,210 square foot subterranean parking garage. The lobby and hotel staff rooms would be located on the first floor of the building while the remaining guest rooms would be located on the second through fourth floors and guest amenities would be located on the second floor.

Access to the site would be provided by one unsignalized driveway connection with the north side of Industrial Way. The driveway located along the west of the site would provide access to the underground level and the driveway along the east would provide access to the first-floor parking lot. In total, 82 parking spaces would be provided on the first floor and the basement level. The first floor would have 33 parking spaces: 2 ADA spaces, 7 compact spaces, and 24 standard spaces. The basement level would have 49 parking spaces: 2 ADA spaces, 21 compact spaces, and 26 standard spaces.<sup>1</sup>

Use Permit No. UP 2025-02 would allow for the construction and operation of a hotel, including the onsite sale and consumption of alcoholic beverages exclusively for registered hotel guests as an accessory use to the primary hotel operations. Disposition and Development Agreement No. 2025-01 would permit the acquisition of approximately 6,358 square feet of public right-of-way on Industrial Way and to allow relief from specific development standards applicable to the C-2 (H65) zoning designation. The total site area following the land acquisition would be 21,517 square feet.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Notice of Exemption (NOE) may be filed if the City of Placentia, in its capacity as the Lead Agency for the proposed project, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a NOE must contain the following information:

- A description of the proposed action or project;
- A finding that the proposed action or project is exempt, including a citation of the State CEQA Guidelines section or statute under which the project is found to be exempt; and,
- A brief statement in support of the finding.<sup>2</sup>

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<sup>1</sup> Kate Architecture. *Placentia Tru Hotel*. April 17, 2025.

<sup>2</sup> CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

The analyses of potential impacts that support the Categorical Exemption’s (CE’s) findings are provided herein in Section 5.0, Findings Supporting the Applicable CEQA Exemption. This CE and the supporting environmental analysis represent the City’s independent judgment and the position of the City of Placentia, in its capacity as the Lead Agency. The project Applicant is Yagnesh Patel, C Y Hospitality, LLC, 17708 Alburdis Avenue, Artesia, California 90701.

## 2. PROJECT LOCATION

The project site is located along the western boundary of the City of Placentia. Placentia is located in the northern portion of the County of Orange. The City of Placentia is located approximately 7.5 miles north of downtown Santa Ana and 23 miles southeast of downtown Los Angeles. Placentia is bounded on the north by the City of Brea; on the east by the City of Yorba Linda; on the south by the City of Anaheim; and on the west by the City of Fullerton.<sup>3</sup> Regional access to the City of Placentia is provided by three area highways: the Orange Freeway (State Route 57) which traverses the southwest portion of the City in a south-to-north orientation; State Route 90, which extends in a northwest to southeast orientation east of the City and State Route 91, which runs in an east-to-west orientation south of the City.<sup>4</sup> The location of Placentia, in a regional context, is shown in Exhibit 1. A citywide map is provided in Exhibit 2. The project site is located on the north side of the Industrial Way right-of-way (ROW) as shown in Exhibit 3. The address of the project site is 450 South Placentia Avenue, Placentia, California 92870. The site’s Assessor’s Parcel Number (APN) 339-442-04. The project site’s latitude and longitude are 33°52'1.74"N, -117°52'49.84"W. A local map is provided in Exhibit 3. An aerial of the project site is shown in Exhibit 4.

## 3 ENVIRONMENTAL SETTING

The project site is located on a vacant property and is surrounded by urban development. The site was formerly used for the outdoor storage of pipes and is now being used for stockpiling soils. Currently, the site is unused with the gravel being removed. The site is currently fenced off and is disturbed with litter scattered throughout. The proposed land acquisition as part of DDA 2025-01 is currently the northern portion of the Industrial Way ROW including a sidewalk and roadway. The site is designated as *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))* under the City of Placentia Zoning Ordinance. An aerial photograph of the project site is provided in Exhibit 4. The surrounding land uses include the following:<sup>5</sup>

- *North of the Site:* The Burlington Northern and Santa Fe Railway Transcon line extends along the project site’s north side. The Springhill Suites hotel (380 South Placentia Avenue) is located north of the railway. This area is designated as *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))*.<sup>6</sup>
- *South of the Site:* Industrial Way extends along the south side of the project site. A multi-tenant industrial building (473 Industrial Way) is located further south of the aforementioned roadway. This area is designated as *Industrial* in the City of Placentia General Plan and is zoned *Manufacturing*.

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<sup>3</sup>Blodgett Baylosis Environmental Planning. 2025.

<sup>4</sup> Google Earth. Website accessed July 18, 2025.

<sup>5</sup> Google Earth. Website accessed July 18, 2025.

<sup>6</sup> Ibid. Placentia General Plan Map, website accessed on July 18, 2025.

- *West of the Site:* South Placentia Avenue extends along the west of the site. Further west is a Sam’s Club Warehouse Club (603 South Placentia Avenue) and is outside of the city borders. This area is designated as *Industrial* and is zoned *Manufacturing Park (M-P-200)* in the City of Fullerton.
- *East of the Site:* A paint warehouse facility, TC Specialties, Inc (460 Industrial Way), is located to the east of the project site. CA-57 is located east of the adjacent property, approximately 280 feet east of the project site. This area is designated as *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))*.

The environmental setting of the project site and the surrounding area are summarized in Table 1.

**TABLE 1 ENVIRONMENTAL SETTING**

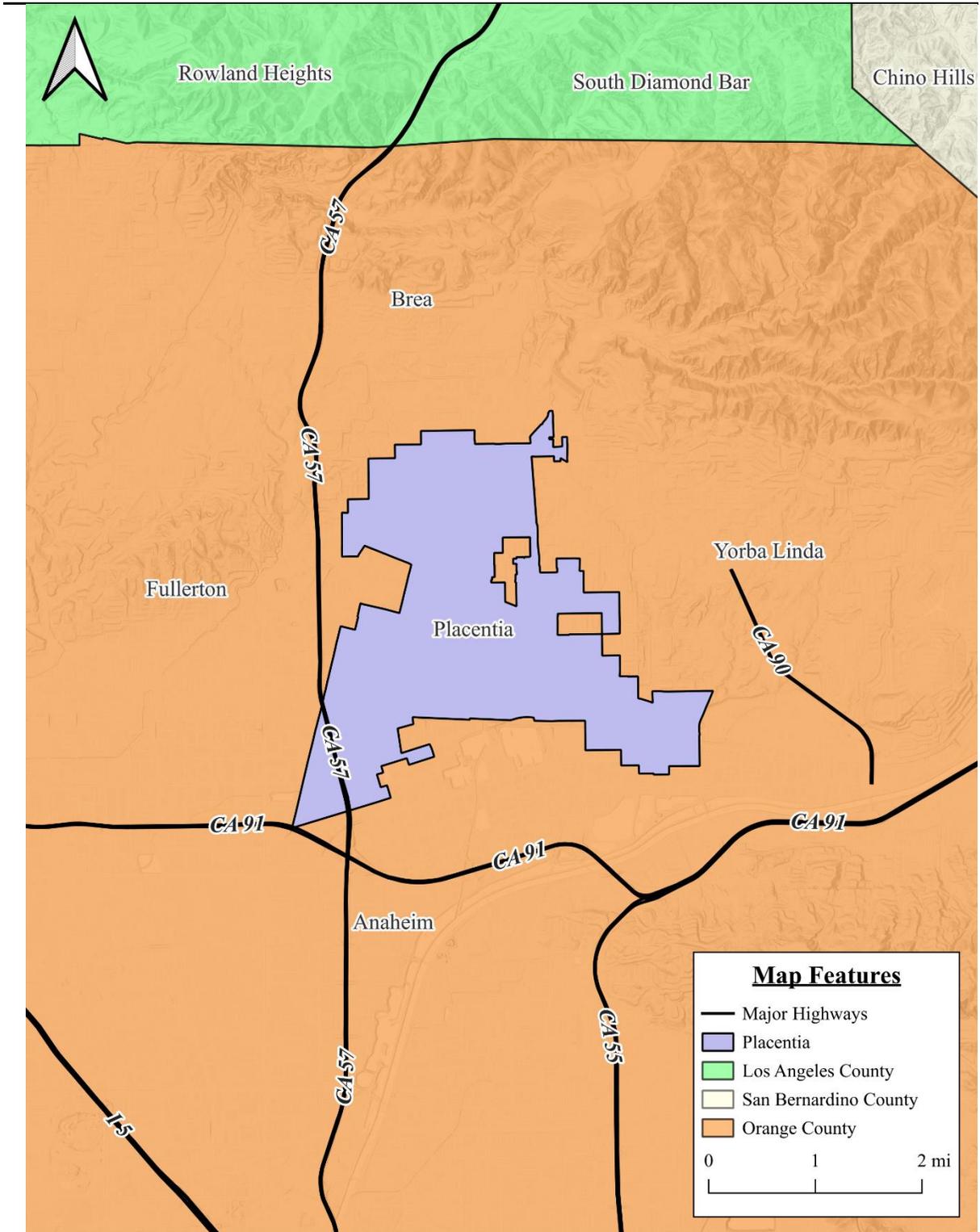
<b>Project Element</b>	<b>Existing Use</b>	<b>Zoning Designation</b>
Project Site	Vacant Land	<i>Community Commercial (Height Overlay District) C-2 (H-65)</i>
North of the Site	Railroad, Springhill Suites Hotel	<i>Community Commercial (Height Overlay District) C-2 (H-65)</i>
South of the Site	Industrial Way, Multi-Tenant Industrial Buildings	<i>Community Commercial (Height Overlay District) C-2 (H-65)</i>
West of the Site	South Placentia Avenue, Sam’s Club Warehouse Club	<i>Manufacturing Park (M-P-200) City of Fullerton</i>
East of the Site	Warehouse, CA-57	<i>Community Commercial (Height Overlay District) C-2 (H-65)</i>

Source: Blodgett Baylosis Environmental Planning

## **4 PROJECT DESCRIPTION**

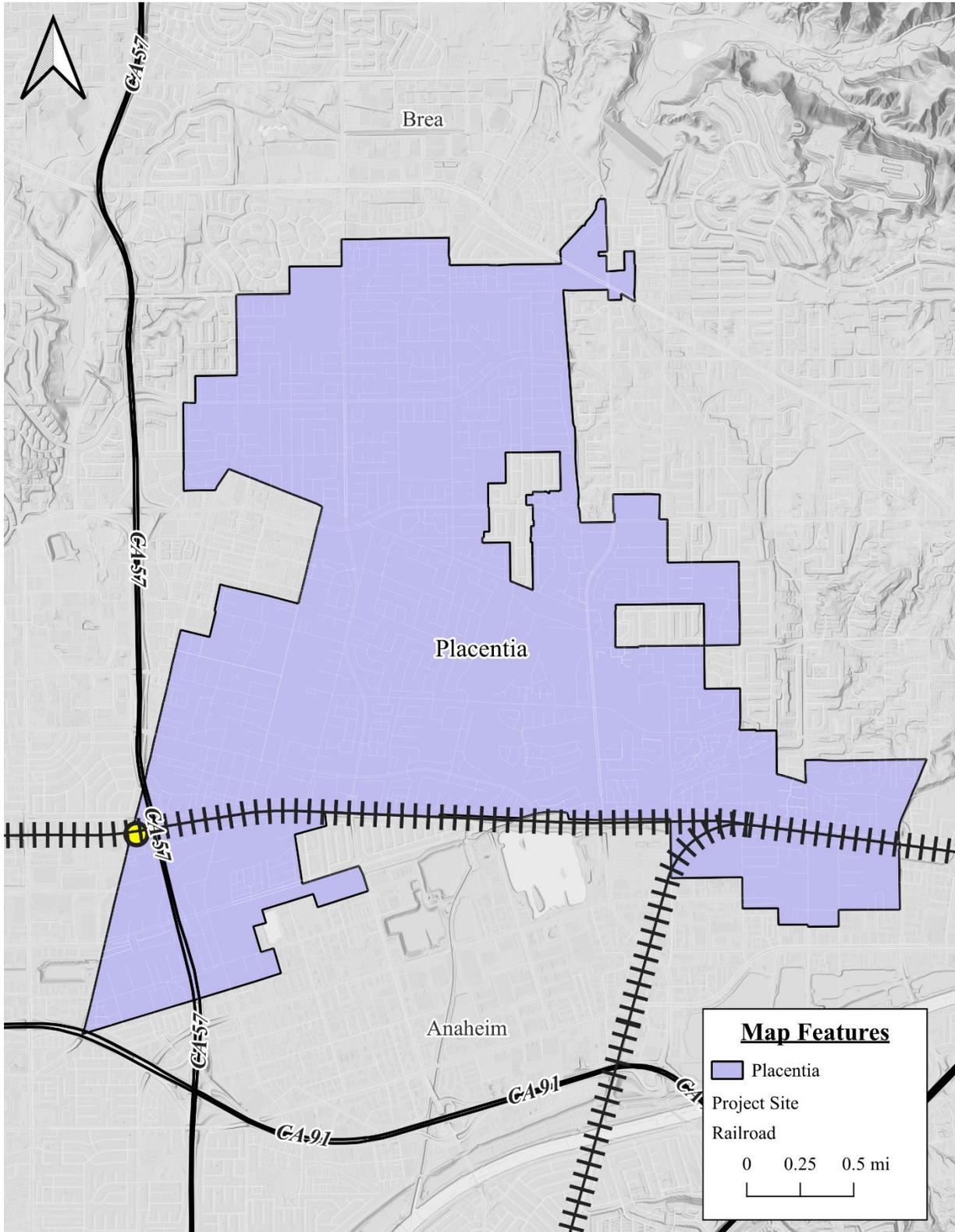
The proposed project would consist of an 86-room hotel. The number of employees was estimated through interpolation from similar hotel environmental studies conducted by Blodgett Baylosis Environmental Planning including an 88-room hotel in Riverside County which employed 11 people. Assuming a ratio of 0.125 employees per room, the 86 rooms would generate approximately 11 employees. Key project elements are summarized below:

- *Site Plan.* The proposed project would involve the construction and subsequent operation of a 42,631 square foot, four-story, 86-room hotel. The development area will include 15,195 square feet from Parcel 339-442-01 in addition to acquired land through DDA 2025-01. The additional land (6,322 square feet) is currently the northern portion of the Industrial Way right-of-way. This portion of land would be acquired to provide more space for the proposed hotel. The Industrial Way cul-de-sac would be narrowed as part of the DDA. The total square footage following the land acquisition would be 21,517 square feet.
- *Hotel.* The proposed project would involve the construction and subsequent operation of a 42,631 square foot, four-story, 86-room hotel. The hotel would have a height of 63 feet and would include a 24,210 square foot subterranean parking garage. The lobby and hotel staff rooms would be located on the first floor of the building. Guest rooms would be located on the second through fourth floors. Guest amenities including a gym, lounge, conference rooms, dining rooms, entertainment spaces, guest laundry, and an outdoor deck would be located on the second floor. A smaller lounge area and guest laundry area would be located on the third and fourth floors.

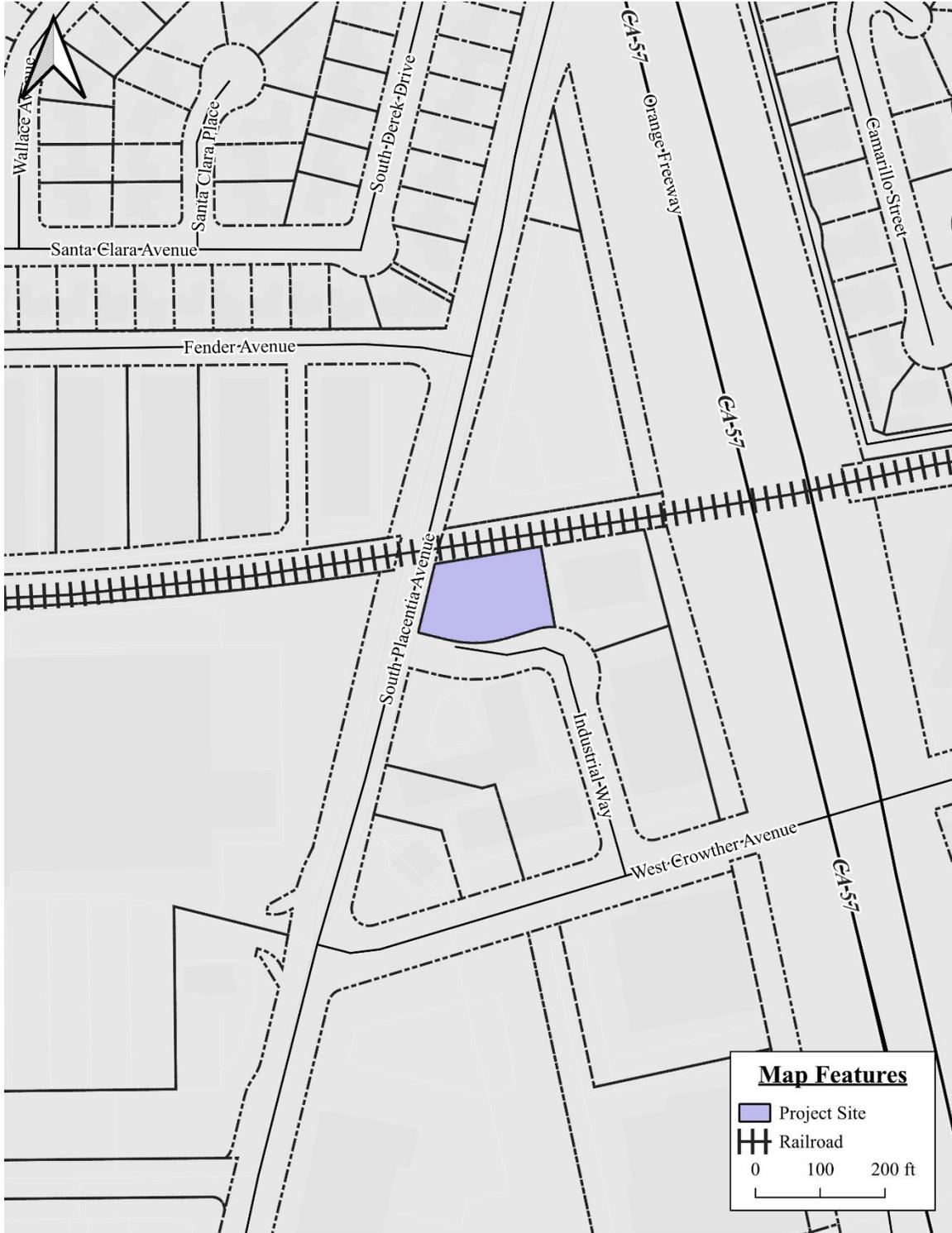


### EXHIBIT 1 REGIONAL MAP

Source: Blodgett Baylosis Environmental Planning



**EXHIBIT 2 CITYWIDE MAP**  
Source: Blodgett Baylosis Environmental Planning



**EXHIBIT 3 LOCAL MAP**  
Source: Blodgett Baylosis Environmental Planning



**EXHIBIT 4 AERIAL PHOTOGRAPH**  
Source: Google Maps

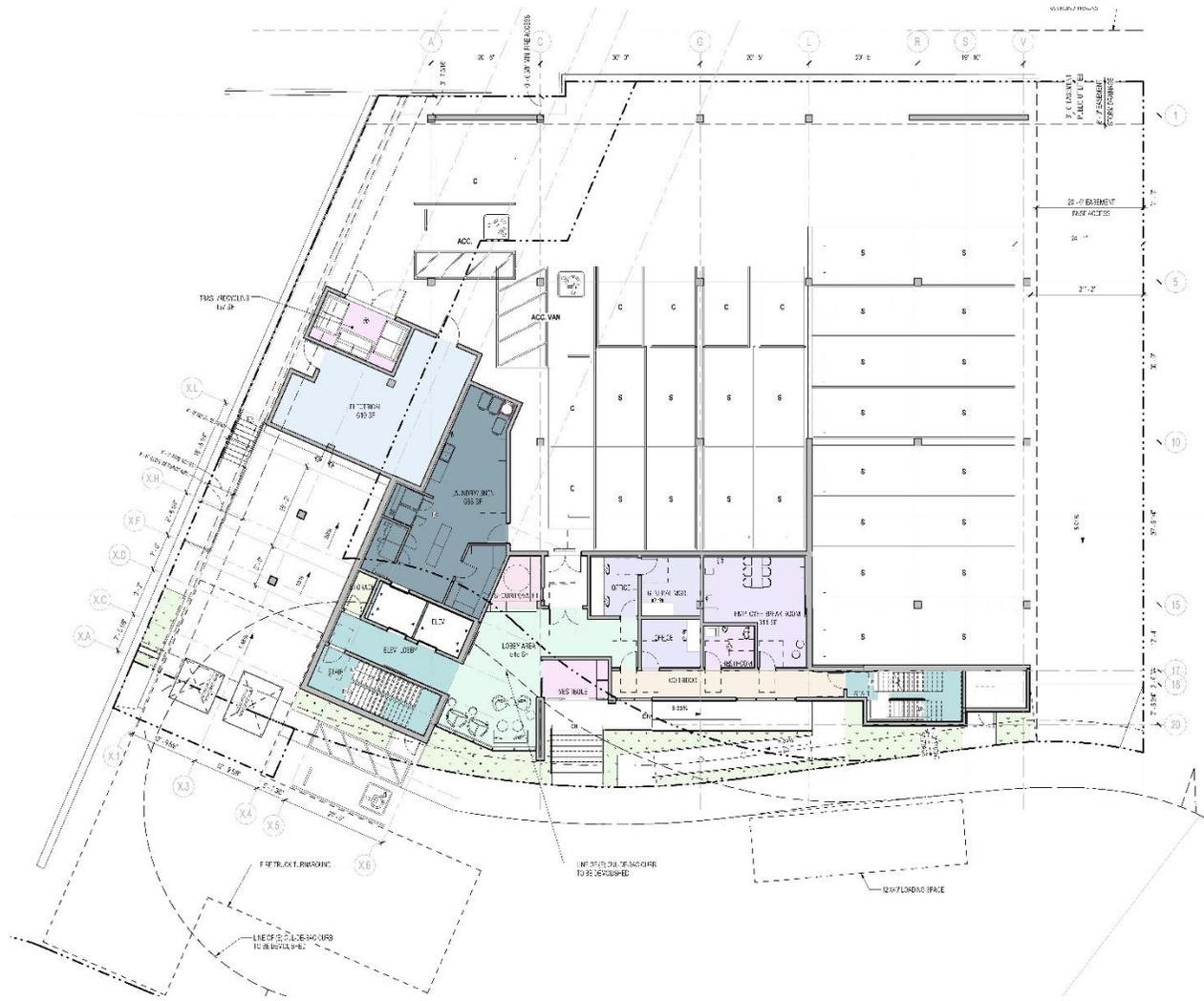
- *Access and Circulation.* Access to the site would be provided by one unsignalized driveway connection with the north side of Industrial Way. The driveway located along the west of the site would provide access to the underground level and the driveway along the east would provide access to the first-floor parking lot. Pedestrian access would be located along the newly rebuilt portion of Industrial Way.
- *Parking.* In total, 82 parking spaces would be provided on the first floor and the basement level. The first floor would have 33 parking spaces: 2 ADA spaces, 7 compact spaces, and 24 standard spaces. The basement level would have 49 parking spaces: 2 ADA spaces, 21 compact spaces, and 26 standard spaces.
- *Utilities.* Electrical power to the project would be provided by Southern California Edison (SCE). Water service to the project site is provided by the Golden State Water Company while sanitary waste water service is provided by the City of Placentia. Both water and sewer would connect to existing lines under Industrial Way.
- *Landscaping and Walls.* Ground floor and site landscaping would total 693 square feet. Second floor landscaping (including decks and planters) would total 232 square feet.

**TABLE 2 PROJECT SUMMARY**

Project Element	Description
Site Area	0.49 acres (21,517 sq. ft.)
Total Building Floor Area	42,631 sq. ft.
Building Height	63-feet, 4-level building (excluding 1 underground level)
Guest Rooms	86 Rooms
Landscaping/Open Space Area	924 sq. ft.
Amenities	Entertainment Room, Fitness Room, Lounge, Conference Room, Dining Area, Lobby Area, Guest Laundry, Outdoor Deck
Total Parking Spaces	82 spaces
1 <sup>st</sup> Floor Parking	33 Spaces: 2 ADA, 7 Compact, 34 Standard
Basement Parking	49 Spaces: 2 ADA, 21 Compact, 26 Standard

Source: Make Architecture

The proposed site plan is shown in Exhibits 5 and 6. Building elevations are provided in Exhibits 7 to 10.



**EXHIBIT 5 FIRST FLOOR PLAN**  
Source: Make Architecture



**EXHIBIT 6 BASEMENT LEVEL PLAN**  
Source: Make Architecture



**EXHIBIT 7 SECOND FLOOR PLAN**

Source: Make Architecture

**CITY OF PLACENTIA CATEGORICAL EXEMPTION & ENVIRONMENTAL ASSESSMENT  
TRU HOTEL • 450 SOUTH PLACENTIA AVENUE, PLACENTIA CA • APN 339-442-04**



**EXHIBIT 8 NORTH AND SOUTH ELEVATIONS**  
Source: Make Architecture



Disposition and Development Agreement No. DDA 2025-01, Use Permit No. UP 2025-02, and Development Plan Review No. DRP 2025-01 would consist of the following elements:

- *Disposition and Development Agreement.* This application would permit the acquisition of approximately 6,358 square feet of public right-of-way on Industrial Way and to allow relief from specific development standards applicable to the C-2 (H65) zoning designation. The total site area following the land acquisition would be 21,517 square feet. The Industrial Way cul-de-sac would be narrowed following the DDA.
- *Use Permit.* This application would allow the establishment of hotels in the C-2 – Community Commercial District when they meet all the requirements of as specified under Placentia Municipal Code Chapter 23.36 “C-2” – Community Commercial District, Section 23.36-040. The application would also allow the onsite sale and consumption of alcoholic beverages exclusively for registered hotel guests as an accessory use to the primary hotel operations.

## 5. CATEGORICAL EXEMPTION FINDINGS

The City of Placentia is required to make the following environmental findings in support of this Infill Exemption (refer to CEQA Guidelines §15332).<sup>7</sup> The analysis in support of the findings is summarized under each finding and where required, a more detailed technical analysis is provided in the Appendices.

- *Section 15332 (a).* The project must be consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations (refer to Section 5.1).
- *Section 15332 (b).* The proposed development site is located within the City limits on a project site of no more than five acres. The site is substantially surrounded by urban development (refer to Section 5.2).
- *Section 15332 (c).* The project site has no value as habitat for endangered, rare or threatened species (refer to Section 5.3).
- *Section 15332 (d).* The approval of the proposed project must not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to Section 5.4).
- *Section 15332 (e).* The site can be adequately served by all required utilities and public services. (refer to Section 5.5).
- *Section 15300.2[b] [c][d][e][f].* In addition to the above requirements, the proposed infill project must not result in any significant adverse impacts that would include any of the following impacts outlined herein in Section 5.6:
  - All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant (refer to Section 5.6.1).

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<sup>7</sup> CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

- A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances (refer to Section 5.6.2).
- A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR (refer to Section 5.6.3).
- A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code (refer to Section 5.6.4).
- A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource (refer to Section 5.6.5).

## **FINDINGS 5.1 - LAND USE COMPATIBILITY**

### **THRESHOLDS OF SIGNIFICANCE**

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

### **ENVIRONMENTAL ANALYSIS**

The project site is located on a vacant property and is surrounded by urban development. The site was formerly used for outdoor storage of pipes and included gravel site coverage. Currently, the site is unused with the gravel being removed. The site is currently fenced off and is disturbed with litter scattered throughout. The proposed land acquisition as part of DDA 2025-01 is currently the northern portion of the Industrial Way ROW including a sidewalk and roadway. The site is designated as *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))* under the City of Placentia Zoning Ordinance. The surrounding land uses include the following:<sup>8</sup>

- *North of the Site:* The Burlington Northern and Santa Fe Railway Transcon line extends along the project site's north side. The Springhill Suites hotel (380 South Placentia Avenue) is located north of the railway. This area is designated as *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))*.<sup>9</sup>
- *South of the Site:* Industrial Way extends along the south side of the project site. A multi-tenant industrial building (473 Industrial Way) is located further south of the aforementioned roadway. This area is designated as *Industrial* in the City of Placentia General Plan and is zoned *Manufacturing*.
- *West of the Site:* South Placentia Avenue extends along the west of the site. Further west is a Sam's Club Warehouse Club (603 South Placentia Avenue) and is outside of the city borders. This area is designated as *Industrial* and is zoned *Manufacturing Park (M-P-200)* in the City of Fullerton.

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<sup>8</sup> Google Earth. Website accessed July 18, 2025.

<sup>9</sup> Ibid. Placentia General Plan Map, website accessed on July 18, 2025.

- *East of the Site:* A paint warehouse facility, TC Specialties, Inc (460 Industrial Way), is located to the east of the project site. CA-57 is located east of the adjacent property, approximately 280 feet east of the project site. This area is designated as *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))*.

The project and its proposed commercial use are consistent with the existing surrounding land uses and development. The proposed hotel use would be permitted within the Community Commercial District with the approval of a Use Permit. The Community Commercial classification caters towards a larger market area including and beyond local residents. The applicant is requesting the following relief from development standards related to minimum lot size requirements and parking requirements as part of DDA 2025-01 . The project would comply with the development standards of the C-2 zone following the approval of DDA 2025-01. The project would also be consistent with the adopted land use policies for the area including policies LU 1.3, LU 2.3, LU 2.4, LU 4.1, LU 4.2, LU 4.6, LU 5.1, LU 5.4, LU 5.7. *The project is consistent with this finding.*

## **FINDINGS 5.2 - PROJECT SITE SIZE**

### **THRESHOLDS OF SIGNIFICANCE**

The proposed project must be located within the City limits on a project site of no more than five acres in area

### **ENVIRONMENTAL ANALYSIS**

The proposed project site is located within the corporate boundaries of the City of Placentia on a project site consisting of less than five acres. Currently, the parcel has an area of 15,195 square feet. DDA No. 2025-01 would permit the acquisition of approximately 6,358 square feet of public right-of-way on Industrial Way. The project's area is 21,517 square feet in total following the land acquisition. As indicated herein in Section 5.2, the site is surrounded by urban development. *The project is consistent with this finding.*

## **FINDINGS 5.3 - HABITAT VALUE**

### **THRESHOLDS OF SIGNIFICANCE**

The project site has no value, as habitat for endangered, rare, or threatened species.

### **ENVIRONMENTAL ANALYSIS**

The project site is located on a disturbed property that is currently designated as *Commercial* in the City of Placentia General Plan and is zoned *Community Commercial (Height Overlay District) (C-2 (H-65))* under the City of Placentia Zoning Ordinance. The project site is located on a vacant property.

No natural habitat is present in the area. A review of aerial imagery indicates that 2011 the site was completely covered over with gravel. Sometime between 2011 through 2015 the gravel was removed. In June 2022, the site was used as an outdoor storage yard for pipes. No natural habitat is present in the area.

The project site’s isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor.

The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic in the active railroad right of ways, CA-57, roadways, and other human activity further limits the site’s utility as a sensitive habitat or migration corridor.<sup>10</sup> Since the site is located within an established urban area that is located within the western city area, and lacks suitable habitat, the site’s utility as a natural habitat and migration corridor is restricted. No trees exist onsite. A total of 22 new trees would be planted: 9 trees on the ground level and 13 trees within the outdoor deck on the second floor. Ground floor and site landscaping would total 693 square feet. Second floor landscaping (including decks and planters) would total 232 square feet. *The project is consistent with this finding.*

**FINDINGS 5.4 - SIGNIFICANT EFFECTS (TRAFFIC, NOISE, AIR, PUBLIC SERVICES AND UTILITIES)**

**5.4.1 TRAFFIC**

**THRESHOLDS OF SIGNIFICANCE**

The proposed project must not result in any significant effects relating to traffic. A significant traffic impact will be first determined by the number of vehicle trips that will be generated by the proposed project and the attendant vehicle miles travelled (VMT) impacts. Other variables that would be considered include the project’s consistency with the City’s off-street parking requirements and onsite circulation.

**ENVIRONMENTAL ANALYSIS**

Trip generation represents the amount of traffic attracted and produced by a project development. Trip generation rates were derived from the Institute of Transportation Engineers (ITE) "Trip Generation" Eleventh Edition. As shown in Table 2, the proposed project is expected to generate 687 daily trips, with 40 trips occurring during the morning (AM) peak hour and 51 trips occurring during the evening (PM) peak hour.

**TABLE 3 PROJECT TRIP GENERATION**

Land Use	Factor or Unit	Quantity	AM Peak Hour	PM Peak Hour	Average Daily Traffic (ADT)
<b>Proposed Project Trip Generation Rate</b>					
Hotel (ITE 310)	Trip/Room	86 Units	0.46	0.59	7.99
<b>Proposed Trip Generation</b>					
Hotel (ITE 310)	--	--	40	51	687

The City of Placentia requested the analysis assess the -project’s impacts at the intersection of (Industrial Way/Crowther Avenue based on the study intersection peak hour level of service analysis and findings based on the City of Placentia performance criteria and thresholds for requiring level of service

<sup>10</sup> Google Maps and City of Placentia Zoning Map. Website accessed on July 18, 2025.

improvements. Based on the City of Placentia performance criteria and Highway Capacity Manual (HCM) analysis methodology, the study area intersection currently operates at an acceptable level of service (LOS B or better) and is forecast to continue to operate at an acceptable level of service (LOS B or better) during the peak hours for all of the evaluated analysis scenarios. Hence, based on the City of Placentia thresholds, no additional improvements are required by the proposed project at the study intersection.

Access to the site would be provided by two driveway connections to the north side of Industrial Way. The driveway located along the west of the site would provide access to the underground level and the driveway along the east would provide access to the first-floor parking lot. Pedestrian access would be located along the newly rebuilt portion of Industrial Way. In total, 82 parking spaces would be provided on the first floor and the basement level. The first floor would have 33 parking spaces: 2 ADA spaces, 7 compact spaces, and 24 standard spaces. The basement level would have 49 parking spaces: 2 ADA spaces, 21 compact spaces, and 26 standard spaces.<sup>1112</sup>

According to the City of Placentia Municipal Code, the project is required to provide a total of 86 onsite parking spaces. The project is proposing to provide a total of 82 onsite parking spaces, it is deficient by four (4) parking spaces based on the City's Code. As previously noted, the use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the fire department for drive aisle widths, etc.

Based on a study of other hotel uses, the parking requirement of 1.0 spaces per room might not be required. New travel and parking patterns such as use of ride share services has modified traffic and parking demand patterns. Additionally, hotel uses are not usually 100 percent operational as some of the rooms are not usable at any time due to various reasons such as maintenance. To provide an additional source of information and analysis, the traffic engineer (MAT Engineering, Inc.) has conducted an evaluation of the required number of onsite parking spaces for the proposed project based on other published sources such as the Institute of Transportation Engineers (ITE) Parking Generation Manual which has just recently been published in October 2023. The source is widely utilized by transportation professionals, engineers and planners and includes the following:

- Data from over 10,000 peak-period parking demand counts;
- Coverage of 100+ land uses, including mixed-use development contexts;
- Parking demand estimates provided for weekday and weekend peaks;
- Data stratified by location type, setting, and development characteristics; and,
- Summary statistics and graphical plots for each land use code.

The manual recommends that planning professionals to make more informed decisions about parking requirements, supply, and utilization. Based on the ITE Parking Generation Manual, the project is likely to provide a surplus of 26 parking spaces even with 82 spaces being provided. The aforementioned manual recommends that a parking demand rate be calculated using a weekday rate of 0.64 spaces per room and a weekend rate of 0.65 spaces per room. Using these rates, the project would have a surplus of 26 spaces. According to the traffic and parking analysis, the project would provide an adequate number of parking

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<sup>11</sup> Mat Engineering, Inc. *450 South Placentia Avenue Hilton Tru Hotel Project Focused Traffic and Parking Study*. October 31, 2025.

<sup>12</sup> Kate Architecture. *Placentia Tru Hotel*. April 17, 2025.

spaces (82 spaces) as planned. Based on the ITE parking demand, the provision of 82 spaces would translate into a surplus of 26 surplus spaces to accommodate the parking demand of the proposed 86-room hotel. As previously noted, the use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the fire department for drive aisle widths, etc.<sup>13</sup>

CEQA Guidelines Section 15064.3 subdivision (b)(3) and (b)(4) focuses on the evaluation of a project's VMT. As previously mentioned above, the proposed project will not create a significant amount of traffic in the surrounding area. As a result, the proposed project will not result in a conflict or be inconsistent with Section 15064.3 subdivision (b) of the CEQA Guidelines and no impacts will occur. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The City of Placentia has also adopted the following TIA Guidelines to provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant transportation impact without conducting a more detailed analysis. Screening thresholds are as follows:

1. *Transit Priority Area (TPA) Screening.* Per the City of Placentia TIA Guidelines, projects located within a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. Per Public Resources Code Section 21064.3, a major transit stop refers to a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Per Public Resources Code Section 21155, a high quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. The proposed project is not located within a TPA and cannot be screened by this criteria.
2. *Low VMT Area Screening.* Per the City of Placentia TIA Guidelines, residential projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the Fehr & Peers Find Your VMT With VMT+ Tool, the block group the project site is located in would not qualify as a low VMT block group. Therefore, the proposed project cannot be screened by this criteria.
3. *Project Type Screening.* Per City of Placentia TIA Guidelines, some project types may be presumed to have a less than significant impact absent substantial evidence to the contrary. Since the proposed project is only 42,631 square feet and below the 50,000 square foot ceiling, the trip generation and the VMT impacts resulting from the proposed project would be less than significant.

The project is under the threshold for 50,000 square foot threshold for project type screening. Therefore, the proposed project is screened out based on the Project Type and may be presumed to have a less than significant impact on VMT under CEQA. Therefore, no additional traffic analysis is required to satisfy the California Environmental Quality Act (CEQA) requirements for the project under state law.

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<sup>13</sup> Matt Engineering, Inc. 450 South Placentia Avenue Hilton Tru Hotel Project Focused Traffic and Parking Study. October 31, 2025.

## 5.4.2 NOISE

### THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to noise. A significant noise impact would potentially result if the proposed project would potentially impact noise sensitive land uses in the area or create noise levels that would exceed located noise regulations. Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project were determined to result in any of the following impacts:

- *Noise and Land Use Compatibility.* The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- *Ground-Borne Vibration Noise.* The generation of excessive ground-borne vibration or ground-borne noise levels; or
- *Aircraft/Airport Noise Exposure.* For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

### ENVIRONMENTAL ANALYSIS

The primary sources of noise in the Placentia planning area are freeways and roadways, railroad operations, and stationary sources. The project site is located in an urbanized setting that contains both commercial and industrial uses. The predominant source of noise in the area is related to the adjacent railway and traffic traveling on CA-57 freeway located approximately 280 feet east of the project site

The City of Placentia has its own land use compatibility standards based on recommended parameters from the California Governor's Office of Land Use and Climate Innovation (LCI) land use and noise compatibility guidelines. Based on these guidelines, the City has established interior and exterior noise standards for various types and/or categories of development. The City's compatibility standards provide only for normally acceptable conditions based on State recommendations and City land use designations. For commercial development, according to the City of Placentia General Plan Noise Element Table 7-6, the City's noise compatibility standard is 65 dBA for exterior noise exposure anytime.<sup>14</sup>

According to the Metrolink service schedule, trains on the 91/Perris Valley Line are expected to travel past the project site from approximately 5:40 AM to 7:40 AM and from 4:10 PM to 7:10 PM from Monday through Friday. Trains run approximately every 40 minutes to hour within these periods. On weekends, trains travel past the site twice in the morning at approximately 8:20 AM and 9:20 AM and twice in the afternoon at approximately 3:40 PM and 7:40 PM.

In 2007, the City adopted the Placentia "Quiet Zone," to silence unnecessary train whistles. All trains are prohibited from using horns, 24 hours a day, in the quiet zone unless the engineer feels an emergency exists that threatens human or animal injury or property damage. There are three railroad crossings in Placentia

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<sup>14</sup> City of Placentia. *City of Placentia General Plan Noise Element.*

with no grade separations and a Quiet Zone is in effect to reduce the train noise at these locations.<sup>15</sup> The crossing at South Placentia Avenue, located adjacent to the north of the project site, is a grade-separated crossing, therefore horns would not be used at this site.

*Noise and Land Use Compatibility Impacts.*

The nearest sensitive receptors to the project site include single-family residences located approximately 360 feet northwest of the project site. The City of Placentia Municipal Code Section 23.81.170 – Grading, construction and maintenance of real property, limits construction hours to 7:00 AM through 7:00 PM on weekdays and 9:00 AM through 6:00 PM on Saturday.

Most construction noise would occur during the site preparation, grading, and building construction when noisier equipment would be operating. Noise levels during construction would be an accumulation of equipment operation at varying locations within the construction site. The construction equipment within the project site would be limited to smaller trucks, loaders, pavers, and forklifts (the existing parking area has been graded and is level. The Federal Transportation Administration (FTA) General Assessment for Construction Noise sets a maximum criteria for construction noise before the adverse community reaction. This threshold is 90dbA during the daytime for residential receptors. It is important to note that this equipment will be used intermittently during construction hours only. The project’s construction noise levels were estimated using the Federal Highway Administration’s (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest sensitive receptors was set at 360 feet. This figure was derived from the distance of the nearest sensitive receptor to the center of the project site. As shown below in Table 4, the proposed project would not violate any construction noise level standards.

**TABLE 4 CONSTRUCTION NOISE**

Construction Phase	Noise Level at Nearest Receptor	Threshold
Site Preparation/Grading	70.4 dB	90 dB
Building Construction	67.4 dB	90 dB
Paving	73.3 dB	90 dB
Architectural Coating	60.5 dB	90 dB

Source: Blodgett Baylosis Environmental Planning

Upon completion of construction and occupancy of the proposed project, on-site operational noise would be generated mainly by car engines starting and vehicle traffic, which would not exceed the permitted noise level. The cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). the proposed project is expected to generate 687 daily trips, with 40 trips occurring during the morning (AM) peak hour and 51 trips occurring during the evening (PM) peak hour. The ADT for South Placentia Avenue is 19,820. These volumes would not result in a doubling of traffic an any local arterials. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

<sup>15</sup> Michael Baker International. *City of Placentia General Plan - Rail Noise. Adopted October 1, 2019*

*Ground-Borne Vibration Noise*

The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project’s construction will not adversely impact the nearby sensitive receptors. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 78 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. The nearest structure to the project site is an industrial building located approximately 50 feet east of the project site. The FTA guidelines state the threshold for vibration velocity in industrial areas where the usage would be infrequent is 90 VdB. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings.

The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. The FTA has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.5 inches per second at the nearest industrial structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The FTA also states that vibration levels above 0.04 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.4 inches per second. The project’s implementation will not require deep foundations. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. As stated above, the project will require the use of excavators, loaders, bulldozers, and haul trucks.

**TABLE 5 CONSTRUCTION VIBRATION**

Construction Equipment	PPV @50 ft. (inches/sec.)	Vibration (VdB) @50 ft.
Vibratory Roller	0.074	85
Hoe Ram	0.031	78
Large Bulldozer	0.031	78
Caisson Drilling	0.031	78
Loaded Trucks	0.027	77
Small Bulldozer	0.001	49

Source: Blodgett Baylosis Environmental Planning

As shown in Table 5, the peak-particle-velocity levels would remain below 0.5 inches per second and the vibration velocity would be below 90 VdB at the nearest structures during the construction phase.

Once operational, the proposed project would not generate excessive ground-borne noise because the project will not require the use of equipment capable of creating ground-borne noise. As previously mentioned, the cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

#### *Aircraft/Airport Noise Exposure*

The Fullerton Municipal Airport is located approximately 5.4 miles west of the project site.<sup>16</sup> The project site is not located within the approach or takeoff zones of the runway. In addition, the project site is not located within the aforementioned airport's designated compatibility review areas.<sup>17</sup> Furthermore, the project site is not located within any 70 Community Noise Equivalent Level (CNEL) contour line boundaries.<sup>18</sup> As a result, the proposed project will not expose people residing or working in the project area to excessive noise levels related to airport uses. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

### **5.4.3 AIR QUALITY**

#### **THRESHOLDS OF SIGNIFICANCE**

The City of Placentia is located within the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Projects in the South Coast Air Basin (SCAB) generating construction and operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Ozone (O<sub>3</sub>)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 548 pounds per day of carbon monoxide (CO).
- *Nitrogen Oxide (NO<sub>x</sub>)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO<sub>x</sub> is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 137 pounds per day of nitrogen oxide (NO<sub>x</sub>).
- *Sulfur Dioxide (SO<sub>2</sub>)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 137 pounds per day of sulfur oxides (SO<sub>x</sub>).

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<sup>16</sup> Google Earth. Website accessed July 21, 2025.

<sup>17</sup> Ibid.

<sup>18</sup> City of Fullerton. *The Fullerton Plan – The Fullerton Built Environment – Exhibit 14*. Adopted May 2012.

- *PM<sub>10</sub> and PM<sub>2.5</sub>* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. The daily threshold is 82 pounds per day of PM<sub>10</sub> and 65 pounds per day of PM<sub>2.5</sub>.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of “smog.” The daily threshold is 137 pounds per day of ROG.

**ENVIRONMENTAL ANALYSIS**

The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.29) developed for the SCAQMD (these CalEEMod computer worksheets are attached as an Appendix to this air quality analysis). The project’s construction period would include the interior improvements to construct the new 86 room hotel and the finishing of the project (paving, painting, and the planting of landscaping). The entire construction period was assumed to be 6 months. As shown in Table 6, daily construction emissions would not exceed the SCAQMD’s significance thresholds. Therefore, the maximum daily construction-related emissions would be less than significant.

**TABLE 6 ESTIMATED DAILY CONSTRUCTION EMISSIONS**

<b>Construction Phase</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Maximum Daily Emissions	79.2	17.1	17.7	0.04	4.01	1.92
Daily Thresholds	137	137	548	137	82	65
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.29

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to the production and consumption of energy. Table 7 depicts the estimated project operational emissions related to the project’s operation. As indicated in Table 7, the projected maximum long-term emissions are below thresholds considered to represent a significant impact.

**TABLE 7 ESTIMATED OPERATIONAL EMISSIONS IN LBS./DAY**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Maximum Daily Emissions	3.53	2.05	20.7	0.05	4.83	1.27
Daily Thresholds	137	137	548	137	82	65
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.29

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate.

These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site are single-family homes located approximately 360 feet northeast from the project site. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site or area-wide emissions.

The pollutants that are the focus of the LST analysis include the conversion of NO<sub>x</sub> to NO<sub>2</sub>; carbon monoxide (CO) emissions from construction; PM<sub>10</sub> emissions from construction; and PM<sub>2.5</sub> emissions from construction. For purposes of the LST analysis, the receptor distance used was 100 meters since the nearest sensitive receptor is located approximately 360 feet northwest of the project site. As shown in Table 8, the proposed project would not result in an exceedance in LSTs. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

**TABLE 8 LOCAL SIGNIFICANCE THRESHOLDS EXCEEDANCE SRA 16 FOR 1-ACRE SITES**

Emissions	Project Emissions (lbs./day)	Type	Allowable Emissions Threshold (lbs./day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO <sub>x</sub>	<b>17.1/2.05</b>	Construction/Operation	103	104	<b>121</b>	159	252
CO	<b>17.7/20.7</b>	Construction/Operation	522	685	<b>1,014</b>	1,975	6,531
PM <sub>10</sub>	<b>4.01</b>	Construction	1	3	<b>6</b>	13	32
PM <sub>10</sub>	<b>4.87</b>	Operation	4	10	<b>24</b>	5	137
PM <sub>2.5</sub>	<b>1.92</b>	Construction	1	1	<b>3</b>	5	18
PM <sub>2.5</sub>	<b>1.27</b>	Operation	3	4	<b>9</b>	20	74

Source: CalEEMod V.2022.1.1.29

## 5.4.4 WATER QUALITY

### THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to water quality. A significant water quality impact would potentially result if the proposed project would result in water pollution impacts on-site or offsite during construction or operations.

### ENVIRONMENTAL ANALYSIS

Sanitary sewer and water service would be provided to the project site through utility lines under Industrial Way. The project Applicant will be required to comply with Chapter 17.93 - Erosion and Sediment Control, of the Placentia Municipal Code regulates erosion and sediment control. The project Applicant will be required to adhere to the regulations outlined in Section 17.93.050 – Soil Erosion and Sediment Control Plan. These regulations are as follows:

- No land clearing or grading other than those activities listed as exemptions under the Code or as determined by the Director of Public Works shall occur unless said land clearing or grading is in compliance with an approved Soil Erosion and Sediment Control Plan and/or Permit issued in accordance with the provisions of this chapter.
- A Soil Erosion and Sediment Control Plan shall be submitted and approved in accordance with the provisions of this chapter prior to the issuance of building permits, soil erosion and sediment control permits, grading permits or any other permit where, in the opinion of the Director of Public Works, erosion can reasonably be expected to occur.
- Soil Erosion and Sediment Control Plans shall include the measures required by the Code. Additional measures or modifications of proposed measures may be required by the Director of Public Works prior to the approval of a Soil Erosion and Sediment Control Plan.
- The Director of Public Works shall specify the application requirement for Soil Erosion and Sediment Control Plans and Permits including, but not limited to: requirements for the submittal of plans and supporting data as required by the Director of Public Works to accompany applications for Soil Erosion and Sediment Control Plans and/or Permits; licensing and/or certification requirements for those preparing Soil Erosion and Sediment control Plan and/or Permit submittal; and, the incorporation and coordination of Soil Erosion Control Plans and/or Permits with other plan requirements.

The proposed project will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. Prior to the start of construction, construction operators must obtain coverage under a NPDES permit, which is administered by the State. In order to obtain an NPDES permit, the project Applicant must prepare a Stormwater Pollution Prevention Plan (SWPPP). The County has identified sample construction Best Management Practices (BMPs) that may be included in the mandatory SWPPP.

The proposed project's construction would not violate any water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Construction of the proposed project would not include any significant new include grading, excavation, and other earthmoving activities that have the potential to cause erosion that would subsequently degrade water quality and/or violate water quality standards. *Adherence to the aforementioned City mandated requirements ensure that impacts remain less than significant. The project is consistent with this finding and the environmental impacts would be less than significant.*

## **FINDING 5.5 - SIGNIFICANT EFFECTS ON UTILITIES AND PUBLIC SERVICES (CEQA SECTION 15332 (E))**

### **5.5.1 PUBLIC SERVICES**

#### **THRESHOLDS OF SIGNIFICANCE**

The site can be adequately served by all required utilities and public services.

## ENVIRONMENTAL ANALYSIS

The Placentia Fire and Life Safety Department (PFLSD) provides 24-hour emergency response services to the City of Placentia. Fire Station 1 is located at 110 South Bradford Avenue; and Fire Station 2 is located at 1530 North Valencia Avenue. The PFLSD currently reviews all new development plans. The proposed project will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow (or the flow rate of water that is available for extinguishing fires). The proposed 86 room hotel development would only place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes on land designated for commercial uses. In addition, the proposed project would be required to implement all pertinent fire code standards including the installation of fire hydrants and sprinkler systems inside the buildings. Furthermore, the project will be reviewed by PFLSD officials to ensure adequate fire service and safety as a result of project implementation.

The proposed project would not negatively impact fire protection services since the new hotel would be constructed in accordance with current fire and building codes. As part of the project review process, the City has reviewed the new hotel development and made recommendations for fire protection services. The buildings' construction, height, and use would not require any special equipment or apparatus in the event of a fire or emergency. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

### *Law Enforcement*

Law enforcement services within the City are provided by the Placentia Police Department which serves the community, approximately 4,238-acres, from one police station. The Department operates out of a facility located at 401 East Chapman Avenue. According to the most recent Placentia Police Department Strategic Plan as of this time (2021 to 2023), the current police service ratio is 1.04 full-time equivalent (FTE) sworn officers per 1,000 residents. Due to the project's commercial nature, the proposed hotel development would not directly result in population increase. The proposed project would be required to implement all required standard development requirements in accordance with Placentia Police Department Penal Code section 1405, relating to building safety. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

### *Schools*

The City of Placentia is located within the service boundaries of the Placentia-Yorba Linda Unified School District. The nearest school to the project site is Melrose Elementary School, located approximately 3,200 feet southeast of the project site. As previously mentioned, due to the commercial nature of the project, the proposed hotel development would not directly result in population increase; therefore, no direct impacts to school facilities would occur. The proposed project would be subject to Senate Bill 50 (SB 50), which requires the payment of mandatory impact fees to offset any impact to school facilities. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. The proposed project's school enrollment impacts would be offset by the school fees that would be paid by the developer. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

*Parks and Recreation*

The City of Placentia operates 20 parks throughout the City. The nearest public park to the project site is Santa Fe Park, which is located approximately 1,100 feet to the northeast of the project site. The project Applicant will be required to pay in-lieu park fees required by the city. As a result, less than significant impacts to parks and recreational services will occur. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

**5.5.2 UTILITIES**

**THRESHOLDS OF SIGNIFICANCE**

The site can be adequately served by all required utilities and public services.

**ENVIRONMENTAL ANALYSIS**

*Sewers and Wastewater Treatment*

There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site or within adjacent parcels. Therefore, the project’s implementation will not require the relocation of any of the aforementioned facilities. Local sewer service is provided by the City of Placentia Public Works Department. The Orange County Sanitation District (OCSD) treats wastewater from the City of Placentia. Local sewer lines are maintained by the City of Placentia. The proposed project will include connections with an existing public sewer main located in Industrial Way. The OCSD owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. The OCSD collects, treats, and disposes of and/or reclaims the wastewater generated in northwestern Orange County. OCSD operates two treatment plants that treats approximately 192 million gallons of wastewater generated daily in its service area. As indicated in the Utilities Worksheet contained in Appendix B and summarized in Table 9, the proposed attached hotel project would generate 125 gallons of effluent per day per room for a total of 10,750 gallons per day. The existing sanitary sewer lines can accommodate the sewage flows from the proposed hotel. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

**TABLE 9 WASTEWATER (EFFLUENT) GENERATION (GALS/DAY)**

Use	Unit	Factor	Generation
Hotel	86 rooms	125 gals./room/day	10,750 gals./day
<b>Total</b>	86 rooms		10,750 gals./day

Source: Projected Utilities Use V.2021

*Water*

The Yorba Linda Water District and the Golden State Water Company provides water to the residents of Placentia. The proposed project will connect to existing water mains located in South Placentia Avenue and

Industrial Way. As indicated in the Utilities Worksheet contained in Appendix B and summarized in Table 10, the proposed attached hotel project is projected to consume approximately or 187.5 gallons per unit for a total of 16,125 gallons of water on a daily basis.

**TABLE 10 WATER CONSUMPTION (GALS./DAY)**

Use	Unit	Factor	Generation
Hotel	86 rooms	187.5 gals./room/day	16,125 gals./day
<b>Total</b>	86 rooms		16,125 gals./day

Source: Projected Utilities Use V.2021

The existing water supply facilities and infrastructure will accommodate this additional demand. In addition, the proposed project would be equipped with water efficient fixtures and drought tolerant landscaping will be planted throughout the project site. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

*Stormwater*

The City of Placentia is served by the Orange County Flood Control District (OCFCD), which operates and maintains regional and municipal storm drainage facilities. The proposed stormwater drainage would closely match the historic drainage pattern. The project would rebuilt gutters along Industrial Way which would flow into a catch basin. Onsite flow would be channeled into a drainage system before flowing into a biofiltration unit. The proposed biofiltration unit would have a treatment flow rate of 0.104 cubic-feet per second. *Therefore, project impacts would be less than significant.*

*Solid Waste Collection*

Commercial solid waste collection services are provided by Republic Services for disposal into the nearby landfills, primarily the Olinda Alpha landfill. The Olinda Alpha landfill accepts up to 8,000 tons of solid waste on a daily basis and processes an average of 7,000 tons of waste per day. As indicated in the Utilities Worksheet contained in Appendix B and summarized in Table 11, the proposed hotel project is anticipated to generate approximately 516 pounds per day of solid waste. A will serve letter was provided in October 2024. As a result, the potential impacts are considered to be less than significant. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

**TABLE 11 SOLID WASTE GENERATION (LBS./DAY)**

Use	Unit	Factor	Generation
Hotel	86 rooms	6.00 lbs./room/day	516 lbs./day
<b>Total</b>	86 rooms		516 lbs./day

Source: Projected Utilities Use V.2021

## **FINDINGS 5.6 – SIGNIFICANT EFFECTS RELATED TO INFILL DEVELOPMENT PROJECTS**

### **FINDING 5.6.1. – CUMULATIVE IMPACT**

#### **THRESHOLDS OF SIGNIFICANCE**

All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

#### **ENVIRONMENTAL ANALYSIS**

Cumulative impacts are defined as two or more individual effects which, when considered together, are considerable, compound or increase environmental effects. In addition, the following findings support the conclusions that no significant cumulative impacts would result:

- The location and extent of the proposed project would be limited to the project site. No other development projects are proposed in the adjacent areas in which the project site is located.
- The analysis determined that the proposed project would not result in any significant traffic impact impacts. The proposed project's daily net trip generation would be 687 daily trips, with 40 trips occurring during the morning (AM) peak hour and 51 trips occurring during the evening (PM) peak hour. Since the proposed project is only 42,631 square feet and below the 50,000 square foot ceiling, the trip generation and the VMT impacts resulting from the proposed project would be less than significant.
- The proposed project's air quality impacts, both short-term and long-term, would be less than significant. As a result, no cumulative air quality thresholds would be exceeded.

*The proposed project would be consistent with this finding with respect to cumulative effects.*

### **FINDING 5.6.2. – UNUSUAL CIRCUMSTANCES**

#### **THRESHOLDS OF SIGNIFICANCE**

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

#### **ENVIRONMENTAL ANALYSIS**

The proposed project would be site-specific within the existing project site and does not contain any unusual aspects in the ongoing operations that may lead to more significant effects. The proposed use is consistent with the commercial uses permitted within the zoning district. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

### **FINDING 5.6.3. - SCENIC NATURAL VIEWS**

#### **THRESHOLDS OF SIGNIFICANCE**

The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.

## ENVIRONMENTAL ANALYSIS

The nearest officially designated scenic highway is located approximately 3.44 miles southeast of the project site. The project site is located in an urbanized setting that contains commercial and industrial uses. No scenic natural resources or scenic corridor would be affected by the proposed project. The physical improvements would include the development of a 63-foot-tall hotel and would not exceed the 65-foot height limit. Additionally, the proposed development would be of similar size and scale to existing development nearby. The Woodsprings Suite hotel and Jefferson Cenza Apartments are of similar height and are located approximately 150 feet and 770 feet from the project site, respectively. The proposed improvements would not damage any scenic resources due to the site being within a developed urban area. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

### FINDING 5.6.4. - CORTESE LISTING

#### THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not be located on a property that has been identified by the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection as being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

#### ENVIRONMENTAL ANALYSIS

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control EnviroStor website to identify whether the project site is listed in the database as a Cortese site.<sup>19</sup> The search indicates the project site is not located on a Cortese site. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

### FINDING 5.6.5. - HISTORIC RESOURCES

#### THRESHOLDS OF SIGNIFICANCE

A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

#### ENVIRONMENTAL ANALYSIS

The project site is not included on the California Register of Historical Resources (CRHR) designated historic resources. *Thus, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

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<sup>19</sup> California, State of. Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/>

## CONCLUSIONS

Based on the analysis provided in this Categorical Exemption, the project meets and complies with the conditions and requirements of Class 32 (Infill Exemption) and would not have any significant environmental impacts.



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**BYER GEOTECHNICAL, INC.**

February 8, 2024  
BG 23793

Yagnesh and Chandrakant Patel  
17708 Alburdis Avenue  
Artesia, California 90701

Subject

Transmittal of Geotechnical Engineering Exploration  
Proposed Five-Story Hotel over a Subterranean Parking Level  
Assessor's Parcel No. 339-042-04  
Portion of Lot 6, Tract 5936, and Parcel No. PLA 015-021  
450 South Placentia Avenue  
Placentia, Orange County, California

Gentlepersons:

Byer Geotechnical has completed our report dated February 8, 2024, which describes the geotechnical engineering conditions with respect to the proposed project. The reviewing agency for this document is the City of Placentia, Building and Safety Department. Copies of the report and USB drive (PDF format) have been distributed as follows:

- (1) Yagnesh Patel (E-mail and Mail)
- (3) MAKE Architecture, Attention: Matt Kingstreet (E-mail and Mail)

It is our understanding that MAKE Architecture will file the report and USB drive with the City of Placentia. Please review the report carefully prior to submittal to the governmental agency. Questions concerning the report should be directed to the undersigned. Byer Geotechnical appreciates the opportunity to offer our consultation and advice on this project.

Very truly yours,  
**BYER GEOTECHNICAL, INC.**

Raffi S. Babayan  
Senior Project Engineer



BYER GEOTECHNICAL, INC.

GEOTECHNICAL ENGINEERING EXPLORATION  
PROPOSED FIVE-STORY HOTEL OVER A SUBTERRANEAN PARKING LEVEL  
ASSESSOR'S PARCEL NO. 339-042-04  
PORTION OF LOT 6, TRACT 5936, AND PARCEL NO. PLA 015-021  
450 SOUTH PLACENTIA AVENUE  
PLACENTIA, ORANGE COUNTY, CALIFORNIA  
FOR YAGNESH AND CHANDRAKANT PATEL  
BYER GEOTECHNICAL, INC., PROJECT NUMBER BG 23793  
FEBRUARY 8, 2024

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INTRODUCTION

This report has been prepared per our signed Agreement and summarizes findings of Byer Geotechnical, Inc., geotechnical engineering exploration performed on the subject site. The purpose of this study is to evaluate the nature, distribution, engineering properties, and geologic hazards of the earth materials underlying the site with respect to construction of the proposed project. This report is intended to assist in the design and completion of the proposed project and to reduce geotechnical risks that may affect the project. The professional opinions and advice presented in this report are based upon commonly accepted exploration standards and are subject to the AGREEMENT with TERMS AND CONDITIONS, and the GENERAL CONDITIONS AND NOTICE section of this report. No warranty is expressed or implied by the issuing of this report.

PROPOSED PROJECT

The scope of the proposed project was determined from consultation with Mr. Matt Kingstreet of MAKE Architecture (MAKE), and the preliminary plans prepared by MAKE, dated September 6, 2023. Final plans have not been prepared and await the conclusions and recommendations of this report. The project consists of the construction of a five-story hotel over one subterranean parking

level, which is planned to occupy almost the entire property, and a small portion of the cul-de-sac of Industrial Way that is located on the south side of the subject site. Retaining walls up to eight feet high are planned to support the excavation for the subterranean parking level. Two elevators are planned in the lobby area within the southwest portion of the proposed building. Retaining walls up to six feet high will be required to support the pit portion of the proposed elevators. Access to the subterranean parking level is to be provided by a ramp in the southwest corner of the proposed building, via the cul-de-sac of Industrial Way.

### EXPLORATION

The scope of the field exploration was determined from our initial site visit and consultation with Mr. Matt Kingstreet. The preliminary plans prepared by MAKE, dated September 6, 2023, were a guide to our work on this project. Exploration was conducted using techniques normally applied to this type of project in this setting. This report is limited to the area of the exploration and the proposed project as shown on the enclosed Site Plan and cross section. The scope of this exploration did not include an assessment of general site environmental conditions for the presence of contaminants in the earth materials and groundwater. Conditions affecting portions of the property outside the area explored are beyond the scope of this report.

Exploration was conducted on October 19, 2023, with the aid of a hollow-stem-auger drill rig. It included drilling five borings to the approximate depths of 11.5 to 40.4 feet below existing grade. Samples of the earth materials were obtained and delivered to our soils engineering laboratory for testing and analysis. The borings tailings were visually logged by the project soils engineer. Following drilling and sampling, the borings were backfilled and mechanically tamped.

Office tasks included laboratory testing of selected soil samples, review of published maps and photos for the area, review of our files, review of agency files, preparation of a cross section, preparation of the Site Plan, engineering analysis, and preparation of this report. Earth materials

exposed in the borings are described on the enclosed Log of Borings. Appendix II contains a discussion of the laboratory testing procedures and results.

The proposed project and the locations of the borings are shown on the enclosed Site Plan. Subsurface distribution of the earth materials and the proposed project are shown on Section A.

### SITE DESCRIPTION

The subject property consists of a vacant, irregularly-shaped, graded parcel that is located within the southwest portion of the city of Placentia, Orange County, California (33.8671° N Latitude, 117.8805° W Longitude). As depicted on the enclosed Aerial Vicinity Map, the property is bounded by the Burlington Northern Santa Fe Railroad on the north, the Industrial Way cul-de-sac on the south, a commercial establishment on the east, and Placentia Avenue on the west where the grade has been lowered to cross beneath the railroad underpass. The property is located approximately 320 feet west of the Orange (57) Freeway and one mile north of the Riverside (91) Freeway. A retaining wall up to 20 feet high is present adjacent to the west property boundary to support the grade change between the subject site and Placentia Avenue. The surrounding area has been developed generally with single-family residences on the north, and commercial/industrial establishments on the east, west, and south.

Based on our review of historic aerial photographs using [www.historicaerials.com](http://www.historicaerials.com) website, a commercial/industrial establishment previously occupied the subject site since at least 1972, and was apparently removed to facilitate the construction of the railroad underpass on Placentia Avenue, and the associated 20-foot-high retaining wall on the west side of the subject property between 2012 and 2014. Based on the enclosed As-Built plans, the retaining wall (RW No. 2) is supported by a continuous footing that is constructed below the sidewalk of Placentia Avenue, as shown on Drawing No. RW-8 (Appendix I).

Past grading on the site has consisted of a temporary excavation within the west portion during the construction of the railroad underpass on Placentia Avenue. The excavation was backfilled following the construction of the retaining wall on the west side of the site.

Surface drainage is by sheetflow runoff down the contours of the land to the south-southwest to Industrial Way.

### GROUNDWATER

Groundwater was not encountered in the borings to the maximum explored depth of 40.4 feet below existing grade. In *Seismic Hazard Zone Report 03*, the California Geological Survey (CGS) has estimated the historically-highest groundwater level at the site was greater than 50 feet below ground surface (CGS, 1997), as shown on the enclosed Historic-High Groundwater Map.

Seasonal fluctuations in groundwater levels occur due to variations in climate, irrigation, development, and other factors not evident at the time of the exploration. Groundwater levels may also differ across the site. Groundwater can saturate earth materials causing subsidence or instability of slopes.

### EARTH MATERIALS

#### Fill (Afu)

Fill, associated with previous site grading, underlies the subject site and ranges from 2½ feet within the east portion, to as much as 20 feet within the west portion as encountered in Borings 2 and 3. Greater depths of fill may occur locally. The fill consists of silty sand, clayey sand, and sand that are dark olive-gray to dark olive-brown, slightly moist to moist, and medium dense to very dense, with varying amounts of asphalt and concrete debris, as well as crushed rock.

### Alluvium (Qal/Qyf)

Natural alluvium underlies the east and central portions of the site and was encountered in Borings 1, 4, and 5. The alluvium is on the order of 17½ feet thick and consists of sand, silty sand, and clay that are light brown to olive-brown, slightly moist to very moist, medium dense, and medium stiff.

### Older Alluvium (Qvof)

Older alluvium deposits underlie the subject property at depth and were encountered in Borings 1, 2, and 3. The older alluvium consists of a thin layer of sandy clay, underlain by sand. The older alluvium is slightly moist, very stiff, medium dense to very dense.

## GENERAL SEISMIC CONSIDERATIONS

### Regional Faulting

The subject property is located in an active seismic region. Moderate to strong earthquakes can occur on numerous local faults. The United States Geological Survey, California Geological Survey (CGS), private consultants, and universities have been studying earthquakes in southern California for several decades. Early studies were directed toward earthquake prediction and estimation of the effects of strong ground shaking. Studies indicate that earthquake prediction is not practical and not sufficiently accurate to benefit the general public. Governmental agencies now require earthquake-resistant structures. The purpose of the code seismic-design parameters is to prevent collapse during strong ground shaking. Cosmetic damage should be expected.

Southern California faults are classified as "active" or "potentially active." Faults from past geologic periods of mountain building that do not display evidence of recent offset are considered "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults." No known active faults cross the subject

property, and the property is not located within a currently-designated Alquist-Priolo Earthquake Fault Zone (CGS, 2000). Therefore, the potential for surface rupture onsite is considered to be very low.

The known regional local active and potentially-active faults that could produce the most significant ground shaking on the site include the Elsinore-Whittier Section Fault. Another fault that is located near the site is the Puente Hills (Coyote Hills) blind thrust; however, this fault is considered inactive (ICBO, 1998). Forty-one faults were found within a 100-kilometer-radius search area from the site using EZ-FRISK V8.07 computer program. The results of seismic-source analysis are listed in Appendix III. The closest mapped "active" fault is the Elsinore-Whittier Section Fault, a Type A fault that is located 7.4 kilometers (4.6 mile) northeast of the site. The Elsinore-Whittier Section Fault is capable of producing a maximum moment magnitude of 7.9 and an average slip rate of  $2.5 \pm 1.0$  millimeters per year (Cao et al., 2003). General locations of regional active faults with respect to the subject site are shown on the enclosed Regional Fault Map (Appendix III).

Seismic Design Coefficients

The following table lists the applicable seismic coefficients for the project based on the California Building Code:

SEISMIC COEFFICIENTS (2022 California Building Code - Based on ASCE Standard 7-16)		
Latitude = 33.8671° N Longitude = 117.8805° W	Short Period (0.2s)	One-Second Period
Earth Materials and Site Class from Table 20.3.3, ASCE Standard 7-16	Alluvium / Older Alluvium - D	
Mapped Spectral Accelerations from Figures 22-1 and 22-2	$S_s = 1.635$ (g)	$S_1 = 0.576$ (g)
Site Coefficients from Tables 11.4-1 and 11.4-2	$F_A = 1.0$	$F_V = 1.7$ (g)
Maximum Considered Spectral Response Accelerations from Equations 11.4-1 and 11.4-2	$S_{MS} = 1.635$ (g)	$S_{M1} = 0.979$ (g)
Design Spectral Response Accelerations from Equations 11.4-3 and 11.4-4	$S_{DS} = 1.090$ (g)	$S_{D1} = 0.653$ (g)
Maximum Considered Earthquake Geometric Mean ( $MCE_G$ ) Peak Ground Acceleration, adjusted for Site Class effects	$PGA_M = 0.769$ (g)	

Reference: American Society for Civil Engineers, **ASCE 7 Hazard Tool**, <https://asce7hazardtool.online/>

The mapped spectral response acceleration parameter for the site for a 1-second period ( $S_1$ ) is less than 0.75g. The design spectral response acceleration parameters for the site for a 1-second period ( $S_{D1}$ ) is greater than 0.20g, and/or the short period ( $S_{DS}$ ) is greater than 0.50g. Therefore, the project is considered to be in Seismic Design Category D.

The principal seismic hazard to the proposed project is strong ground shaking from earthquakes produced by local faults. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Additional precautions may be taken, including strapping water heaters and securing furniture to walls and floors. It is likely that the subject property will be shaken by future earthquakes produced in southern California.

#### Seismic Hazard Deaggregation Analysis

A probabilistic seismic hazard deaggregation analysis was performed on the subject site. Seismic parameters were determined using currently-available earthquake and fault information utilizing the 2018 National Seismic Hazard Model (NSHM) for Conterminous U.S. by the United States Geological Survey (USGS) Earthquake Hazard Toolbox (USGS, 2023). A shear-wave velocity ( $V_{s30}$ ) of 260 meters-per-second (Site Class D) was used in the analysis. Hazard deaggregation indicates a predominant modal earthquake magnitude of 6.1 (Mw) at a modal distance of 8.2 kilometers. The Peak Horizontal Ground Acceleration (PHGA) with a 10-percent probability of exceedance in 50 years is estimated to be 0.44g on the subject site. These ground motions could occur at the site during the life of the project. Results of the analysis are graphically presented in the enclosed "Seismic Hazard Deaggregation Chart" (Appendix III).

#### Liquefaction

The CGS has not mapped the site within an area where historic occurrence of liquefaction or geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693 (c) would be required, as shown on the enclosed Seismic Hazard Zones Map. Current and historic-high groundwater levels are more than 50 feet below grade. Therefore, the earth materials underlying the subject site are not considered to be subject to liquefaction.

### Earthquake-Induced Landsliding

The CGS has not designated the property within a state zone requiring seismic landslide investigation per Public Resources Code, Section 2693 ©, as shown on the enclosed Seismic Hazard Zones Map. Slopes are not present onsite and, therefore, earthquake-induced landsliding is not considered an issue to the proposed project.

### Seiches and Tsunamis

Seiches are large waves generated in enclosed bodies of water, such as lakes and reservoirs, in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. The site is not located near any lake or reservoir. Furthermore, the site is at an average elevation of 209 feet above mean sea level and is located approximately 15 miles from the Pacific Ocean shoreline. Therefore, the risk to the project from seiches or tsunamis is considered to be nil.

## CONCLUSIONS AND RECOMMENDATIONS

### General Findings

The conclusions and recommendations of this exploration are based upon review of the preliminary plans, review of published maps, five borings, research of available records, laboratory testing, engineering analysis, and years of experience performing similar studies on similar sites. It is the finding of Byer Geotechnical, Inc., that development of the proposed project is feasible from a geotechnical engineering standpoint, provided the advice and recommendations contained in this report are included in the plans and are implemented during construction.

The recommended bearing materials are the natural alluvium and older alluvium. Conventional foundations may be used to support the east and central portions of the proposed building, where firm natural alluvium is expected at the bottom of excavation for the subterranean level (see Section A). Deepened foundations consisting of friction piles, possibly tied with grade beams, are recommended to support the west portion of the proposed building, to extend below the existing fill and be founded into the alluvium and older alluvium (see Section A). The existing fill should not be used for axial and lateral support. For piles located closer than eight-pile diameters from the underpass retaining wall, the portion of the pile shaft located above a 1:1 plane projected from the bottom of the underpass retaining wall should be provided with a steel casing. The inside diameter of the steel casing should be larger than the size of the friction pile to allow for a minimum of ½ inch lateral movement to avoid a lateral surcharge on the underpass retaining wall.

Soils to be exposed at finished grade are expected to exhibit a low expansion potential.

Geotechnical issues affecting the project include temporary excavations for the subterranean parking level up to 11 feet in height, including an estimate of the conventional foundation/grade beam embedment depth. Temporary shoring consisting of soldier piles and continuous lagging is recommended to facilitate the construction of the subterranean parking level retaining walls and to support existing offsite improvements. Recommendations for temporary shoring are included in the "Temporary Excavations" section of this report.

## FOUNDATION DESIGN

### Spread Footings

Continuous and/or pad footings may be used to support the east and central portions of the proposed building, provided they are founded in firm alluvium. Continuous footings should be a minimum of 12 inches in width. Pad footings should be a minimum of 24-inches square. The following chart contains the recommended design parameters.

Bearing Material	Minimum Embedment Depth of Footing (Inches)	Vertical Bearing (psf)	Coefficient of Friction	Passive Earth Pressure (pcf)	Maximum Earth Pressure (psf)
Alluvium	24	2,000	0.36	200	4,000

Increases in the bearing value are allowable at a rate of 400 pounds-per-square-foot for each additional foot of footing width or depth to a maximum of 4,000 pounds-per-square-foot. For bearing calculations, the weight of the concrete in the footing may be neglected.

The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading, which includes the effects of wind or seismic forces. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.

Footings adjacent to retaining walls should be deepened below a 1:1 plane from the bottom of the lower retaining wall, or the footings should be designed as grade beams to bridge from the wall to the 1:1 plane.

All continuous footings should be reinforced with a minimum of four #4 steel bars: two placed near the top and two near the bottom of the footings. Footings should be cleaned of all loose soil, moistened, free of shrinkage cracks, and approved by the geotechnical engineer prior to placing forms, steel, or concrete.

Friction Piles - Axial Capacity

Cast-in-place, concrete friction piles are recommended to support the west portion of the proposed building. Piles should be a minimum of 24 inches in diameter and a minimum of ten feet into the alluvium and older alluvium. The structural engineer may design piles that are deeper or larger in diameter depending on the loads. The piles may be designed per the enclosed allowable skin friction values (see Charts #1 - #3, Appendix II) for that portion of pile in contact with the alluvium and older alluvium.

Piles may be assumed fixed at 6 feet below the top of pile for free-head conditions, and 10 feet below the top of the pile for fixed-head conditions. The point of fixity for piles that are provided with a steel casing should be taken at the tip of the casing or the 1:1 plane shown on Section A, whichever is greater.

Piles spaced more than three-pile diameters center-to-center may be considered isolated for axial capacity. The axial capacity of piles placed in a group closer than three-pile diameters should be reduced. The pile-group-efficiency factor shown in the following table should be applied for the total axial capacity of the individual piles:

Pile Group Efficiency Table - Axial Capacity			
Pile Spacing (in pile diameter "D")	Group Efficiency*		
	2 Piles	3 Piles	4 Piles
2.50 D	88%	80%	76%
2.25 D	87%	78%	73%
2.00 D	85%	75%	70%
1.75 D	83%	72%	67%
1.50 D	81%	69%	63%
1.25 D	79%	64%	57%

\* Reference: *Converse-Labarre Equation, Bowles, Foundation Analysis and Design, 1997.*

### Uplift Forces

Uplift forces on piles may result during a seismic event. The allowable uplift skin resistance and total capacity should be taken as one-half the allowable downward skin friction shown on the enclosed Allowable Pile Axial Capacity charts.

### Friction Piles - Lateral Design

The friction value is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading, which includes the effects of wind or seismic forces. Resistance to lateral loading may be provided by passive earth pressure within the alluvium and older alluvium.

Passive earth pressure may be computed as an equivalent fluid having a density of 250 pounds-per-cubic-foot. The maximum allowable earth pressure is 4,000 pounds-per-square-foot. For design of isolated piles, the allowable passive and maximum earth pressures may be increased by 100 percent. Piles spaced more than eight-pile diameters center-to-center may be considered isolated for lateral capacity in the direction of lateral movement.

The lateral capacity of piles placed in a group closer than eight-pile diameters should be reduced. The pile-group-efficiency factor shown in the following table should be applied for the total lateral capacity of the individual piles:

Pile Group Efficiency Table - Lateral Capacity	
Pile Spacing (in pile dimension "D")	Group Efficiency
7 D	85%
6 D	80%
5 D	70%
4 D	60%
3 D	40%

#### Foundation Settlement

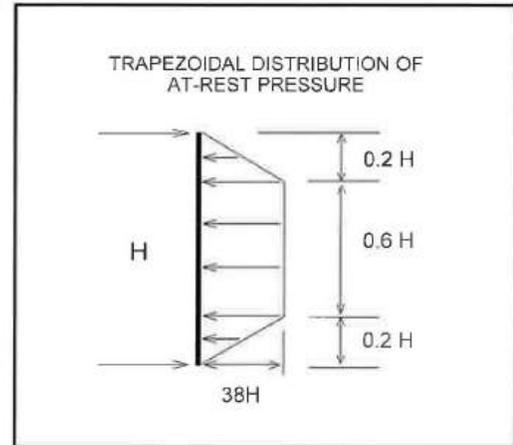
Settlement of the conventional and deepened foundation systems is expected to occur on initial application of loading. A total settlement of one-half of an inch to one inch may be anticipated. Differential settlement should not exceed one-fourth of an inch over a horizontal distance of 30 feet.

### RETAINING WALLS

#### General Design

Cantilever retaining walls up to eight feet high, with a level backslope and uniform vehicular surcharge of 300 pounds-per-foot, may be designed for an active equivalent fluid pressure of 43 pounds-per-cubic-foot (see Calculation Sheet #1a). Retaining walls should be provided with a subdrain or weepholes covered with a minimum of 12 inches of ¾-inch crushed gravel.

Proposed subterranean retaining walls, which will be restrained, should be designed for the at-rest lateral earth pressure of  $38H$ , where  $H$  is the height of the wall (see Calculation Sheet #2a). The diagram illustrates the trapezoidal distribution of earth pressure. The design earth pressures assume that the walls are free draining.



Subterranean retaining walls should be provided with a subdrain or weepholes covered with a minimum of 12 inches of  $\frac{3}{4}$ -inch crushed gravel. An alternative subdrain system, consisting of Miradrain and gravel pockets (one-cubic-foot minimum) connected to a solid pipe outlet, may be used behind the subterranean retaining walls. A sump pump will be required for basement subdrains. The gravel pockets should be excavated to penetrate the slurry backfill behind the lagging to ensure contact with the earth materials behind the lagging.

### Seismic Load

Seismic analysis of the cantilever and restrained retaining walls indicates that no additional loading due to seismic forces is required, since the calculated seismic thrusts are less than the static active and at-rest design thrusts for a retained height up to 8 feet (see Calculation Sheets #1Sa and #3Sa).

### Hydrostatic Pressure

Since the elevator pits are planned below the subterranean parking level, covered with a concrete slab-on-grade, the subdrain system may be omitted for the elevator-pit walls. These walls should be designed for an active equivalent fluid pressure of 30 pounds-per-cubic-foot (triangular distribution), or at-rest lateral pressure of  $20H$  (trapezoidal distribution). An additional triangular pressure of 62.4 pounds-per-cubic-foot should be applied in the design of the elevator pit walls to resist hydrostatic forces.

### Backfill

Retaining wall backfill should be compacted to a minimum of 90 percent of the maximum dry density as determined by ASTM D 1557-12, or equivalent. Where access between the retaining wall and the temporary excavation prevents the use of compaction equipment, retaining walls should be backfilled with  $\frac{3}{4}$ -inch crushed gravel to within two feet of the ground surface. Where the area between the wall and the excavation exceeds 18 inches, the gravel must be vibrated or wheel-rolled, and tested for compaction. The upper two feet of backfill above the gravel should consist of a compacted-fill blanket to the surface. Restrained walls should not be backfilled until the restraining system is in place.

### Foundation Design

Retaining wall footings may be sized per the "Deepened Foundations" and "Spread Footings" sections of this report.

### Retaining Wall Deflection

It should be noted that non-restrained retaining walls can deflect up to one percent of their height in response to loading. This deflection is normal and results in lateral movement and settlement of the backfill toward the wall. The zone of influence is within a 1:1 plane from the bottom of the wall. Hard surfaces or footings placed on the retaining wall backfill should be designed to avoid the effects of differential settlement from this movement. Decking that caps a retaining wall should be provided with a flexible joint to allow for the normal deflection of the retaining wall. Decking that does not cap a retaining wall should not be tied to the wall. The space between the wall and the deck will require periodic caulking to prevent moisture intrusion into the retaining wall backfill.

## TEMPORARY EXCAVATIONS

Temporary excavations will be required to construct the subterranean parking level of the proposed building, and to support existing offsite improvements. The excavations are expected to be up to about 11 feet in height and will expose fill and alluvium. Vertical excavations up to four feet high are considered temporarily stable (see Calculation Sheet #4). Where vertical excavations exceed four feet in height, the upper portion should be trimmed to 1:1 (45 degrees).

Vertical excavations removing support from adjacent footings or adjacent to property lines will require the use of temporary shoring such as soldier piles. Design values can be found in the "Soldier Piles" section below.

The geologist should be present during grading to see temporary slopes. All excavations should be stabilized within 30 days of initial excavation. Water should not be allowed to pond on top of the excavations nor to flow toward them. No vehicular surcharge should be allowed within three feet of the top of the cut.

### Soldier Piles

Drilled, cast-in-place concrete soldier piles may be utilized as temporary shoring to support excavations to construct the subterranean parking level of the proposed building, and to support existing offsite improvements. The piles should be a minimum of 18 inches in diameter and a minimum of ten feet into the existing fill/alluvium/older alluvium below the excavation. Piles may be assumed fixed at three feet into the existing fill/alluvium/older alluvium below the excavation. The piles may be designed for a skin friction of 400 pounds-per-square-foot for that portion of pile in contact with the existing fill/alluvium/older alluvium below the excavation. Piles should be spaced a maximum of eight feet on center. Shoring spacing may be increased up to 10 feet on center in local areas such as ramp approaches and corners of shoring. The piles may be designed for an active equivalent fluid pressure of 30 pounds-per-cubic-foot (see Calculation Sheets #5 and #6). The

equivalent fluid pressure should be multiplied by the pile spacing. The piles may be included in the permanent retaining wall. Where a combination of sloped embankment and shoring is used, the pressure will be greater and must be determined for each combination.

### Lateral Design

The friction value is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading, which includes the effects of wind or seismic forces. Resistance to lateral loading may be provided by passive earth pressure within the existing fill/alluvium/older alluvium.

Passive earth pressure may be computed as an equivalent fluid having a density of 200 pounds-per-cubic-foot. The maximum allowable earth pressure is 4,000 pounds-per-square-foot. For design of isolated piles, the allowable passive and maximum earth pressures may be increased by 100 percent. Piles spaced more than 2½-pile diameters on center may be considered isolated.

### Lagging

Continuous lagging is recommended between the soldier piles. The soldier piles should be designed for the full anticipated lateral pressure. However, the pressure on the lagging will be less due to arching in the soils. Lagging should be designed for the recommended earth pressure, but may be limited to a maximum value of 400 pounds-per-square-foot. The space behind lagging should be backfilled with cement slurry.

Lagging should be placed behind the front flange of the shoring steel I-beams. In some cases, the shoring is designed with the lagging behind the rear flange of the shoring steel I-beams. This is to maximize the interior area and position the walls as near the property lines as possible. During the installation of lagging behind the rear flange, the shoring is not supporting the excavation while the lagging is placed and backfilled. This can cause damage to adjacent offsite improvements, such as

buildings, site walls, sidewalks, etc. If lagging is to be placed behind the rear flange of the I-beams, the lagging should be installed in slot cuts (ABC method), where lagging is installed and slurry-backfilled in the "A" slots before the "B" and "C" slots are excavated for lagging. Also, the maximum vertical height exposed should be no more than five feet.

### Deflection

Some deflection of the shored embankment should be anticipated. Where shoring is planned adjacent to existing structures, it is recommended that lateral deflection not exceed one-half of an inch. For shoring not surcharged by a structure, the allowable deflection is deferred to the structural engineer. If greater deflection occurs during construction, additional bracing or anchors may be necessary to minimize deflection. If desired to reduce the deflection of the shoring, a greater active pressure could be used in the shoring design.

### FLOOR SLABS

Floor slabs should be cast over firm natural alluvium and reinforced with a minimum of #4 bars on 16-inch centers, each way. The west portion of the floor slab overlying the existing fill should be structurally designed to bridge between the piles.

Slabs that will be provided with a floor covering should be protected by a polyethylene plastic vapor barrier. The barrier should be sandwiched between the layers of sand, about two inches each, to prevent punctures and aid in the concrete cure. A low-slump concrete may be used to minimize possible curling of the slab. The concrete should be allowed to cure properly before placing vinyl or other moisture-sensitive floor covering.

It should be noted that cracking of concrete slabs is common. The cracking occurs because concrete shrinks as it cures. Control joints, which are commonly used in exterior decking to control such cracking, are normally not used in interior slabs. The reinforcement recommended above is intended to reduce cracking and its proper placement is critical to the performance of the slab. The minor shrinkage cracks, which often form in interior slabs, generally do not present a problem when carpeting, linoleum, or wood floor coverings are used. The slab cracks can, however, lead to surface cracks in brittle floor coverings such as ceramic tile.

#### EXTERIOR CONCRETE DECKS

Decking should be cast over an approved compacted subgrade and reinforced with a minimum of #3 bars placed 18 inches on center, each way. Decking that caps a retaining wall should be provided with a flexible joint to allow for the normal one to two percent deflection of the retaining wall. Decking that does not cap a retaining wall should not be tied to the wall. The space between the wall and the deck will require periodic caulking to prevent moisture intrusion into the retaining wall backfill. The subgrade should be moistened prior to placing concrete.

#### UTILITY-TRENCH BACKFILL

Utility trenches on the subject site may be backfilled with the onsite soil, provided it is free of debris and oversized material. Prior to backfilling the trench, pipes should be bedded and shaded in a granular material that has a sand equivalent (SE) of 30 or greater. The sand should extend 12 inches above the top of the pipe. The bedding/shading sand should be densified in-place by water jetting. Soil backfill above the bedding sand should be placed in thin, loose layers, moistened as required, and compacted to at least 90 percent of the maximum dry density. The thickness of layers should be based on the type of equipment used for compaction in accordance with the recent edition of Standard Specifications for Public Works Construction (Greenbook).

### CEMENT TYPE AND CORROSION PROTECTION

A representative sample of the near-surface soil was obtained during field exploration for laboratory testing. Corrosion test results are included in Appendix I. The results indicate that concrete structures in contact with the soils onsite will have a negligible exposure to water-soluble sulfates in the soil. According to Tables 19.3.1.1 and 19.3.2.1 of Section 19.3 of the ACI 318-14 Code, Type II cement may be used for concrete construction.

The results of the laboratory testing also indicate that the near-surface soil onsite is considered corrosive to ferrous metals. Special mitigation measures for corrosion protection of steel and other metallic elements in contact with the soil may be required. The corrosion information presented in Appendix I of this report should be provided to the underground utility subcontractor.

### DRAINAGE

Control of site drainage is important for the performance of the proposed project. Pad and roof drainage should be collected and transferred to the street or approved location in non-erosive drainage devices. Drainage should not be allowed to pond on the pad or against any foundation or retaining wall. Planters located within retaining wall backfill should be sealed to prevent moisture intrusion into the backfill. Drainage control devices require periodic cleaning, testing, and maintenance to remain effective.

#### Low-Impact Development (LID) Requirements

Typically, infiltration systems are utilized in areas underlain by pervious granular earth materials that have high percolation characteristics. In addition, infiltration systems are normally planned at least 10 feet from adjacent property lines or public right-of-way, and 10 feet from a 1:1 plane projected from the bottom of adjacent structural foundations. The proposed building is planned to occupy the entire site. In addition, the subject site is partially underlain by fill. Allowing water to percolate into

the fill will most likely increase the potential for hydroconsolidation and ensuing settlement. Therefore, onsite infiltration is not recommended.

As an alternative, a biofiltration system, a capture-and-reuse system, or equivalent, may be installed on the site in accordance with the City of Placentia Best Management Practices. A planter box may be used to capture and treat storm-water runoff through different soil layers before discharging water to the street storm drain. The planter box should be an impermeable rigid structure that is equipped with an underdrain to prevent water infiltration to the underlying subsurface earth materials. Planter boxes may be situated aboveground and placed adjacent to buildings. Planter boxes should be designed as freestanding and for an inward equivalent fluid pressure of 43 pounds-per-cubic-foot. This fluid pressure includes possible vehicular surcharge. Byer Geotechnical, Inc., should be provided with the final plans to verify the location of the planter boxes.

### Irrigation

Control of irrigation water is a necessary part of site maintenance. Soggy ground and perched water may result if irrigation water is excessively applied. Irrigation systems should be adjusted to provide the minimum water needed. Adjustments should be made for changes in climate and rainfall.

## WATERPROOFING

Interior and exterior retaining walls are subject to moisture intrusion, seepage, and leakage, and should be waterproofed. Waterproofing paints, compounds, or sheeting can be effective if properly installed. Equally important is the use of a subdrain that daylights to the atmosphere. The subdrain should be covered with ¾-inch crushed gravel to help the collection of water. Landscape areas above the wall should be sealed or properly drained to prevent moisture contact with the wall or saturation of wall backfill.

### PLAN REVIEW

Formal plans ready for submittal to the building department should be reviewed by Byer Geotechnical. Any change in scope of the project may require additional work.

### SITE OBSERVATIONS DURING CONSTRUCTION

The building department requires that the geotechnical engineer provide site observations during grading and construction. Foundation excavations should be observed and approved by the geotechnical engineer or geologist prior to placing steel, forms, or concrete. The engineer/geologist should observe bottoms for fill, compaction of fill, temporary and soldier pile excavations, lagging and slurry backfill, and subdrains. All fill that is placed should be approved by the geotechnical engineer and the building department prior to use for support of structural footings and floor slabs.

Please advise Byer Geotechnical, Inc., at least 24 hours prior to any required site visit. The building department stamped plans, the permits, and the geotechnical reports should be at the job site and available to our representative. The project consultant will perform the observation and post a notice at the job site with the findings. This notice should be given to the agency inspector.

### FINAL REPORTS

The geotechnical engineer will prepare interim and final compaction reports upon request. The geologist will prepare reports summarizing pile excavations.

CONSTRUCTION SITE MAINTENANCE

It is the responsibility of the contractor to maintain a safe construction site. The area should be fenced and warning signs posted. All excavations must be covered and secured. Soil generated by foundation excavations should be either removed from the site or placed as compacted fill. Soil should not be spilled over any descending slope. Workers should not be allowed to enter any unshored trench excavations over five feet deep. Water shall not be allowed to saturate open footing trenches.

GENERAL CONDITIONS AND NOTICE

This report and the exploration are subject to the following conditions. Please read this section carefully; it limits our liability.

In the event of any changes in the design or location of any structure, as outlined in this report, the conclusions and recommendations contained herein may not be considered valid unless the changes are reviewed by Byer Geotechnical, Inc., and the conclusions and recommendations are modified or reaffirmed after such review.

The subsurface conditions, excavation characteristics, and geologic structure described herein have been projected from test excavations on the site and may not reflect any variations that occur between these test excavations or that may result from changes in subsurface conditions.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, irrigation, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can be extremely hazardous. Saturation of earth materials can cause subsidence or slippage of the site.

If conditions encountered during construction appear to differ from those disclosed herein, notify us immediately so we may consider the need for modifications. Compliance with the design concepts, specifications, and recommendations requires the review of the engineering geologist and geotechnical engineer during the course of construction.

THE EXPLORATION WAS PERFORMED ONLY ON A PORTION OF THE SITE, AND CANNOT BE CONSIDERED AS INDICATIVE OF THE PORTIONS OF THE SITE NOT EXPLORED.

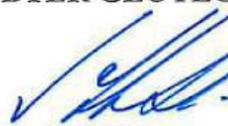
This report, issued and made for the sole use and benefit of the client, is not transferable. Any liability in connection herewith shall not exceed the Phase I fee for the exploration and report or a negotiated fee per the Agreement. No warranty is expressed, implied, or intended in connection with the exploration performed or by the furnishing of this report.

THIS REPORT WAS PREPARED ON THE BASIS OF THE PRELIMINARY DEVELOPMENT PLAN FURNISHED. FINAL PLANS SHOULD BE REVIEWED BY THIS OFFICE AS ADDITIONAL GEOTECHNICAL WORK MAY BE REQUIRED.

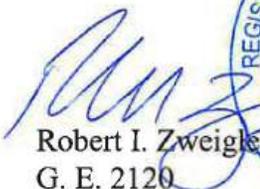
Byer Geotechnical appreciates the opportunity to provide our service on this project. Any questions concerning the data or interpretation of this report should be directed to the undersigned.

Respectfully submitted,

**BYER GEOTECHNICAL, INC.**

  
Raffi S. Babayan  
P. E. 72168



  
Robert I. Zweigler  
G. E. 2120



RSB:RIZ:cj

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Enc: List of References

- Appendix I - As-Built Plans for Placentia Avenue Railroad Underpass
  - Drawing No. R - 2, Roadway Improvements
  - Drawing No. RW - 8, Retaining Wall No. 2 - General Plan No. 1
  - Drawing No. RW - 11, Retaining Wall No. 2 - Details No. 1
- Appendix II - Laboratory Testing and Log of Borings
  - Laboratory Testing (2 Pages)
  - Shear Test Diagrams (3 Pages)
  - Consolidation Curves (3 Pages)
  - Log of Borings 1 - 5 (7 Pages)
- Appendix III - Calculations and Figures
  - Seismic Sources (2 Pages)
  - Seismic Hazard Deaggregation Chart (2 Pages)
  - Allowable Pile Axial Capacity Charts (3 Pages)
  - Retaining Wall Calculation Sheet #1 - #3 (10 Pages)
  - Temporary Excavation Calculation Sheet #4
  - Shoring Pile Calculation Sheets #5 and #6 (4 Pages)
  - Aerial Vicinity Map
  - Regional Topographic Map
  - Historic Topographic Map
  - Regional Geologic Map #1 and #2 (2 Pages)
  - Regional Fault Map
  - Seismic Hazard Zones Map
  - Historic-High Groundwater Map
  - Site Plan
  - Section A

- xc: (1) Yagnesh Patel (E-mail and Mail)  
(3) MAKE Architecture, Attention: Matt Kingstreet (E-mail and Mail)

---

BYER GEOTECHNICAL, INC.

REFERENCES

- Bedrosian, T. L., et al. (2010), **Geologic Compilation of Quaternary Surficial Deposits in Southern California**, Special Report 217 (Revised).
- California Building Standards Commission (2022), **2022 California Building Code**, Based on the 2021 International Building Code (IBC), Title 24, Part 2, Vol. 1 and 2.
- California Department of Conservation (1998), **State of California, Seismic Hazard Zones, Anaheim Quadrangle**, Official Map, Division of Mines and Geology.
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- California Department of Conservation (2008), **Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California**.
- California Geological Survey (Formerly California Division of Mines and Geology), 2000, **Digital Images of Official Maps of Alquist-Priolo Earthquake Fault Zones, Southern Region**, DMG CD 2000-003.
- Cao, T., et al. (2003), **The Revised 2002 California Probabilistic Seismic Hazard Maps**, June, 2003.
- ICBO (1998), **Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada**.
- Jennings, C. W., and Bryant, W. A. (2010), **Fault Activity Map of California**, California Geological Survey, 150<sup>th</sup> Anniversary, Map No. 6.
- Morton, D. M., and Miller, F. K. (2006), **Geologic Map of the San Bernardino and Santa Ana 30' X 60' Quadrangles, California**, 1:100,000 scale, United States Geological Survey, Open File Report 2006-1217, Version 1.0.
- U.S. Geological Survey, **Earthquake Hazard Toolbox - Seismic Hazard Deaggregation, NSHM Conterminous U.S. 2018**, <https://earthquake.usgs.gov/nshmp/hazard/disagg>.

**Software**

*EZ-FRISK 8.07*, Fugro Consultants, Inc.

February 8, 2024  
BG 23793

## **APPENDIX I**

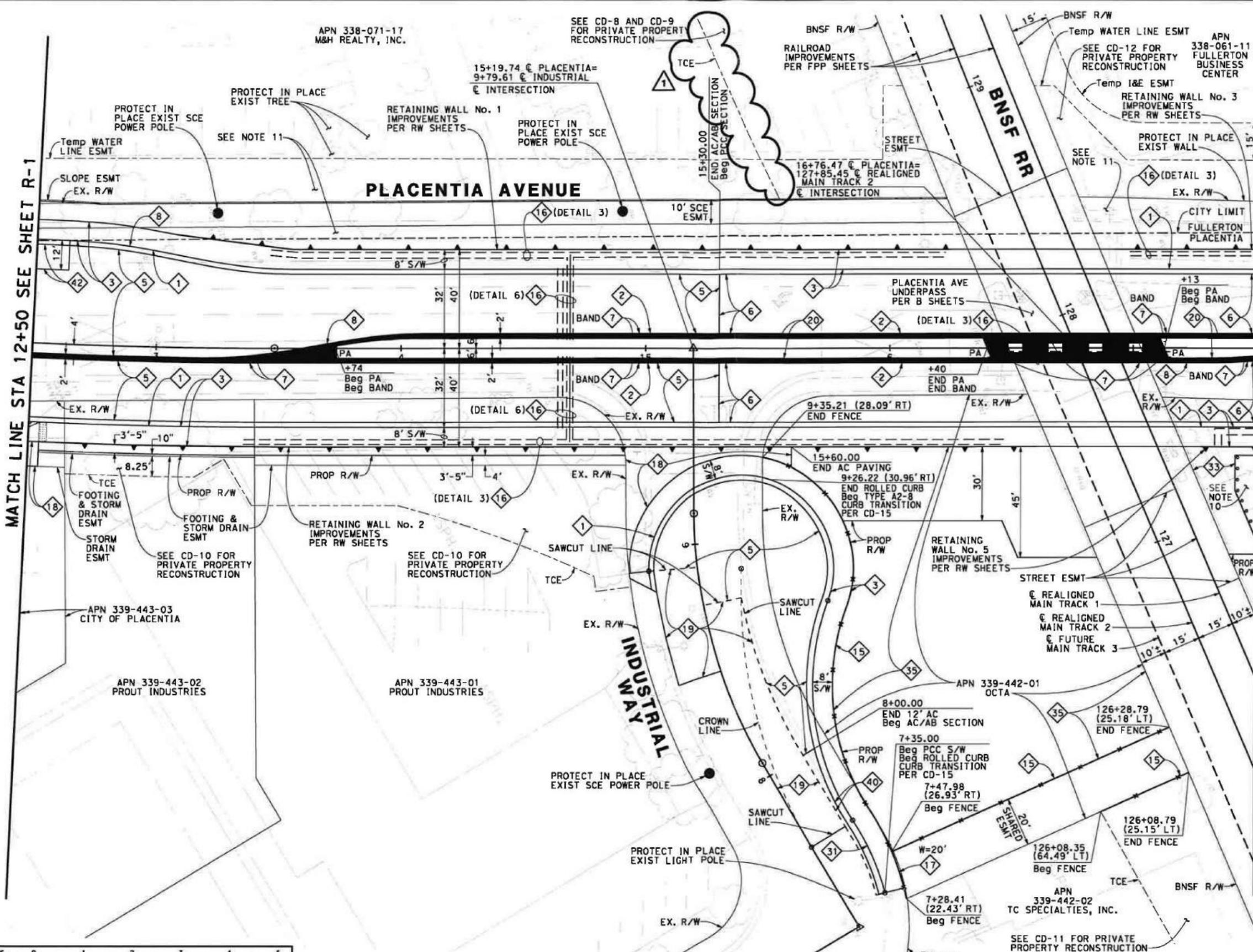
As-Built Plans for Placentia Avenue Railroad Underpass

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**BYER GEOTECHNICAL, INC.**

1461 East Chevy Chase Drive, Suite 200 • Glendale, California 91206 • tel 818.549.9959 • fax 818.543.3747 • [www.byergeo.com](http://www.byergeo.com)

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- ### GENERAL NOTES
- SEE SL SHEETS FOR STREET LIGHTING DETAILS.
  - SEE L SHEETS FOR LANDSCAPE AND IRRIGATION DETAILS.
  - SEE U SHEETS FOR GENERAL DISPOSITION OF UTILITIES WITHIN PROJECT AREA.
  - SEE CD SHEETS FOR ADDITIONAL DETAILS AND RECONSTRUCTION WITHIN PRIVATE PROPERTY.
  - SEE SD SHEETS FOR STORM DRAIN DETAILS.
  - SEE WG AND WF SHEETS FOR WATER LINE DETAILS.
  - SEE S AND SF SHEETS FOR SEWER LINE DETAILS.
  - SEE TS SHEETS FOR TRAFFIC SIGNAL DETAILS.
  - SLOPES SHALL NOT EXCEED 3:1.
  - SEE SHEET CD-5 FOR DETAILS OF PUMP STATION MAINTENANCE PAD IMPROVEMENTS.
  - SEE SHEET CD-6 FOR DETAILS OF TREATMENT BEHIND RW No. 1 AND RW No. 3.

- ### CONSTRUCTION NOTES
- CONSTRUCT TYPE A2-8 CURB AND GUTTER PER OC RDMD No. 120-1.
  - CONSTRUCT TYPE C1-8 CURB PER OC RDMD No. 120-1.
  - CONSTRUCT PCC SIDEWALK PER OC RDMD No. 1205. SEE L SHEETS FOR VINE PLANTER LOCATION.
  - PLACE 6" AC PAVEMENT OVER 12" CLASS 2 AB OVER 24" SELECT FILL MATERIAL @ 95% RELATIVE COMPACTION.
  - PLACE 9" PCC PAVEMENT OVER 12" CLASS 2 AB OVER 24" SELECT FILL MATERIAL @ 95% RELATIVE COMPACTION. SEE SHEET CD-13 FOR JOINT DETAILS.
  - CONSTRUCT STAMPED CONCRETE OR STAMPED CONCRETE BAND (AS SHOWN ON PLAN) PER DETAIL ON CD-14.
  - CONSTRUCT BAY TAPER PER OC RDMD No's. 140-2 AND 140-2-OC.
  - CONSTRUCT 6' CHAIN LINK FENCE PER OC RDMD No's. 600-1 AND 600-1-OC.
  - CONSTRUCT IRRIGATION SLEEVES PER SHEET L-1.7 (DETAIL SHOWN ON PLAN). SEE L SHEETS AND IRRIGATION SLEEVE SCHEDULE.
  - INSTALL 6' CHAIN LINK DRIVE GATE WITH LOCK (WIDTH AS SHOWN ON PLAN) PER OC RDMD No's. 600-1 AND 600-1-OC.
  - PLACE MISCELLANEOUS AC PAVING (6" Max).
  - GRIND (1" Min) AND ASPHALT PAVEMENT OVERLAY (6" Max) EXIST ROADWAY SURFACE.
  - EXCAVATE MEDIAN PLANTER TO 30". PLACE TOP SOIL AND ADDITIONAL AMENDMENTS PER L SHEETS.
  - CONSTRUCT ROLLED CURB PER DETAIL ON CD-15.
  - PLACE 6" DECOMPOSED GRANITE OVER LANDSCAPE FABRIC PER L SHEETS.
  - PLACE HYDROSEED PER L SHEETS.
  - PLACE 12" AC PAVEMENT OVER NATIVE GROUND @ 95% RELATIVE COMPACTION.
  - CONSTRUCT CONCRETE BUS PAD PER DETAIL ON CD-16.

AS BUILT  
 C.C.A. DATE 5/12/15  
 R.E. NAME JEFFREY SHAW



REVISIONS			
DATE	BY	NO.	DESCRIPTION
06/29/11	ALA	0	CONFORMED
10/12/11	ALA	1	TCE REVISION
05/29/15	PB	2	AS-BUILT

REFERENCES	
Bench Marks 36E-30 (Elevation 201.78)	Field Notes
City of Fullerton Bench Marks No. 36E-30 described on P.E. Roll in lead on the top of curb at the north-west return of Kimberly Avenue and Placentia Avenue, 1 foot north of S.C.R. City of Fullerton published elevation of 193.78 feet. Add 7.995' to establish a NAVD 88 elevation of 201.78' for this project.	Standard Plans
	Utility Plans
	Seer Plans

**OCTA** 550 SOUTH MAIN STREET ORANGE, CA 92663-1584

PREPARED BY: **MTS**  
 16795 Von Korman Ave, Suite 205  
 Irvine, California 92606

DATE: February 28, 2011

DEPARTMENT OF PUBLIC WORKS  
**ENGINEERING DIVISION**

Drawn By: [Signature]  
 Recommended By: [Signature]  
 Approved By: [Signature]

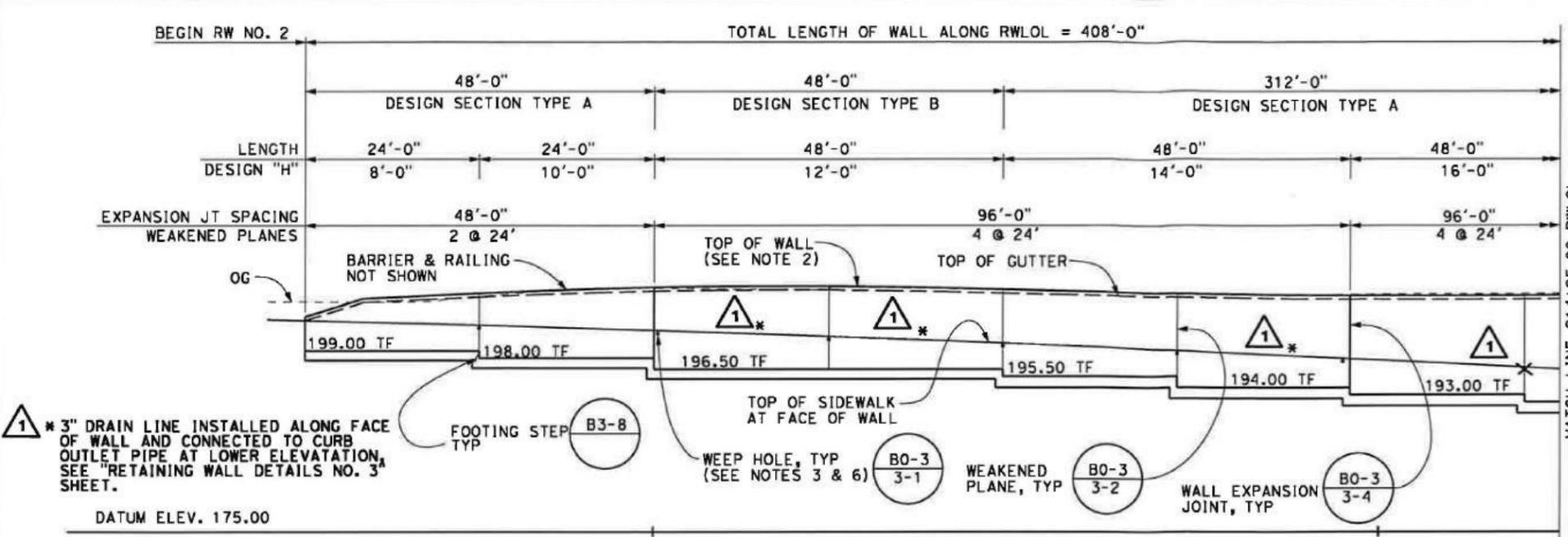
**PLACENTIA AVENUE IMPROVEMENTS  
 ROADWAY IMPROVEMENTS**  
 STA 12+50 TO STA 17+50 (PLACENTIA AVE.)  
 STA 7+50 TO STA 9+12.58 (INDUSTRIAL WAY)

**CITY OF PLACENTIA**

DRAWING NO.  
**R-2**

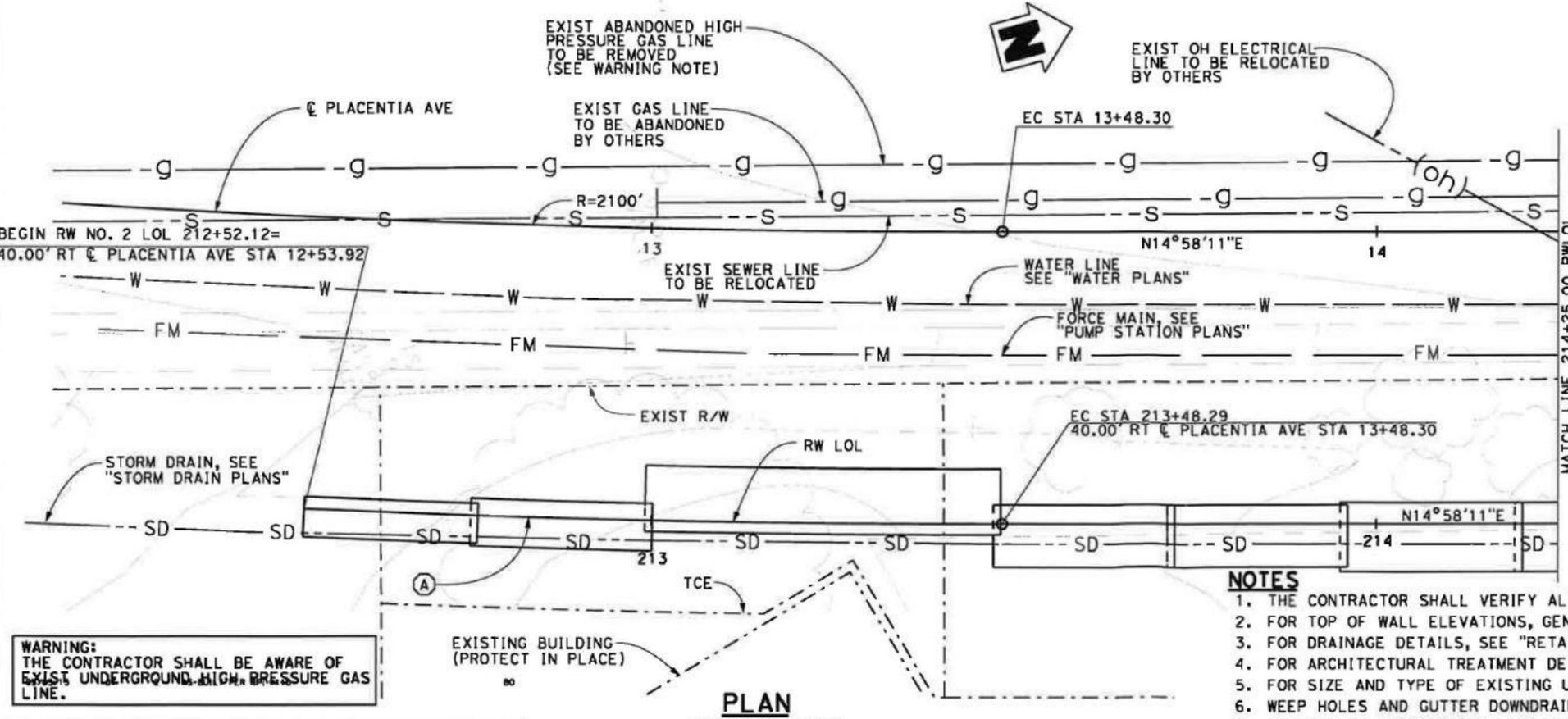
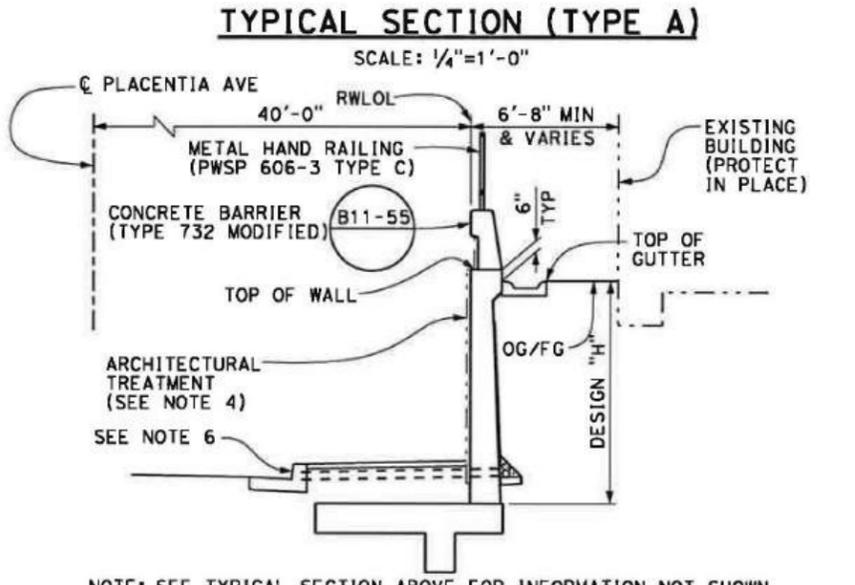
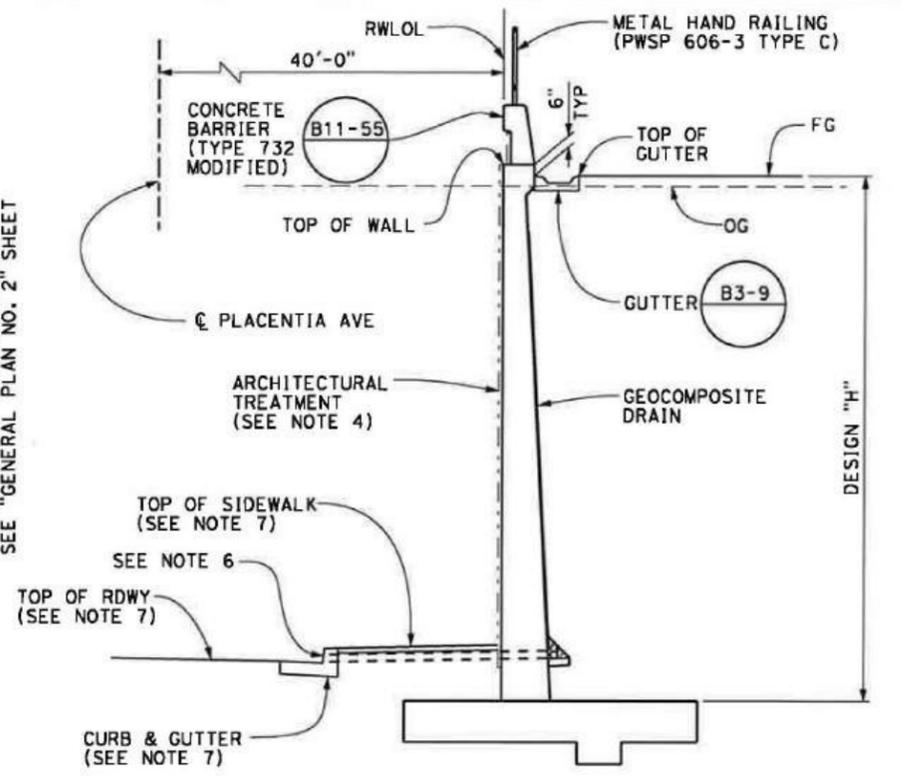
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**CURVE DATA**

NO.	R	Δ	T	L
(A)	2140.00'	02°34'30"	48.08'	96.17'



**WARNING:**  
THE CONTRACTOR SHALL BE AWARE OF EXIST UNDERGROUND HIGH PRESSURE GAS LINE.

- NOTES**
1. THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.
  2. FOR TOP OF WALL ELEVATIONS, GENERAL NOTES AND INDEX TO PLANS, SEE "INDEX TO PLANS" SHEET.
  3. FOR DRAINAGE DETAILS, SEE "RETAINING WALL DETAILS NO. 3" SHEET.
  4. FOR ARCHITECTURAL TREATMENT DETAILS, SEE "RETAINING WALL ARCHITECTURAL DETAILS" SHEETS.
  5. FOR SIZE AND TYPE OF EXISTING UTILITIES, POT HOLE INFORMATION AND OVERHEAD UTILITY ELEVATIONS, SEE "UTILITY PLANS".
  6. WEEP HOLES AND GUTTER DOWNDRAINS SHALL OUTLET THROUGH CURB FACE, EXCEPT AS NOTED IN ELEVATION.
  7. FOR STREET IMPROVEMENTS AND ROADWAY ALIGNMENT INFORMATION, SEE "ROAD PLANS".
  8. PORTION OF EXISTING ABANDONED UTILITIES IN CONFLICT WITH WALL CONSTRUCTION TO BE REMOVED.

**AS BUILT**  
C.C.A. DATE 5/12/15  
R.E. NAME JEFFREY SHAW

**REVISIONS**

DATE	DWN BY	NO	DESCRIPTION	APPR BY
06/25/11	SM	0	CONFORMED	BO
05/29/15	JT	1	AS-BUILT	

**REFERENCES**

DESCRIPTION	DATE
Bench Mark 34E-30 Elevation 201.76'	
City of Fullerton Bench Mark No. 34E-30 described as a P.C. Nail in lead on the top of curb at the north-west return of Kimberly Avenue and Placentia Avenue 1 foot north of B.C.R. City of Fullerton published elevation of 193.76 feet. Add 7.995' to establish a NAVD 88 elevation of 201.76' for this project.	



**OCTA** 550 SOUTH MAIN STREET ORANGE, CA 92663-1584  
**DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION**  
 PREPARED BY: MTS 16795 Van Korman Ave, Suite 205 Irvine, California 92606  
 February 26, 2011  
 S.C.E. NO. 67282

**PLACENTIA AVENUE IMPROVEMENTS**  
**RETAINING WALL NO. 2**  
 GENERAL PLAN NO. 1  
**CITY OF PLACENTIA**

DRAWING NO. **RW-8**  
 SHEET 71 OF 347

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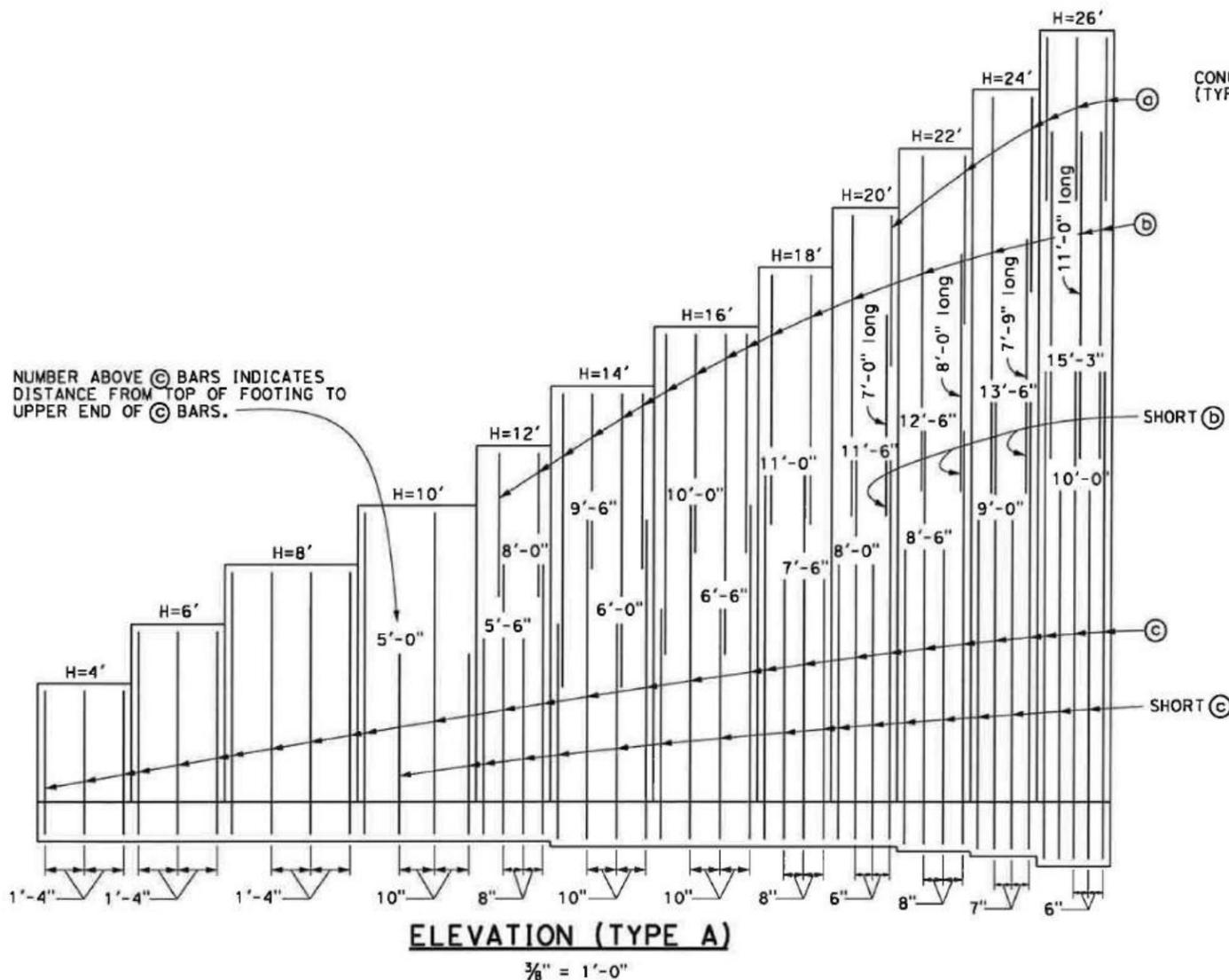
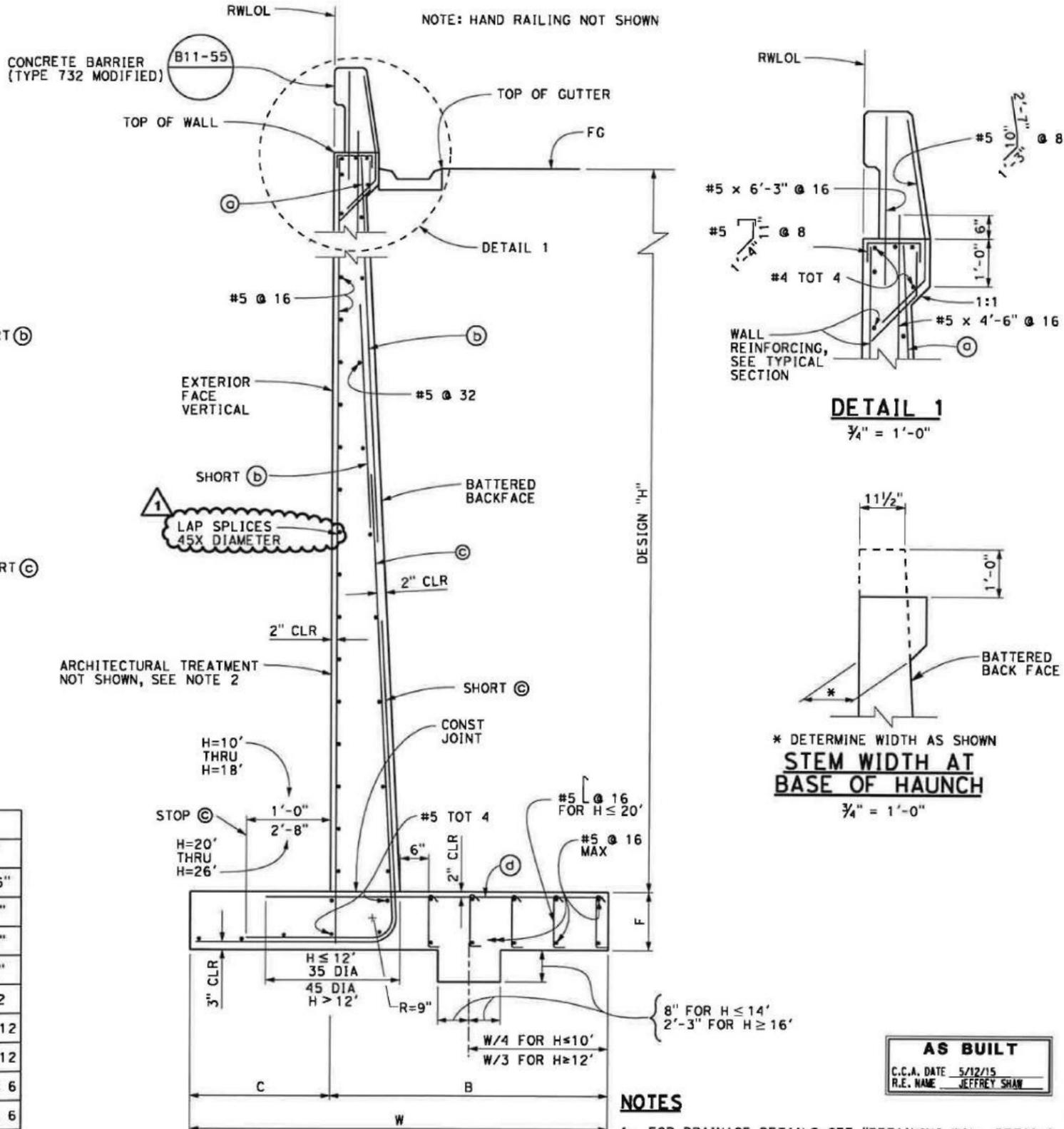


TABLE OF REINFORCING STEEL DIMENSIONS AND DATA												
DESIGN H	4'	6'	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'
W	3'-6"	4'-6"	5'-6"	6'-6"	7'-6"	8'-6"	9'-6"	10'-6"	11'-6"	12'-6"	13'-6"	14'-6"
C	1'-0"	1'-4"	1'-8"	2'-4"	2'-4"	2'-7"	2'-11"	3'-3"	4'-2"	3'-11"	4'-5"	4'-9"
B	2'-6"	3'-2"	3'-10"	4'-2"	5'-2"	5'-11"	6'-7"	7'-3"	7'-4"	8'-7"	9'-1"	9'-9"
F	1'-4"	1'-4"	1'-4"	1'-4"	1'-4"	1'-6"	1'-6"	1'-6"	1'-6"	1'-8"	1'-10"	2'-2"
BATTER	$\frac{1}{2}:12$	$\frac{5}{8}:12$	$\frac{5}{8}:12$	$\frac{5}{8}:12$	$\frac{3}{4}:12$	$\frac{3}{4}:12$						
© BARS	—	—	—	—	—	—	—	—	#5 @ 24	#5 @ 32	#5 @ 28	#5 @ 12
© BARS	—	—	—	—	#5 @ 16	#5 @ 10	#5 @ 10	#6 @ 16	#8 @ 12	#9 @ 16	#9 @ 14	#9 @ 12
© BARS	#5 @ 16	#5 @ 16	#6 @ 16	#6 @ 10	#6 @ 8	#8 @ 10	#9 @ 10	#9 @ 8	#9 @ 6	#11 @ 8	#11 @ 7	#11 @ 6
© BARS	#5 @ 16	#5 @ 16	#5 @ 16	#5 @ 10	#5 @ 8	#8 @ 10	#9 @ 10	#9 @ 8	#9 @ 6	#11 @ 8	#11 @ 7	#11 @ 6



- NOTES**
- FOR DRAINAGE DETAILS SEE "RETAINING WALL DETAILS NO. 3" SHEET.
  - FOR ARCHITECTURAL TREATMENT, SEE "RETAINING WALL ARCHITECTURAL DETAILS" SHEETS.

**AS BUILT**  
 C.C.A. DATE 5/12/15  
 R.E. NAME JEFFREY SHAW

FOR REDUCED PLANS, ORIGINAL SCALE IN INCHES

REVISIONS			
DATE	BY	NO.	DESCRIPTION
06/25/11	SM	0	CONFORMED
03/25/13	SM	1	REBAR SPLICE
05/29/15	JT	2	AS-BUILT

**REFERENCES**

NO.	DESCRIPTION
1	Bench Mark 361-30 Elevation 201.76'
2	City of Fullerton Bench Mark No. 36E-30 described as a P.M. Nail in lead on the top of curb at the north-west return of Elderberry Avenue and Placentia Avenue
3	1 foot north of B.C.R. City of Fullerton published elevation of 193.76 feet. Add 7.992' to establish a NAVD 88 elevation of 201.76' for this project.

**OCTA** 550 SOUTH MAIN STREET ORANGE, CA 92863-1584

DEPARTMENT OF PUBLIC WORKS  
**ENGINEERING DIVISION**

PREPARED BY: **MTS**  
 16795 Van Korman Ave, Suite 205 Irvine, California 92606

February 28, 2011  
 R.C.E. NO. 67282

APPROVED BY: [Signature]  
 CIVIL ENGINEER R.C.E. NO. XXXXX

**PLACENTIA AVENUE IMPROVEMENTS**  
**RETAINING WALL NO. 2**  
 RETAINING WALL DETAILS NO. 1  
**CITY OF PLACENTIA**

DRAWING NO. **RW-11**  
 SHEET 74 OF 347

February 8, 2024  
BG 23793

**APPENDIX II**

Laboratory Testing and Log of Borings

## APPENDIX II

### LABORATORY TESTING

Undisturbed and bulk samples of the existing fill, alluvium, and older alluvium were obtained from the borings and transported to the laboratory for testing and analysis. The samples were obtained by driving a ring-lined, barrel sampler conforming to ASTM D 3550-01 with successive drops of the sampler. Experience has shown that sampling causes some disturbance of the sample. However, the test results remain within a reasonable range. The samples were retained in brass rings of 2.50 inches outside diameter and 1.00 inch in height. The samples were stored in close fitting, waterproof containers for transportation to the laboratory.

#### Moisture-Density

The dry density of the samples was determined using the procedures outlined in ASTM D 2937-10. The moisture content of the samples was determined using the procedures outlined in ASTM D 2216-10. The results are shown on the enclosed Log of Borings.

#### Maximum Density

The maximum dry density and optimum moisture content of the future compacted fill were determined using the procedures outlined in ASTM D 1557-12, a five-layer standard. Remolded samples were prepared at 90 percent of the maximum dry density. The remolded samples were tested for shear strength.

Boring	Depth (Feet)	Earth Material	USCS + Color Soil Type	Maximum Density (pcf)	Optimum Moisture %	Expansion Index
1	0 - 5	Fill / Alluvium	Silty Sand Light Brown	120.0	14.0	24 - Low

#### Expansion Test

To find the expansiveness of the soil, a swell test was performed using the procedures outlined in ASTM D 4829-11. Based upon the testing, the near-surface soil is expected to exhibit a low expansion potential.

#### Shear Tests

Shear tests were performed on samples of the alluvium, older alluvium, and future compacted fill using the procedures outlined in ASTM D 3080-11 and a strain controlled, direct-shear machine manufactured by Soil Test, Inc. The rate of deformation was 0.025 inches-per-minute. The samples were tested in an artificially saturated condition. Following the shear test, the moisture content of the samples was determined to verify saturation. The results are plotted on the enclosed Shear Test Diagrams.

**APPENDIX II (Continued)**

Consolidation

Consolidation tests were performed on *in situ* samples of the alluvium and older alluvium using the procedures outlined in ASTM D 2435-11. Results are graphed on the enclosed Consolidation Curves.

Fines Content

Sieve analysis (wash method) was performed on representative samples of the alluvium and older alluvium obtained from Borings B3 and B4 using the procedures outlined in ASTM D 1140-14. The tests were performed to assist in the classification of the soil and to determine the fines content (percent passing #200 sieve). The results are shown on the enclosed Log of Borings B3 and B4, and are summarized in the following table:

Results of Sieve Analysis (Wash Method) Laboratory Tests							
Boring No.	Depth (feet)	Fines Content (%)	Soil Type	Boring No.	Depth (feet)	Fines Content (%)	Soil Type
B3	20.0	54.6	Sandy Clay (CL)	B4	10.0	40.5	Silty Sand (SM)

Corrosion

A representative bulk sample of the near-surface soil was transported to Environmental Geotechnology Laboratory for chemical testing. The testing was performed in accordance with Caltrans Standards 643 (pH), 422 (Chloride Content), 417 (Sulfate Content), and 532 (Resistivity). The results of the testing are reported in the following table:

CHEMICAL TEST RESULTS TABLE

Sample	Depth (Feet)	pH	Chloride (PPM)	Sulfate (%)	Resistivity (Ohm-cm)
B1	0 - 5	8.29	155	0.005	1,400

The chloride and sulfate contents of the soil are negligible and not a factor in corrosion. The pH is near neutral and not a factor. The resistivity indicates that the soil is considered corrosive to ferrous metals.



**BYER  
GEOTECHNICAL  
INC.**

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## SHEAR TEST DIAGRAM #1

BG: **23793**  
CLIENT: **Patel**

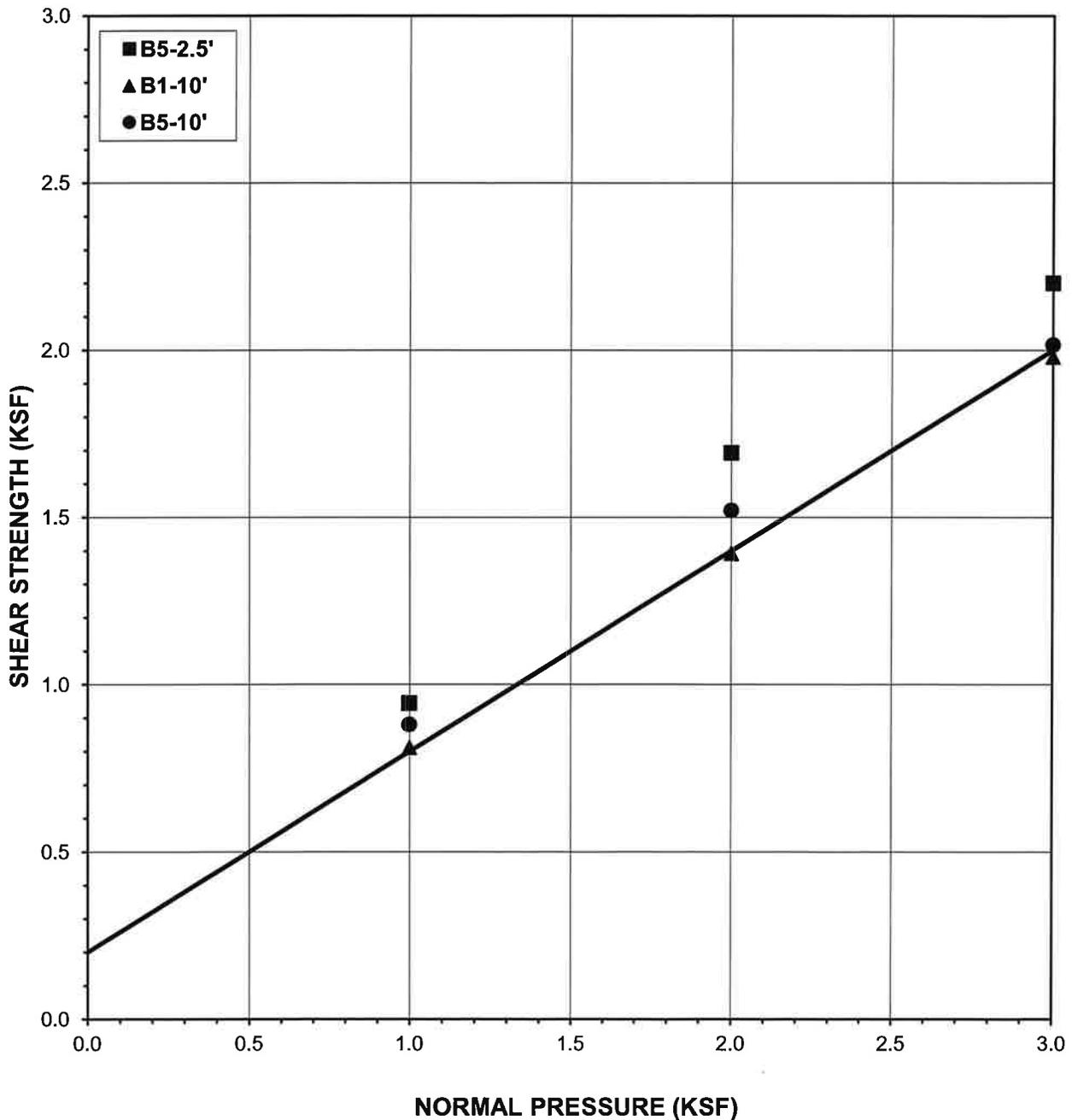
CONSULTANT: **RSB**

EARTH MATERIAL: **Alluvium**

Phi Angle = **31.0 degrees**  
Cohesion = **200 psf**

Average Moisture Content: **25.0%**  
Average Dry Density (pcf): **98.6**  
Average Saturation: **97.6%**

### DIRECT SHEAR TEST - ASTM D-3080 (PEAK VALUES)





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## SHEAR TEST DIAGRAM #2

BG: **23793**  
CLIENT: **Patel**

CONSULTANT: **RSB**

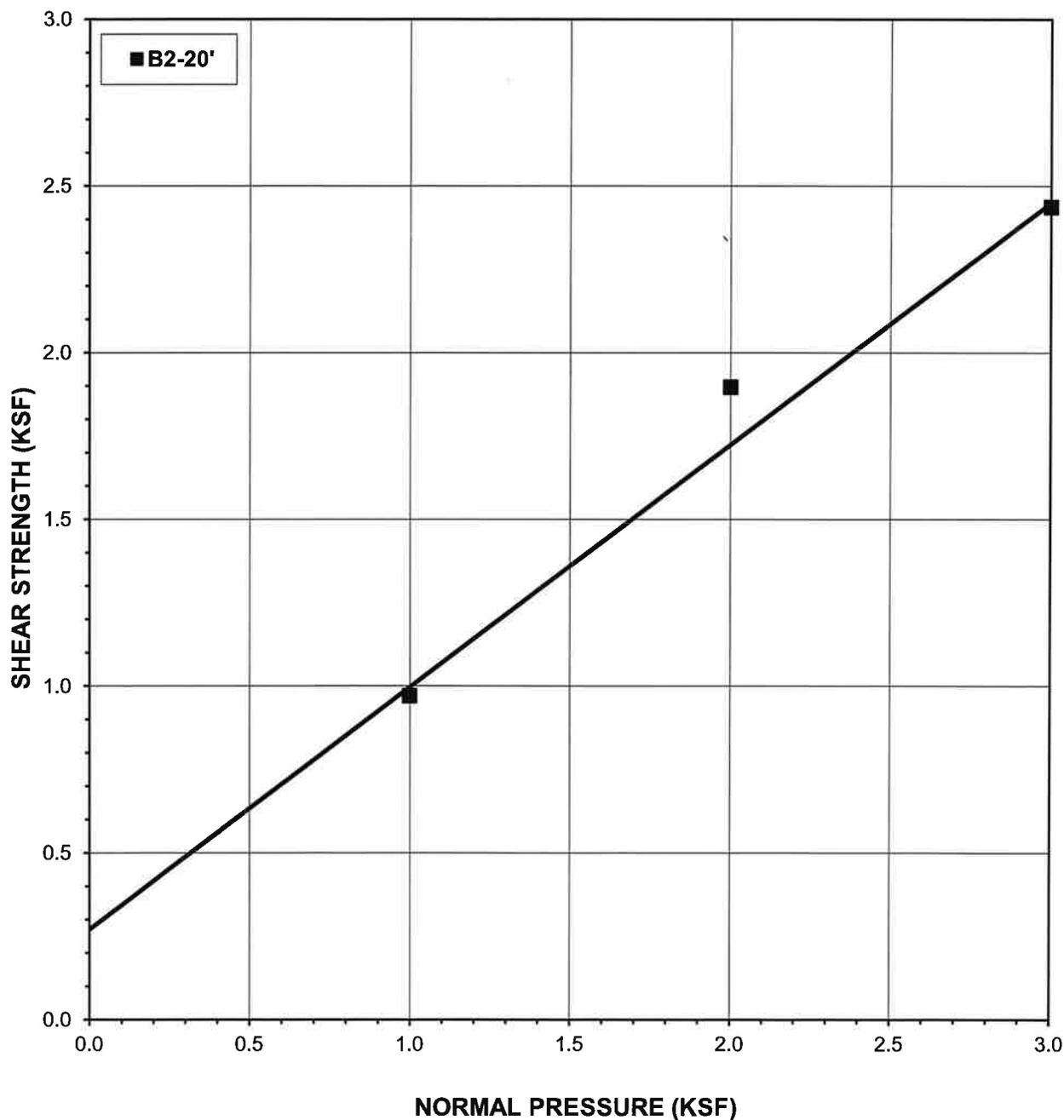
EARTH MATERIAL:

**Older Alluvium**

Phi Angle = **36.0 degrees**  
Cohesion = **270 psf**

Moisture Content: **15.4%**  
Dry Density (pcf): **116.7**  
Saturation: **97.9%**

### DIRECT SHEAR TEST - ASTM D-3080 (PEAK VALUES)





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### SHEAR TEST DIAGRAM #3

BG: **23793**  
CLIENT: **Patel**

CONSULTANT: **RSB**

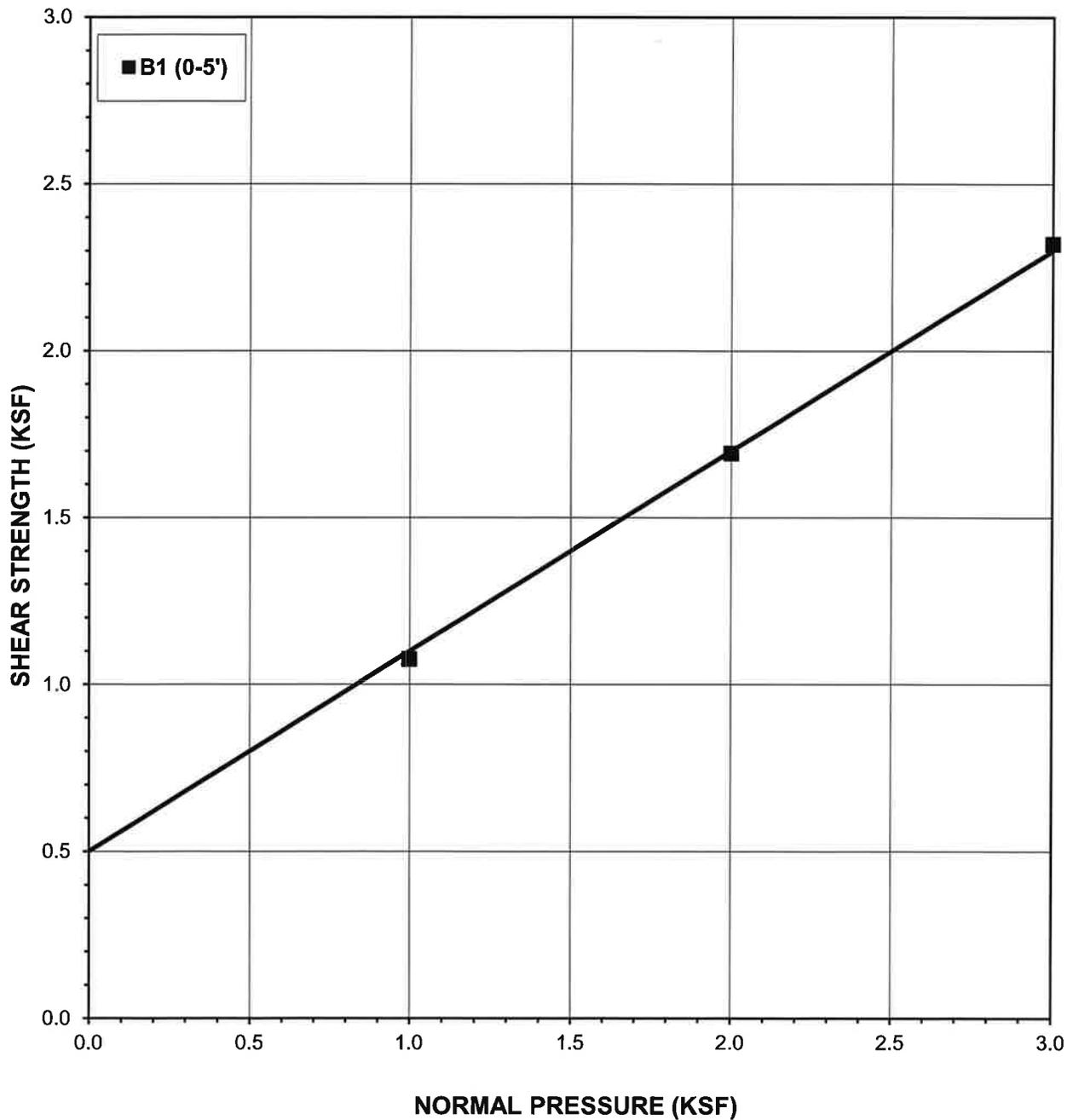
EARTH MATERIAL: **Future Compacted Fill**

(Remolded to 90% Relative Compaction)

Phi Angle = **31.0 degrees**  
Cohesion = **500 psf**

Moisture Content: **19.6%**  
Dry Density (pcf): **108.0**  
Saturation: **97.8%**

#### DIRECT SHEAR TEST - ASTM D-3080 (PEAK VALUES)





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## CONSOLIDATION CURVE #1

BG: **23793**

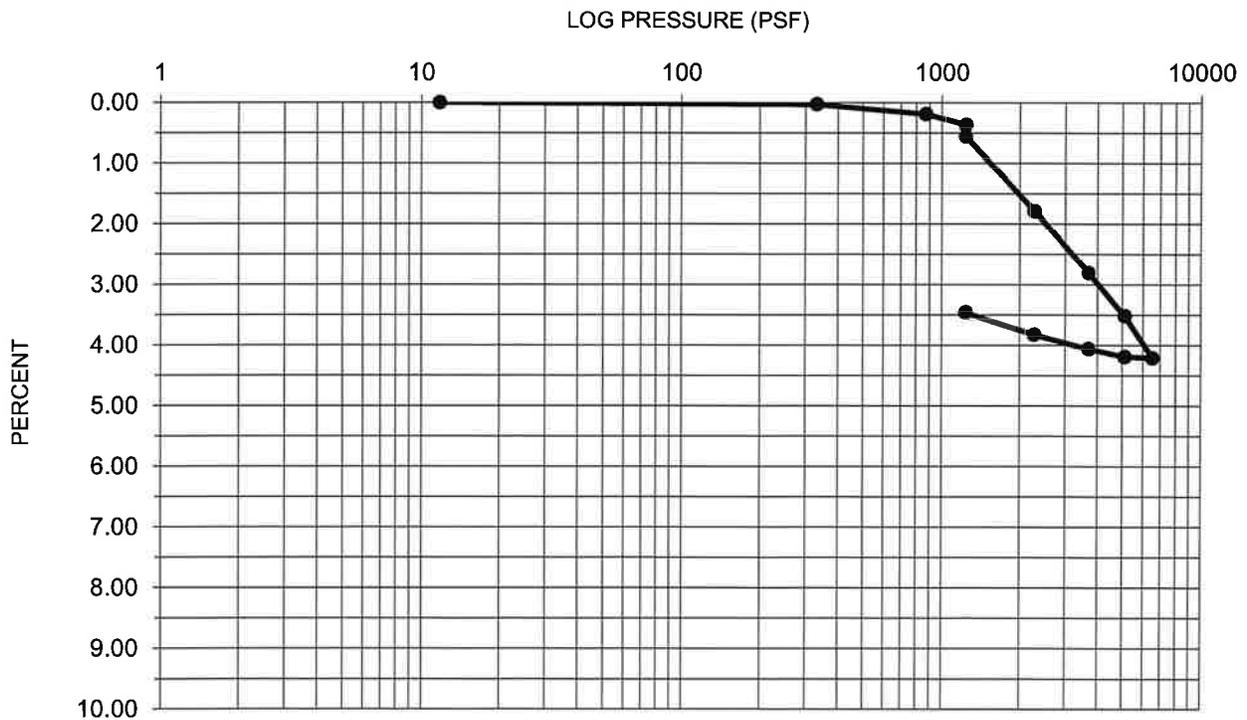
ENGINEER: **RSB**

CLIENT: **Patel**

Earth Material: Alluvium  
Sample Location: B5-10'  
Dry Weight (pcf): 95.7  
Initial Moisture: 12.1%  
Initial Saturation: 44.1%  
Water Added at (psf) 1237

Specific Gravity: 2.65  
Initial Void Ratio: 0.73  
Compression Index (Cc): 0.112  
Recompression Index (Cr): 0.024

### CONSOLIDATION DIAGRAM (ASTM D 2435-11)





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## CONSOLIDATION CURVE #2

BG: 23793

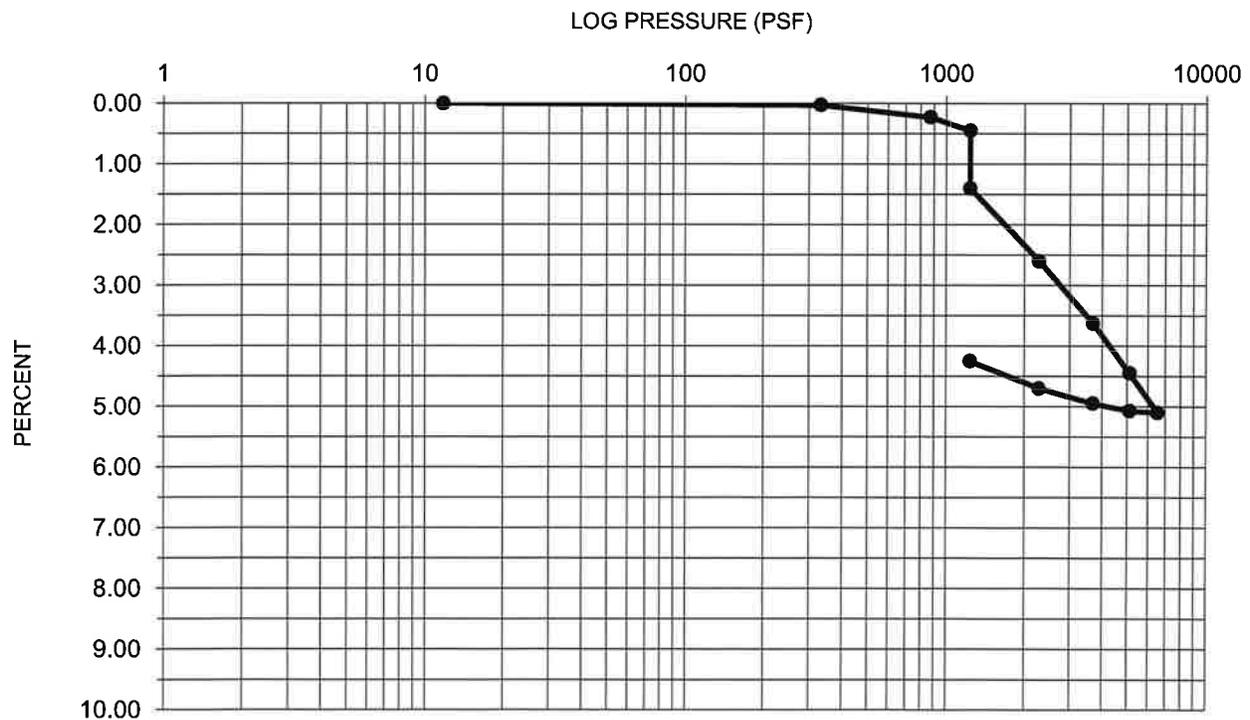
ENGINEER: RSB

CLIENT: Patel

Earth Material: Older Alluvium  
Sample Location: B1-20'  
Dry Weight (pcf): 120.0  
Initial Moisture: 9.1%  
Initial Saturation: 63.8%  
Water Added at (psf) 1237

Specific Gravity: 2.65  
Initial Void Ratio: 0.38  
Compression Index (Cc): 0.084  
Recompression Index (Cr): 0.023

### CONSOLIDATION DIAGRAM (ASTM D 2435-11)





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### CONSOLIDATION CURVE #3

BG: 23793

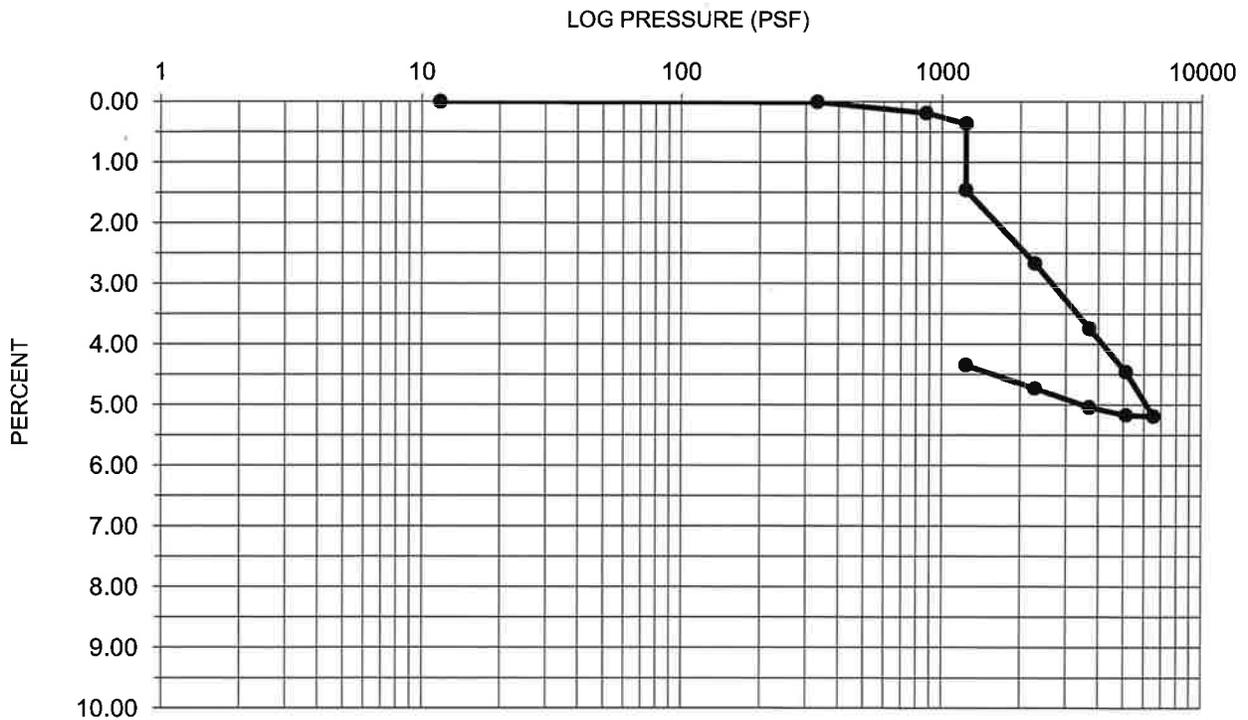
ENGINEER: RSB

CLIENT: Patel

Earth Material: Older Alluvium  
Sample Location: B1-30'  
Dry Weight (pcf): 119.3  
Initial Moisture: 3.2%  
Initial Saturation: 22.0%  
Water Added at (psf) 1237

Specific Gravity: 2.65  
Initial Void Ratio: 0.39  
Compression Index (Cc): 0.095  
Recompression Index (Cr): 0.020

### CONSOLIDATION DIAGRAM (ASTM D 2435-11)





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## LOG OF BORING B1

BG No. 23793

PAGE 1 OF 2

CLIENT Patel REPORT DATE 2/8/24 DRILL DATE 10/19/23

PROJECT LOCATION 450 S. Placentia Ave., Placentia, CA LOGGED BY RSB

CONTRACTOR One Way Drilling DRILLING METHOD Hollow-Stem Auger HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer HAMMER DROP 30 Inches ELEV. TOP OF HOLE 209 ft

BORING LOG BY: RSB - GINT STD US BYER GDT - 2/9/24 11:47 - P:\23000 - 23999\23793 PATEL\_PLACENTIA\23793 BORING LOGS.GPJ

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNTS (Per Six Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
0	0	(SM) Surface: Exposed grade. <b>FILL (Afu):</b> 0 - 2.5': Silty SAND, light brown, slightly moist to dry, fine to medium sand.		SM						Max Density, EI, Remolded Shear, Corrosion Suite
205	2.5	(SM) <b>ALLUVIUM (Qal/Qyf):</b> 2.5' - 5': Silty SAND, light brown, slightly moist to dry, medium dense, fine sand.		SM	Bag1 S1	7 6 7	11.9			
5	5	(SM) 5': Silty SAND, light brown, slightly moist, medium dense, fine sand.		SM	R1	6 11 12	11.7	98.8	46.1	
200	7.5	(SM) 7.5': Silty SAND, light brown, slightly moist, medium dense, fine sand.		SM	S2	5 5 5	15.7			
195	10	(SP) 10': SAND, light olive-brown, slightly moist to dry, medium dense, fine sand.		SP	R2	5 9 13	10.1	98.9	39.8	Direct Shear
190	15	(CL) 15': CLAY, olive-brown, very moist to saturated, medium stiff, some fine sand.		CL	S3	1 2 3	30.1			
185	20	(CL) <b>OLDER ALLUVIUM (Qvof):</b> 20': Sandy CLAY, dark reddish-brown, moist, very stiff, fine to medium sand, some coarse sand, trace coarse gravel to 1.5" subangular.		CL	R3	16 20 21	9.1	120.1	63.8	Consolidation
180	25									

Bulk Sample    Standard Penetration Test    Ring Sample



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## LOG OF BORING B1

BG No. 23793

PAGE 2 OF 2

CLIENT Patel

REPORT DATE 2/8/24

DRILL DATE 10/19/23

PROJECT LOCATION 450 S. Placentia Ave., Placentia, CA

LOGGED BY RSB

CONTRACTOR One Way Drilling

DRILLING METHOD Hollow-Stem Auger

HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer

HAMMER DROP 30 inches

ELEV. TOP OF HOLE 209 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNTS (Per Six inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
25		(SP) 25': SAND, light olive-brown, slightly moist to dry, medium dense to dense, fine to medium sand, some coarse sand, trace fine gravel to 3/4" subangular to subrounded.		SP	S4	7 11 14	4.1			
180	30	(SP) 30': SAND, light olive-brown, slightly moist to moist, very dense, fine to medium sand, some coarse sand, trace fine gravel to 3/4" subangular, some fines.		SP	R4	16 40 50	3.2	119.3	21.9	Consolidation
175	35	(SP) 35': SAND, light yellowish-brown, slightly moist, very dense, fine to medium sand, some coarse sand, trace fine gravel to 3/4" subangular.		SP	R5	24 37 50/4"	6.6	115.2	40.1	
170	40	(SP) 40': Gravelly SAND, light yellowish-brown, slightly moist to dry, very dense, fine to medium sand, some coarse sand, fine to coarse gravel to 1" subangular.		SP	R6	50/5"	2.1	113.6	12.4	

End at 40.4 Feet; No Groundwater; Fill to 2.5 Feet.

BORING LOG BYER BY RSB - GINT STD US BYER.GDT - 2/9/24 11:47 - P:\23000 - 23999\23793 PATEL\_PLACENTIA\23793 BORING LOGS.GPJ

Bulk Sample

Standard Penetration Test

Ring Sample



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## LOG OF BORING B2

BG No. 23793

PAGE 1 OF 2

DRILL DATE 10/19/23

LOGGED BY RSB

CLIENT Patel

REPORT DATE 2/8/24

PROJECT LOCATION 450 S. Placentia Ave., Placentia, CA

CONTRACTOR One Way Drilling

DRILLING METHOD Hollow-Stem Auger

HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer

HAMMER DROP 30 Inches

ELEV. TOP OF HOLE 208 ft

BORING LOG BY RSB - GINT STD US BYER GDT - 2/9/24 11:47 - P:\23000 - 23999\23793 PATEL - PLACENTIA\23793 BORING LOGS.GPJ

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNTS (Per Six Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	(SM) Surface: Exposed grade. <u>FILL (Afu):</u> 0 - 2.5': Silty SAND, light brown, slightly moist to dry, fine to medium sand.		SM						
205	2.5 - 5'	(SC) 2.5' - 5': Clayey SAND, dark olive-gray, moist, medium dense, fine sand, some medium to coarse sand, abundant small crushed rocks, trace concrete debris.		SC	R1	11 20 22	8.9	112.8	50.6	
5	5'	(SC-SM) 5': Silty Clayey SAND, olive-gray, slightly moist to moist, medium dense, fine to medium sand, some coarse sand, some crushed rocks.		SC-SM	S1	6 9 8	10.6			
200	10'	(SM) 10': Silty SAND, dark brown, moist, very dense, fine sand, some medium to coarse sand, some crushed rocks and asphalt debris.		SM	R2	25 42 50/4"	7.8	95.4	28.1	
195	15'	(SM) 15': From cuttings: Silty SAND, dark olive-brown, slightly moist to moist, very dense, fine to medium sand, abundant crushed rocks to 3" angular, trace plastic debris.		SM	R3	50/5"				No Recovery
190	17.5'	(SM) 17.5': Silty SAND, dark olive-brown, slightly moist to moist, dense, fine to medium sand, abundant crushed rocks to 3" angular in the cuttings.		SM	R4	10 25 23	5.1	119.7	35.2	
20	20'	(CL) <u>OLDER ALLUVIUM (Qvof):</u> 20': Sandy CLAY, dark reddish-brown, moist, very stiff, fine to medium sand, some coarse sand.		CL	R5	9 15 23	15.4	116.7	97.9	Direct Shear
185										
25										

Ring Sample

Standard Penetration Test



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## LOG OF BORING B2

BG No. 23793

PAGE 2 OF 2

CLIENT Patel

REPORT DATE 2/8/24

DRILL DATE 10/19/23

PROJECT LOCATION 450 S. Placentia Ave., Placentia, CA

LOGGED BY RSB

CONTRACTOR One Way Drilling

DRILLING METHOD Hollow-Stem Auger

HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer

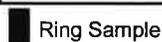
HAMMER DROP 30 inches

ELEV. TOP OF HOLE 208 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNTS (Per Six Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	25	(SP) 25': SAND, yellowish-brown, slightly moist to moist, medium dense, fine to medium sand, some coarse sand, some fine gravel to 3/4" subangular, some fines.		SP	R6	15 19 19	11.6	116.3	72.9	

End at 26.5 Feet; No Groundwater; Fill to 20 Feet.

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Ring Sample



Standard Penetration Test



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## LOG OF BORING B3

BG No. 23793

PAGE 1 OF 1

CLIENT Patel

REPORT DATE 2/8/24

DRILL DATE 10/19/23

PROJECT LOCATION 450 S. Placentia Ave., Placentia, CA

LOGGED BY RSB

CONTRACTOR One Way Drilling

DRILLING METHOD Hollow-Stem Auger

HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer

HAMMER DROP 30 Inches

ELEV. TOP OF HOLE 208 ft

BORING LOG BY RSB - GINT STD US BYER.GDT - 2/9/24 11:47 - P:\23000 - 23999\23793 PATEL\_PLACENTIA\23793 BORING LOGS.GPJ

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNTS (Per Six inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
0		(SC) Surface: Exposed grade. <b>FILL (Afu):</b> 0 - 5': Clayey SAND, dark olive-brown, moist, fine to medium sand, some coarse sand, some crushed rocks.		SC						
205	5	(SC) 5': Clayey SAND, dark olive-gray, moist, dense, fine to medium sand, some coarse sand, abundant crushed rocks to 1" angular, trace asphalt debris.		SC	R1	15 29 30	8.3	116.8	53.1	
200	10	(SP) 10': SAND, olive-gray, slightly moist to moist, very dense, fine sand, some medium to coarse sand, some small crushed rocks.		SP	R2	16 40 50/5"	4.7	125.3	39.1	
195	15	(SP) 15': SAND, olive-gray, slightly moist to moist, dense, fine sand, some medium to coarse sand, some crushed rocks to 2" angular.		SP	R3	21 34 28	8.1	114.8	48.6	
190	20	(CL) <b>OLDER ALLUVIUM (Qvof):</b> 20': Sandy CLAY, dark reddish-brown, moist, very stiff, fine sand, some medium sand, 54.6% fines.		CL	R4	5 11 18	14.3	119.5	98.8	Sieve Wash (-#200 Sieve)

End at 21.5 Feet; No Groundwater; Fill to 20 Feet.

Ring Sample



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## LOG OF BORING B4

BG No. 23793

PAGE 1 OF 1

CLIENT Patel REPORT DATE 2/8/24 DRILL DATE 10/19/23

PROJECT LOCATION 450 S. Placentia Ave., Placentia, CA LOGGED BY RSB

CONTRACTOR One Way Drilling DRILLING METHOD Hollow-Stem Auger HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer HAMMER DROP 30 Inches ELEV. TOP OF HOLE 209 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNTS (Per Six Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	(SM) Surface: Exposed grade. <b>FILL (Afu):</b> 0 - 2.5': Silty SAND, light olive-gray, slightly moist to dry, fine to medium sand, some coarse sand, some crushed rocks to 1" angular.		SM						
	205	(SM) <b>ALLUVIUM (Qal/Qyf):</b> 2.5' - 5': Silty SAND, olive-brown, moist, medium dense, fine sand.		SM						
	5	(SM) 5': Silty SAND, olive-brown, moist, loose, fine sand.		SM	R1	4 5 7	15.9	101.1	66.4	
	200									
	10	(SM) 10': Silty SAND, olive-brown, slightly moist to moist, medium dense, fine sand, 40.5% fines.		SM	R2	5 7 11	10.4	100.5	42.6	Sieve Wash (-#200 Sieve)

**End at 11.5 Feet; No Groundwater; Fill to 2.5 Feet.**

BORING LOG BY RSB - GINT STD US BYER.GDT - 2/9/24 11:47 - P:\23000 - 23999\23793 PATEL\_PLACENTIA\23793 BORING LOGS.GPJ

Ring Sample



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## LOG OF BORING B5

BG No. 23793

PAGE 1 OF 1

CLIENT Patel

REPORT DATE 2/8/24

DRILL DATE 10/19/23

PROJECT LOCATION 450 S. Placentia Ave., Placentia, CA

LOGGED BY RSB

CONTRACTOR One Way Drilling

DRILLING METHOD Hollow-Stem Auger

HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer

HAMMER DROP 30 Inches

ELEV. TOP OF HOLE 208 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNTS (Per Six Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	(SM) Surface: Exposed grade. <b>FILL (Afu):</b> 0 - 2.5': Silty SAND, light olive-gray, slightly moist to dry, fine to medium sand, some coarse sand, some crushed rocks to 1" angular.		SM						
	205	(SM) <b>ALLUVIUM (Qal/Qyf):</b> 2.5' - 5': Silty SAND, olive-brown, slightly moist, loose, fine sand.		SM	R1	4 5 7	13.9	101.1	58.1	Direct Shear
	5	(SM) 5': Silty SAND, olive-brown, slightly moist to moist, medium dense, fine sand.		SM	R2	7 8 12	12.7	108.5	64.2	
	10	(SM) 10': Silty SAND, light olive-brown, slightly moist, medium dense, fine sand.		SM	R3	7 10 11	12.1	95.8	44.1	Direct Shear, Consolidation

End at 11.5 Feet; No Groundwater; Fill to 2.5 Feet.

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Ring Sample

February 8, 2024  
BG 23793

**APPENDIX III**

Calculations and Figures

**SEISMIC SOURCES**  
**EZ-FRISK V8.07**



DETERMINISTIC CALCULATION  
OF PEAK GROUND ACCELERATION BASED ON DIGITIZED FAULT DATA

BG: 23793  
CLIENT: Patel

ANALYSIS DATE: 11/16/2023  
ENGINEER: RSB

PROJECT DESCRIPTION: Proposed 5-Story Hotel over One Subterranean Parking Level

SITE COORDINATES:    LATITUDE: 33.8671  
                                  LONGITUDE: -117.8805

SEARCH RADIUS: 100 km

ATTENUATION RELATIONS:    Abrahamson-et al (2014) NGA West 2 USGS 2014  
                                  Boore-et al (2014) NGA West 2 USGS 2014  
                                  Campbell-Bozorgnia (2014) NGA West 2 USGS 2014  
                                  Chiou-Youngs (2014) NGA West 2 USGS 2014

**SEISMIC SOURCE SUMMARY**  
**DETERMINISTIC SITE PARAMETERS**

FAULT NAME	APPROXIMATE DISTANCE		MAXIMUM EARTHQUAKE MAGNITUDE	PEAK GROUND ACCELERATION
	(km)	(mi)	(Mw)	(g)
Puente Hills (Coyote Hills)	3.6	2.3	6.9	0.773
Elsinore	7.4	4.6	7.9	0.669
Puente Hills	8.3	5.2	7.1	0.645
Puente Hills (Santa Fe Springs)	14.8	9.2	6.7	0.402
Chino	14.8	9.2	6.8	0.418
San Jose	19.2	11.9	6.7	0.314
Imp Extensional Gridded, Char, Normal	11.5	7.2	6.9	0.440
Imp Extensional Gridded, Char, Strike Slip	11.5	7.2	6.9	0.511
Imp Extensional Gridded, GR, Normal	12.1	7.5	7.0	0.438
Imp Extensional Gridded, GR, Strike Slip	12.1	7.5	7.0	0.510
San Joaquin Hills	19.6	12.2	7.1	0.376
Newport-Inglewood	23.2	14.4	7.5	0.367
Puente Hills (LA)	25.4	15.8	7.0	0.303
Sierra Madre	30.1	18.7	7.2	0.279
Sierra Madre Connected	30.1	18.7	7.3	0.291
Elysian Park (Upper)	30.3	18.8	6.7	0.234
Cucamonga	31.9	19.9	6.7	0.208

FAULT NAME	APPROXIMATE DISTANCE		MAXIMUM EATHQUAKE MAGNITUDE	PEAK GROUND ACCELERATION
	(km)	(mi)	(Mw)	(g)
Raymond	34.2	21.3	6.8	0.208
Clamshell-Sawpit	36.2	22.5	6.7	0.185
Palos Verdes	37.0	23.0	7.3	0.244
Palos Verdes Connected	37.0	23.0	7.7	0.294
Verdugo	38.7	24.1	6.9	0.196
Hollywood	42.7	26.6	6.7	0.159
Santa Monica	45.9	28.6	7.4	0.226
San Jacinto	55.1	34.2	7.9	0.244
Southern San Andreas	58.4	36.3	8.2	0.278
Sierra Madre (San Fernando)	59.6	37.0	6.7	0.113
Malibu Coast	62.1	38.6	7.0	0.132
San Gabriel	62.2	38.6	7.3	0.158
Cleghorn	62.5	38.9	6.8	0.115
Anacapa-Dume	64.3	39.9	7.2	0.151
Coronado Bank	65.4	40.6	7.4	0.160
Northridge	65.9	40.9	6.9	0.145
North Frontal (West)	75.3	46.8	7.2	0.127
Santa Susana, alt 1	76.1	47.3	6.9	0.101
San Gorgornio Shear Gridded	49.8	31.0	7.6	0.250
Holser, alt 1	84.9	52.8	6.8	0.085
Simi-Santa Rosa	89.4	55.6	6.9	0.083
Rose Canyon	93.0	57.8	6.9	0.077
Oak Ridge Connected	93.3	58.0	7.4	0.118
Oak Ridge (Onshore)	95.1	59.1	7.2	0.101

---

41 Faults found within a 100 km Search Radius.

Closest Fault to the Site: Puente Hills (Coyote Hills) Distance = 3.63 km (2.26mi)

Largest Peak Ground Acceleration: 0.773 g

The San Andreas Fault is Located Aproximately 58.4 km (36.3 mi) from the Site.



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**SEISMIC HAZARD DEAGGREGATION CHART**  
(Probability of Exceedance: 10% in 50 years)

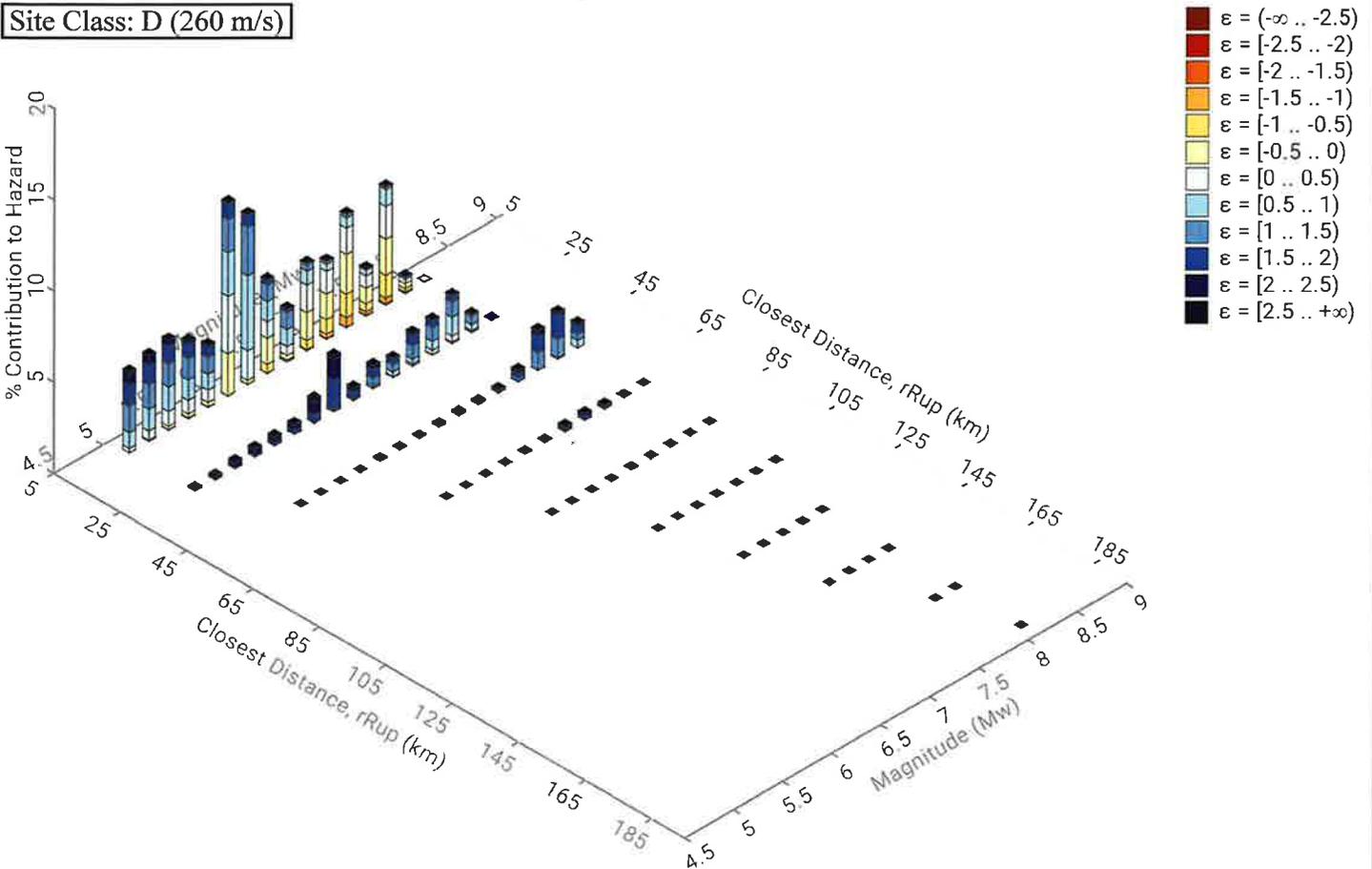
BG: 23793

CLIENT: PATEL

ENGINEER: RSB

REFERENCE: USGS, 2023, Earthquake Hazard Toolbox - Seismic Hazard Disaggregation, NSHM Conterminous U.S. 2018,  
<https://earthquake.usgs.gov/nshmp/>.

Site Class: D (260 m/s)



**Disaggregation targets**

Return period : 475 yrs

Exceedance rate : 2.105e-3 yr<sup>-1</sup>

PGA ground motion : 4.442e-1 g

**Mode (largest m-r bin)**

m : 6.13

r : 8.22 km

ε<sub>o</sub> : 0.54 σ

Contribution : 10.58 %

**Recovered targets**

Return period : 472.83615 yrs

Exceedance rate : 2.115e-3 yr<sup>-1</sup>

**Mode (largest m-r-ε<sub>o</sub> bin)**

m : 6.27

r : 9.66 km

ε<sub>o</sub> : 0.76 σ

Contribution : 4.11 %

**Totals**

Binned : 100 %

Residual : 0 %

Trace : 0.3 %

**Discretization**

r : min = 0.0, max = 1000.0, Δ = 20.0 km

m : min = 4.4, max = 9.4, Δ = 0.2

ε : min = -3.0, max = 3.0, Δ = 0.5 σ





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**ALLOWABLE PILE AXIAL CAPACITY**

BG: 23793  
CLIENT: Patel

ENGINEER: RSB

CHART # 1

References: - Bowels, J. E., 1997, *Foundation Analysis and Design, Fifth Edition, International Edition, Ch. 16.*  
- Das, B. M., 1990, *Principles of Foundation Engineering, 2nd Edition, Ch. 8, pp. 444-460.*  
- NAVFAC, 1986, *Foundations & Earth Structures, Design Manual 7.02, Ch. 5, Section 3.*

**Soil Properties**

Depth		Cu (psf)	Phi (deg)	Density (pcf)	Earth Material	Shear Test No.
From	To					
10	10	200	31	125	Alluvium	1
10	50	270	36	125	Older Alluvium	2

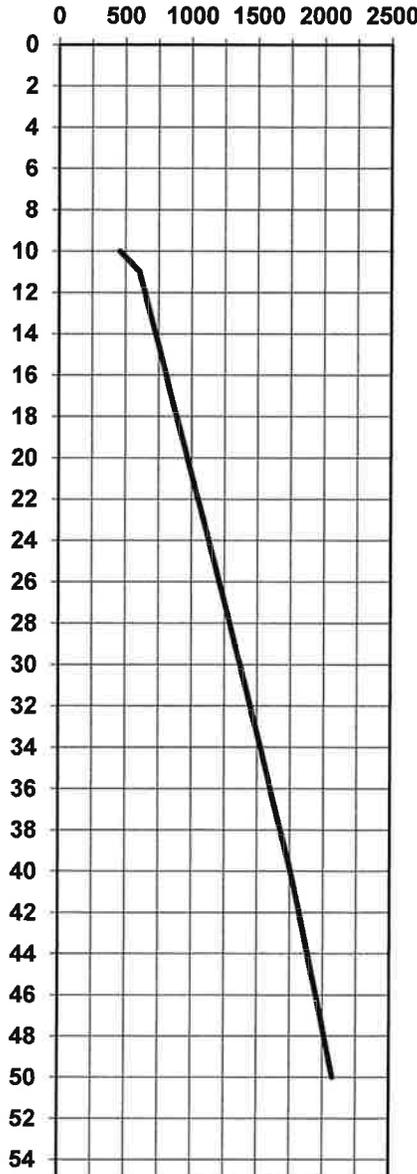
**Pile Properties**

Type: Drilled Pile  
Material: Concrete  
Shape: Circular  
End Bearing: No (Friction Pile)  
Diameter: **24 Inches**  
Factor of Safety: 2  
Overburden Pressure: 0 psf

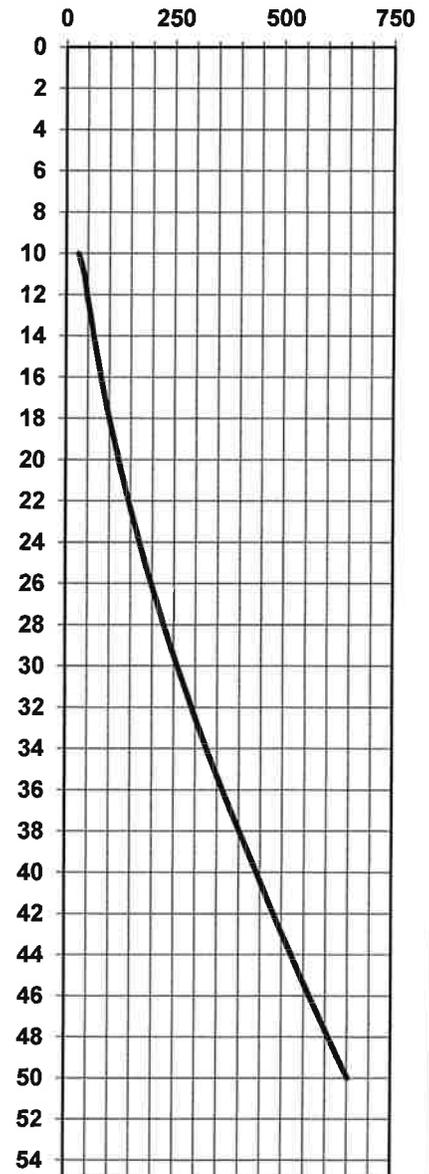
Depth of Groundwater: No GW

Pile Embedment Depth (feet)	Skin Friction (psf)	Tip Capacity (kips)	Total Capacity (kips)
10	457.1	0.00	28.7
11	606.2	0.00	41.9
12	647.3	0.00	48.8
13	688.0	0.00	56.2
14	728.3	0.00	64.1
15	768.3	0.00	72.4
16	807.9	0.00	81.2
17	846.6	0.00	90.4
18	887.8	0.00	100.4
19	928.8	0.00	110.9
20	969.7	0.00	121.9
21	1010.4	0.00	133.3
22	1051.0	0.00	145.3
23	1091.5	0.00	157.7
24	1131.8	0.00	170.7
25	1171.9	0.00	184.1
26	1211.9	0.00	198.0
27	1251.8	0.00	212.4
28	1291.5	0.00	227.2
29	1331.1	0.00	242.5
30	1370.5	0.00	258.3
31	1409.8	0.00	274.6
32	1449.0	0.00	291.3
33	1487.9	0.00	308.5
34	1526.8	0.00	326.2
35	1565.5	0.00	344.3
36	1604.0	0.00	362.8
37	1642.5	0.00	381.8
38	1680.7	0.00	401.3
39	1718.8	0.00	421.2
40	1756.8	0.00	441.5
41	1790.9	0.00	461.4
42	1822.8	0.00	481.0
43	1854.5	0.00	501.0
44	1886.2	0.00	521.4
45	1917.7	0.00	542.2
46	1949.2	0.00	563.4
47	1980.6	0.00	584.9
48	2011.9	0.00	606.8
49	2043.1	0.00	629.0
50	2074.3	0.00	651.7

**Pile Skin Friction (psf)**



**Pile Axial Capacity (Kips)**





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**ALLOWABLE PILE AXIAL CAPACITY**

BG: 23793  
CLIENT: Patel

ENGINEER: RSB

CHART # **2**

References: - *Bowels, J. E., 1997, Foundation Analysis and Design, Fifth Edition, International Edition, Ch. 16.*  
- *Das, B. M., 1990, Principles of Foundation Engineering, 2nd Edition, Ch. 8, pp. 444-460.*  
- *NAVFAC, 1986, Foundations & Earth Structures, Design Manual 7.02, Ch. 5, Section 3.*

**Soil Properties**

Depth		Cu (psf)	Phi (deg)	Density (pcf)	Earth Material	Shear Test No.
From	To					
10	10	200	31	125	Alluvium	1
10	50	270	36	125	Older Alluvium	2

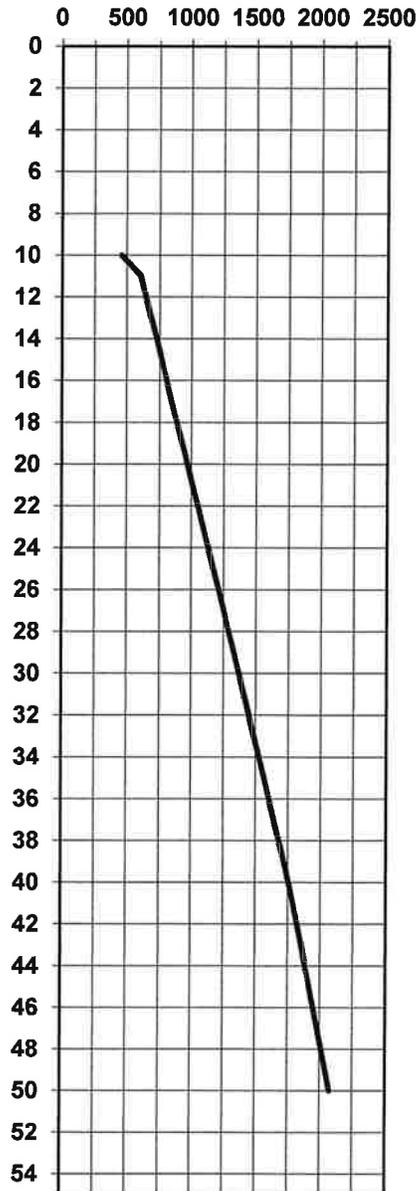
Depth of Groundwater: No GW

**Pile Properties**

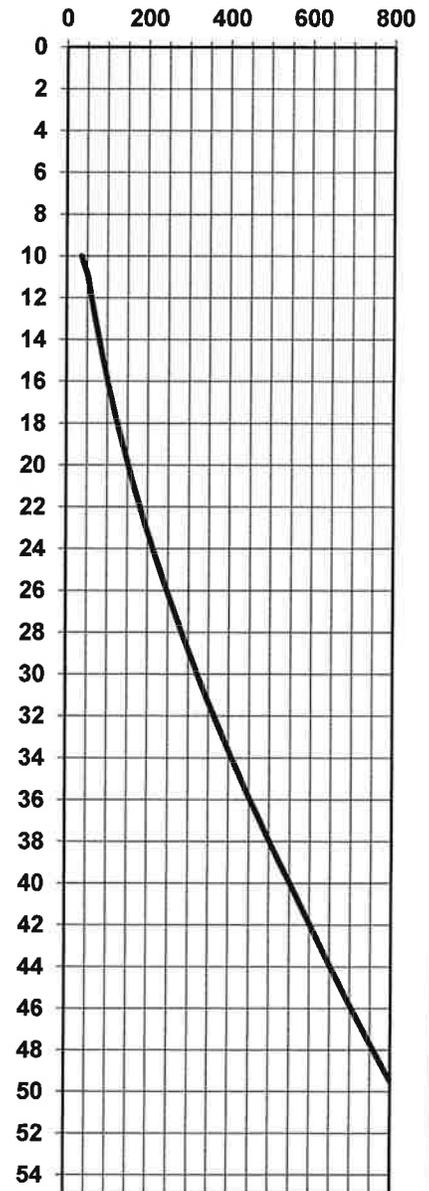
Type: Drilled Pile  
Material: Concrete  
Shape: Circular  
End Bearing: No (Friction Pile)  
Diameter: **30 Inches**  
Factor of Safety: 2  
Overburden Pressure: 0 psf

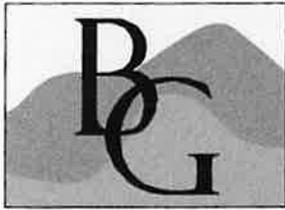
Pile Embedment Depth (feet)	Skin Friction (psf)	Tip Capacity (kips)	Total Capacity (kips)
10	457.1	0.00	35.9
11	606.2	0.00	52.4
12	647.3	0.00	61.0
13	688.0	0.00	70.2
14	728.3	0.00	80.1
15	768.3	0.00	90.5
16	807.9	0.00	101.5
17	846.6	0.00	113.0
18	887.8	0.00	125.5
19	928.8	0.00	138.6
20	969.7	0.00	152.3
21	1010.4	0.00	166.7
22	1051.0	0.00	181.6
23	1091.5	0.00	197.2
24	1131.8	0.00	213.3
25	1171.9	0.00	230.1
26	1211.9	0.00	247.5
27	1251.8	0.00	265.5
28	1291.5	0.00	284.0
29	1331.1	0.00	303.2
30	1370.5	0.00	322.9
31	1409.8	0.00	343.3
32	1449.0	0.00	364.2
33	1487.9	0.00	385.6
34	1526.8	0.00	407.7
35	1565.5	0.00	430.3
36	1604.0	0.00	453.5
37	1642.5	0.00	477.3
38	1680.7	0.00	501.6
39	1718.8	0.00	526.5
40	1756.8	0.00	551.9
41	1790.9	0.00	576.7
42	1822.8	0.00	601.3
43	1854.5	0.00	626.3
44	1886.2	0.00	651.8
45	1917.7	0.00	677.8
46	1949.2	0.00	704.2
47	1980.6	0.00	731.1
48	2011.9	0.00	758.5
49	2043.1	0.00	786.3
50	2074.3	0.00	814.6

**Pile Skin Friction (psf)**



**Pile Axial Capacity (Kips)**





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**ALLOWABLE PILE AXIAL CAPACITY**

BG: 23793  
CLIENT: Patel

ENGINEER: RSB

CHART # 3

References: - Bowels, J. E., 1997, *Foundation Analysis and Design, Fifth Edition, International Edition, Ch. 16.*  
- Das, B. M., 1990, *Principles of Foundation Engineering, 2nd Edition, Ch. 8, pp. 444-460.*  
- NAVFAC, 1986, *Foundations & Earth Structures, Design Manual 7.02, Ch. 5, Section 3.*

**Soil Properties**

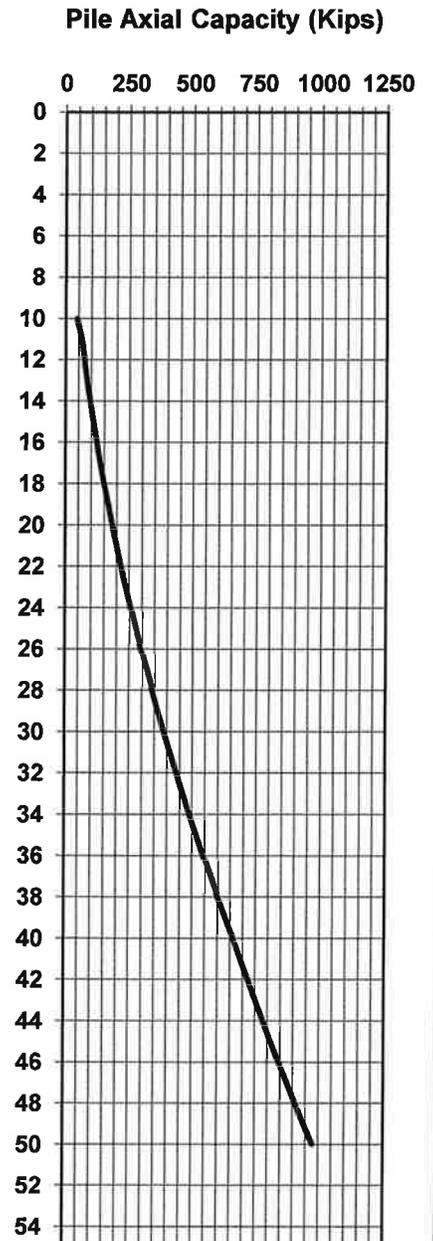
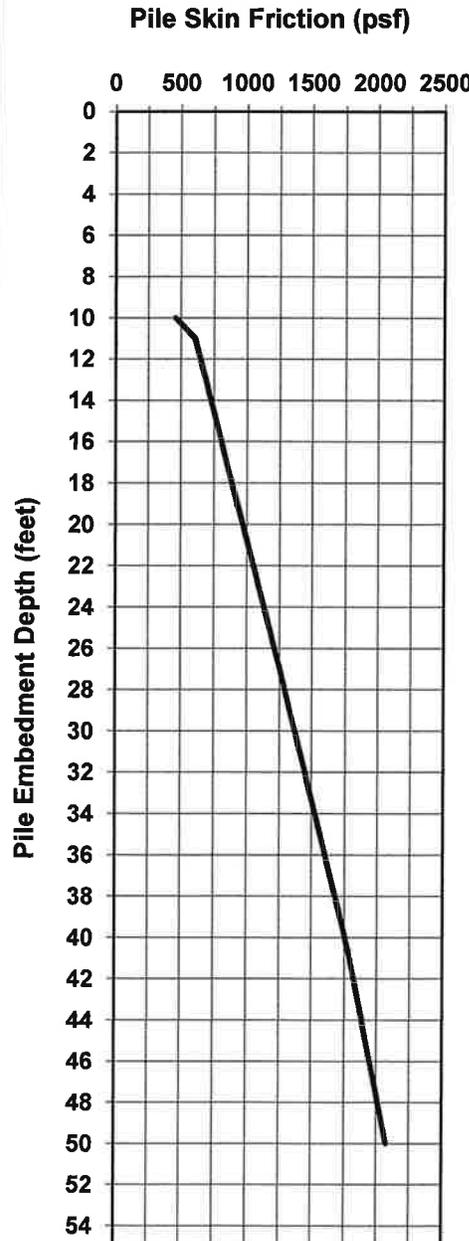
Depth		Cu (psf)	Phi (deg)	Density (pcf)	Earth Material	Shear Test No.
From	To					
10	10	200	31	125	Alluvium	1
10	50	270	36	125	Older Alluvium	2

Depth of Groundwater: No GW

**Pile Properties**

Type: Drilled Pile  
Material: Concrete  
Shape: Circular  
End Bearing: No (Friction Pile)  
Diameter: **36 Inches**  
Factor of Safety: 2  
Overburden Pressure: 0 psf

Pile Embedment Depth (feet)	Skin Friction (psf)	Tip Capacity (kips)	Total Capacity (kips)
10	457.1	0.00	43.1
11	606.2	0.00	62.9
12	647.3	0.00	73.2
13	688.0	0.00	84.3
14	728.3	0.00	96.1
15	768.3	0.00	108.6
16	807.9	0.00	121.8
17	846.6	0.00	135.6
18	887.8	0.00	150.6
19	928.8	0.00	166.3
20	969.7	0.00	182.8
21	1010.4	0.00	200.0
22	1051.0	0.00	217.9
23	1091.5	0.00	236.6
24	1131.8	0.00	256.0
25	1171.9	0.00	276.1
26	1211.9	0.00	297.0
27	1251.8	0.00	318.5
28	1291.5	0.00	340.8
29	1331.1	0.00	363.8
30	1370.5	0.00	387.5
31	1409.8	0.00	411.9
32	1449.0	0.00	437.0
33	1487.9	0.00	462.8
34	1526.8	0.00	489.2
35	1565.5	0.00	516.4
36	1604.0	0.00	544.2
37	1642.5	0.00	572.8
38	1680.7	0.00	601.9
39	1718.8	0.00	631.8
40	1756.8	0.00	662.3
41	1790.9	0.00	692.0
42	1822.8	0.00	721.5
43	1854.5	0.00	751.6
44	1886.2	0.00	782.2
45	1917.7	0.00	813.3
46	1949.2	0.00	845.1
47	1980.6	0.00	877.3
48	2011.9	0.00	910.2
49	2043.1	0.00	943.6
50	2074.3	0.00	977.5





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## RETAINING WALL CALCULATION

BG 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #1a  
**Cantilevered Retaining Wall**

CALCULATE THE DESIGN PRESSURE FOR PROPOSED CANTILEVERED RETAINING WALL. USE THE GENERAL TRIAL WEDGE METHOD\*. APPLY THE SAFETY FACTOR TO THE COHESION AND PHI ANGLE. THE RETAINED HEIGHT, BACKSLOPE GEOMETRY, AND SURCHARGE CONDITIONS, ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE.

\* FIND THE WEDGE, CHARACTERIZED BY A SINGLE STRAIGHT SLIP PLANE AND A VERTICAL TENSION CRACK, THAT MAXIMIZES THE UNBALANCED PRESSURE. MAKE NO ASSUMPTION ABOUT TENSION CRACK DEPTH. ALLOW ANY BACKSLOPE GEOMETRY AND SURCHARGE CONDITION. VARY X- AND Y-COORDINATES OF BOTTOM OF TENSION CRACK. USE PRIMARY GRID AND SECONDARY SEARCH WINDOW TO FOCUS SEARCH. USE METHODOLOGY DESCRIBED IN NAVFAC DESIGN MANUAL 7.02, 1986, PP. 59-70, AND US ARMY TECHNICAL REPORT ITL-92-11 (1992), P. 79 AND APPENDIX A.

### CALCULATION INPUT

Earth Material Alluvium  
Shear Diagram #1  
Cohesion, Coh 200.0 psf  
Phi Angle,  $\phi$  31.0 degrees  
Density,  $\gamma$  125.0 pcf  
  
Anisotropic Strength Function NO

Restraining Device RETAINING WALL  
Type CANTILEVERED

Retained Height, H 8 feet  
Wall Friction Angle,  $\delta$  0 degrees  
External Surcharge see below  
General Backslope Condition\* level  
Loading STATIC

Calculation Safety Factor, FS 1.5

\* Critical wedge 'sees' only portion of regional backslope

### CALCULATION OUTPUT

Trial Wedges Analyzed, Initial Search Grid 609 trials  
Trial Wedges Analyzed, Secondary Search Window 441 trials  
Critical Failure Angle,  $\alpha$  51.6 degrees  
Area of Critical Wedge 25.1 square feet  
Length of Critical Failure Plane, L 9.2 feet  
Depth of Critical Tension Crack 0.8 feet  
Horizontal Upslope Distance to Critical Tension Crack 5.7 feet  
Effective Backslope on Critical Wedge,  $\beta_{eff}$  0.0 degrees  
Factored Phi Angle on Slip Plane,  $\phi'$  21.8 degrees  
Factored Cohesion on Critical Slip Plane, C' 133.3 psf  
Weight of Critical Wedge, W 3,135 pounds  
External Surcharge on Critical Wedge, V 960 pounds  
Static Gravitational Driving Force, W' 4,095 pounds  
Mobilized Cohesive Force, C'L 1,224 pounds  
Mobilized Frictional Force, R 3,613 pounds  
Calculated Unbalanced Force, P 1,036 pounds  
Calculated Horizontal Unbalanced Force, P<sub>h</sub> 1,036 pounds  
Calculated Equivalent Fluid Pressure 32.4 pcf

### RECOMMENDED DESIGN PARAMETERS

Design Equivalent Fluid Pressure, EFP 43.0 pcf  
  
Design Horizontal Force 1,376 pounds

### BACKSLOPE GEOMETRY AND SURCHARGE CONDITIONS\*

(dist., elev)	(X, Y)	H (ft)	$\beta$ (deg)	surcharge
(0,0)	(0,0)	8		
(0,8)	(0,8)			
(3,8)	(3,8)			Uniform Load: 300 psf
(13,8)	(13,8)			
(15,8)	(15,8)			
(18,8)	(18,8)			
(20,8)	(20,8)			

### CONCLUSIONS

THE CALCULATION INDICATES THAT THE PROPOSED CANTILEVERED RETAINING WALL, WITH A RETAINED HEIGHT OF UP TO 8 FEET, MAY BE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE (EFP) OF 43 POUNDS PER CUBIC FOOT.

\* X is the upslope distance from the wall; Y is the vertical distance above the base of the wall; H is wall height;  $\beta$  is backslope. H,  $\beta$ , and surcharge apply to section between two coordinates. Only first 20 coordinates are shown.



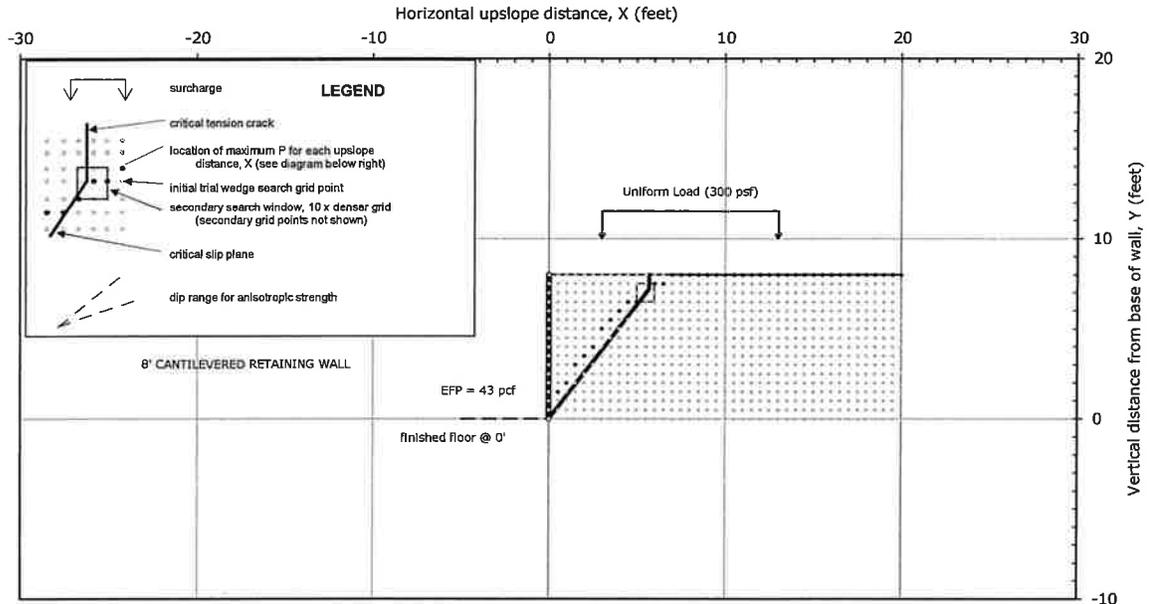
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## RETAINING WALL CALCULATION

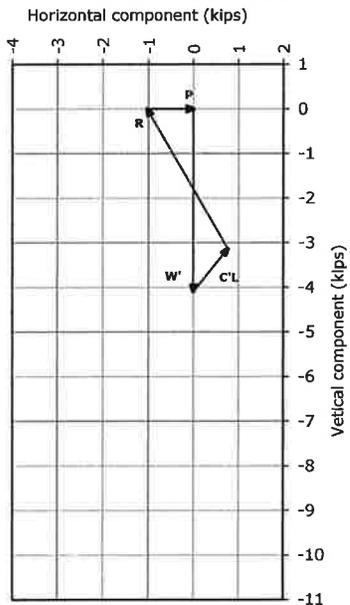
BG: 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #1b  
Cantilevered Retaining Wall

### Cross Section and Critical Active Wedge



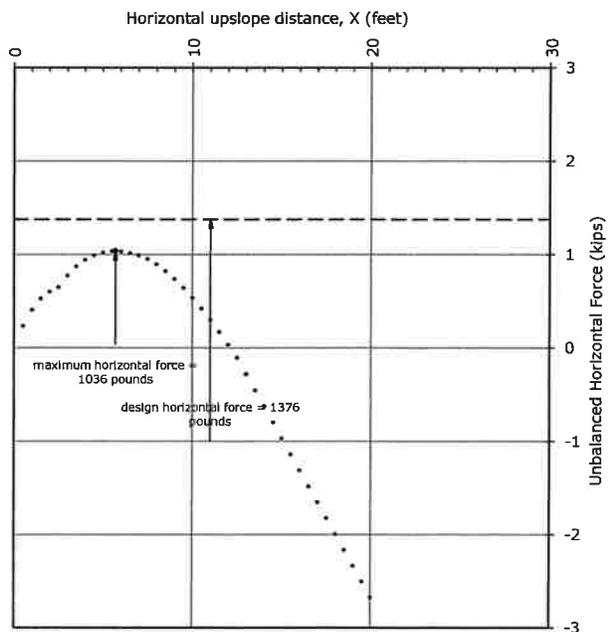
The cross section shows the surface geometry; surcharges; the range of dip for any defined anisotropic strength function; the critical trial wedge; the initial search grid; and the secondary search window. Each grid point defines the upslope coordinate of the slip plane and bottom coordinate of tension crack for a trial wedge. For each for upslope distance, X, the grid point for which the horizontal unbalanced pressure, Ph, is maximum is shown in black. The critical wedge has the maximum horizontal unbalanced pressure of all trial wedges.

### Critical Wedge, Force Polygon



The polygon shows the static (gravitational) driving force, W'; the mobilized cohesive force, C'L; the mobilized frictional force, R; and the unbalanced pressure, P, for the critical wedge.

### Trial Wedge, Unbalanced Horizontal Force, Ph (kips)



The maximum calculated horizontal unbalanced pressure, Ph, is plotted for each upslope distance, X. The location of the maximum Ph for each X is indicated in the cross section, above. All points from initial search grid and maximum from secondary search window are plotted.



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**RETAINING WALL CALCULATION**

BG 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #1Sa  
Cantilevered Retaining Wall

CALCULATE THE DESIGN PRESSURE FOR PROPOSED CANTILEVERED RETAINING WALL. USE THE GENERAL TRIAL WEDGE METHOD\*. APPLY THE SAFETY FACTOR TO THE COHESION AND PHI ANGLE. THE RETAINED HEIGHT, BACKSLOPE GEOMETRY, AND SURCHARGE CONDITIONS, ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE PSEUDO-STATIC (MONONOBE-OKABE) METHOD FOR SEISMIC LOADING.

\* FIND THE WEDGE, CHARACTERIZED BY A SINGLE STRAIGHT SLIP PLANE AND A VERTICAL TENSION CRACK, THAT MAXIMIZES THE UNBALANCED PRESSURE. MAKE NO ASSUMPTION ABOUT TENSION CRACK DEPTH. ALLOW ANY BACKSLOPE GEOMETRY AND SURCHARGE CONDITION. VARY X- AND Y-COORDINATES OF BOTTOM OF TENSION CRACK. USE PRIMARY GRID AND SECONDARY SEARCH WINDOW TO FOCUS SEARCH. USE METHODOLOGY DESCRIBED IN NAVFAC DESIGN MANUAL 7.02, 1986, PP. 59-70, AND US ARMY TECHNICAL REPORT ITL-92-11 (1992), P. 79 AND APPENDIX A.

**CALCULATION INPUT**

Earth Material Alluvium  
Shear Diagram #1  
Cohesion, Coh 200.0 psf  
Phi Angle,  $\phi$  31.0 degrees  
Density,  $\gamma$  125.0 pcf

Anisotropic Strength Function NO

Restraining Device RETAINING WALL  
Type CANTILEVERED  
Retained Height, H 8 feet  
Wall Friction Angle,  $\delta$  0 degrees  
External Surcharge see below  
General Backslope Condition\* level  
Loading SEISMIC  
PGA<sub>M</sub> 0.77 g

Pseudostatic Coefficients:  
horizontal,  $K_h$ \*\*\* 0.26 g  
vertical,  $K_v$ \*\*\*\* 0.00 g

Calculation Safety Factor, FS 1

\* Critical wedge 'sees' only portion of regional backslope

\*\*\* Calculated using methodology of Abrahamson and Silva (1986)

\*\*\*\*  $K_v > 0$  indicates downward acceleration and upward inertial force

**BACKSLOPE GEOMETRY AND SURCHARGE CONDITIONS\***

(dist., elev)	(X, Y)	H (ft)	$\beta$ (deg)	surcharge
(0,0)	(0,0)	8		
(0,8)	(0,8)			
(3,8)	(3,8)			Uniform Load: 300 psf
(13,8)	(13,8)			
(15,8)	(15,8)			
(18,8)	(18,8)			
(20,8)	(20,8)			

\* X is the upslope distance from the wall; Y is the vertical distance above the base of the wall; H is wall height;  $\beta$  is backslope. H,  $\beta$ , and surcharge apply to section between two coordinates. Only first 20 coordinates are shown.

**CALCULATION OUTPUT**

Trial Wedges Analyzed, Initial Search Grid 609 trials  
Trial Wedges Analyzed, Secondary Search Window 441 trials  
Critical Failure Angle,  $\alpha$  47.7 degrees  
Area of Critical Wedge 28.2 square feet  
Length of Critical Failure Plane, L 8.9 feet  
Depth of Critical Tension Crack 1.4 feet  
Horizontal Upslope Distance to Critical Tension Crack 6.0 feet  
Effective Backslope on Critical Wedge,  $\beta_{eff}$  0.0 degrees  
Factored Phi Angle on Slip Plane,  $\phi'$  31.0 degrees  
Factored Cohesion on Critical Slip Plane, C' 200.0 psf  
Weight of Critical Wedge, W 3,525 pounds  
External Surcharge on Critical Wedge, V 1,050 pounds  
Pseudo-Static (Gravitational + Dynamic) Driving Force, Wd 4,723 pounds  
Mobilized Cohesive Force, C'L 1,784 pounds  
Mobilized Frictional Force, R 3,399 pounds  
Calculated Unbalanced Force, P 951 pounds  
Calculated Horizontal Unbalanced Force, P<sub>h</sub> 951 pounds

**RECOMMENDED DESIGN PARAMETERS**

Calculated Pseudo-Static Horizontal Force 951 pounds  
Recommended Static Horizontal Force from sheet 1a 1,376 pounds

**CONCLUSIONS**

**THE CALCULATED STATIC FORCE EXCEEDS THE CALCULATED PSEUDO-STATIC FORCE. THEREFORE, THE RECOMMENDED DESIGN PARAMETERS ON SHEET 1A ARE SUFFICIENT.**



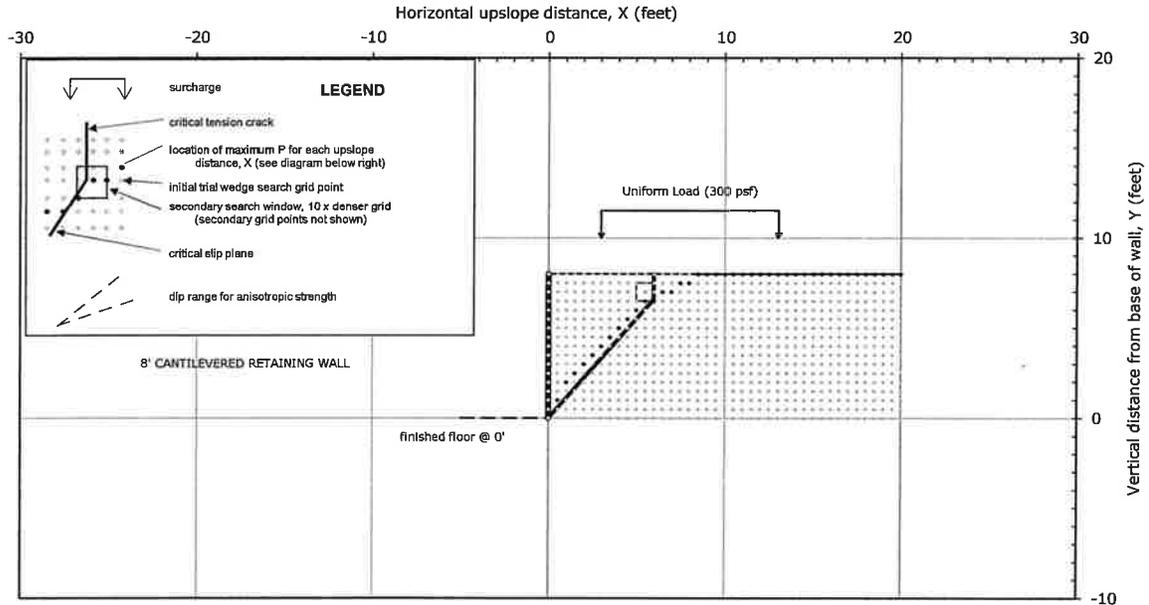
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## RETAINING WALL CALCULATION

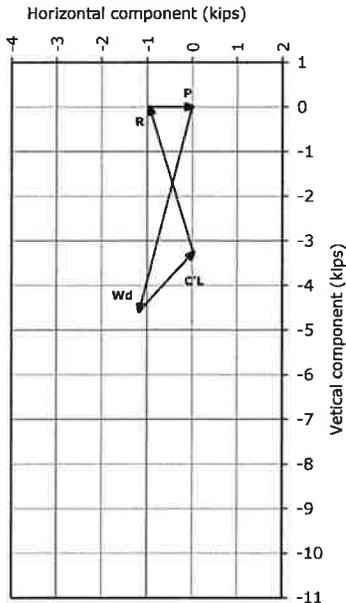
BG: 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #1Sb  
Cantilevered Retaining Wall

### Cross Section and Critical Active Wedge



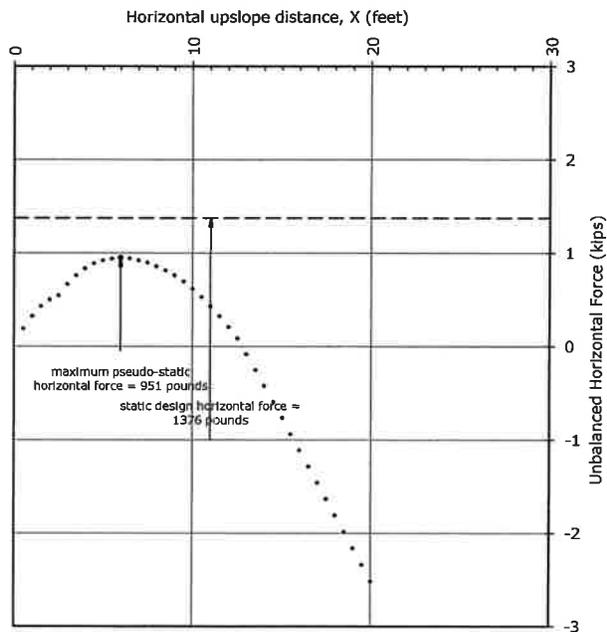
The cross section shows the surface geometry; surcharges; the range of dip for any defined anisotropic strength function; the critical trial wedge; the initial search grid; and the secondary search window. Each grid point defines the upslope coordinate of the slip plane and bottom coordinate of tension crack for a trial wedge. For each for upslope distance, X, the grid point for which the horizontal unbalanced pressure,  $P_h$ , is maximum is shown in black. The critical wedge has the maximum horizontal unbalanced pressure of all trial wedges.

### Critical Wedge, Force Polygon



The polygon shows the pseudo-static (gravitational and dynamic) driving force,  $W_d$ ; the mobilized cohesive force,  $C'L$ ; the mobilized frictional force,  $R$ ; and the unbalanced pressure,  $P$ , for the critical wedge.

### Trial Wedge, Unbalanced Horizontal Force, $P_h$ (kips)



The maximum calculated horizontal unbalanced pressure,  $P_h$ , is plotted for each upslope distance,  $X$ . The location of the maximum  $P_h$  for each  $X$  is indicated in the cross section, above. All points from initial search grid and maximum from secondary search window are plotted.



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## RETAINING WALL CALCULATION

BG 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #2a  
**Restrained Retaining Wall**

CALCULATE THE DESIGN PRESSURE FOR PROPOSED RESTRAINED RETAINING WALL. USE THE GENERAL TRIAL WEDGE METHOD\*. APPLY THE SAFETY FACTOR TO THE COHESION AND PHI ANGLE. THE RETAINED HEIGHT, BACKSLOPE GEOMETRY, AND SURCHARGE CONDITIONS, ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE.

\* FIND THE WEDGE, CHARACTERIZED BY A SINGLE STRAIGHT SLIP PLANE AND A VERTICAL TENSION CRACK, THAT MAXIMIZES THE UNBALANCED PRESSURE. MAKE NO ASSUMPTION ABOUT TENSION CRACK DEPTH. ALLOW ANY BACKSLOPE GEOMETRY AND SURCHARGE CONDITION. VARY X- AND Y-COORDINATES OF BOTTOM OF TENSION CRACK. USE PRIMARY GRID AND SECONDARY SEARCH WINDOW TO FOCUS SEARCH. USE METHODOLOGY DESCRIBED IN NAVFAC DESIGN MANUAL 7.02, 1986, PP. 59-70, AND US ARMY TECHNICAL REPORT ITR-92-11 (1992), P. 79 AND APPENDIX A.

### CALCULATION INPUT

Earth Material	Alluvium
Shear Diagram	#1
Cohesion, Coh	200.0 psf
Phi Angle, $\phi$	31.0 degrees
Density, $\gamma$	125.0 pcf
Anisotropic Strength Function	NO
<u>Restraining Device</u>	<u>RETAINING WALL</u>
<u>Type</u>	<u>RESTRAINED</u>
<u>Retained Height, H</u>	<u>8 feet</u>
Wall Friction Angle, $\delta$	0 degrees
External Surcharge	NO
General Backslope Condition*	level
<u>Loading</u>	<u>STATIC</u>

Calculation Safety Factor, FS 1.5

\* Critical wedge 'sees' only portion of regional backslope

### CALCULATION OUTPUT

Trial Wedges Analyzed, Initial Search Grid	609 trials
Trial Wedges Analyzed, Secondary Search Window	441 trials
Critical Failure Angle, $\alpha$	55.8 degrees
Area of Critical Wedge	18.4 square feet
Length of Critical Failure Plane, L	5.9 feet
Depth of Critical Tension Crack	3.2 feet
Horizontal Upslope Distance to Critical Tension Crack	3.3 feet
Effective Backslope on Critical Wedge, $\beta_{eff}$	0.0 degrees
Factored Phi Angle on Slip Plane, $\phi'$	21.8 degrees
Factored Cohesion on Critical Slip Plane, C'	133.3 psf
Weight of Critical Wedge, W	2,300 pounds
External Surcharge on Critical Wedge, V	0 pounds
Static Gravitational Driving Force, W'	2,300 pounds
Mobilized Cohesive Force, C'L	782 pounds
Mobilized Frictional Force, R	1,992 pounds
Calculated Unbalanced Force, P	672 pounds
Calculated Horizontal Unbalanced Force, P <sub>h</sub>	672 pounds
Calculated Trapezoidal Design Pressure *	13.1 H psf
Calculated At-Rest Equivalent Fluid Pressure **	60.6 pcf
Calculated At-Rest Trapezoidal Earth Pressure *	37.9 H psf

### RECOMMENDED DESIGN PARAMETERS

Trapezoidal Design Pressure, TDP*	38 H psf
Design Horizontal Force	1,946 pounds

\* H is restrained height, see report for diagram of trapezoidal pressure distribution

\*\* at-rest equivalent fluid pressure is calculated as:  $\gamma (1 - \sin(\phi))$

### BACKSLOPE GEOMETRY AND SURCHARGE CONDITIONS\*

(dist., elev)	(X, Y)	H (ft)	$\beta$ (deg)	surcharge
(0,0)	(0,0)	B		
(0,8)	(0,8)			
(3,8)	(3,8)			
(13,8)	(13,8)			
(15,8)	(15,8)			
(18,8)	(18,8)			
(20,8)	(20,8)			

\* X is the upslope distance from the wall; Y is the vertical distance above the base of the wall; H is wall height;  $\beta$  is backslope. H,  $\beta$ , and surcharge apply to section between two coordinates. Only first 20 coordinates are shown.

### CONCLUSIONS

THE CALCULATION INDICATES THAT THE PROPOSED RESTRAINED RETAINING WALL, WITH A RETAINED HEIGHT OF UP TO 8 FEET, MAY BE DESIGNED FOR A TRAPEZOIDAL DESIGN PRESSURE (TDP) OF 38 H POUNDS PER SQUARE FOOT, WHERE H IS THE RETAINED HEIGHT. SEE REPORT FOR DIAGRAM OF TRAPEZOIDAL PRESSURE DISTRIBUTION.

THE STATIC DESIGN IS GOVERNED BY THE AT-REST CONDITION.



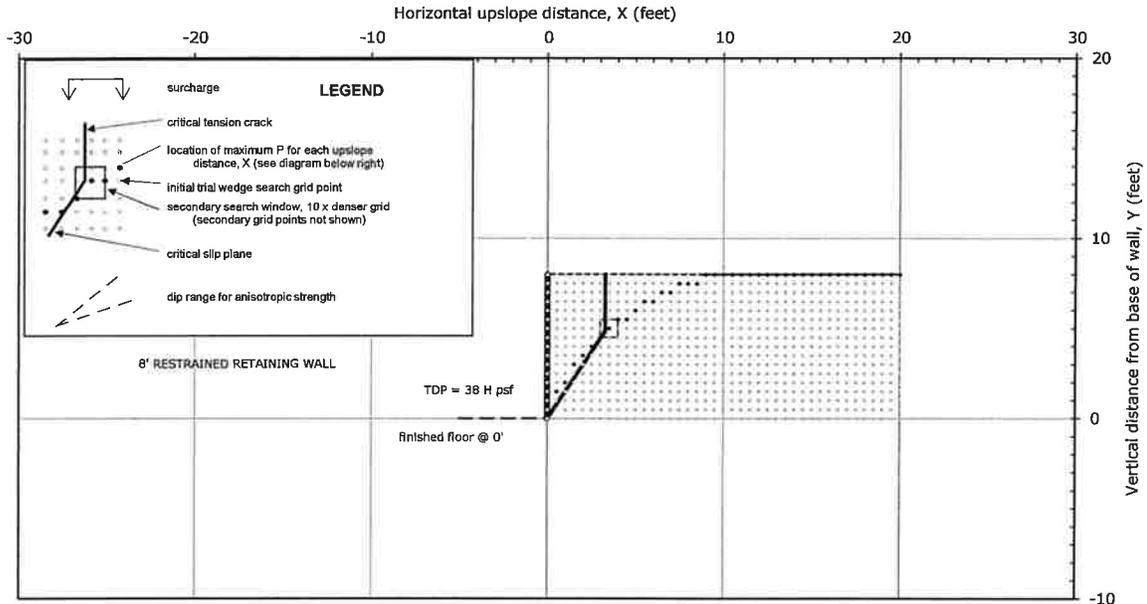
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## RETAINING WALL CALCULATION

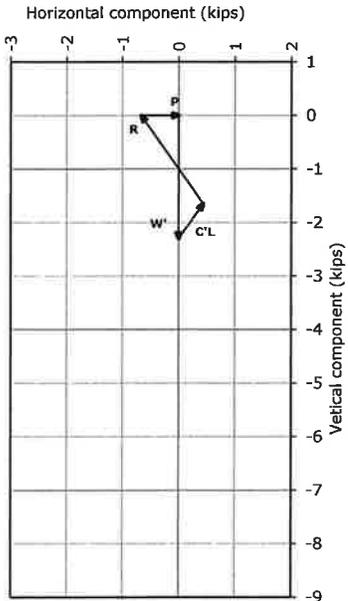
BG: 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #2b  
Restrained Retaining Wall

### Cross Section and Critical Active Wedge



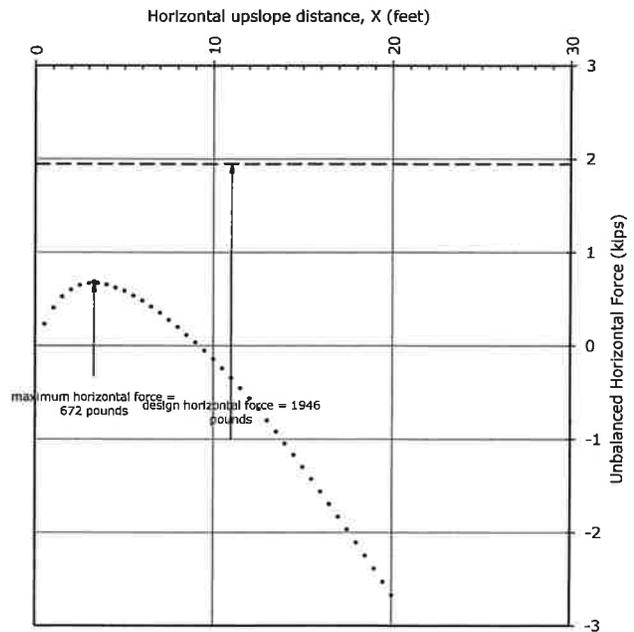
The cross section shows the surface geometry; surcharges; the range of dip for any defined anisotropic strength function; the critical trial wedge; the initial search grid; and the secondary search window. Each grid point defines the upslope coordinate of the slip plane and bottom coordinate of tension crack for a trial wedge. For each for upslope distance, X, the grid point for which the horizontal unbalanced pressure, Ph, is maximum is shown in black. The critical wedge has the maximum horizontal unbalanced pressure of all trial wedges.

### Critical Wedge, Force Polygon



The polygon shows the static (gravitational) driving force, W; the mobilized cohesive force, C'L; the mobilized frictional force, R; and the unbalanced pressure, P, for the critical wedge.

### Trial Wedge, Unbalanced Horizontal Force, Ph (kips)



The maximum calculated horizontal unbalanced pressure, Ph, is plotted for each upslope distance, X. The location of the maximum Ph for each X is indicated in the cross section, above. All points from initial search grid and maximum from secondary search window are plotted.



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## RETAINING WALL CALCULATION

BG 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #2Sa  
**Restrained Retaining Wall**

CALCULATE THE DESIGN PRESSURE FOR PROPOSED RESTRAINED RETAINING WALL. USE THE GENERAL TRIAL WEDGE METHOD\*. APPLY THE SAFETY FACTOR TO THE COHESION AND PHI ANGLE. THE RETAINED HEIGHT, BACKSLOPE GEOMETRY, AND SURCHARGE CONDITIONS, ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE PSEUDO-STATIC (MONONOBE-OKABE) METHOD FOR SEISMIC LOADING.

\* FIND THE WEDGE, CHARACTERIZED BY A SINGLE STRAIGHT SLIP PLANE AND A VERTICAL TENSION CRACK, THAT MAXIMIZES THE UNBALANCED PRESSURE. MAKE NO ASSUMPTION ABOUT TENSION CRACK DEPTH. ALLOW ANY BACKSLOPE GEOMETRY AND SURCHARGE CONDITION. VARY X- AND Y-COORDINATES OF BOTTOM OF TENSION CRACK. USE PRIMARY GRID AND SECONDARY SEARCH WINDOW TO FOCUS SEARCH. USE METHODOLOGY DESCRIBED IN NAVFAC DESIGN MANUAL 7.02, 1986, PP. 59-70, AND US ARMY TECHNICAL REPORT ITL-82-11 (1982), P. 79 AND APPENDIX A.

### CALCULATION INPUT

Earth Material Alluvium  
Shear Diagram #1  
Cohesion, Coh 200.0 psf  
Phi Angle,  $\phi$  31.0 degrees  
Density,  $\gamma$  125.0 pcf

Anisotropic Strength Function NO

Restraining Device RETAINING WALL  
Type RESTRAINED  
Retained Height, H 8 feet  
Wall Friction Angle,  $\delta$  0 degrees  
External Surcharge NO  
General Backslope Condition\* level  
Loading SEISMIC  
PGA<sub>M</sub> 0.77 g

Pseudostatic Coefficients:

horizontal,  $K_h$ \*\*\* 0.26 g  
vertical,  $K_v$ \*\*\*\* 0.00 g

Calculation Safety Factor, FS 1

\* Critical wedge 'sees' only portion of regional backslope

\*\*\* Calculated using methodology of Abrahamson and Silva (1986)

\*\*\*\*  $K_v > 0$  indicates downward acceleration and upward inertial force

### BACKSLOPE GEOMETRY AND SURCHARGE CONDITIONS\*

(dist., elev)	(X, Y)	H (ft)	$\beta$ (deg)	surcharge
(0,0)	(0,0)	8		
(0,8)	(0,8)			
(12,8)	(12,8)			
(22,8)	(22,8)			
(23,8)	(23,8)			
(24,8)	(24,8)			
(25,8)	(25,8)			

\* X is the upslope distance from the wall; Y is the vertical distance above the base of the wall; H is wall height;  $\beta$  is backslope. H,  $\beta$ , and surcharge apply to section between two coordinates. Only first 20 coordinates are shown.

### CALCULATION OUTPUT

Trial Wedges Analyzed, Initial Search Grid	759 trials
Trial Wedges Analyzed, Secondary Search Window	441 trials
Critical Failure Angle, $\alpha$	51.7 degrees
Area of Critical Wedge	20.4 square feet
Length of Critical Failure Plane, L	5.7 feet
Depth of Critical Tension Crack	3.5 feet
Horizontal Upslope Distance to Critical Tension Crack	3.6 feet
Effective Backslope on Critical Wedge, $\beta_{eff}$	0.0 degrees
Factored Phi Angle on Slip Plane, $\phi'$	31.0 degrees
Factored Cohesion on Critical Slip Plane, $C'$	200.0 psf
Weight of Critical Wedge, W	2,552 pounds
External Surcharge on Critical Wedge, V	0 pounds
Pseudo-Static (Gravitational + Dynamic) Driving Force, Wd	2,634 pounds
Mobilized Cohesive Force, C'L	1,146 pounds
Mobilized Frictional Force, R	1,766 pounds
Calculated Unbalanced Force, P	569 pounds
Calculated Horizontal Unbalanced Force, P <sub>h</sub>	569 pounds

### RECOMMENDED DESIGN PARAMETERS

Calculated Pseudo-Static Horizontal Force	569 pounds
Recommended Static Horizontal Force from sheet 2a	1,946 pounds

### CONCLUSIONS

**THE CALCULATED STATIC FORCE EXCEEDS THE CALCULATED PSEUDO-STATIC FORCE. THEREFORE, THE RECOMMENDED DESIGN PARAMETERS ON SHEET 2A ARE SUFFICIENT.**



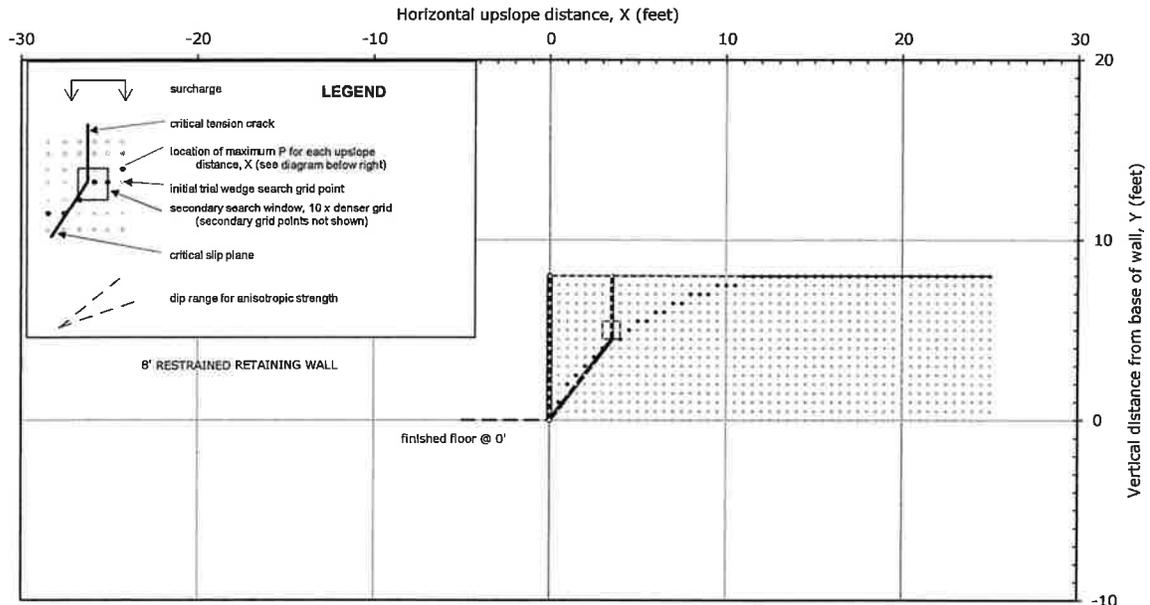
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## RETAINING WALL CALCULATION

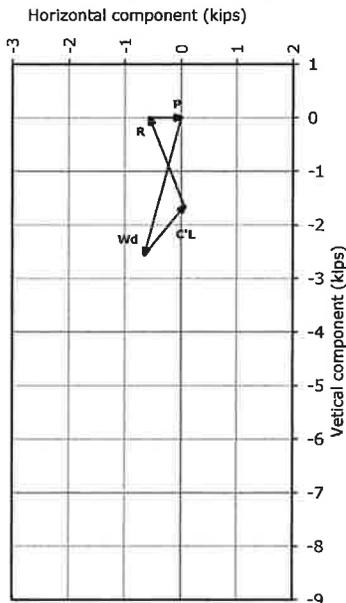
BG: 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #2Sb  
Restrained Retaining Wall

### Cross Section and Critical Active Wedge



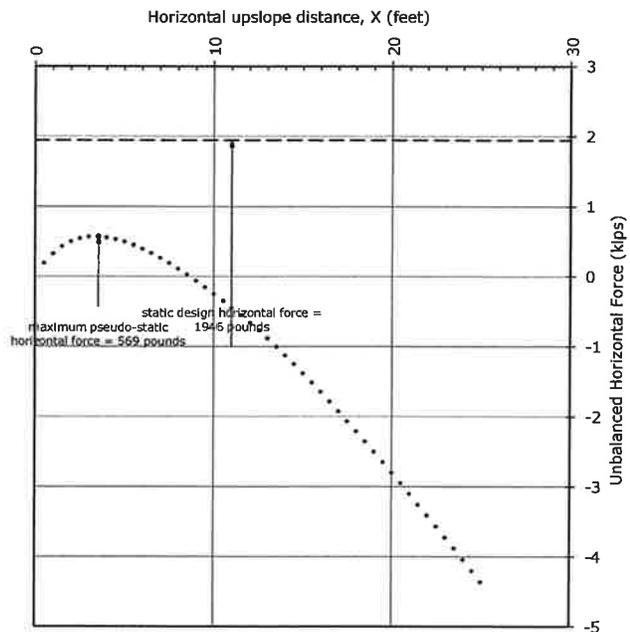
The cross section shows the surface geometry; surcharges; the range of dip for any defined anisotropic strength function; the critical trial wedge; the initial search grid; and the secondary search window. Each grid point defines the upslope coordinate of the slip plane and bottom coordinate of tension crack for a trial wedge. For each for upslope distance, X, the grid point for which the horizontal unbalanced pressure, Ph, is maximum is shown in black. The critical wedge has the maximum horizontal unbalanced pressure of all trial wedges.

### Critical Wedge, Force Polygon



The polygon shows the pseudo-static (gravitational and dynamic) driving force, Wd; the mobilized cohesive force, C'L; the mobilized frictional force, R; and the unbalanced pressure, P, for the critical wedge.

### Trial Wedge, Unbalanced Horizontal Force, Ph (kips)



The maximum calculated horizontal unbalanced pressure, Ph, is plotted for each upslope distance, X. The location of the maximum Ph for each X is indicated in the cross section, above. All points from initial search grid and maximum from secondary search window are plotted.



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**RETAINING WALL CALCULATION**

BG **23793** CLIENT: **Patel**  
CONSULTANT: **RSB**  
SHEET: **#3Sa**  
**Restrained Retaining Wall**

CALCULATE THE DESIGN PRESSURE FOR PROPOSED RESTRAINED RETAINING WALL. USE THE GENERAL TRIAL WEDGE METHOD\*. APPLY THE SAFETY FACTOR TO THE COHESION AND PHI ANGLE. THE RETAINED HEIGHT, BACKSLOPE GEOMETRY, AND SURCHARGE CONDITIONS, ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE PSEUDO-STATIC (MONONOBE-OKABE) METHOD FOR SEISMIC LOADING.

\* FIND THE WEDGE, CHARACTERIZED BY A SINGLE STRAIGHT SLIP PLANE AND A VERTICAL TENSION CRACK, THAT MAXIMIZES THE UNBALANCED PRESSURE. MAKE NO ASSUMPTION ABOUT TENSION CRACK DEPTH. ALLOW ANY BACKSLOPE GEOMETRY AND SURCHARGE CONDITION. VARY X- AND Y-COORDINATES OF BOTTOM OF TENSION CRACK. USE PRIMARY GRID AND SECONDARY SEARCH WINDOW TO FOCUS SEARCH. USE METHODOLOGY DESCRIBED IN NAVFAC DESIGN MANUAL 7.02, 1986, PP. 59-70, AND US ARMY TECHNICAL REPORT ITL-92-11 (1992), P. 79 AND APPENDIX A.

**CALCULATION INPUT**

Earth Material	Alluvium
Shear Diagram	#1
Cohesion, Coh	200.0 psf
Phi Angle, $\phi$	31.0 degrees
Density, $\gamma$	125.0 pcf
Anisotropic Strength Function	NO
<u>Restraining Device</u>	<u>RETAINING WALL</u>
<u>Type</u>	<u>RESTRAINED</u>
<u>Retained Height, H</u>	<u>8 feet</u>
Wall Friction Angle, $\delta$	0 degrees
External Surcharge	see below
General Backslope Condition*	level
<u>Loading</u>	<u>SEISMIC</u>
PGA <sub>M</sub>	0.77 g

Pseudostatic Coefficients:

horizontal, $K_h$ ***	0.26 g
vertical, $K_v$ ****	0.00 g

Calculation Safety Factor, FS 1

\* Critical wedge 'sees' only portion of regional backslope

\*\*\* Calculated using methodology of Abrahamson and Silva (1986)

\*\*\*\*  $K_v > 0$  indicates downward acceleration and upward inertial force

**BACKSLOPE GEOMETRY AND SURCHARGE CONDITIONS\***

(dist., elev)	(X, Y)	H (ft)	$\beta$ (deg)	surcharge
(0,0)	(0,0)	8		
(0,8)	(0,8)			
(12,8)	(12,8)			Uniform Load: 1000 psf
(22,8)	(22,8)			
(23,8)	(23,8)			
(24,8)	(24,8)			
(25,8)	(25,8)			

\* X is the upslope distance from the wall; Y is the vertical distance above the base of the wall; H is wall height;  $\beta$  is backslope. H,  $\beta$ , and surcharge apply to section between two coordinates. Only first 20 coordinates are shown.

**CALCULATION OUTPUT**

Trial Wedges Analyzed, Initial Search Grid	759 trials
Trial Wedges Analyzed, Secondary Search Window	441 trials
Critical Failure Angle, $\alpha$	51.7 degrees
Area of Critical Wedge	20.4 square feet
Length of Critical Failure Plane, L	5.7 feet
Depth of Critical Tension Crack	3.5 feet
Horizontal Upslope Distance to Critical Tension Crack	3.6 feet
Effective Backslope on Critical Wedge, $\beta_{eff}$	0.0 degrees
Factored Phi Angle on Slip Plane, $\phi'$	31.0 degrees
Factored Cohesion on Critical Slip Plane, $C'$	200.0 psf
Weight of Critical Wedge, W	2,552 pounds
External Surcharge on Critical Wedge, V	0 pounds
Pseudo-Static (Gravitational + Dynamic) Driving Force, Wd	2,634 pounds
Mobilized Cohesive Force, C'L	1,146 pounds
Mobilized Frictional Force, R	1,766 pounds
Calculated Unbalanced Force, P	569 pounds
Calculated Horizontal Unbalanced Force, P <sub>H</sub>	569 pounds

**RECOMMENDED DESIGN PARAMETERS**

Calculated Pseudo-Static Horizontal Force	569 pounds
Recommended Static Horizontal Force from sheet 3a	1,946 pounds

**CONCLUSIONS**

**THE CALCULATED STATIC FORCE EXCEEDS THE CALCULATED PSEUDO-STATIC FORCE. THEREFORE, THE RECOMMENDED DESIGN PARAMETERS ON SHEET 3A ARE SUFFICIENT.**



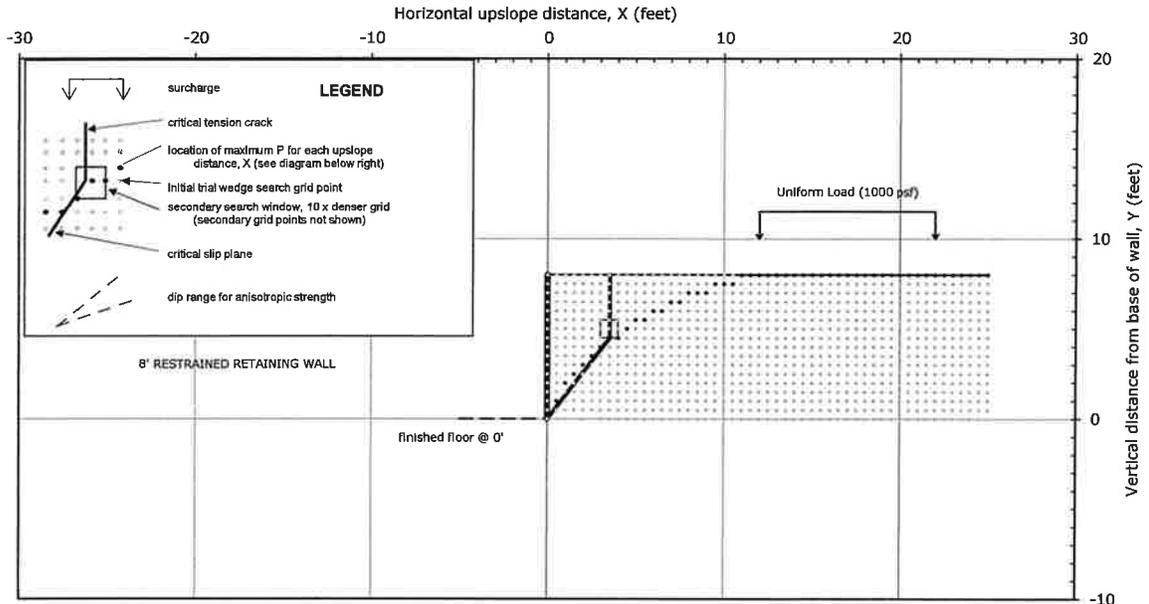
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## RETAINING WALL CALCULATION

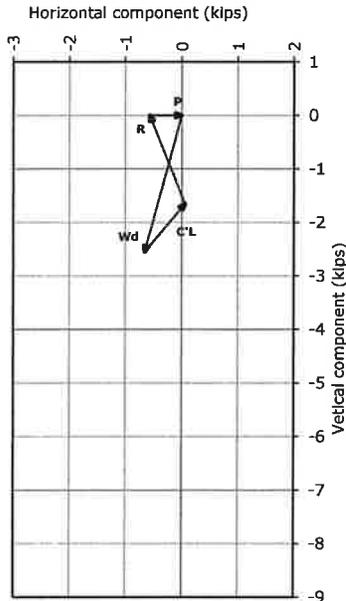
BG: 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #3Sb  
Restrained Retaining Wall

### Cross Section and Critical Active Wedge



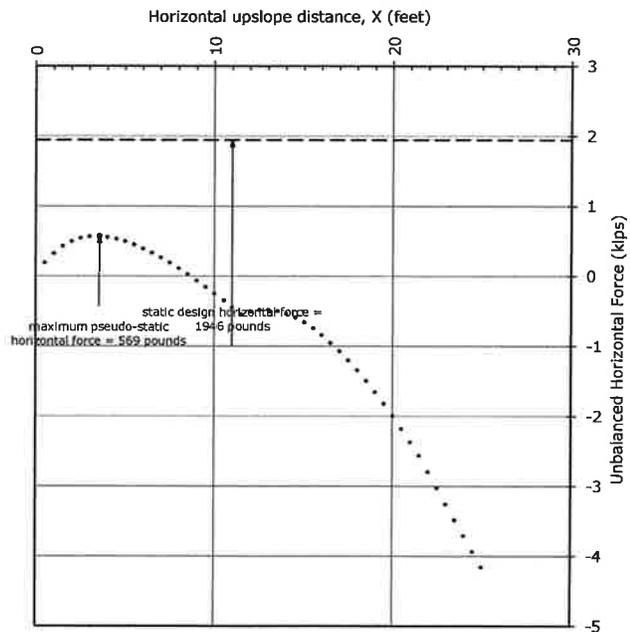
The cross section shows the surface geometry; surcharges; the range of dip for any defined anisotropic strength function; the critical trial wedge; the initial search grid; and the secondary search window. Each grid point defines the upslope coordinate of the slip plane and bottom coordinate of tension crack for a trial wedge. For each upslope distance, X, the grid point for which the horizontal unbalanced pressure,  $P_h$ , is maximum is shown in black. The critical wedge has the maximum horizontal unbalanced pressure of all trial wedges.

### Critical Wedge, Force Polygon



The polygon shows the pseudo-static (gravitational and dynamic) driving force,  $W_d$ ; the mobilized cohesive force,  $C'L$ ; the mobilized frictional force,  $R$ ; and the unbalanced pressure,  $P$ , for the critical wedge.

### Trial Wedge, Unbalanced Horizontal Force, $P_h$ (kips)



The maximum calculated horizontal unbalanced pressure,  $P_h$ , is plotted for each upslope distance, X. The location of the maximum  $P_h$  for each X is indicated in the cross section, above. All points from initial search grid and maximum from secondary search window are plotted.



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**TEMPORARY EXCAVATION HEIGHT**

BG: **23793**  
CLIENT: **Patel**

ENGINEER: **RSB**

CALCULATION SHEET # **4**

CALCULATE THE HEIGHT TO WHICH TEMPORARY EXCAVATIONS ARE STABLE (NEGATIVE THRUST). THE EXCAVATION HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE EARTH MATERIAL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE.

**CALCULATION PARAMETERS**

EARTH MATERIAL:	Alluvium	WALL HEIGHT:	5 feet
SHEAR DIAGRAM:	1	BACKSLOPE ANGLE:	45 degrees
COHESION:	200 psf	SURCHARGE:	0 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	p Point
DENSITY:	125 pcf	INITIAL FAILURE ANGLE:	20 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION:	0 degrees	INITIAL TENSION CRACK:	1 feet
CD (C/FS):	160.0 psf	FINAL TENSION CRACK:	20 feet
PHID = ATAN(TAN(PHI)/FS) =	25.7 degrees		

**CALCULATED RESULTS**

CRITICAL FAILURE ANGLE	54 degrees
AREA OF TRIAL FAILURE WEDGE	3.8 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	476.5 pounds
NUMBER OF TRIAL WEDGES ANALYZED	2040 trials
LENGTH OF FAILURE PLANE	1.7 feet
DEPTH OF TENSION CRACK	3.6 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	1.0 feet
<b>CALCULATED HORIZONTAL THRUST</b>	<b>-21.9 pounds</b>
<b>CALCULATED EQUIVALENT FLUID PRESSURE</b>	<b>-2.7 pcf</b>
<b>MAXIMUM HEIGHT OF TEMPORARY EXCAVATION</b>	<b>4.0 feet</b>

**CONCLUSIONS:**

**THE CALCULATION INDICATES THAT TEMPORARY VERTICAL EXCAVATIONS UP TO FOUR FEET HIGH IN EXISTING FILL AND ALLUVIUM, WITH A 1:1 BACKSLOPE, HAVE A NEGATIVE THRUST AND ARE TEMPORARILY STABLE.**



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## SHORING PILE CALCULATION

BG 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #5a  
Cantilevered Shoring Pile

CALCULATE THE DESIGN PRESSURE FOR PROPOSED CANTILEVERED SHORING PILE. USE THE GENERAL TRIAL WEDGE METHOD\*. APPLY THE SAFETY FACTOR TO THE COHESION AND PHI ANGLE. THE RETAINED HEIGHT, BACKSLOPE GEOMETRY, AND SURCHARGE CONDITIONS, ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE.

\* FIND THE WEDGE, CHARACTERIZED BY A SINGLE STRAIGHT SLIP PLANE AND A VERTICAL TENSION CRACK, THAT MAXIMIZES THE UNBALANCED PRESSURE. MAKE NO ASSUMPTION ABOUT TENSION CRACK DEPTH. ALLOW ANY BACKSLOPE GEOMETRY AND SURCHARGE CONDITION. VARY X- AND Y-COORDINATES OF BOTTOM OF TENSION CRACK. USE PRIMARY GRID AND SECONDARY SEARCH WINDOW TO FOCUS SEARCH. USE METHODOLOGY DESCRIBED IN NAVFAC DESIGN MANUAL 7.02, 1986, PP. 59-70, AND US ARMY TECHNICAL REPORT ITL-92-11 (1992), P. 79 AND APPENDIX A.

### CALCULATION INPUT

Earth Material	Alluvium
Shear Diagram	#1
Cohesion, Coh	200.0 psf
Phi Angle, $\phi$	31.0 degrees
Density, $\gamma$	125.0 pcf
Anisotropic Strength Function	NO
<u>Restraining Device</u>	<u>SHORING PILE</u>
<u>Type</u>	<u>CANTILEVERED</u>
<u>Retained Height, H</u>	<u>11 feet</u>
Wall Friction Angle, $\delta$	0 degrees
External Surcharge	NO
General Backslope Condition*	level
<u>Loading</u>	<u>STATIC</u>

Calculation Safety Factor, FS 1.25  
\* Critical wedge 'sees' only portion of regional backslope

### CALCULATION OUTPUT

Trial Wedges Analyzed, Initial Search Grid	1065 trials
Trial Wedges Analyzed, Secondary Search Window	441 trials
Critical Failure Angle, $\alpha$	57.8 degrees
Area of Critical Wedge	32.8 square feet
Length of Critical Failure Plane, L	8.2 feet
Depth of Critical Tension Crack	4.1 feet
Horizontal Upslope Distance to Critical Tension Crack	4.4 feet
Effective Backslope on Critical Wedge, $\beta_{eff}$	0.0 degrees
Factored Phi Angle on Slip Plane, $\phi'$	25.7 degrees
Factored Cohesion on Critical Slip Plane, C'	160.0 psf
Weight of Critical Wedge, W	4,105 pounds
External Surcharge on Critical Wedge, V	0 pounds
Static Gravitational Driving Force, W'	4,105 pounds
Mobilized Cohesive Force, C'L	1,305 pounds
Mobilized Frictional Force, R	3,543 pounds
Calculated Unbalanced Force, P	1,187 pounds
Calculated Horizontal Unbalanced Force, P <sub>h</sub>	1,187 pounds
Calculated Equivalent Fluid Pressure	19.6 pcf

### RECOMMENDED DESIGN PARAMETERS

Design Equivalent Fluid Pressure, EFP	30.0 pcf
Design Horizontal Force	1,815 pounds

### BACKSLOPE GEOMETRY AND SURCHARGE CONDITIONS\*

(dist., elev)	(X, Y)	H (ft)	$\beta$ (deg)	surcharge
(0,0)	(0,0)	11		
(0,11)	(0,11)			
(12,11)	(12,11)			
(22,11)	(22,11)			
(23,11)	(23,11)			
(24,11)	(24,11)			
(25,11)	(25,11)			

### CONCLUSIONS

THE CALCULATION INDICATES THAT THE PROPOSED CANTILEVERED SHORING PILE, WITH A RETAINED HEIGHT OF UP TO 11 FEET, MAY BE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE (EFP) OF 30 POUNDS PER CUBIC FOOT. FOR PILES, THE PRESSURE SHOULD BE MULTIPLIED BY THE PILE SPACING.

\* X is the upslope distance from the wall; Y is the vertical distance above the base of the wall; H is wall height;  $\beta$  is backslope. H,  $\beta$ , and surcharge apply to section between two coordinates. Only first 20 coordinates are shown.



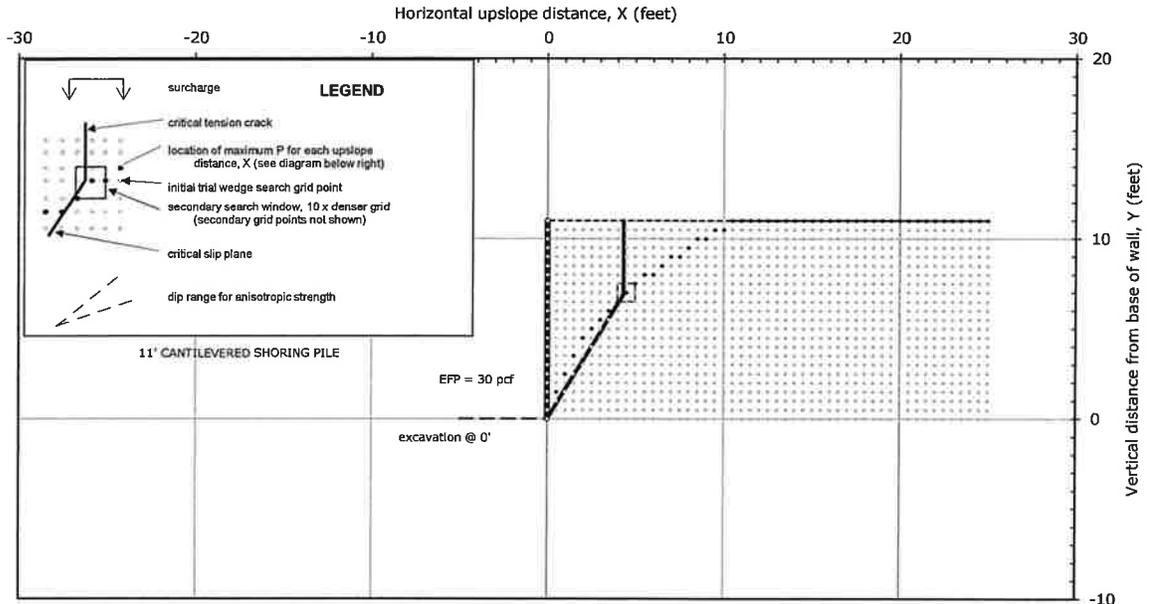
**BYER  
GEOTECHNICAL  
INC.**

1461 East Chevy Chase Drive, Suite 200, Glendale, CA 91206  
tel 818.549.9959 fax 818.543.3747

## SHORING PILE CALCULATION

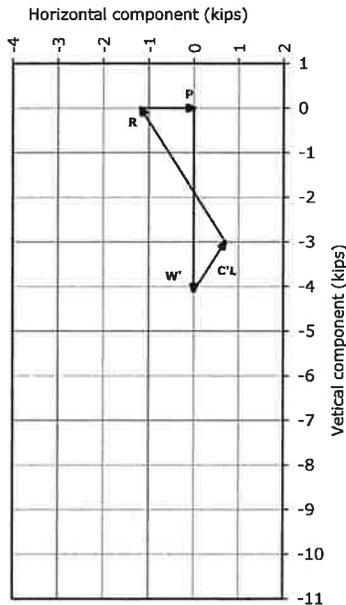
BG: 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #5b  
Cantilevered Shoring Pile

### Cross Section and Critical Active Wedge



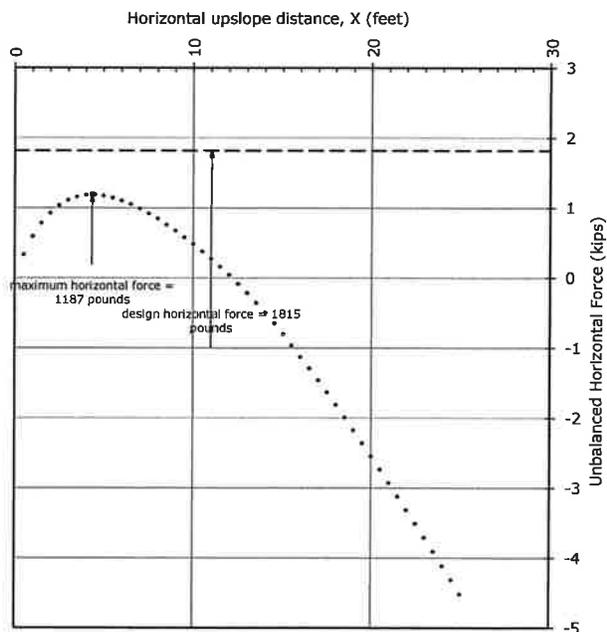
The cross section shows the surface geometry; surcharges; the range of dip for any defined anisotropic strength function; the critical trial wedge; the initial search grid; and the secondary search window. Each grid point defines the upslope coordinate of the slip plane and bottom coordinate of tension crack for a trial wedge. For each for upslope distance, X, the grid point for which the horizontal unbalanced pressure, Ph, is maximum is shown in black. The critical wedge has the maximum horizontal unbalanced pressure of all trial wedges.

### Critical Wedge, Force Polygon



The polygon shows the static (gravitational) driving force, W'; the mobilized cohesive force, C'L; the mobilized frictional force, R; and the unbalanced pressure, P, for the critical wedge.

### Trial Wedge, Unbalanced Horizontal Force, Ph (kips)



The maximum calculated horizontal unbalanced pressure, Ph, is plotted for each upslope distance, X. The location of the maximum Ph for each X is indicated in the cross section, above. All points from initial search grid and maximum from secondary search window are plotted.



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## SHORING PILE CALCULATION

BG 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #6a  
Cantilevered Shoring Pile

CALCULATE THE DESIGN PRESSURE FOR PROPOSED CANTILEVERED SHORING PILE. USE THE GENERAL TRIAL WEDGE METHOD\*. APPLY THE SAFETY FACTOR TO THE COHESION AND PHI ANGLE. THE RETAINED HEIGHT, BACKSLOPE GEOMETRY, AND SURCHARGE CONDITIONS, ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE.

\* FIND THE WEDGE, CHARACTERIZED BY A SINGLE STRAIGHT SLIP PLANE AND A VERTICAL TENSION CRACK, THAT MAXIMIZES THE UNBALANCED PRESSURE. MAKE NO ASSUMPTION ABOUT TENSION CRACK DEPTH. ALLOW ANY BACKSLOPE GEOMETRY AND SURCHARGE CONDITION. VARY X- AND Y-COORDINATES OF BOTTOM OF TENSION CRACK. USE PRIMARY GRID AND SECONDARY SEARCH WINDOW TO FOCUS SEARCH. USE METHODOLOGY DESCRIBED IN NAVFAC DESIGN MANUAL 7.02, 1986, PP. 59-70, AND US ARMY TECHNICAL REPORT ITL-92-11 (1992), P. 79 AND APPENDIX A.

### CALCULATION INPUT

Earth Material	Alluvium
Shear Diagram	#1
Cohesion, Coh	200.0 psf
Phi Angle, $\phi$	31.0 degrees
Density, $\gamma$	125.0 pcf
Anisotropic Strength Function	NO
<u>Restraining Device</u>	<u>SHORING PILE</u>
<u>Type</u>	<u>CANTILEVERED</u>
<u>Retained Height, H</u>	<u>11 feet</u>
Wall Friction Angle, $\delta$	0 degrees
External Surcharge	see below
General Backslope Condition*	level
<u>Loading</u>	<u>STATIC</u>

### CALCULATION OUTPUT

Trial Wedges Analyzed, Initial Search Grid	1065 trials
Trial Wedges Analyzed, Secondary Search Window	441 trials
Critical Failure Angle, $\alpha$	57.8 degrees
Area of Critical Wedge	32.8 square feet
Length of Critical Failure Plane, L	8.2 feet
Depth of Critical Tension Crack	4.1 feet
Horizontal Upslope Distance to Critical Tension Crack	4.4 feet
Effective Backslope on Critical Wedge, $\beta_{eff}$	0.0 degrees
Factored Phi Angle on Slip Plane, $\phi'$	25.7 degrees
Factored Cohesion on Critical Slip Plane, C'	160.0 psf
Weight of Critical Wedge, W	4,105 pounds
External Surcharge on Critical Wedge, V	0 pounds
Static Gravitational Driving Force, W'	4,105 pounds
Mobilized Cohesive Force, C'L	1,305 pounds
Mobilized Frictional Force, P	3,543 pounds
Calculated Unbalanced Force, P	1,187 pounds
Calculated Horizontal Unbalanced Force, P <sub>h</sub>	1,187 pounds
Calculated Equivalent Fluid Pressure	19.6 pcf

### RECOMMENDED DESIGN PARAMETERS

Design Equivalent Fluid Pressure, EFP	30.0 pcf
Design Horizontal Force	1,815 pounds

Calculation Safety Factor, FS 1.25

\* Critical wedge 'sees' only portion of regional backslope

### BACKSLOPE GEOMETRY AND SURCHARGE CONDITIONS\*

(dist., elev)	(X, Y)	H (ft)	$\beta$ (deg)	surcharge
(0,0)	(0,0)	11		
(0,11)	(0,11)			
(12,11)	(12,11)			Uniform Load: 1000 psf
(22,11)	(22,11)			
(23,11)	(23,11)			
(24,11)	(24,11)			
(25,11)	(25,11)			

### CONCLUSIONS

THE CALCULATION INDICATES THAT THE PROPOSED CANTILEVERED SHORING PILE, WITH A RETAINED HEIGHT OF UP TO 11 FEET, MAY BE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE (EFP) OF 30 POUNDS PER CUBIC FOOT. FOR PILES, THE PRESSURE SHOULD BE MULTIPLIED BY THE PILE SPACING.

\* X is the upslope distance from the wall; Y is the vertical distance above the base of the wall; H is wall height;  $\beta$  is backslope. H,  $\beta$ , and surcharge apply to section between two coordinates. Only first 20 coordinates are shown.



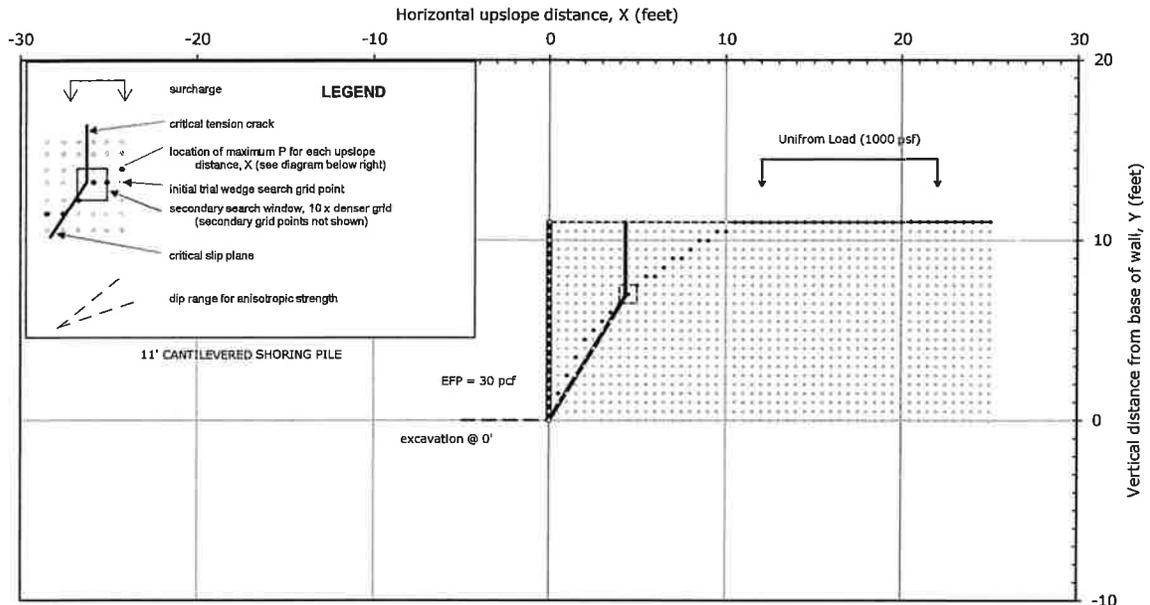
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## SHORING PILE CALCULATION

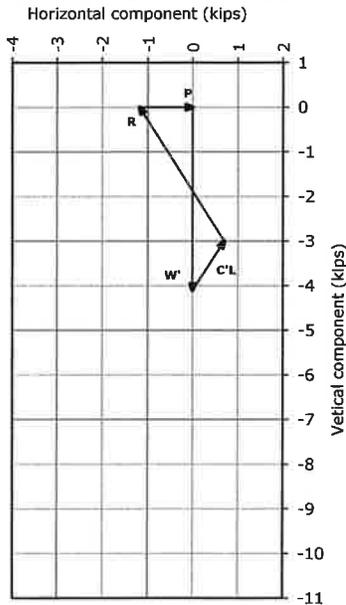
BG: 23793 CLIENT: Patel  
CONSULTANT: RSB  
SHEET: #6b  
Cantilevered Shoring Pile

### Cross Section and Critical Active Wedge



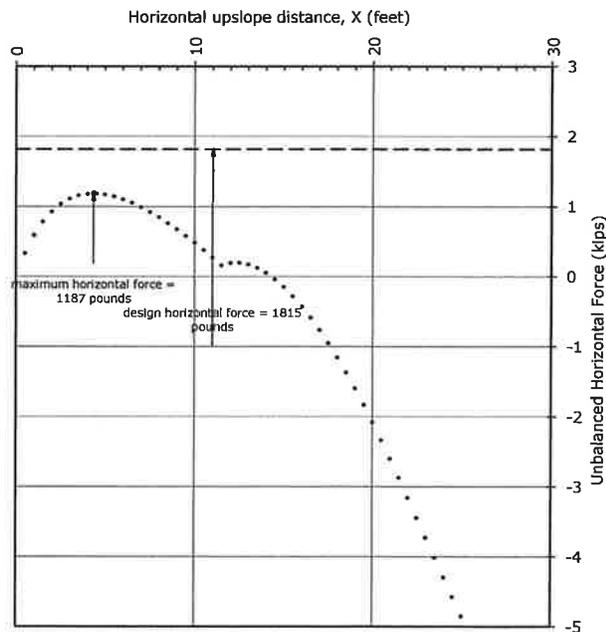
The cross section shows the surface geometry; surcharges; the range of dip for any defined anisotropic strength function; the critical trial wedge; the initial search grid; and the secondary search window. Each grid point defines the upslope coordinate of the slip plane and bottom coordinate of tension crack for a trial wedge. For each for upslope distance, X, the grid point for which the horizontal unbalanced pressure, Ph, is maximum is shown in black. The critical wedge has the maximum horizontal unbalanced pressure of all trial wedges.

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### Trial Wedge, Unbalanced Horizontal Force, Ph (kips)



The maximum calculated horizontal unbalanced pressure, Ph, is plotted for each upslope distance, X. The location of the maximum Ph for each X is indicated in the cross section, above. All points from initial search grid and maximum from secondary search window are plotted.



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## AERIAL VICINITY MAP

BG: 23793

PATEL

CONSULTANT : RSB

SCALE: 1" = 100'

DRAWN BY : AS

REFERENCE: CITY OF ANAHEIM, CALIFORNIA; GIS WEBSITE (<https://gis.anaheim.net/PropertyInfo/>)



000 FILE: S:\Lumiprojects\30953\_Patel\_Placentia\Aerial\_Vicinity\_Map.dwg PLOT DATE/TIME: 2/27/2024 - 11:14am



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**REGIONAL TOPOGRAPHIC MAP**

BG: 23793

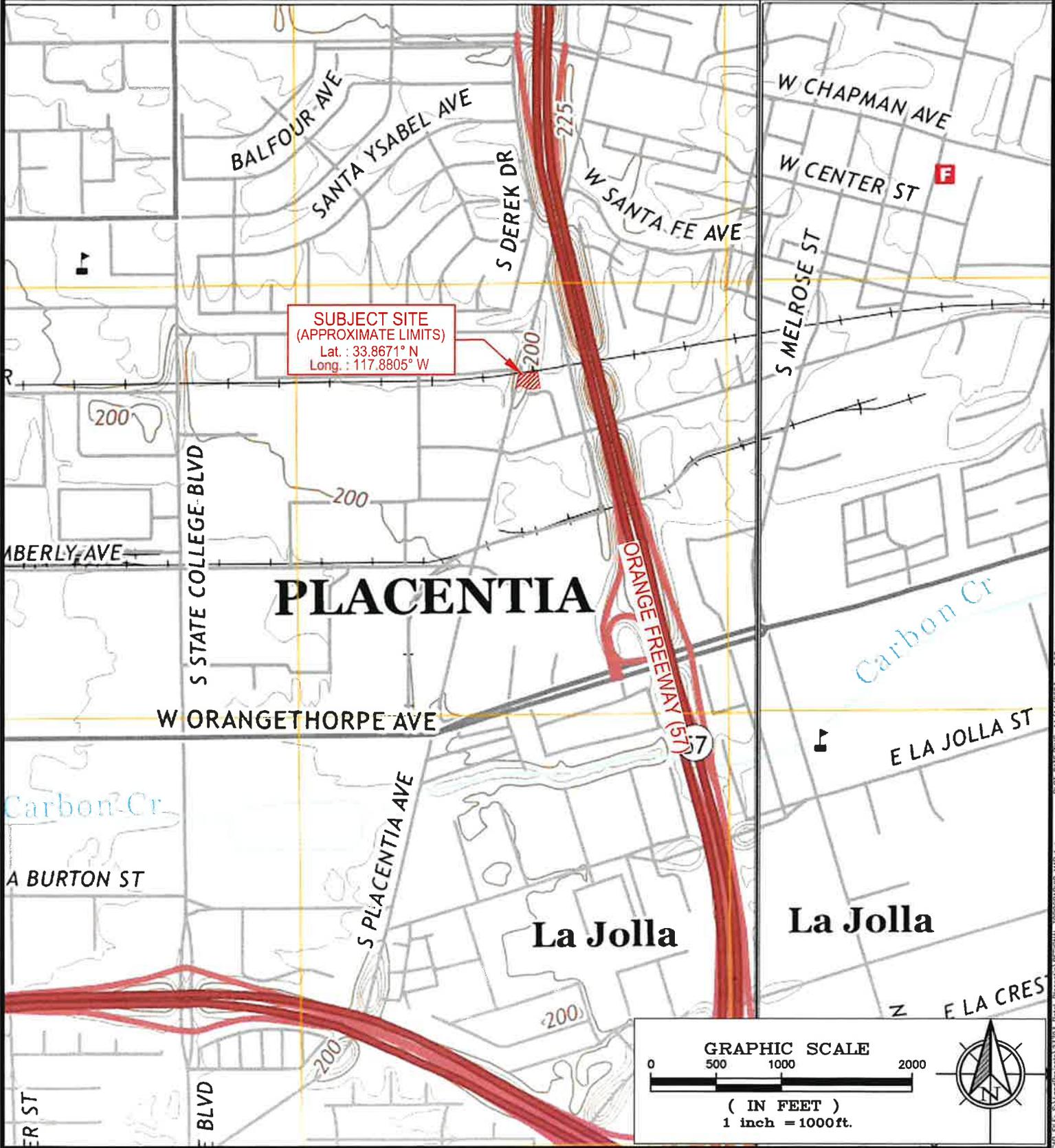
PATEL

CONSULTANT : RSB

SCALE: 1" = 1000'

DRAWN BY : AS

REFERENCE: USGS TOPOGRAPHIC MAP, ANAHEIM 7.5-MINUTE SERIES QUADRANGLE, ORANGE COUNTY, CALIFORNIA CREATED 2022.



PLOT: DAVEZ/IBEL: 11/14/2023 - 3:52pm  
 CAD FILE: S:\unproy\proj\23793 - Placentia\placentia\REGIONAL\_TOPOGRAPHIC\_1023.dwg



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## HISTORIC TOPOGRAPHIC MAP

BG: 23793

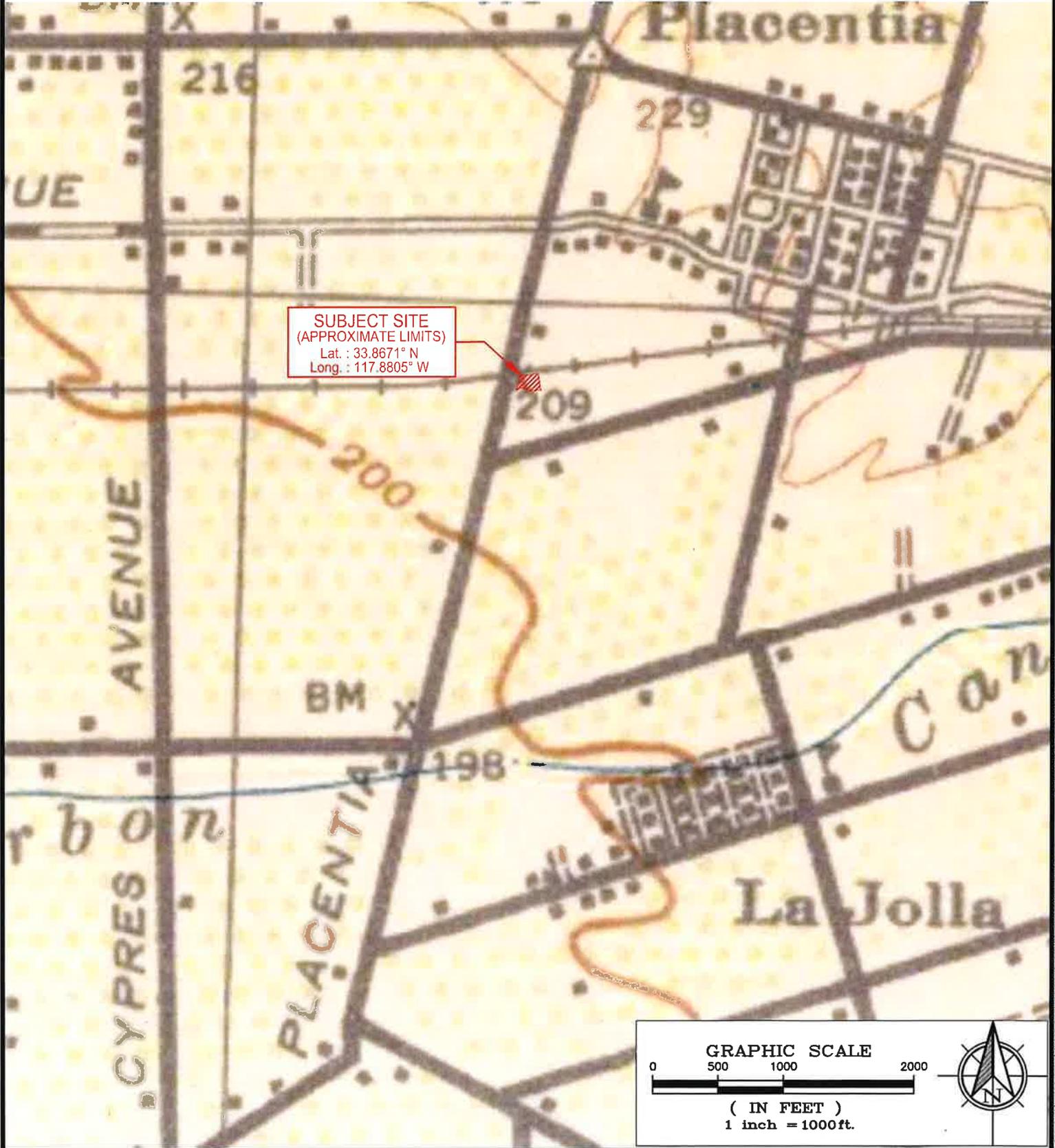
PATEL

CONSULTANT: RSB

SCALE: 1" = 1000'

DRAWN BY: AS

REFERENCE: USGS TOPOGRAPHIC MAP, ANAHEIM QUADRANGLE GRID ZONE "G", ORANGE COUNTY, CALIFORNIA CREATED 1942.





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**REGIONAL GEOLOGIC MAP #1**

BG: 23793

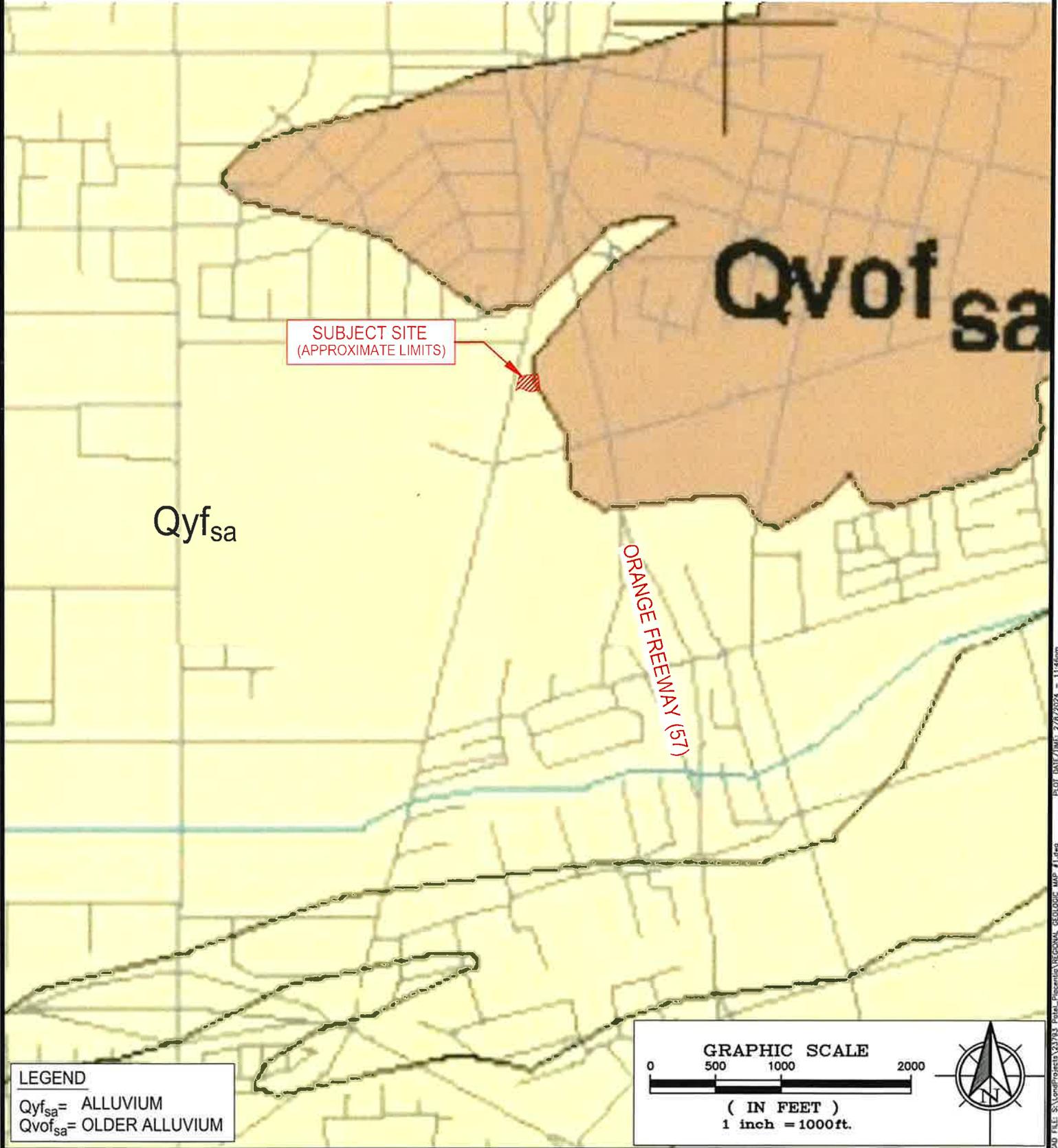
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CONSULTANT : RSB

SCALE: 1" = 1000'

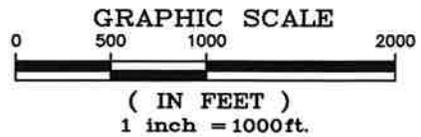
DRAWN BY : AS

REFERENCE: GEOLOGIC MAP OF THE SAN BERNARDINO AND SANTA ANA 30' X 60' QUADRANGLES, CALIFORNIA; MORTON, D.M. & MILLER, F.K. OPEN FILE REPORT OF 2006-1217, DATED 2006



**LEGEND**

Qyf<sub>sa</sub> = ALLUVIUM  
Qvof<sub>sa</sub> = OLDER ALLUVIUM



PLOT DATE/TIME: 7/8/2024 - 11:46am  
D:\Projects\23793\_Patel\_Piacenta\REGIONAL GEOLOGIC MAP #1.dwg



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**REGIONAL GEOLOGIC MAP #2**

BG: 23793

PATEL

CONSULTANT : RSB

SCALE: 1" = 1000'

DRAWN BY : AS

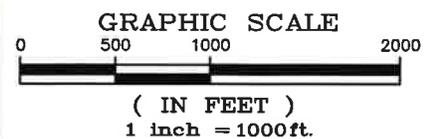
REFERENCE: GEOLOGIC MAP OF CALIFORNIA : SANTA ANA SHEET; ROGERS, T.H.; GEOLOGIC ATLAS OF CALIFORNIA GAM-19, DATED 1965.

SUBJECT SITE  
(APPROXIMATE LIMITS)

Qal

**LEGEND**

Qal = ALLUVIUM  
Qc = OLDER ALLUVIUM



CADD FILE: S:\env\proj\23793\_Patel\_Picencia\REGIONAL\_GEOLOGIC\_MAP\_#2.dwg PLOT DATE/TIME: 2/7/2024 - 11:45am



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## REGIONAL FAULT MAP

BG: 23793

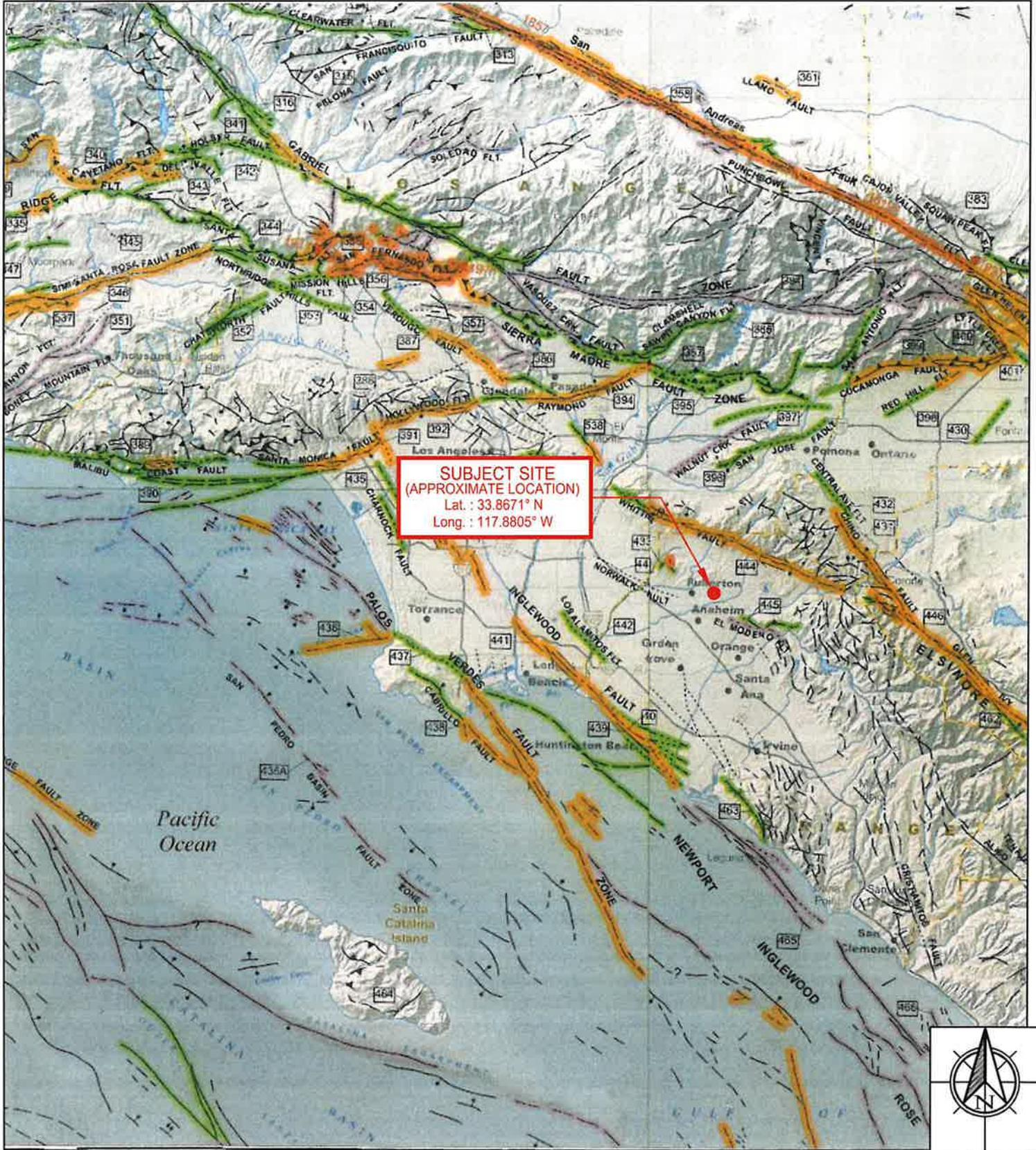
PATEL

CONSULTANT : RSB

SCALE: 1" = 12 MILES

DRAWN BY : AS

REFERENCE: JENNINGS, C.W., AND BRYANT, W.A., 2010, FAULT ACTIVITY MAP OF CALIFORNIA GEOLOGICAL SURVEY, 150th ANNIVERSARY, MAP No 6.



FILE: S:\LandProjects\23793\_Patel\Presentations\REGIONAL\_FAULT\_MAP.dwg PLOT DATE/TIME: 11/14/2023 1:35pm



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# SEISMIC HAZARD ZONES MAP

BG: 23793

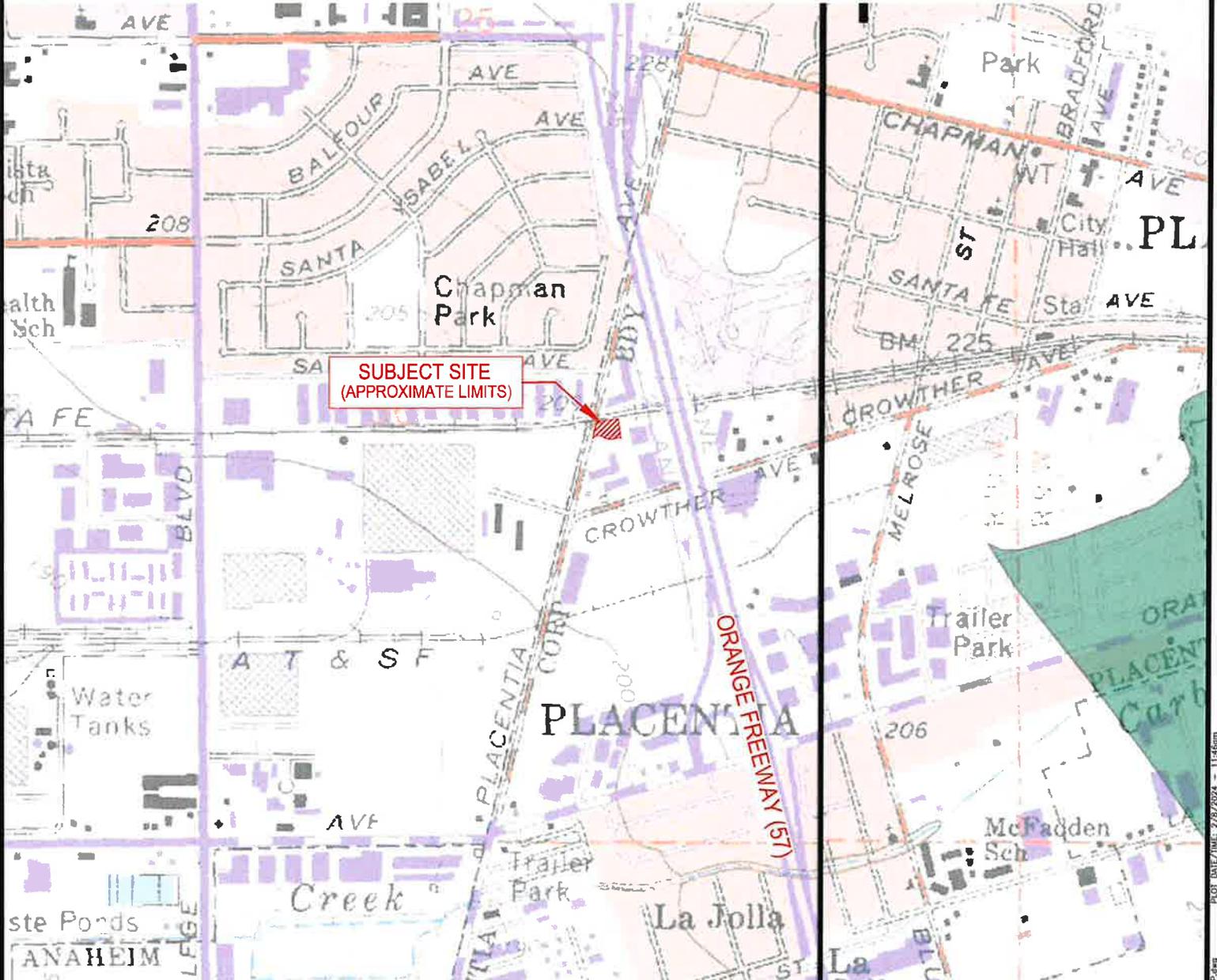
PATEL

CONSULTANT : RSB

SCALE: 1" = 1000'

DRAWN BY : AS

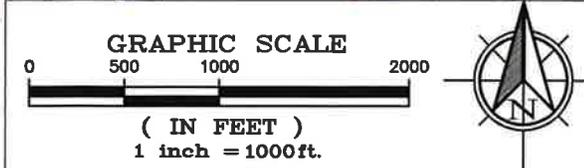
REFERENCES: - EARTHQUAKE ZONES OF REQUIRED INVESTIGATION ANAHEIM QUADRANGLE; SEISMIC HAZARD ZONES, DATED APRIL 15, 1998.  
 - EARTHQUAKE ZONES OF REQUIRED INVESTIGATION ORANGE QUADRANGLE; SEISMIC HAZARD ZONES, DATED APRIL 15, 1998.



**SUBJECT SITE  
(APPROXIMATE LIMITS)**

**MAP EXPLANATION**

<p><b>EARTHQUAKE FAULT ZONES</b></p> <p><b>Earthquake Fault Zones</b>          Zone boundaries are delineated by straight-line segments; the boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep (with the avoidance as described in Public Resources Code Section 2621 (5a)) would be required.</p> <p><b>Active Fault Traces</b>          Faults considered to have been active during Holocene time and to have potential for surface rupture. Solid Line in Black or Red where Accurately Located; Long Dash in Black or Solid Line in Purple where Approximately Located; Short Dash in Black or Solid Line in Orange where Inferred; Dotted Line in Black or Solid Line in Rose where Contested; Query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake, associated event or C for displacement caused by fault creep.</p>	<p><b>SEISMIC HAZARD ZONES</b></p> <p><b>Liquefaction Zones</b>          Areas where historical occurrence of liquefaction, or local geologic, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2513(b) would be required.</p> <p><b>Earthquake-Induced Landslide Zones</b>          Areas where previous occurrence of landslide movement, or local geologic, geologic, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2513(b) would be required.</p> <p><b>Overlapping Liquefaction and Earthquake-Induced Landslide Zones</b>          Areas that lie within zones of required investigation for both liquefaction and earthquake-induced landslides.</p>
<p><b>OVERLAPPING EARTHQUAKE FAULT AND SEISMIC HAZARD ZONES</b></p> <p>Overlap of Earthquake Fault Zone and Liquefaction Zone          Areas that are covered by both Earthquake Fault Zone and Liquefaction Zone</p> <p>Overlap of Earthquake Fault Zone and Earthquake-Induced Landslide Zone          Areas that are covered by both Earthquake Fault Zone and Earthquake-Induced Landslide Zone</p>	<p><b>Note: Mitigation methods differ for each zone - AP Act only allows avoidance; Seismic Hazard Mapping Act allows mitigation by engineering/geotechnical design as well as avoidance.</b></p>



CAD FILE: S:\LandProjects\23793\_Patel\_Placentia\SEISMIC\_HAZARD\_ZONES\_MAP.dwg  
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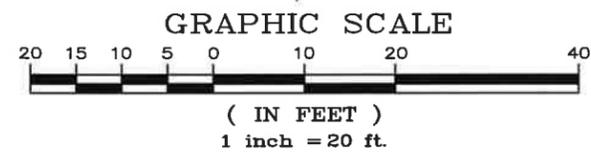
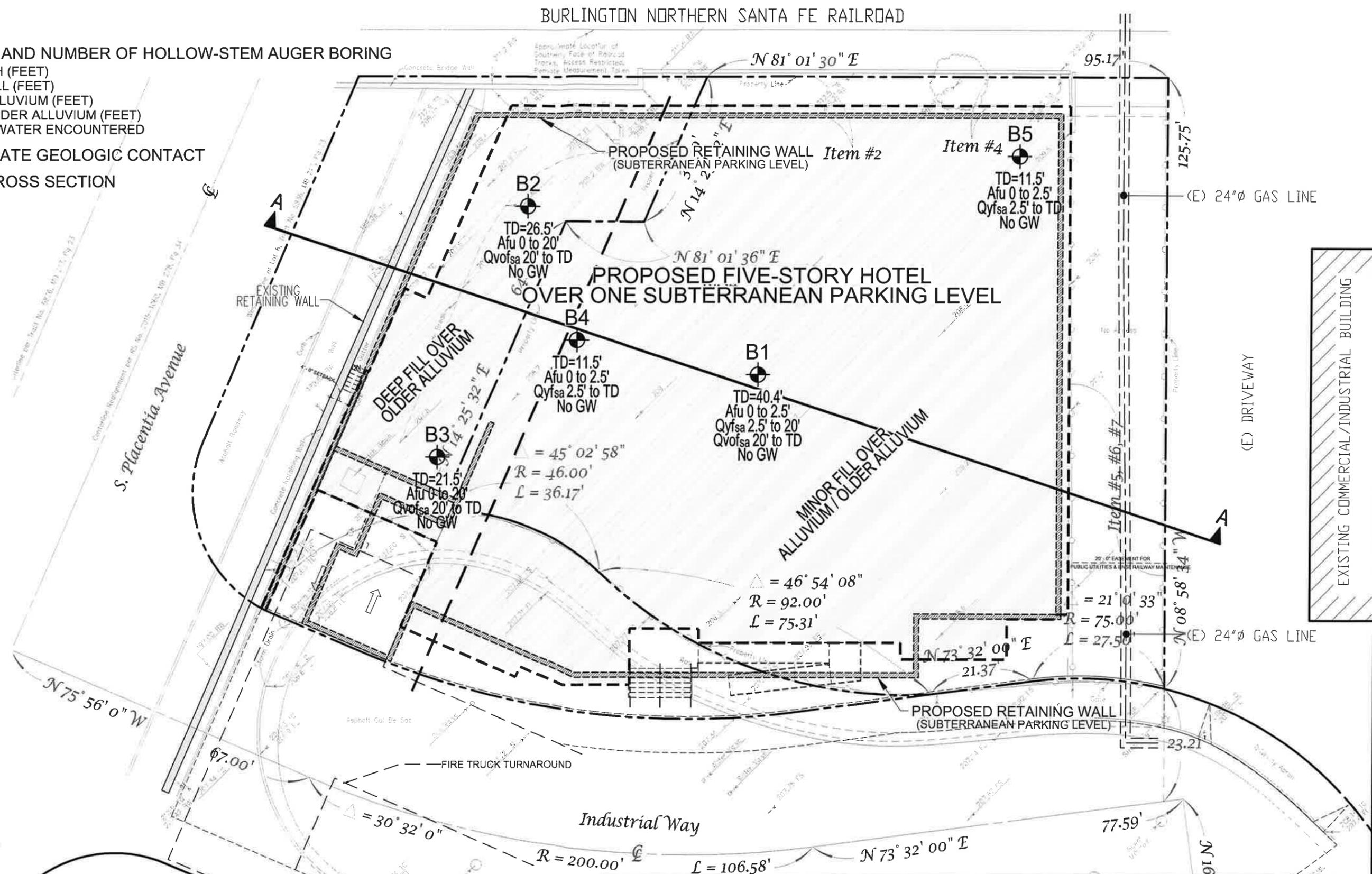
# LEGEND

**B1**   
 TD=40.4'  
 Afu 0 to 2.5'  
 Qyfsa 2.5' to 20'  
 Qvofsa 20' to TD  
 No GW

**LOCATION AND NUMBER OF HOLLOW-STEM AUGER BORING**  
 TOTAL DEPTH (FEET)  
 DEPTH OF FILL (FEET)  
 DEPTH OF ALLUVIUM (FEET)  
 DEPTH OF OLDER ALLUVIUM (FEET)  
 NO GROUNDWATER ENCOUNTERED



**APPROXIMATE GEOLOGIC CONTACT**  
**LINE OF CROSS SECTION**

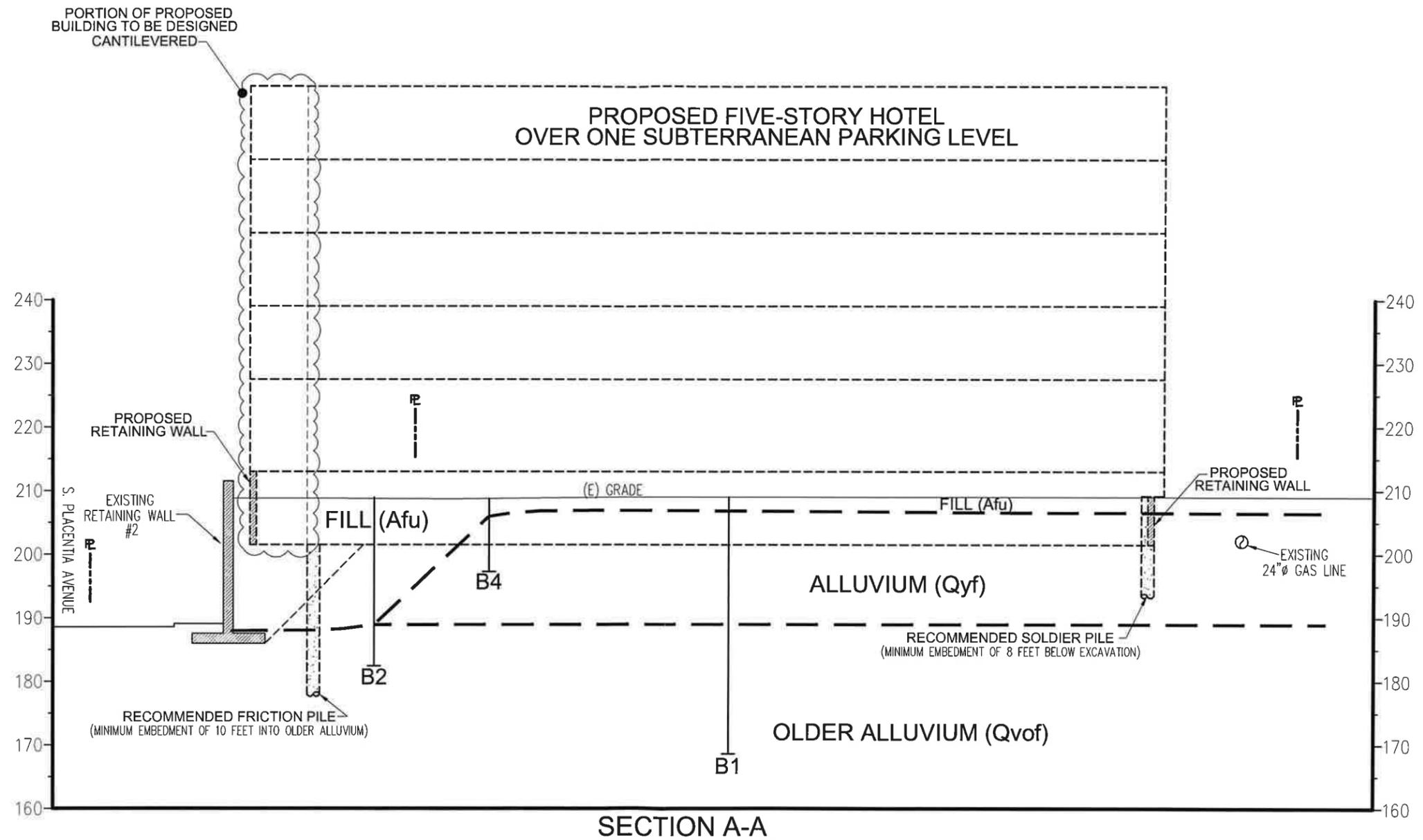



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 818.543.3747 FAX

<b>SITE PLAN</b>	
BG: 23793	PATEL
CONSULTANT: RSB	SCALE: 1" = 20'
DRAWN BY: AS	

REFERENCE: ARCHITECTURAL SURVEY PREPARED BY M&M&Co, DATED 07/20/2023 AND PROPOSED PLANS BY MAKE ARCHITECTURE, DATED 12/15/2023.

CAD FILE: S:\1\enr\Projects\23793\_Patht\_Piacentia\SITF PLAN 02052024.dwg PLOT DATE/TIME: 2/8/2024 11:20am



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**SECTION A**

BG: 23793

PATEL

CONSULTANT: RSB

DRAWN BY: AS

SCALE: 1" = 20'

# 450 SOUTH PLACENTIA AVENUE HILTON TRU HOTEL PROJECT FOCUSED TRAFFIC & PARKING STUDY

City of Placentia, CA

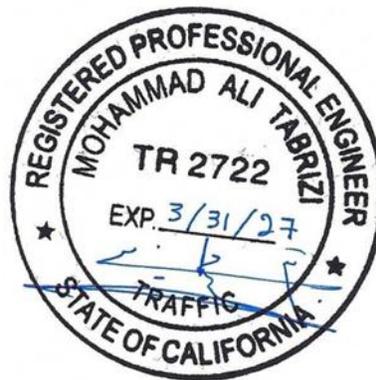
Prepared for  
**MR. YOGI PATEL**  
17708 ALBURTIS AVENUE  
ARTESIA, CA 90701

Prepared by



**MAT ENGINEERING INC.**  
17192 MURPHY AVENUE, IRVINE, CALIFORNIA 92623  
CONTACT: ALEX TABRIZI, PE, TE ■ 949.344.1828 ■ [at@matengineering.com](mailto:at@matengineering.com)

**Alex Tabrizi, PE, TE**



**October 31, 2025**

Project & Doc No. 0065-2025-01

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MAT Engineering, Inc. ■ 17192 Murphy Avenue #14902, Irvine, CA 92623 ■ 949.344.1828 ■ [www.matengineering.com](http://www.matengineering.com)

Transportation Planning ■ Traffic & VMT Studies ■ Parking Studies ■ Traffic Engineering ■ Traffic Signal Design/Modification ■ Signing & Striping Plans ■ Traffic Control Plans  
Noise, Air Quality & Greenhouse Gas Studies

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APPENDIX B: EXISTING TRAFFIC COUNT DATA

APPENDIX C: HCM ANALYSIS SHEETS

EXISTING CONDITIONS

EXISTING PLUS PROJECT CONDITIONS

OPENING YEAR WITHOUT PROJECT CONDITIONS

OPENING YEAR WITH PROJECT CONDITIONS

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## Exhibit

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# 1.0 INTRODUCTION & PROJECT DESCRIPTION

---

## 1.1 Purpose of Report & Study Objectives

This study provides a focused analysis for the traffic and parking conditions associated with the proposed 450 South Placentia Avenue Hilton Tru Hotel project in the City of Placentia.

The study and analysis evaluate the following elements for the proposed project in accordance with the scope of work previously prepared by MAT Engineering, Inc. and reviewed and approved by City staff (copy contained in **Appendix A**):

- a. Traffic impacts and level of service (LOS) evaluation of project trips at the intersection of Industrial Way / West Crowther Avenue.
- b. Evaluation of vehicular circulation after converting Industrial Way from a cul-de-sac to a dead-end street (i.e. the ability for vehicles, including delivery trucks, to turn around within the street's boundaries).
- c. Analysis of requested variance on minimum parking requirements.
- d. Recommendations for any off-site parking restrictions.
- e. Discussion on hotel's handling of check-in parking and queueing.

## 1.2 Site Location & Project Description

The currently vacant project site is located at 450 South Placentia Avenue in the City of Placentia.

The proposed project consists of construction and operation of a hotel with 86 total room count. As part of the proposed project, the existing cul de sac at the terminus of Industrial Way will be redesigned and reconstructed.

Parking for the proposed project is planned to be provided via a total of 82 on-site parking spaces that will all be accessed by valet operations (no self-parking will be permitted). Valet staff will take in guests vehicles and luggage and park the vehicles in the proposed on-site surface parking area and subterranean parking structure for the project.

The project is planned to open in 2027. Access for the project is planned via one unsignalized driveway on Industrial Way.

**Exhibit A** shows the project location. **Exhibit B** shows the proposed site plan.

### 1.3 Study Area & Analysis Scenarios

The study area has been identified based on discussions with City during the scoping process and consists of the intersection of Industrial Way / West Crowther Avenue. **Exhibit C** shows the study intersection location.

Consistent with the approved scope of work, the level of service analysis evaluates the following scenarios for weekday peak hour (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) conditions:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Opening Year (2027) Without Project Conditions; and
- Forecast Opening Year (2027) With Project Conditions.

## 2.0 ANALYSIS METHODOLOGIES, PERFORMANCE CRITERIA & THRESHOLDS

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This section of the report presents the methodologies used to perform the traffic analyses summarized in this report in accordance with the City of Placentia requirements.

This section also discusses the agency-established applicable performance criteria and thresholds of level of service operation for the study facilities.

### 2.1 Intersection Peak Hour Level of Service Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS C is in the range of stable flow but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- LOS D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

## 2.1.1 City of Placentia Unsignalized Study Intersection Methodology: HCM

In accordance with the City of Placentia requirements, the methodology used to assess the operation of the unsignalized study area intersections is the Highway Capacity Manual (HCM) methodology.

The Highway Capacity Manual (HCM) defines level of service (LOS) as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For signalized intersections, average control delay per vehicle is used to determine the LOS. For all-way stop controlled intersections, the LOS is also determined based on the average control delay per vehicle. For intersections with stop control on the minor street only, the calculation of LOS is dependent on the occurrence of gaps in the traffic flow of the main street, and the LOS is determined based on the worst individual movement or movements sharing a single lane of the stop-controlled movement.

The Highway Capacity Manual 6th Edition (HCM 6) methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections.

**Table 1** shows the LOS criteria based on the HCM methodology.

**Table 1**  
**HCM Level of Service**

Level of Service	Signalized (delay in seconds)	Unsignalized (delay in seconds)
A	0.00 - 10.00	0.00 - 10.00
B	10.10 - 20.00	10.01 - 15.00
C	20.10 - 35.00	15.01 - 25.00
D	35.10 - 55.00	25.01 - 35.00
E	55.10 - 80.00	35.01 - 50.00
F	>80.00	>50.00

### **2.1.2 City of Placentia Level of Service Performance Criteria**

The acceptable LOS for the City of Placentia is LOS D or better. If the project causes the peak hour level of service operation of a study intersection to deteriorate to LOS E or F, improvements will be identified to achieve acceptable LOS (LOS D or better).

## 3.0 EXISTING TRAFFIC VOLUMES & CIRCULATION SYSTEM

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This section provides a discussion of existing study area conditions and traffic volumes.

### 3.1 Existing Traffic Controls & Intersection Geometrics

**Exhibit D** identifies the existing roadway conditions for the study intersection. The number of through traffic lanes and the intersection controls are identified.

### 3.2 Existing Traffic Volumes

Existing Conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in August 2025 during typical conditions. The AM peak hour traffic volumes were determined by counting the two-hour period between 7:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the two-hour period between 4:00 PM and 6:00 PM.

**Exhibit E** shows the existing traffic volumes at the study intersection.

The traffic count worksheets are included in **Appendix B**.

## 4.0 PROJECT TRIP GENERATION & TRAFFIC VOLUMES

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This section provides a discussion on methodologies utilized to derive future traffic volumes for the study area.

### 4.1 Project Trip Generation

As previously noted, the proposed project consists of construction and operation of a hotel with 86 total room count.

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for this development.

Trip generation rates for the proposed development are shown in **Table 2** and are based on the *Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021*. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

**Table 2**  
**Project ITE Trip Generation Rates**

Land Use	ITE Code	Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Hotel	310	Rooms	0.26	0.20	0.46	0.30	0.29	0.59	7.99

**Notes:**

Source: 2021 ITE 11<sup>th</sup> Edition Trip Generation Manual;

Utilizing the ITE trip generation rates shown in **Table 2**, **Table 3** summarizes the daily and peak hour trip generation for the proposed project.

**Table 3  
Project Trip Generation Summary**

Land Use	ITE Code	Units	Quantity	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Hotel	310	Rooms	86	22	18	40	26	25	51	687

**Notes:**

Source: 2021 ITE 11<sup>th</sup> Edition Trip Generation Manual.

As shown in **Table 3**, based on ITE trip generation rates, the proposed project is forecast to generate approximately 687 daily trips which include approximately 40 AM peak hour trips and approximately 51 PM peak hour trips.

### 4.2 Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site.

Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community and existing traffic volumes.

**Exhibit F** shows the trip distribution for the proposed project.

### 4.3 Project Traffic Volumes

The assignment of traffic from the project site to the adjoining roadway system has been based upon the project's trip generation, trip distribution, and proposed arterial highway and local street systems that this traffic study assumes would be in place by the time of initial occupancy of the site.

**Exhibit G** shows the project traffic volumes.

### 4.4 Background Traffic

Project opening year (2027) background traffic volumes are derived by applying an annual growth rate of one (1) percent per year to the existing (2025) traffic volumes previously shown in **Exhibit E**.

#### **4.4.1 Approved & Pending Projects Traffic**

Information on approved and pending projects in the vicinity of the study area has been provided by City of Placentia staff for inclusion in this analysis. Based on information provided by the City, there are no significant future developments in the area that would affect the traffic volumes within the project study area and intersection of Industrial Way / West Crowther Avenue.

#### **4.5 Existing Plus Project Conditions Traffic Volumes**

Existing Plus Project Conditions traffic volumes consist of the summation of the Existing (2025) traffic volumes shown in **Exhibit E** and the project traffic volumes shown in **Exhibit G**.

Existing Plus Project Conditions traffic volumes are shown in **Exhibit H**.

#### **4.6 Opening Year Without Project Conditions Traffic Volumes**

Opening Year Without Project Conditions traffic volumes consists of Existing (2025) traffic volume shown in **Exhibit E** after application of an annual growth rate of one (1) percent per year over a two-year period.

Opening Year Without Project Conditions traffic volumes are shown in **Exhibit I**.

#### **4.7 Opening Year With Project Conditions Traffic Volumes**

Opening Year With Project Conditions traffic volumes are derived by adding the project-generated trips shown in **Exhibit G** to the Opening Year Without Project Conditions traffic volumes shown in **Exhibit I**.

Opening Year With Project Conditions traffic volumes are shown in **Exhibit J**.

## 5.0 STUDY INTERSECTION LEVEL OF SERVICE ANALYSIS

This section provides a discussion on the study intersection peak hour level of service analysis and findings based on the City of Placentia performance criteria and thresholds for requiring level of service improvements.

**Table 4** shows a summary of the Level of Service (LOS) calculations for the study intersection.

**Table 4**  
**Industrial Way / West Crowther Avenue**  
**Study Intersection Peak Hour LOS Analysis Summary**

Analysis Scenario	Traffic Control Type	Analysis Methodology	LOS Standard	Without Project Conditions				With Project Conditions				Requires Improvement by Project?	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
Existing Conditions	CSS	HCM	D or better	9.7	A	11.1	B	10.0	B	11.8	B	No	No
Opening Year Conditions	CSS	HCM	D or better	9.9	A	11.4	B	10.1	B	12.0	B	No	No

**Notes:**

Intersection Methodology: Highway Capacity Manual (HCM) methodology utilizing Synchro 11 analysis software. Delay is shown in seconds.

CSS = Cross Street Stop

As shown in **Table 4**, based on the City of Placentia performance criteria and HCM analysis methodology, the study area intersection currently operates at an acceptable level of service (LOS D or better) and is forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for all of the evaluated analysis scenarios.

Hence, based on the City of Placentia thresholds, no additional improvements are required by the proposed project at the study intersection.

Detailed HCM LOS analysis sheets are contained in **Appendix C**.

## 6.0 INDUSTRIAL WAY VEHICLE MANEUVERS

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As previously noted, the proposed project also includes converting Industrial Way from a cul-de-sac to a dead-end street.

As requested by the City, an evaluation has been prepared to ensure this geometric configuration will accommodate turning of vehicles. For the purpose of this analysis, a trash truck has been assumed as the vehicle for evaluation.

**Exhibit K** shows the results of the turning maneuver evaluation for a trash turning around within the proposed dead end terminus of Industrial Way.

As shown in **Exhibit K**, a trash truck can tightly perform a three-point turn within the proposed dead-end area.

This maneuver is potentially not even required for the trash trucks as the truck can enter the project site (and also the site across the street from the project), pick up the trash and turn around within the site and enter the street again, instead of having to do a complete turn at the end of the street. Republic Trash Services, that serves the area, is currently reviewing the design at the time of preparation of this study.

The Fire Department has reviewed the design and has found it acceptable. If the design can serve the needs of the Fire Department, it is most likely adequate for the trash services.

## 7.0 PROJECT PARKING VARIANCE EVALUATION

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Parking for the proposed project is planned to be provided via a total of 82 on-site parking spaces that will all be accessed by valet operations (no self-parking will be permitted). Valet staff will take in guests vehicles and luggage and park the vehicles in the proposed on-site surface parking area and subterranean parking structure for the project. The use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the Fire Department for drive aisle widths, etc.

The following is the City of Placentia requirements for onsite parking for hotel uses per the City of Placentia Municipal Code Section 23.78.030:

- Hotel: One (1) space per sleeping room, plus one (1) space per each three seats in places of assembly.

**Table 5** shows the project required onsite parking per the City of Placentia Municipal Code.

**Table 5**  
**Project Required Parking Per the City of Placentia Municipal Code**

Land Use	Unit Count	Parking Requirement Standard	Parking Required (Spaces)
Hotel	86 Rooms	One (1) space per sleeping room, plus one (1) space per each three seats in places of assembly	86
<b>Parking Spaces Provided</b>			<b>82</b>
<b>Onsite Parking Deficiency/Surplus</b>			<b>- 4</b>

As shown in **Table 5**, based on the City of Placentia Municipal Code, the project is required to provide a total of 86 onsite parking spaces. As also shown in **Table 5**, since the project is planned to have a total of 82 onsite parking spaces, it is deficient by four (4) parking spaces based on the City's Code. As previously noted, the use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the Fire Department for drive aisle widths, etc.

Based on study of other hotel uses, the parking requirement of 1.0 spaces per room might not be required. New travel and parking patterns such as use of ride share services has modified traffic and parking demand patterns. Additionally, hotel uses are not usually 100 percent operational as some of the rooms are not usable at any time due to various reasons such as maintenance.

To provide an additional source of information and analysis, MAT Engineering, Inc. has conducted an evaluation of the required number of onsite parking spaces for the proposed project based on other published sources such as the Institute of Transportation Engineers (ITE) Parking Generation Manual which has just recently been published in October 2023. The source is widely utilized by transportation professionals, engineers and planners and includes the following:

- Data from over 10,000 peak-period parking demand counts
- Coverage of 100+ land uses, including mixed-use development contexts
- Parking demand estimates provided for weekday and weekend peaks
- Data stratified by location type, setting, and development characteristics
- Summary statistics and graphical plots for each land use code

The manual empowers professionals to make more informed decisions about parking requirements, supply, and utilization.

**Table 6** shows the project required onsite parking per the ITE Parking Generation Manual.

**Table 6  
Project Required Parking Per ITE Parking Generation Manual**

Land Use	Unit Count	Average Parking Rate	Parking Required (Spaces)
Hotel	86 Rooms	Weekday Conditions: 0.64 Spaces per Room	<b>Weekday Conditions: 56 Spaces</b>
		Saturday Conditions: 0.65 Spaces per Room	<b>Weekday Conditions: 56 Spaces</b>
<b>Parking Spaces Provided</b>			<b>82</b>
<b>Onsite Parking Deficiency/Surplus</b>			<b>+ 26</b>

**Source:** *Institute of Transportation Engineers (ITE) Parking Generation Manual, 6<sup>th</sup> edition, October 2023.*

As shown in **Table 6**, based on the ITE Parking Generation Manual, the project is recommended to provide a total of 56 onsite parking spaces. As also shown in **Table 6**, since the project is planned to have a total of 82 onsite parking spaces, it provides adequate number of onsite parking spaces (26 surplus spaces) to accommodate the proposed 86-room hotel. As previously noted, the use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the Fire Department for drive aisle widths, etc.

## 8.0 OFFSITE PARKING

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As in the case of any project, the proposed project should not rely on or utilize on-street or off-site parking spaces to accommodate the proposed hotel users, including guests, visitors, and staff. On-street parking does not necessarily need to be prohibited. However, the project should not rely on on-street parking for serving the hotel.

Avoiding off-site parking typically means ensuring that all required vehicle demand is accommodated within a project site so residents, employees, or visitors don't spill over into surrounding neighborhoods.

As previously shown in Section 7.0 of this report, based on recent sources of parking data published by the Institute of Traffic Engineers (ITE), the project is planned to provide adequate number of onsite parking spaces to accommodate the proposed 86-room hotel.

The following is a list of some common measures that can be used and implemented to minimize or prevent off-site parking:

### A. Adequate On-Site Parking Supply

- i. Provide adequate parking per zoning ordinance, or other reliable source of data.
- ii. Consider shared parking between uses with different peak periods (e.g., office by day, residential by night).
- iii. Use parking management plans to anticipate actual demand and ensure supply matches it.

### B. Design & Circulation

- i. Provide efficient layout by minimizing angled or compact spaces, or tandem arrangements.
- ii. Provide wayfinding and signage to guide users to on-site facilities.
- iii. Implement access control (gates, permits, attendants) to ensure on-site spaces are reserved for intended users.

### **C. Demand Management**

- i. Encourage use of public transit, shuttles, biking, and walking to reduce total vehicle trips.
- ii. Provide secure bike parking, lockers, and showers (for employees or residents).
- iii. Implement Transportation Demand Management (TDM) strategies such as carpool incentives, subsidized transit passes, or flexible work schedules.

### **D. Operational Measures**

- i. Provide parking enforcement within the site to prevent improper use of stalls.
- ii. Implement parking pricing or validation systems (e.g., free for hotel guests and paid for others).
- iii. Implement time restrictions for visitor spaces to prevent long-term storage.

### **E. Technology & Monitoring**

- i. Use real-time parking availability systems (digital signs or apps) to reduce circling.
- ii. Implement permit systems or license plate recognition to control access.
- iii. Conduct regular monitoring and adjustments to make sure supply and policies meet actual demand.

## 9.0 VALET OPERATIONS

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Parking for the proposed project is planned to be provided via a total of 82 on-site parking spaces that will all be accessed by valet operations (no self-parking will be permitted). Valet staff will take in guests' vehicles and luggage and park the vehicles in the proposed on-site surface parking area and subterranean parking structure for the project.

The project does not have a valet plan developed for the project at this time of this analysis. The following recommendations are made to ensure optimal operations:

Provide a dedicated area for valet intake and make sure it is visible with signage and a valet stand. Guests should easily locate the valet stand with visible "Valet Parking" signs.

The valet intake area should be located onsite at a location where incoming and outgoing vehicles and valet operations do not encroach onto the public streets and right of way.

Provide enough valet staff to avoid vehicles backing up onto the public roadways and right of way. Additional valet staff might be needed to accommodate rush times.

Implement a system where guests can have their vehicles ready by calling from their room so their vehicle is ready when they arrive downstairs to leave. This might require setting an area aside onsite to store these vehicles until the guests are ready to leave as some guests might not arrive to get their vehicle in a timely fashion.

Consider providing complimentary valet at no cost to hotel users to discourage guests from parking offsite.

A valet parking plan can be prepared for the project that shows the preliminary layout of the valet location and operations. The document can be prepared through consultation with an existing valet company and be reviewed by the Fire Department for compliance with the Fire Department requirements.

Here are some additional valet recommendations to be considered:

- A. Ticketing system: Provide a secure claim ticket (paper or digital) to ensure accurate vehicle return.
- B. Fast retrieval: Aim for a retrieval time of under 10 minutes during peak hours.

- C. Designated drop-off zone: Ensure enough curb space for multiple vehicles without blocking through traffic.
- D. Stacking space: Provide adequate queue space so cars do not spill into public streets. As a starting recommendation. The valet reception should be a marked area with enough room for approximately two to three vehicles to queue without blocking street traffic. In many cases, for hotels, the valet stand and reception is located at the hotel entrance. The following are some general recommendations for placement of valet station and reception to utilize as a starting point and can be further adjusted by the valet operator as needed.
- At the main hotel entrance / porte-cochere (covered driveway): This is the most common and practical location. Guests can pull up, unload luggage, and hand off keys immediately. The area should be sheltered (under a canopy) for weather protection.
  - Near the front door but separate from pedestrian flow: The valet desk or podium should be visible but out of the way, so it doesn't block guests entering or exiting. Often located to one side of the entry or near the bell desk / doorman area.
  - Close proximity to vehicle staging and parking routes: There should be a clear path for valets to move vehicles quickly to the parking area. Avoid tight turns, blind spots, or shared pedestrian zones.
- E. Speed control: Enforce a strict low-speed limit within hotel grounds and parking areas.
- F. Pedestrian safety: Mark crosswalks, provide adequate lighting, and keep pathways clear.
- G. Staging area: Have a holding zone near the entrance for short-term parking during busy check-ins. The valet holding area is meant to minimize guest wait times and traffic congestion at the front drive and acts as a "buffer zone" or a place to hold cars briefly before or after parking, without blocking arrivals or departures.

The valet holding area for the project is best determined by the valet operator.

Here are some general recommendations for placement of the valet holding area:

Adjacent to the Porte-Cochere (Front Drive): This option is generally best for high-end hotels or those with constant arrival/departure flow and can be placed just beyond the drop-off area, along the drive loop or beside the main entrance.

The purpose of the holding area is for short-term holding (approximately two to four vehicles) before attendants take them to the main parking area.

Near the Valet Office or Podium, away from the main drive aisle: This option is generally best for mid-size hotels in urban environments. The holding area can be placed on a side driveway, rear lot, or adjacent alley that connects easily to the front entrance and can be utilized for short-term staging for vehicles waiting to be parked or retrieved.

Integrated with the parking garage or lot entrance: This option is generally best for hotels with limited curb space or underground parking. The holding area can be placed just inside the garage or lot, near the valet dispatch station and acts as the main “transfer zone” for vehicles being moved in and out.

- H. Technology use: Digital valet software can track vehicles, provide SMS updates to guests, and reduce errors.
- I. Staff coordination: Use radios or apps for quick communication between front-of-house and parking attendants.
- J. Peak hour planning: Adjust staffing levels during check-in/check-out peaks, events, and weekends.
- K. Driver training: Train valets on safe driving of different vehicle types (manual, electric, luxury, oversized).
- L. Insurance coverage: Maintain adequate liability insurance for guest vehicles.
- M. Key control: Secure key boxes or electronic lockers to prevent loss or theft.
- N. Incident protocols: Have a clear process for documenting and resolving damage claims.
- O. Digital payment: Offer contactless or app-based payments/tips.
- P. Luggage assistance: Coordinate with bell staff to help with bags immediately upon arrival.
- Q. Accessibility: Ensure ADA-compliant access at valet stand and consider priority service for disabled guests.
- R. Eco-friendly options: Provide EV charging or bicycle valet where possible.

- S. Noise & congestion control: Minimize idling vehicles to reduce neighborhood impact.
- T. Emergency access: Ensure fire lanes and emergency exits remain unobstructed.

## 10.0 FINDINGS & CONCLUSIONS

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### 10.1 Project Trip Generation Summary

Based on ITE trip generation rates, the proposed project is forecast to generate approximately 687 daily trips which include approximately 40 AM peak hour trips and approximately 51 PM peak hour trips.

### 10.2 LOS Analysis Summary

Based on the City of Placentia performance criteria and HCM analysis methodology, the study area intersection currently operates at an acceptable level of service (LOS D or better) and is forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for all of the evaluated analysis scenarios.

Hence, based on the City of Placentia thresholds, no additional improvements are required by the proposed project at the study intersection.

### 10.3 Industrial Way Vehicle Maneuvers Summary

As requested by the City, an evaluation has been prepared to ensure this geometric configuration will accommodate turning of vehicles. For the purpose of this analysis, a trash truck has been assumed as the vehicle for evaluation.

**Exhibit K** shows the results of the turning maneuver evaluation for a trash turning around within the proposed dead end terminus of Industrial Way.

As shown in **Exhibit K**, a trash truck can tightly perform a three-point turn within the proposed dead-end area.

This maneuver is potentially not even required for the trash trucks as the truck can enter the project site (and also the site across the street from the project), pick up the trash and turn around within the site and enter the street again, instead of having to do a complete turn at the end of the street. Republic Trash Services, that serves the area, is currently reviewing the design at the time of preparation of this study.

The Fire Department has reviewed the design and has found it acceptable. If the design can serve the needs of the Fire Department, it is most likely adequate for the trash services.

## 10.4 Project Parking Variance Evaluation

Parking for the proposed project is planned to be provided via a total of 82 on-site parking spaces that will all be accessed by valet operations (no self-parking will be permitted). Valet staff will take in guests vehicles and luggage and park the vehicles in the proposed on-site surface parking area and subterranean parking structure for the project. The use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the Fire Department for drive aisle widths, etc.

Based on the City of Placentia Municipal Code, the project is required to provide a total of 86 onsite parking spaces. Since the project is planned to have a total of 82 onsite parking spaces, it is deficient by four (4) parking spaces based on the City's Code. As previously noted, the use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the Fire Department for drive aisle widths, etc.

Based on study of other hotel uses, the parking requirement of 1.0 spaces per room might not be required. New travel and parking patterns such as use of ride share services has modified traffic and parking demand patterns. Additionally, hotel uses are not usually 100 percent operational as some of the rooms are not usable at any time due to various reasons such as maintenance.

To provide an additional source of information and analysis, MAT Engineering, Inc. has conducted an evaluation of the required number of onsite parking spaces for the proposed project based on other published sources such as the Institute of Transportation Engineers (ITE) Parking Generation Manual which has just recently been published in October 2023. The source is widely utilized by transportation professionals, engineers and planners and includes the following:

- Data from over 10,000 peak-period parking demand counts
- Coverage of 100+ land uses, including mixed-use development contexts
- Parking demand estimates provided for weekday and weekend peaks
- Data stratified by location type, setting, and development characteristics
- Summary statistics and graphical plots for each land use code

Based on the ITE Parking Generation Manual, the project is recommended to provide a total of 56 onsite parking spaces. Since the project is planned to have a total of 82 onsite parking spaces, it provides adequate number of onsite parking spaces (26 surplus spaces) to accommodate the proposed 86-room hotel. As previously noted, the use of valet services might allow for more than 82 vehicles to be parked onsite. However, the valet operations plan would need to satisfy the requirements of the Fire Department for drive aisle widths, etc.

## 10.5 Offsite Parking

As in the case of any project, the proposed project should not rely on or utilize on-street or off-site parking spaces to accommodate the proposed hotel users, including guests, visitors, and staff. On-street parking does not necessarily need to be prohibited. However, the project should not rely on on-street parking for serving the hotel.

Avoiding off-site parking typically means ensuring that all required vehicle demand is accommodated within a project site so residents, employees, or visitors don't spill over into surrounding neighborhoods.

As previously shown in Section 7.0 of this report, based on recent sources of parking data published by the Institute of Traffic Engineers (ITE), the project is planned to provide adequate number of onsite parking spaces to accommodate the proposed 86-room hotel.

The following is a list of some common measures that can be used and implemented to minimize or prevent off-site parking:

### A. Adequate On-Site Parking Supply

- i. Provide adequate parking per zoning ordinance, or other reliable source of data.
- ii. Consider shared parking between uses with different peak periods (e.g., office by day, residential by night).
- iii. Use parking management plans to anticipate actual demand and ensure supply matches it.

### B. Design & Circulation

- i. Provide efficient layout by minimizing angled or compact spaces, or tandem arrangements.

- ii. Provide wayfinding and signage to guide users to on-site facilities.
- iii. Implement access control (gates, permits, attendants) to ensure on-site spaces are reserved for intended users.

### **C. Demand Management**

- i. Encourage use of public transit, shuttles, biking, and walking to reduce total vehicle trips.
- ii. Provide secure bike parking, lockers, and showers (for employees or residents).
- iii. Implement Transportation Demand Management (TDM) strategies such as carpool incentives, subsidized transit passes, or flexible work schedules.

### **D. Operational Measures**

- i. Provide parking enforcement within the site to prevent improper use of stalls.
- ii. Implement parking pricing or validation systems (e.g., free for hotel guests and paid for others).
- iii. Implement time restrictions for visitor spaces to prevent long-term storage.

### **E. Technology & Monitoring**

- i. Use real-time parking availability systems (digital signs or apps) to reduce circling.
- ii. Implement permit systems or license plate recognition to control access.
- iii. Conduct regular monitoring and adjustments to make sure supply and policies meet actual demand.

## 10.6 Valet Operations

Parking for the proposed project is planned to be provided via a total of 82 on-site parking spaces that will all be accessed by valet operations (no self-parking will be permitted). Valet staff will take in guests' vehicles and luggage and park the vehicles in the proposed on-site surface parking area and subterranean parking structure for the project.

The project does not have a valet plan developed for the project at this time of this analysis. The following recommendations are made to ensure optimal operations:

Provide a dedicated area for valet intake and make sure it is visible with signage and a valet stand. Guests should easily locate the valet stand with visible "Valet Parking" signs.

The valet intake area should be located onsite at a location where incoming and outgoing vehicles and valet operations do not encroach onto the public streets and right of way.

Provide enough valet staff to avoid vehicles backing up onto the public roadways and right of way. Additional valet staff might be needed to accommodate rush times.

Implement a system where guests can have their vehicles ready by calling from their room so their vehicle is ready when they arrive downstairs to leave. This might require setting an area aside onsite to store these vehicles until the guests are ready to leave as some guests might not arrive to get their vehicle in a timely fashion.

Consider providing complimentary valet at no cost to hotel users to discourage guests from parking offsite.

A valet parking plan can be prepared for the project that shows the preliminary layout of the valet location and operations. The document can be prepared through consultation with an existing valet company and be reviewed by the Fire Department for compliance with the Fire Department requirements.

Here are some additional valet recommendations to be considered:

- A. Ticketing system: Provide a secure claim ticket (paper or digital) to ensure accurate vehicle return.
- B. Fast retrieval: Aim for a retrieval time of under 10 minutes during peak hours.
- C. Designated drop-off zone: Ensure enough curb space for multiple vehicles without blocking through traffic.

- D. Stacking space: Provide adequate queue space so cars do not spill into public streets. As a starting recommendation. The valet reception should be a marked area with enough room for approximately two to three vehicles to queue without blocking street traffic. In many cases, for hotels, the valet stand and reception is located at the hotel entrance. The following are some general recommendations for placement of valet station and reception to utilize as a starting point and can be further adjusted by the valet operator as needed.
- At the main hotel entrance / porte-cochere (covered driveway): This is the most common and practical location. Guests can pull up, unload luggage, and hand off keys immediately. The area should be sheltered (under a canopy) for weather protection.
  - Near the front door but separate from pedestrian flow: The valet desk or podium should be visible but out of the way, so it doesn't block guests entering or exiting. Often located to one side of the entry or near the bell desk / doorman area.
  - Close proximity to vehicle staging and parking routes: There should be a clear path for valets to move vehicles quickly to the parking area. Avoid tight turns, blind spots, or shared pedestrian zones.
- E. Speed control: Enforce a strict low-speed limit within hotel grounds and parking areas.
- F. Pedestrian safety: Mark crosswalks, provide adequate lighting, and keep pathways clear.
- G. Staging area: Have a holding zone near the entrance for short-term parking during busy check-ins. The valet holding area is meant to minimize guest wait times and traffic congestion at the front drive and acts as a "buffer zone" or a place to hold cars briefly before or after parking, without blocking arrivals or departures.

The valet holding area for the project is best determined by the valet operator.

Here are some general recommendations for placement of the valet holding area:

Adjacent to the Porte-Cochere (Front Drive): This option is generally best for high-end hotels or those with constant arrival/departure flow and can be placed just beyond the drop-off area, along the drive loop or beside the main entrance.

The purpose of the holding area is for short-term holding (approximately two to four vehicles) before attendants take them to the main parking area.

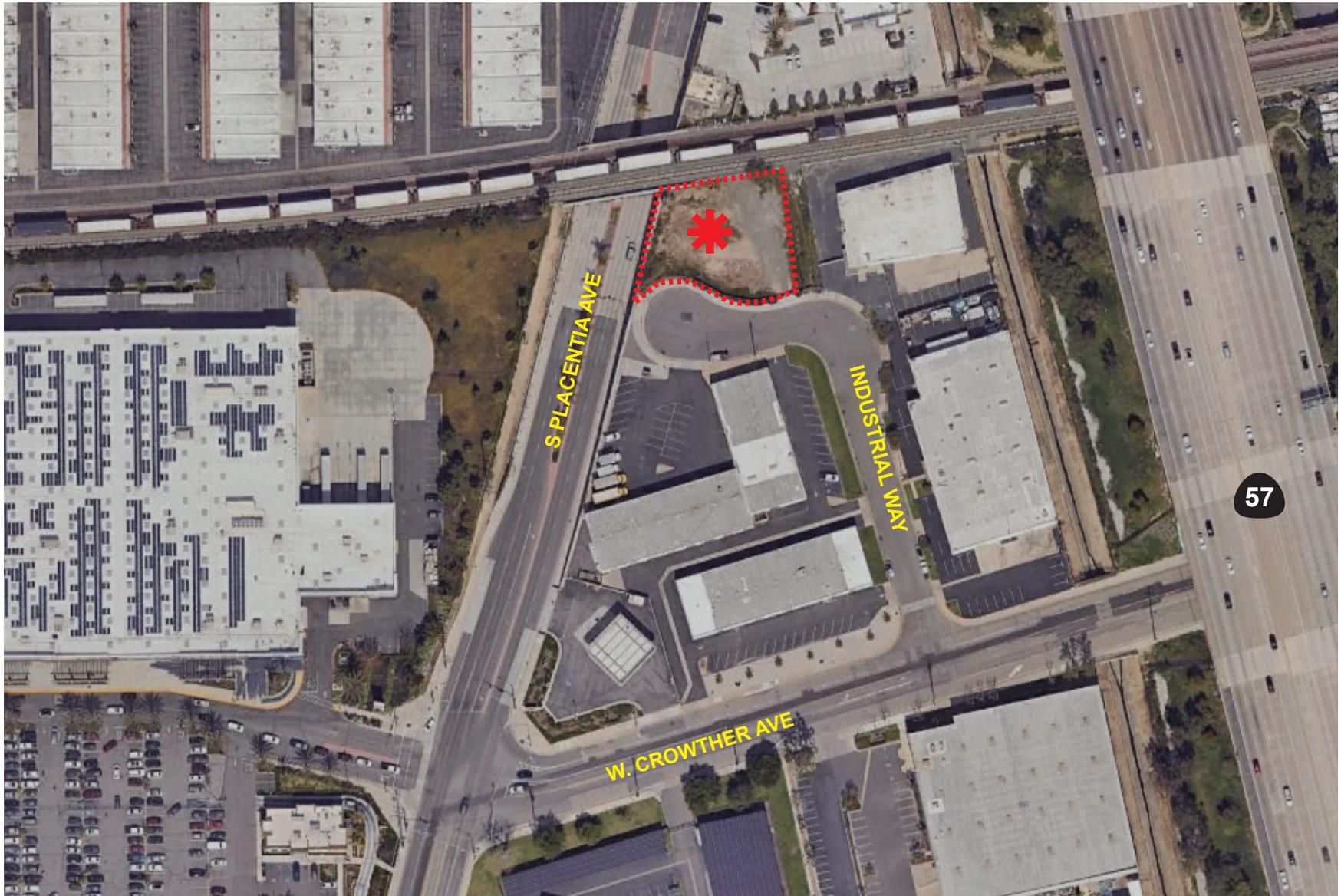
Near the Valet Office or Podium, away from the main drive aisle: This option is generally best for mid-size hotels in urban environments. The holding area can be placed on a side driveway, rear lot, or adjacent alley that connects easily to the front entrance and can be utilized for short-term staging for vehicles waiting to be parked or retrieved.

Integrated with the parking garage or lot entrance: This option is generally best for hotels with limited curb space or underground parking. The holding area can be placed just inside the garage or lot, near the valet dispatch station and acts as the main “transfer zone” for vehicles being moved in and out.

- H. Technology use: Digital valet software can track vehicles, provide SMS updates to guests, and reduce errors.
- I. Staff coordination: Use radios or apps for quick communication between front-of-house and parking attendants.
- J. Peak hour planning: Adjust staffing levels during check-in/check-out peaks, events, and weekends.
- K. Driver training: Train valets on safe driving of different vehicle types (manual, electric, luxury, oversized).
- L. Insurance coverage: Maintain adequate liability insurance for guest vehicles.
- M. Key control: Secure key boxes or electronic lockers to prevent loss or theft.
- N. Incident protocols: Have a clear process for documenting and resolving damage claims.
- O. Digital payment: Offer contactless or app-based payments/tips.
- P. Luggage assistance: Coordinate with bell staff to help with bags immediately upon arrival.
- Q. Accessibility: Ensure ADA-compliant access at valet stand and consider priority service for disabled guests.
- R. Eco-friendly options: Provide EV charging or bicycle valet where possible.
- S. Noise & congestion control: Minimize idling vehicles to reduce neighborhood impact.

T. Emergency access: Ensure fire lanes and emergency exits remain unobstructed.

# **EXHIBITS**



Legend:

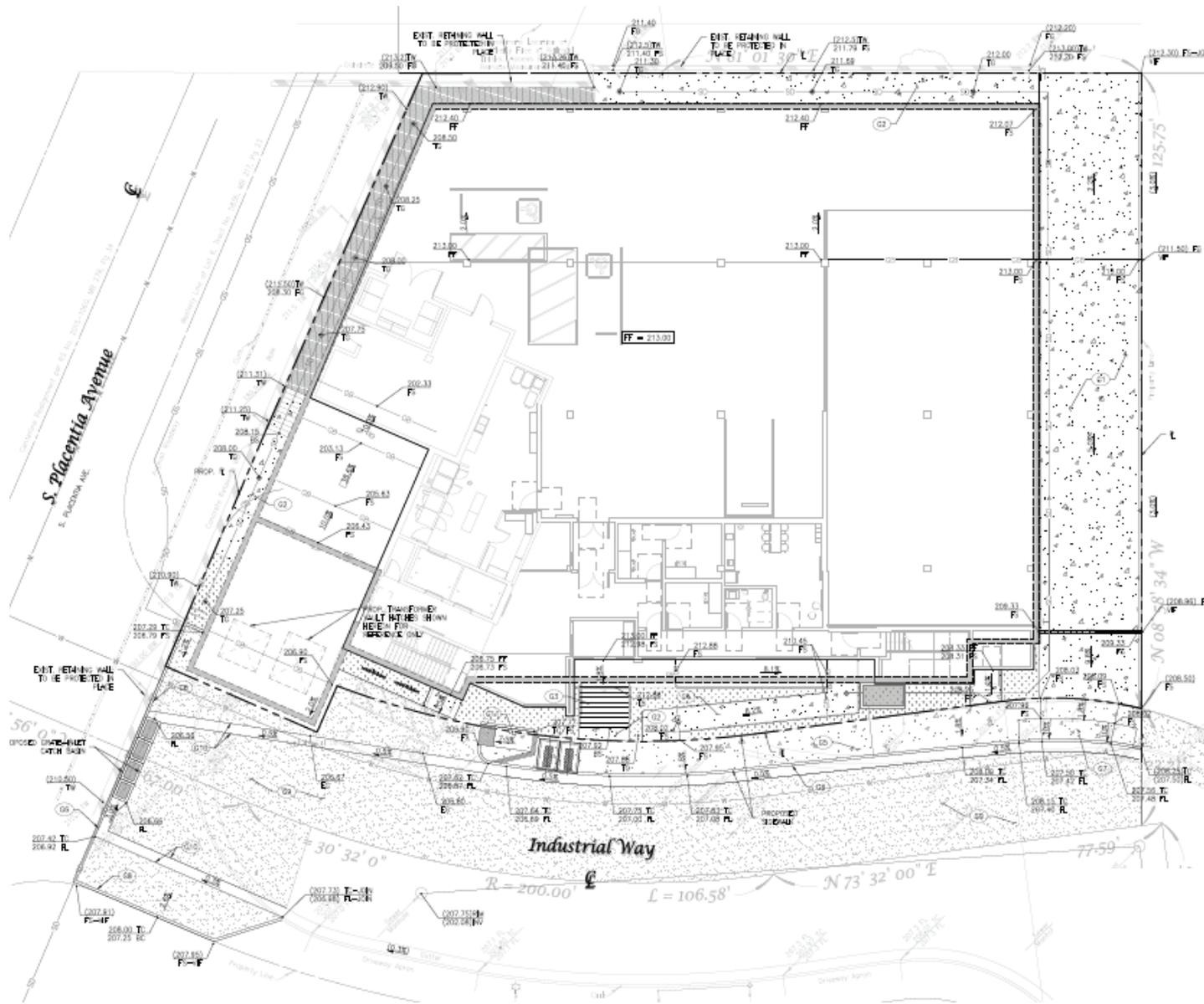


Site Location



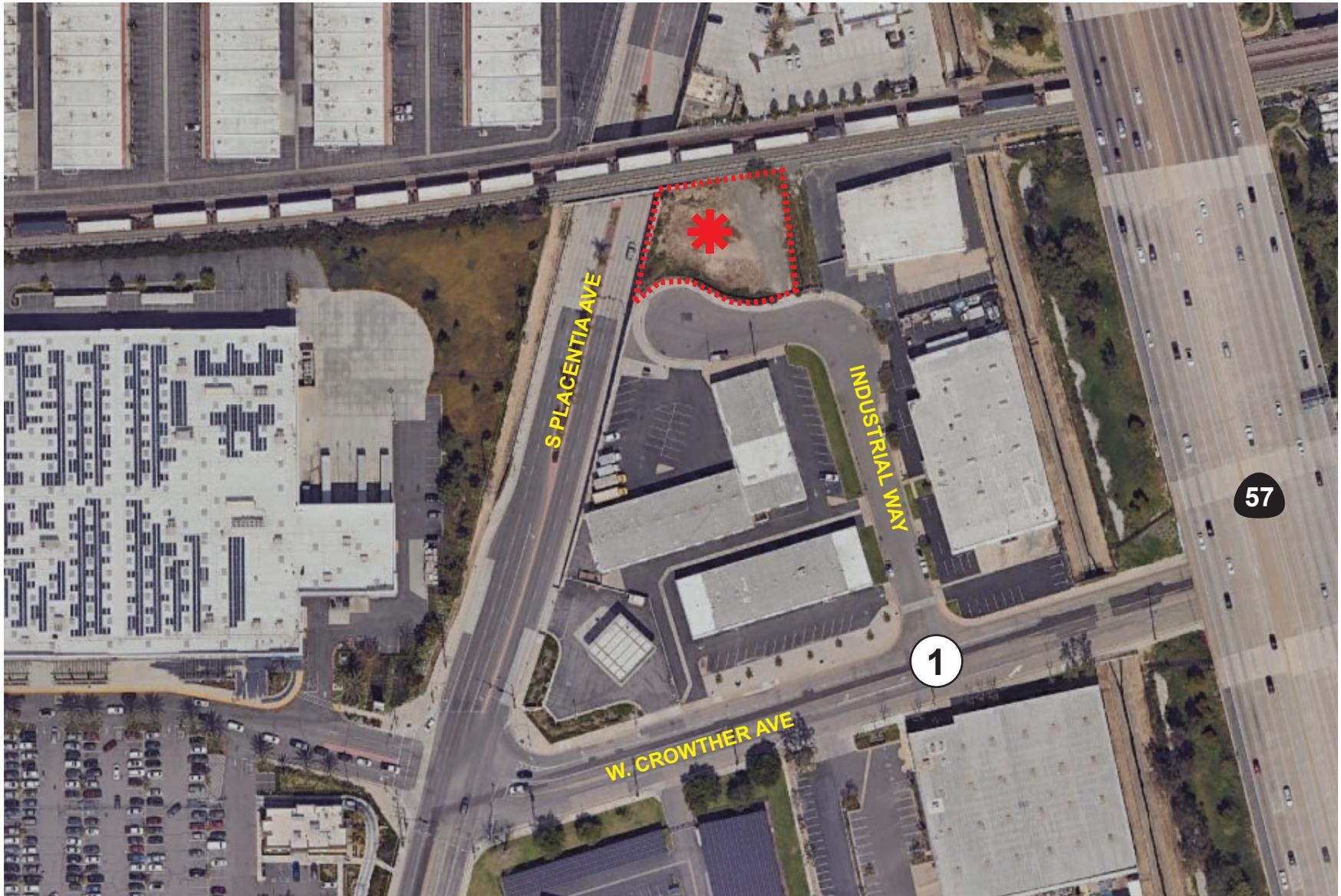
Site Boundary





Not to Scale





Legend:



Site Location

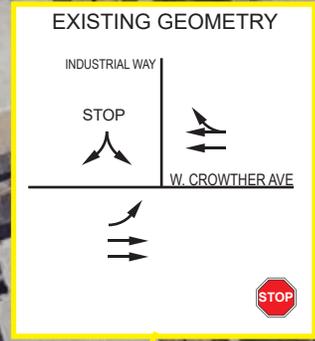
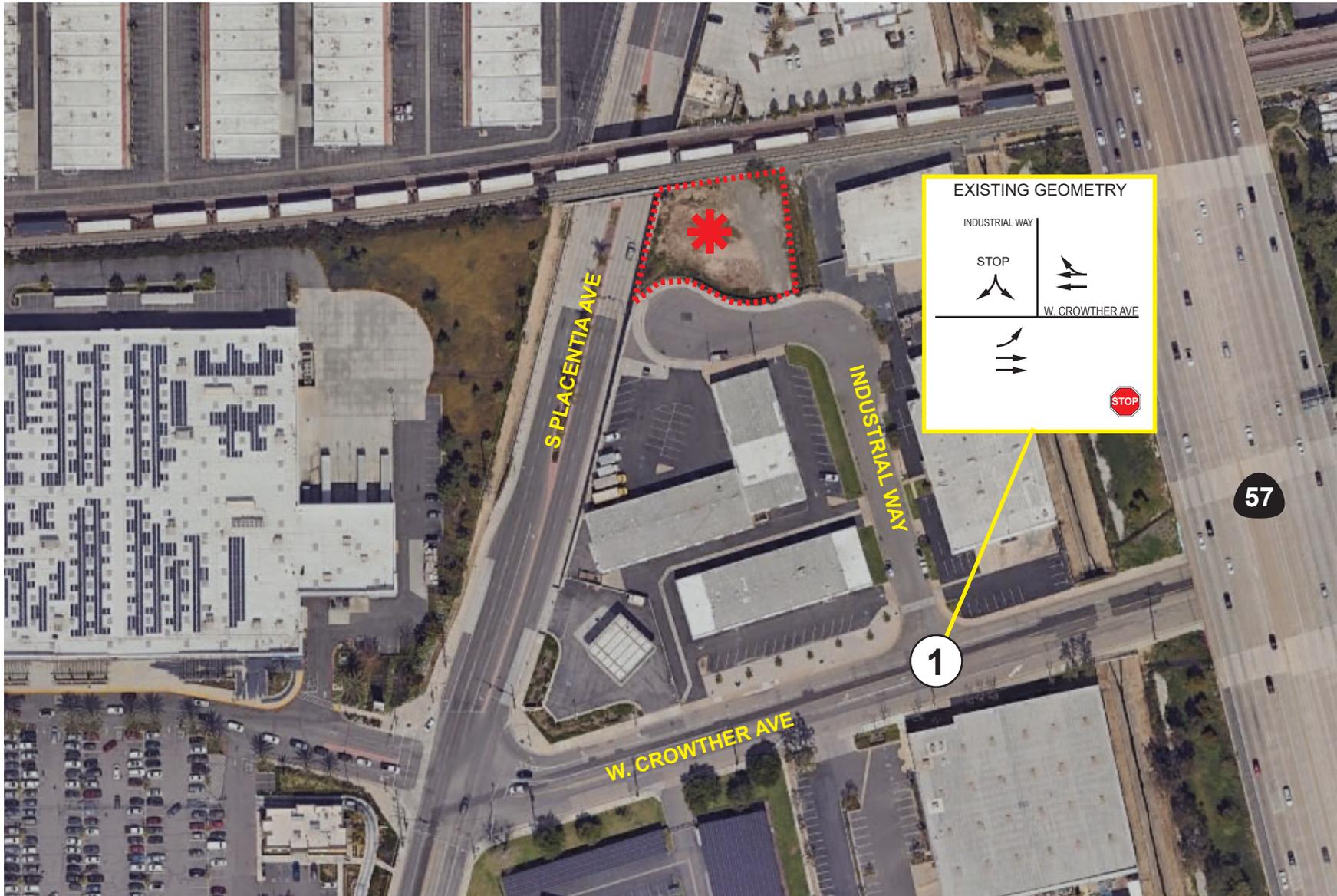


Site Boundary



Study Intersection





Legend:



Site Location



Site Boundary



Unsignalized (Stop-Controlled) Intersection



Study Intersection

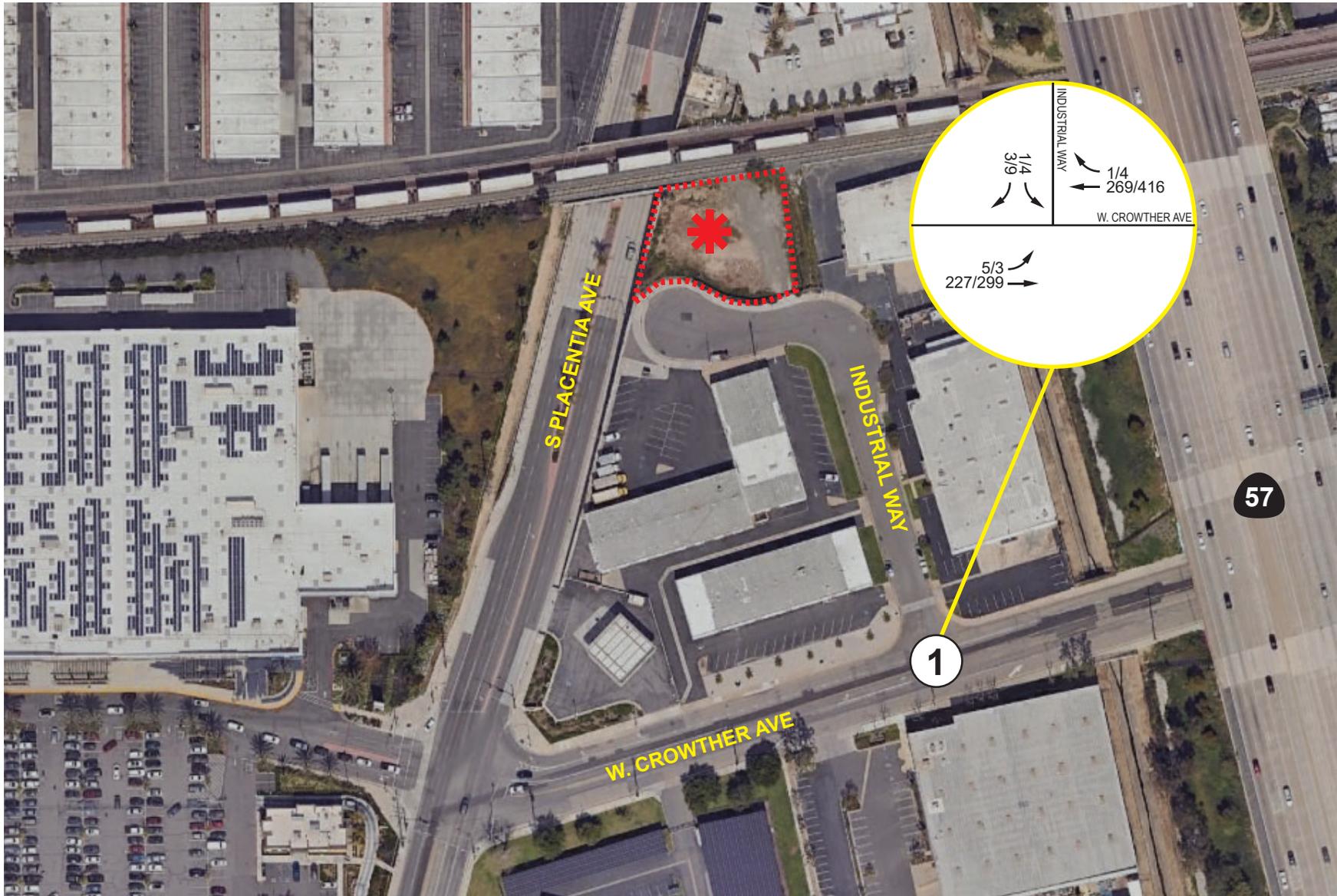


Travel Lane



Stop-Controlled Approach





Legend:



Site Location



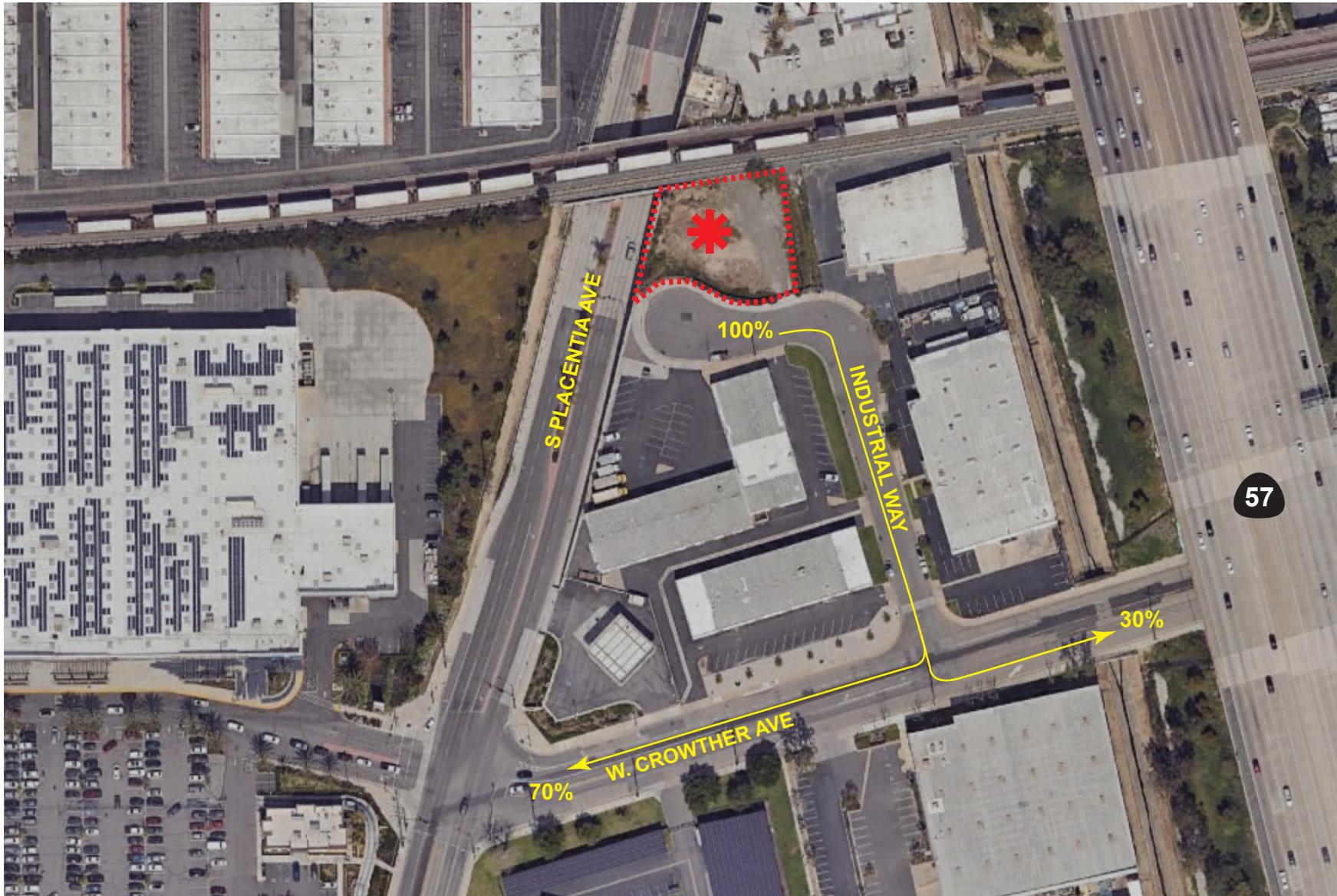
Site Boundary

XX/XX AM/PM Peak Hour Intersection Volume



Study Intersection





Legend:



Site Location



Site Boundary

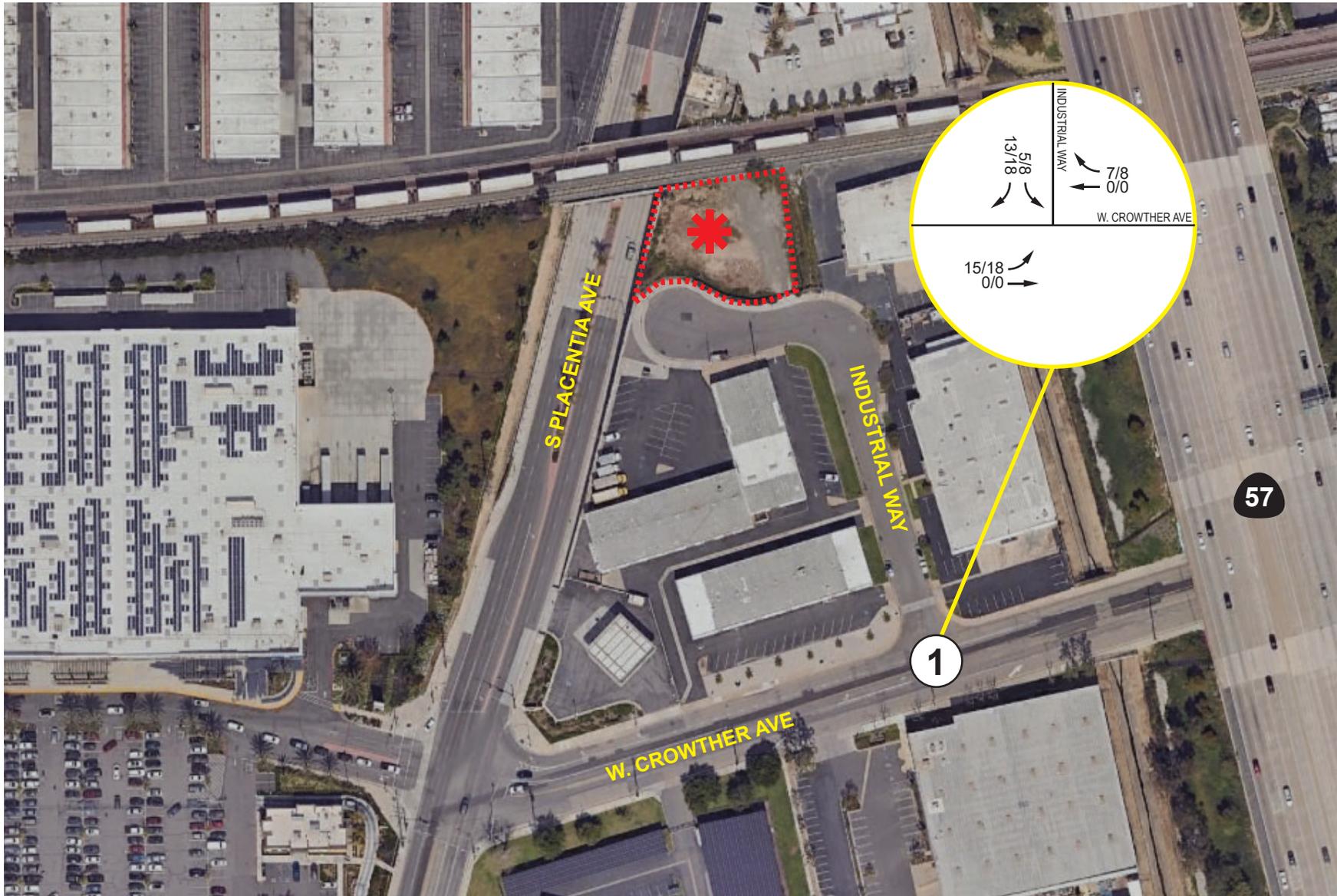


Percent Trip Distribution



Study Intersection





Legend:



Site Location



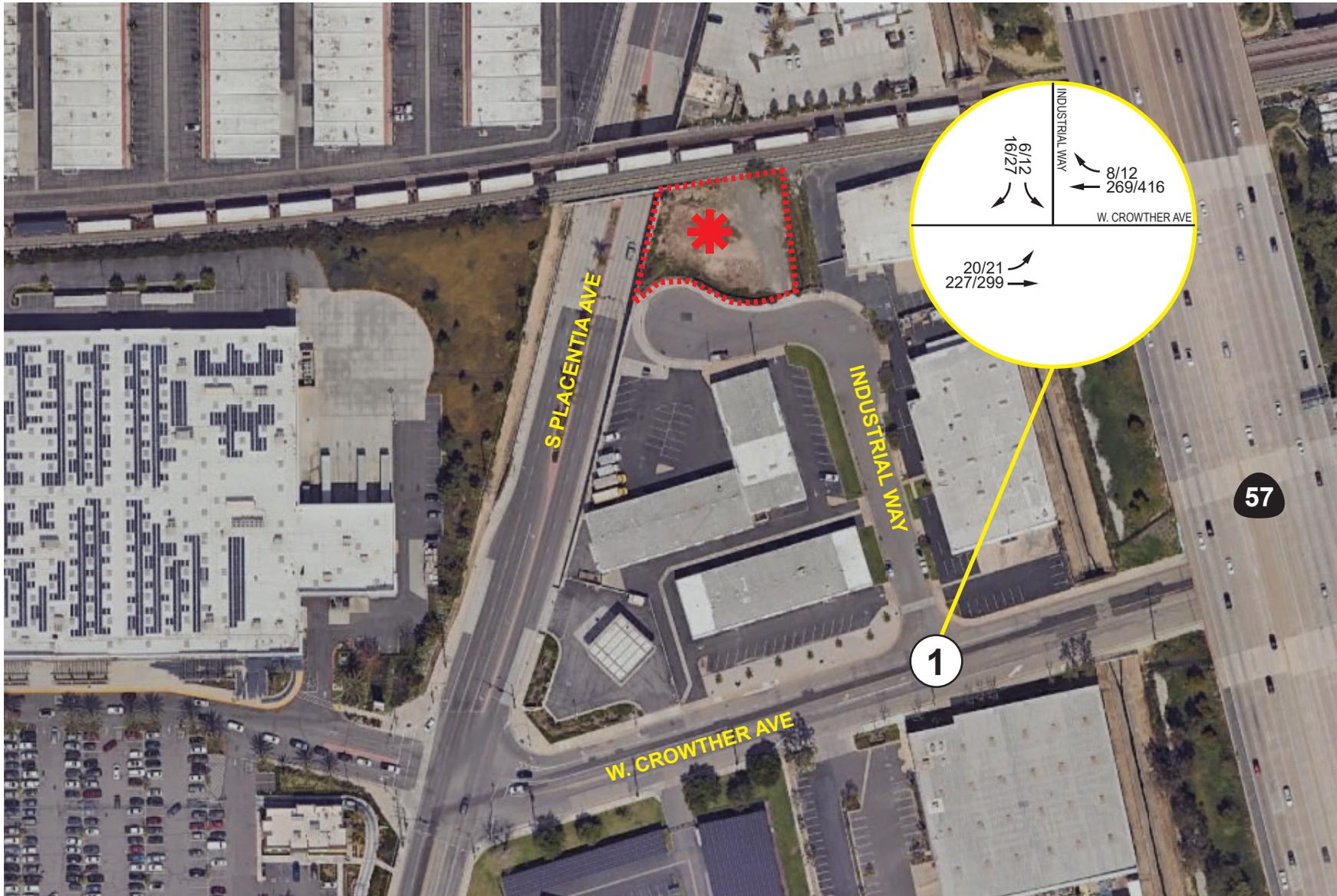
Site Boundary

XX/XX AM/PM Peak Hour Intersection Volume



Study Intersection





Legend:



Site Location



Site Boundary

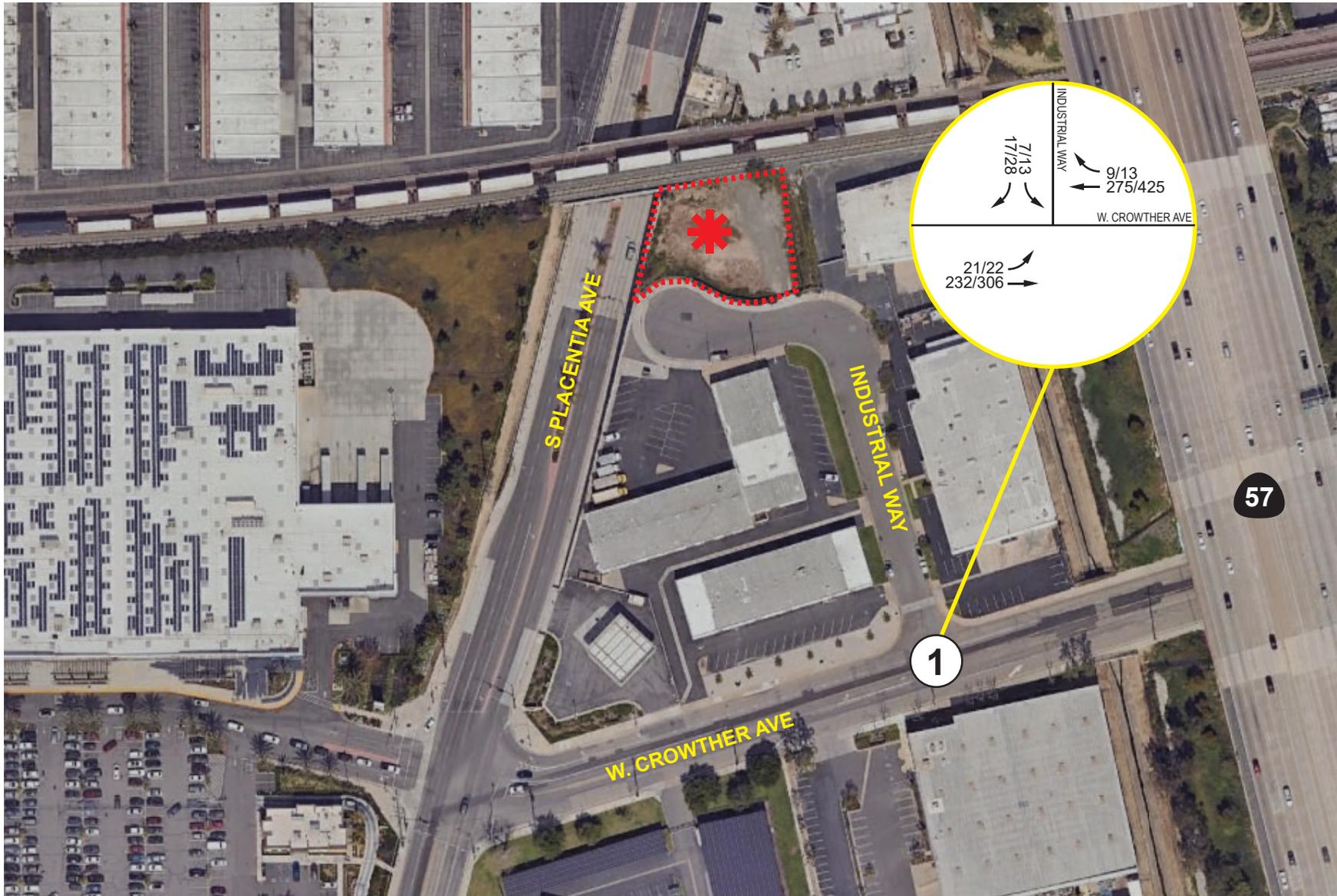
XX/XX AM/PM Peak Hour Intersection Volume



Study Intersection







Legend:



Site Location



Site Boundary

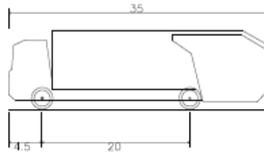
XX/XX AM/PM Peak Hour Intersection Volume



Study Intersection



*S. Placentia Avenue*



Rear-Load Garbage Truck  
Overall Length 35.000ft  
Overall Width 8.375ft  
Overall Body Height 10.546ft  
Min. Body Ground Clearance 1.000ft  
Track Width 8.375ft  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 29.300ft

*Industrial Way*



Not to Scale



# Industrial Way Vehicle Maneuver Evaluation

**APPENDIX A:**  
**Approved Scope of Work**



August 12, 2025

Mr. Andrew Gonzales  
CITY OF PLACENTIA

**Subject: 450 South Placentia Avenue (Hilton Tru Hotel) Project Focused Traffic & Parking Study Scope, City of Placentia, California**

Dear Andrew,

MAT Engineering, Inc. is pleased to submit this proposed scope for preparation of a focused traffic study for the proposed Hilton Tru Project in the City of Placentia, California.

The currently vacant project site is located at 450 South Placentia Avenue in the City of Placentia. The proposed project consists of construction and operation of a hotel with 86 total room count.

The City has conducted a preliminary review and provided the following comments on the project:

- A focused traffic study, prepared by a registered Traffic Engineer in the State of California, should be conducted. This study should address, at a minimum, the following potential concerns:
  - A. Analysis of requested variance on minimum parking requirements.
  - B. Traffic impacts of project at the intersection of Industrial Way and Crowther Ave.
  - C. Circulation issues created by converting Industrial Way from a cul-de-sac to a dead-end street (i.e. the ability for vehicles, including delivery trucks, to turn around within the street's boundaries).
  - D. Recommendations for any off-site parking restrictions.
  - E. Clarity on hotel's handling of check-in parking and queueing.

The project is planned to open in 2027. Access for the project is planned via one unsignalized driveway on Industrial Way.

**Exhibit A** shows the project location. **Exhibit B** shows the proposed site plan..

This scope has been prepared based on review of preliminary comments received from the City staff

**Project Trip Generation & Distribution**

**Table 1** shows the trip ITE trip generation rates for the proposed use.

**Table 1  
 ITE Trip Generation Rates**

Land Use	ITE Code	Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Hotel	310	Rooms	0.26	0.20	0.46	0.30	0.29	0.59	7.99

Notes:

Source: 2021 ITE 11<sup>th</sup> Edition Trip Generation Manual;

Utilizing the ITE trip generation rates from **Table 1**, **Table 2** shows a summary of the trip generation for the proposed project utilizing the ITE trips rates.

**Table 2  
 Project Trip Generation Summary**

Land Use	ITE Code	Units	Quantity	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Hotel	310	Rooms	86	22	18	40	26	25	51	687

Notes:

Source: 2021 ITE 11<sup>th</sup> Edition Trip Generation Manual;

As shown in **Table 2**, utilizing the ITE trips rates, the proposed project is forecast to generate approximately 687 daily trips which include approximately 40 AM peak hour trips and approximately 51 PM peak hour trips.

## **A. Proposed Scope of Parking Variance Analysis**

Based on information provided by the project architect, the City Code requires a parking rate of one (1) space per room. Based on this requirement, the project would require a total of 86 parking spaces.

However, the project is providing a total of 82 parking spaces. MAT Engineering, Inc. will attempt to justify the 86 parking spaces using other published parking rate sources such as the Institute of Transportation Engineers Parking Generation Manual and other sources.

This scope does not assume collection of any sample parking counts at similar sites.

The results will be summarized in the focused traffic and parking study.

## **B. Proposed Scope of Local Transportation / Traffic Operations Analysis**

### **B.1 Study Area:**

The City has requested for level of service analysis of the following intersection:

- Industrial Way / Crowther Avenue

Hence, MAT Engineering, Inc. will prepare a peak hour level of service (LOS) analysis at the above listed study intersection.

**Exhibit C** shows the study intersection location.

### **B.2 Study Scenarios:**

The level of service and peak hour vehicular queue analysis will evaluate the following scenarios for weekday peak hour (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) conditions:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Opening Year (2027) Without Project Conditions; and
- Forecast Opening Year (2027) With Project Conditions.

The traffic analysis will account for cumulative projects to be provided by the City.

### **B.3 Level of Service Analysis Parameters:**

The analysis will utilize the following parameters:

- Intersection Level of Service:
  - Analysis Software: Synchro
  - Methodology: Highway Capacity Manual (HCM) 6<sup>th</sup> Edition

### **B.4 Traffic Volumes:**

Existing Conditions traffic volumes: The existing conditions traffic volumes will be based on existing traffic volumes to be collected at the study intersection on one typical weekday during the AM peak period from 7:00 AM to 9:00 AM and the PM peak period from 4:00 PM to 6:00 PM.

This scope assumes the traffic counts do not need to be collected by vehicle classification.

Ambient Growth: the analysis will utilize apply and ambient growth rate of 1.0 percent per year to derive background traffic volumes for future scenarios.

Opening Year Without Project Conditions traffic volumes: Opening Year traffic volumes will be derived by applying the ambient growth to existing traffic volumes plus traffic added from other cumulative/approved projects in the area provided by the City as appropriate for each analysis scenario.

“With Project” Conditions traffic volumes: “With Project” Conditions traffic volumes will be derived by adding the project-generated trips from **Table 2** to the “Without Project” Conditions traffic volumes.

### **B.5 Project Trip Distribution:**

**Exhibit D** shows the forecast trip distribution for the project trips.

## **B.6 Performance Criteria:**

### **City of Placentia LOS Performance Criteria & Thresholds:**

The acceptable LOS for the City of Placentia is LOS D or better. If the project causes the peak hour level of service operation of a study intersection to deteriorate to LOS E or F, improvements will be identified to achieve acceptable LOS (LOS D or better).

## **C. Proposed Scope of Industrial Way Cul de Sac Circulation Evaluation**

The project is planned to replace the existing Cul de sac at the terminus of Industrial Way with a dead-end.

The City has requested analysis to ensure this geometric configuration will accommodate turning of vehicles.

To evaluate this, MAT Engineering, Inc. will evaluate the turning of vehicles with the new design utilizing AutoTurn software.

This scope assumes the following:

- The applicant team or City will identify the one type of vehicle to be evaluated (trucks, passenger car, etc.).
- The applicant team will provide AutoCAD files of the site plan including the roadway improvements and new street design.

The results will be provided in the report as an exhibit showing the movement of the vehicle.

## **D. Proposed Scope for Off-Site Parking Restriction Evaluation**

MAT Engineering, Inc. will provide a qualitative discussion and recommendations regarding the off-site parking restrictions for the project.

## **E. Proposed Scope of Hotel Valet Check-In Parking Evaluation**

MAT Engineering, Inc. will provide a qualitative discussion and recommendations regarding the valet operations and measures to minimize valet back up. The report will include information on the valet reception area and process based on information provided by the client.

MAT Engineering Inc., appreciates the opportunity to provide this scope of work for review. If you have any questions, concerns, or comments, please contact us at 949-344-1828 or [at@matengineering.com](mailto:at@matengineering.com).

Respectfully submitted,  
MAT ENGINEERING, INC.



Alex Tabrizi, PE, TE  
President

Approved by:

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Date

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**APPENDIX B:**  
**Existing Traffic Count Data**

City of Placentia  
 N/S: Industrial Way  
 E/W: Crowther Avenue  
 Weather: Clear

File Name : PLA\_Ind\_Cro AM  
 Site Code : 23825801  
 Start Date : 8/20/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Industrial Way Southbound			Crowther Avenue Westbound			Crowther Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	1	2	47	3	50	10	25	35	87
07:15 AM	0	1	1	42	2	44	0	35	35	80
07:30 AM	0	0	0	53	0	53	4	53	57	110
07:45 AM	0	2	2	78	1	79	1	51	52	133
Total	1	4	5	220	6	226	15	164	179	410
08:00 AM	0	0	0	68	0	68	1	64	65	133
08:15 AM	1	0	1	60	0	60	1	60	61	122
08:30 AM	0	1	1	63	0	63	2	52	54	118
08:45 AM	1	1	2	53	1	54	5	26	31	87
Total	2	2	4	244	1	245	9	202	211	460
Grand Total	3	6	9	464	7	471	24	366	390	870
Apprch %	33.3	66.7		98.5	1.5		6.2	93.8		
Total %	0.3	0.7	1	53.3	0.8	54.1	2.8	42.1	44.8	

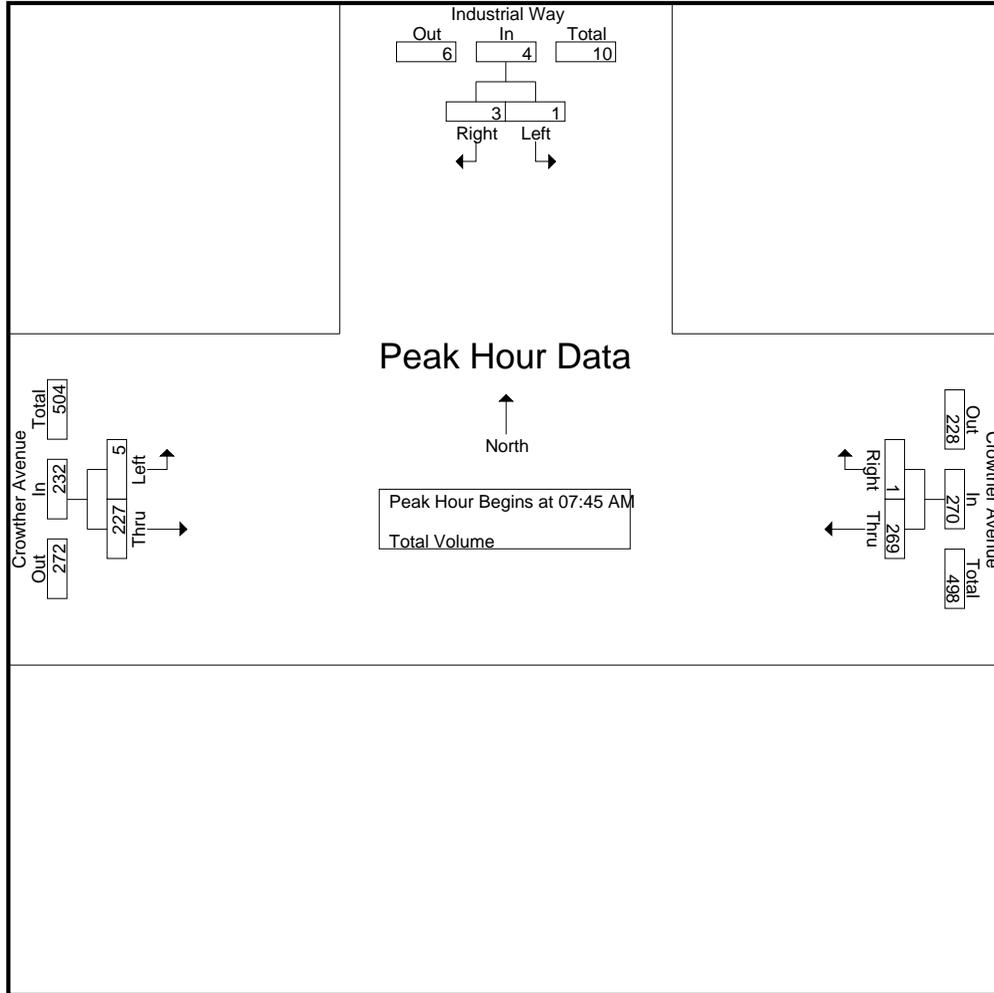
Start Time	Industrial Way Southbound			Crowther Avenue Westbound			Crowther Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	0	2	2	78	1	79	1	51	52	133
08:00 AM	0	0	0	68	0	68	1	64	65	133
08:15 AM	1	0	1	60	0	60	1	60	61	122
08:30 AM	0	1	1	63	0	63	2	52	54	118
Total Volume	1	3	4	269	1	270	5	227	232	506
% App. Total	25	75		99.6	0.4		2.2	97.8		
PHF	.250	.375	.500	.862	.250	.854	.625	.887	.892	.951

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Placentia  
 N/S: Industrial Way  
 E/W: Crowther Avenue  
 Weather: Clear

File Name : PLA\_Ind\_Cro AM  
 Site Code : 23825801  
 Start Date : 8/20/2025  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			07:30 AM		
+0 mins.	1	1	2	78	1	79	4	53	57
+15 mins.	0	1	1	68	0	68	1	51	52
+30 mins.	0	0	0	60	0	60	1	64	65
+45 mins.	0	2	2	63	0	63	1	60	61
Total Volume	1	4	5	269	1	270	7	228	235
% App. Total	20	80		99.6	0.4		3	97	
PHF	.250	.500	.625	.862	.250	.854	.438	.891	.904

City of Placentia  
 N/S: Industrial Way  
 E/W: Crowther Avenue  
 Weather: Clear

File Name : PLA\_Ind\_Cro PM  
 Site Code : 23825801  
 Start Date : 8/20/2025  
 Page No : 1

Groups Printed- Total Volume

Start Time	Industrial Way Southbound			Crowther Avenue Westbound			Crowther Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	1	2	102	1	103	0	61	61	166
04:15 PM	2	1	3	76	0	76	1	70	71	150
04:30 PM	1	0	1	102	1	103	1	76	77	181
04:45 PM	2	2	4	96	3	99	1	65	66	169
Total	6	4	10	376	5	381	3	272	275	666
05:00 PM	1	5	6	107	0	107	1	92	93	206
05:15 PM	0	2	2	111	0	111	0	66	66	179
05:30 PM	2	0	2	88	1	89	0	74	74	165
05:45 PM	3	0	3	78	2	80	0	63	63	146
Total	6	7	13	384	3	387	1	295	296	696
Grand Total	12	11	23	760	8	768	4	567	571	1362
Apprch %	52.2	47.8		99	1		0.7	99.3		
Total %	0.9	0.8	1.7	55.8	0.6	56.4	0.3	41.6	41.9	

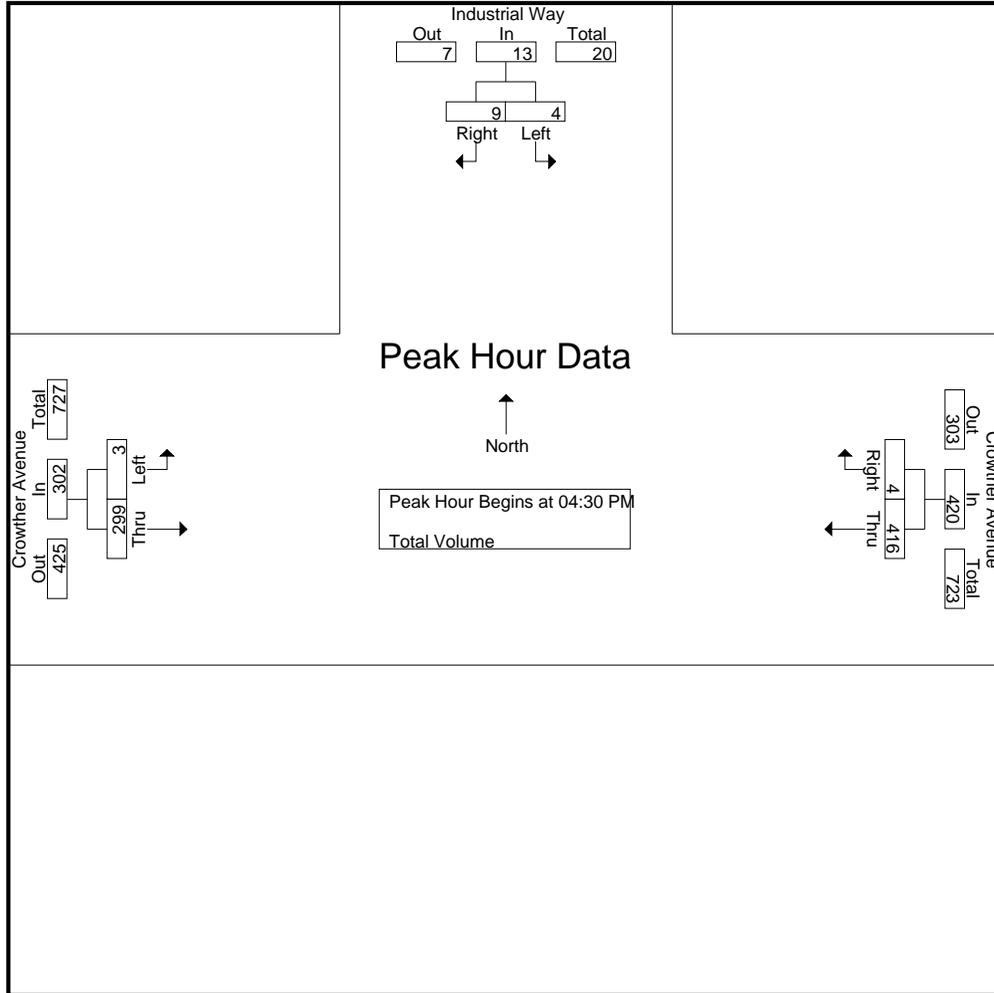
Start Time	Industrial Way Southbound			Crowther Avenue Westbound			Crowther Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	1	0	1	102	1	103	1	76	77	181
04:45 PM	2	2	4	96	3	99	1	65	66	169
05:00 PM	1	5	6	107	0	107	1	92	93	206
05:15 PM	0	2	2	111	0	111	0	66	66	179
Total Volume	4	9	13	416	4	420	3	299	302	735
% App. Total	30.8	69.2		99	1		1	99		
PHF	.500	.450	.542	.937	.333	.946	.750	.813	.812	.892

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Placentia  
 N/S: Industrial Way  
 E/W: Crowther Avenue  
 Weather: Clear

File Name : PLA\_Ind\_Cro PM  
 Site Code : 23825801  
 Start Date : 8/20/2025  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:45 PM		
+0 mins.	2	1	3	102	1	103	1	70	71
+15 mins.	1	0	1	96	3	99	1	76	77
+30 mins.	2	2	4	107	0	107	1	65	66
+45 mins.	1	5	6	111	0	111	1	92	93
Total Volume	6	8	14	416	4	420	4	303	307
% App. Total	42.9	57.1		99	1		1.3	98.7	
PHF	.750	.400	.583	.937	.333	.946	1.000	.823	.825

**APPENDIX C:**  
**HCM Analysis Sheets**

## **Existing Conditions**

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	227	269	1	1	3
Future Vol, veh/h	5	227	269	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	239	283	1	1	3

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	284	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	1275	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1275	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.2	0	9.7
HCM LOS			A

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	772
HCM Lane V/C Ratio	0.004	-	-	-	0.005
HCM Control Delay (s)	7.8	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↘	
Traffic Vol, veh/h	3	299	416	4	4	9
Future Vol, veh/h	3	299	416	4	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	336	467	4	4	10

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	471	0	0	643	236
Stage 1	-	-	-	469	-
Stage 2	-	-	-	174	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1087	-	-	406	766
Stage 1	-	-	-	596	-
Stage 2	-	-	-	839	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1087	-	-	405	766
Mov Cap-2 Maneuver	-	-	-	405	-
Stage 1	-	-	-	594	-
Stage 2	-	-	-	839	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.1	0	11.1
HCM LOS			B

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	601
HCM Lane V/C Ratio	0.003	-	-	-	0.024
HCM Control Delay (s)	8.3	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

## **Existing Plus Project Conditions**

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	227	269	8	6	16
Future Vol, veh/h	20	227	269	8	6	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	239	283	8	6	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	291	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	1268	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1268	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1268	-	-	-	743
HCM Lane V/C Ratio	0.017	-	-	-	0.031
HCM Control Delay (s)	7.9	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	299	416	12	12	27
Future Vol, veh/h	21	299	416	12	12	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	336	467	13	13	30

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	480	0	-	0	690 240
Stage 1	-	-	-	-	474 -
Stage 2	-	-	-	-	216 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1079	-	-	-	379 761
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	799 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1079	-	-	-	371 761
Mov Cap-2 Maneuver	-	-	-	-	371 -
Stage 1	-	-	-	-	579 -
Stage 2	-	-	-	-	799 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.6	0	11.8
HCM LOS			B

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1079	-	-	-	575
HCM Lane V/C Ratio	0.022	-	-	-	0.076
HCM Control Delay (s)	8.4	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

**Opening Year Without Project Conditions**

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↘	
Traffic Vol, veh/h	6	232	275	2	2	4
Future Vol, veh/h	6	232	275	2	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	244	289	2	2	4

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	291	0	424
Stage 1	-	-	290
Stage 2	-	-	134
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	1268	-	875
Stage 1	-	-	734
Stage 2	-	-	878
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1268	-	875
Mov Cap-2 Maneuver	-	-	555
Stage 1	-	-	730
Stage 2	-	-	878

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.2	0	9.9
HCM LOS			A

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1268	-	-	-	734
HCM Lane V/C Ratio	0.005	-	-	-	0.009
HCM Control Delay (s)	7.9	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	306	425	5	5	10
Future Vol, veh/h	4	306	425	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	344	478	6	6	11

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	484	0	0	661	242
Stage 1	-	-	-	481	-
Stage 2	-	-	-	180	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1075	-	-	395	759
Stage 1	-	-	-	588	-
Stage 2	-	-	-	833	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1075	-	-	393	759
Mov Cap-2 Maneuver	-	-	-	393	-
Stage 1	-	-	-	586	-
Stage 2	-	-	-	833	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1075	-	-	-	579
HCM Lane V/C Ratio	0.004	-	-	-	0.029
HCM Control Delay (s)	8.4	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

**Opening Year With Project Conditions**

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	232	275	9	7	17
Future Vol, veh/h	21	232	275	9	7	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	244	289	9	7	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	298	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	1260	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1260	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1260	-	-	-	728
HCM Lane V/C Ratio	0.018	-	-	-	0.035
HCM Control Delay (s)	7.9	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	306	425	13	13	28
Future Vol, veh/h	22	306	425	13	13	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	344	478	15	15	31

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	493	0	0	708	247
Stage 1	-	-	-	486	-
Stage 2	-	-	-	222	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1067	-	-	369	753
Stage 1	-	-	-	584	-
Stage 2	-	-	-	794	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1067	-	-	361	753
Mov Cap-2 Maneuver	-	-	-	361	-
Stage 1	-	-	-	571	-
Stage 2	-	-	-	794	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.6	0	12
HCM LOS			B

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1067	-	-	-	560
HCM Lane V/C Ratio	0.023	-	-	-	0.082
HCM Control Delay (s)	8.5	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3



# City of Placentia – Vicinity Map for 450 S. Placentia Avenue



**Zoning Legend**

	C-2(H65)
	M

















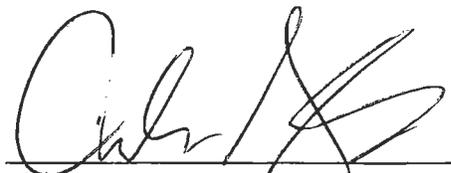
**AFFIDAVIT OF MAILING NOTICE OF PUBLIC HEARING**

STATE OF CALIFORNIA    )  
County of Orange        )    ss

I, Andrew Gonzales say that on the 30th day of October, 2025 a copy of the notice attached hereto was mailed to each of the persons whose name and address appears on the attached list. Said mailings was done at the City of Placentia City Hall, Planning Division, located at 401 E. Chapman Avenue, Placentia, California

Project Address:       450 S. Placentia Avenue (APN 339-442-04)  
Case No.:               DPR 2025-01, UP 2025-02, & DDA 2025-01  
Meeting Date:         November 10, 2025

I declare, under penalty of perjury, that the foregoing is true and correct.

  
Executed at Placentia, California on this 30th day of October, 2025.

**NOTICE OF PUBLIC HEARING**

**NOTICE IS HEREBY GIVEN** that the Planning Commission of the City of Placentia will hold a public hearing in the **City Council Chambers** of the Placentia City Hall, 401 E. Chapman Avenue on **Monday, November 10, 2025, at 6:30 p.m.**, or as soon thereafter as the matter may be heard, to consider the following item:

**APPLICANT:** C Y Hospitality, LLC, c/o Yagnesh ("Yogi") Patel  
**PROJECT LOCATION:** 450 S. Placentia Avenue (east of S. Placentia Ave., north of W. Crowther Ave. – terminus of Industrial Way)  
APN: 339-442-04  
**CASE NO.:** Development Plan Review No. DPR 2025-01, Use Permit No. UP 2025-02, & Disposition and Development Agreement No. DDA 2025-01

**DPR:** To permit the proposed development of an approximately 42,631-square-foot, four-story, 86-room hotel building with an overall building height of approximately 63 feet, including a 24,210-square-foot subterranean 82-space parking garage, enhanced landscaping, and hardscape improvements. The project site is within the C-2(H-65) zoning designation and within the Commercial land use designation of the General Plan.

**UP:** To permit the establishment and operation of a hotel, including the onsite sale and consumption of alcoholic beverages exclusively for registered hotel guests as an accessory use to the primary hotel operations. **DDA:** To permit the acquisition of approximately 6,358 square feet of public right-of-way/City-owned property and to allow relief from certain specific development standards applicable to the C-2(H-65) zoning designation.

**ENVIRONMENTAL DETERMINATION (CEQA):** The proposed development is not expected to create a negative impact on the physical environment and, therefore, staff is recommending a categorical exemption pursuant to the California Environmental Quality Act (CEQA) Guideline § 15332 (Class 32 – Infill Development Projects) and the City of Placentia Environmental Guidelines.

**ALL INTERESTED PERSONS** are invited to attend this hearing and express opinions upon the items listed above.

**ANY WRITTEN MATERIALS** to be submitted to the Planning Commission should be submitted to the Planning Division at least twenty-four (24) hours prior to the hearing. Ten (10) copies are requested.

**IF YOU CHALLENGE** this proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice or written correspondence delivered to the Planning Commission.

**FURTHER INFORMATION** on these items may be obtained at the Development Services Department, Planning Division, or by telephone at: (714) 993-8124.

*Joseph Lambert*  
SECRETARY TO THE PLACENTIA PLANNING COMMISSION

PUBLISHED: October 30, 2025  
POSTED: October 30, 2025  
MAILED: October 30, 2025

**PARA INFORMACIÓN EN ESPAÑOL, LLAME AL (714) 993-8124**

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POSTED: October 30, 2025  
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**CITY OF PLACENTIA**  
Development Services Department  
401 East Chapman Avenue  
Placentia, CA 92870

**OFFICIAL NOTICE**

**AFFECTING YOUR PROPERTY**

**PLEASE READ!**

**AVISO OFICIAL AFECTANDO SU PROPIEDAD**

**FAVOR DE LEER!**



**CITY OF PLACENTIA**  
Development Services Department  
401 East Chapman Avenue  
Placentia, CA 92870

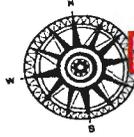
**OFFICIAL NOTICE**

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**FAVOR DE LEER!**



## Donna's Radius Maps

684 S. Gentry Lane

Anaheim, Ca 92807

714-921-2921

ddradiusmaps@sbcglobal.net

### OWNERSHIP LIST

### CERTIFICATION FORM

Attached to this certification form is a list of all owners within a 300'-foot radius of the subject property as obtained from the latest Orange County Assessment Rolls.

This list is certified to be true and correct to the best of my knowledge and belief.

Property Located at:

450 S Placentia Ave.

Placentia CA 92870

APN #339-442-04

Signed:

Donna Scales Dated 6-6-25

Donna Scales

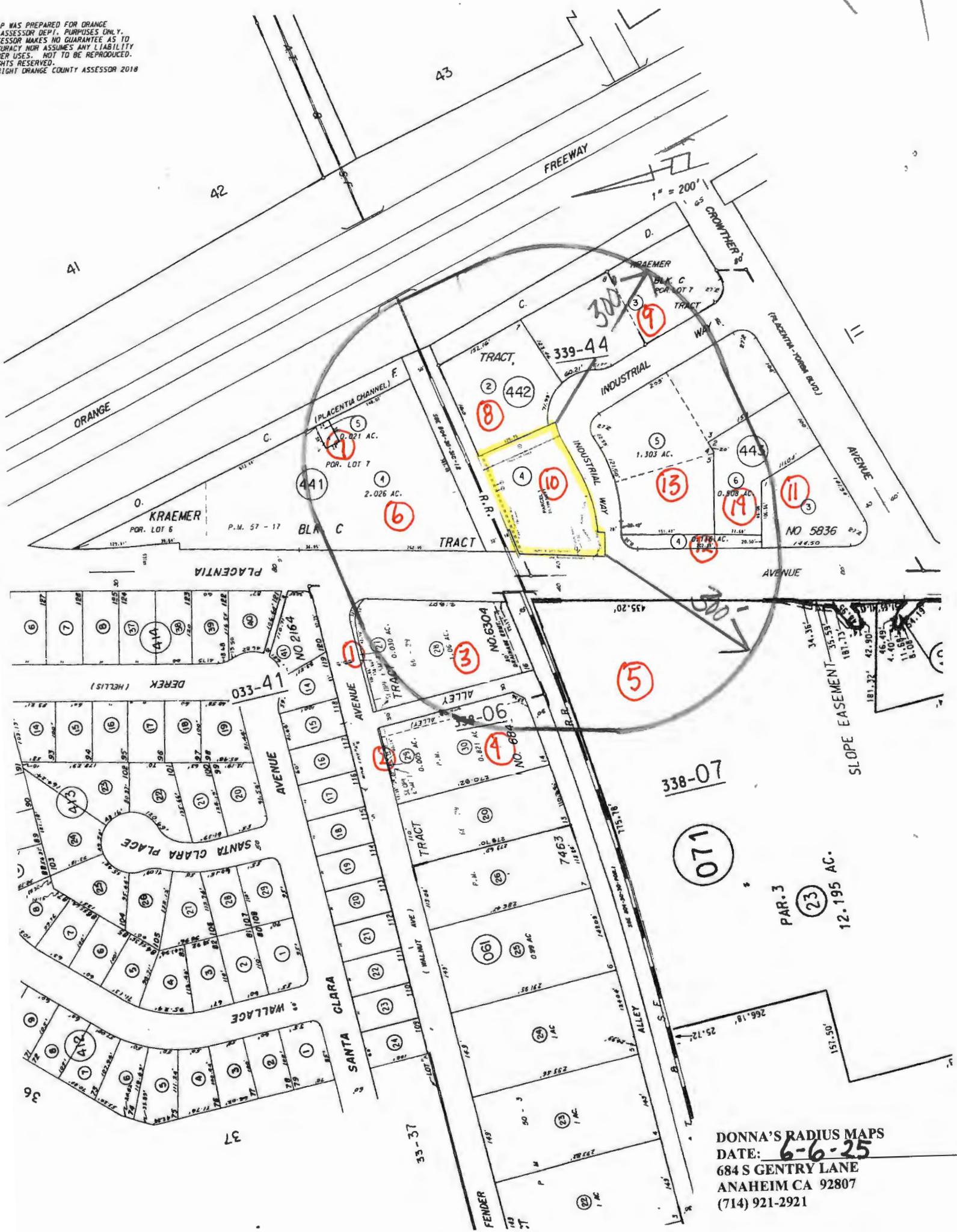
Donna's Radius Maps

684 S Gentry Lane

Anaheim CA 92807

(714) 921-2921

MAP WAS PREPARED FOR ORANGE COUNTY ASSESSOR DEPT. PURPOSES ONLY. ASSESSOR MAKES NO GUARANTEE AS TO ACCURACY NOR ASSUMES ANY LIABILITY FOR OTHER USES. NOT TO BE REPRODUCED. RIGHTS RESERVED. ORANGE COUNTY ASSESSOR 2018



DONNA'S RADIUS MAPS  
DATE: 6-6-25  
684 S GENTRY LANE  
ANAHEIM CA 92807  
(714) 921-2921

338-061-27 & 29 1-2  
CITY OF FULLERTON  
303 W COMMONWEALTH AVE  
FULLERTON CA 92832

338-061-28 & 30 3-4  
FULLERTON BUSINESS CENTER  
23622 CALABASAS RD #200  
CALABASAS CA 91302

338-071-23 5  
REALTY INCOME PROP 14  
11995 EL CAMINO REAL  
SAN DIEGO CA 92130

339-441-04 & 05 6-7  
PLACENTIA HOSPITALITY  
640 W LAMBERT RD  
BREA CA 92821

339-442-02 8  
SPECIALTIES TC  
460 INDUSTRIAL WAY  
PLACENTIA CA 92870

339-442-03 9  
GARY J CHOPIC  
1075 CRESTVIEW  
FULLERTON CA 92833

339-442-04 10  
CY HOSPITALITY LLC  
18517 GRAYLAND AVE  
ARTESIA CA 90701

339-443-04 11  
CITY OF PLACENTIA  
401 E CHAPMAN AVE  
PLACENTIA CA 92870

339-443-05 & 06 12-13  
WILLIAM D PROUT  
317 123RD ST  
OMAHA NE 98154

MAKE ARCHITECTURE  
ATTN: MATT KINGSTREET  
2664 LACY ST #A  
LOS ANGELES CA 90031

*01/30/25*

Orange County Transportation Authority  
(OCTA)  
c/o Dan Phu, Director of Planning  
550 South Main Street  
Orange, CA 92868

AT&T  
c/o Dan Vozenilek  
Lead Internal Affairs  
1452 Edinger Avenue  
Tustin, CA 92780

Southern California Edison  
c/o Michael Saragoza, Planning  
Specialist  
1851 West Valencia Drive  
Fullerton, CA 92833

Regional Water Quality Control Board  
c/o Terry Reeder, Senior Engineering  
Geologist  
3737 Main Street, Suite 500  
Riverside, CA 92501

Placentia-Yorba Linda USD -  
Maintenance and Facilities  
c/o Shelly Winters  
1301 East Orangethorpe Avenue  
Placentia, CA 92870

Rebecca Davis  
Lozeau Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

Placentia Fire & Life Safety Department  
c/o Fire Chief  
401 East Chapman Ave  
Placentia, CA 92870

~~City of Yorba Linda - Community  
Development Department  
c/o Nate Farnsworth, Community  
Development Director  
4845 Casa Loma Ave,  
Yorba Linda, CA 92886~~

City of Fullerton - Community & Economic  
Development Department  
c/o Chris Schaefer, Planning Manager  
303 West Commonwealth Avenue  
Fullerton, CA 92832

Charter/Spectrum Communications  
c/o Jefferey Childers  
560 S. Promenade Avenue, Unit 102  
Corona, CA 92879

Golden State Water Company  
c/o Ken Vecchiarelli  
2283 Via Burton  
Anaheim, CA 92806

Lot 318  
c/o Letty Gali, Director  
536 Dartmouth Drive  
Placentia, CA 92870

Orange County Sanitation District  
Planning Department  
18480 Bandilier Circle  
Fountain Valley, CA 92708

Chase Preciado  
Lozeau Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

Yorba Linda Water District  
c/o Annie Alexander  
1717 East Miraloma Ave,  
Placentia, CA 92870

~~City of Anaheim - Planning & Building  
Department  
c/o Sean Nicholas, Principal Planner  
200 South Anaheim Boulevard  
1<sup>st</sup> Floor, Suite 162  
Anaheim, CA 92805~~

SoCal Gas  
c/o Gabriel Delgado, Planning Manager  
701 N. Bullis Road  
Compton, CA 90221

South Coast Air Quality Management  
District  
c/o Lisa Tanaka-O'Malley  
21865 Copley Drive  
Diamond Bar, CA 91765

Republic Services  
Peter Beseda, General Manager  
1235 North Blue Gum St.  
Anaheim, CA 92806

~~Caltrans  
District 12  
1750 East 4<sup>th</sup> Street, Suite 100  
Santa Ana, CA 92705~~

Leslie Reider  
Lozeau Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

~~City of Brea - Community Development  
Department  
c/o Jason Killebrew, Community  
Development Director  
1 Civic Center Circle  
Brea, CA 92821~~

AT&T  
C/O Dan Vozenilek, Lead Internal Affairs  
1452 Edinger Ave.  
Tustin, CA 92780

Southern California Edison  
c/o/ Michael Saragoza, Planning Spec.  
1851 West Valencia Drive  
Fullerton, CA 92833

Golden State Water Company  
c/o/ Ken Vecchiarelli  
2283 Via Burton  
Anaheim, CA 92806

South Coast Air Quality Management Dist.  
c/o/ Lisa Tanaka-O'Malley  
21865 Copley Drive  
Diamond Bar, CA 91765

Regional Water Quality Control Board  
c/o/ Terry Reeder, Senior Engin. Geologist  
3737 Main Street, Suite 500  
Riverside, CA 92501

Lot 318  
c/o/ Letty Gali, Director  
526 Dartmouth Drive  
Placentia, CA 92870

Republic Services  
Peter Beseda, General Manager  
1235 North Blue Gum St.  
Anaheim, CA 92806

Placentia-Yorba Linda USD  
Maintenance & Facilities  
c/o/ Shelly Winters  
1301 E. Orangethorpe Ave.  
Placentia, CA 92870

Orange County Sanitation District  
Planning Department  
18480 Bandilier Circle  
Fountain Valley, CA 92708

Rebecca Davis  
Lozeau Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

Chase Preciado  
Lozeau Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

Leslie Reider  
Lozeau Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

Placentia Fire & Safety Department  
c/o Fire Chief  
401 East Chapman Avenue  
Placentia, CA 92870

Yorba Linda Water District  
c/o Annie Alexander  
1717 East Miraloma Ave.  
Placentia, CA 92870