

OC DEVELOPMENT SERVICES REPORT

DATE: June 22, 2022

TO: Orange County Planning Commission

FROM: OC Development Services / Planning Division

SUBJECT: Planning Application PA180015 for a Use Permit

PROPOSAL: The applicant is seeking a Use Permit for a 1,750 square foot addition and 200 square foot patio area addition to an existing restaurant, and for alternative parking regulations for the required off-street parking. Per Section III.D.10.3.a.3 of the Foothill/Trabuco Specific Plan additions to a restaurant use may be approved subject to Planning Commission approval and per Section 7-9-70.9(b)(3) of the County of Orange Zoning Code requests for deviations from the parking requirements shall be subject to approval of a Use Permit.

ZONING: TCC “Trabuco Canyon Commercial” - Foothill/Trabuco Specific Plan

GENERAL PLAN: 1B Suburban Residential

LOCATION: The property is located at 20782 Trabuco Oaks Drive within the Foothill/Trabuco community, within the Third (3rd) Supervisorial District.

APPLICANT: Costas Papacharalambous, Property Owner
Dean Brown, Agent

STAFF CONTACT: Cynthia Burgos, Contract Planner
Phone: (714) 667-8898
Email: Cynthia.Burgos@ocpw.ocgov.com

RECOMMENDED ACTION(S):

Staff recommends that the Planning Commission’s approve Planning Application PA180015 for a Use Permit for an addition to an existing restaurant and for alternative parking regulations for the required off-street parking, subject to the attached Findings and Conditions of Approval. OC Development Services recommends that the Planning Commission:

1. Receive staff report as appropriate; and

2. Find that the proposed project is Categorically Exempt from the California Environmental Quality Act (CEQA) under Class 1 exemption and Class 5 of the CEQA Guidelines and County of Orange CEQA procedures; and,
3. Approve Planning Application PA180015 for a Use Permit subject to the attached Findings and Conditions of Approval.

BACKGROUND AND EXISTING CONDITIONS:

The subject property, Lots 225 and 226 and a portion of Lots 221 and 222 of Tract 926 (20782 Trabuco Oaks Drive), is located within the unincorporated community of Trabuco Canyon in the County of Orange. The property is zoned (TCC) "Trabuco Canyon Commercial" - Foothill/Trabuco Specific Plan (F/TSP) and has a General Plan land use designation of 1B "Suburban Residential". The subject site is flat and rectangular with a depth of 116 feet and a width of 123 feet. The lot faces Trabuco Oaks Drive and is developed with an existing restaurant. The original restaurant was established prior to the December 1991 adoption of the F/TSP.

Use Variance UV5971 was approved in 1969 for the establishment of an 1,800 square foot restaurant with a total of 18 parking stalls. Since the original 1969 approval, changes and additions to the restaurant have been made without the approval of permits. On August 10, 2016, a code enforcement case was opened on the restaurant for construction of unpermitted additions and lack of on-site parking which caused queuing into the site that could block Trabuco Oaks Drive for a period of time. In response to the violation the applicant has submitted PA180015 in order to permit the unpermitted additions and obtain approval of alternative parking to the required off-street parking standards.

PROPOSED PROJECT

The applicant is applying for a Use Permit to authorize the 1,750 square foot expansion of the approved dining area of the Trabuco Oaks Steakhouse, addition of a 200 square foot patio area, and to establish alternative parking standards to allow for a combination of valet and off-site parking to satisfy the required parking.

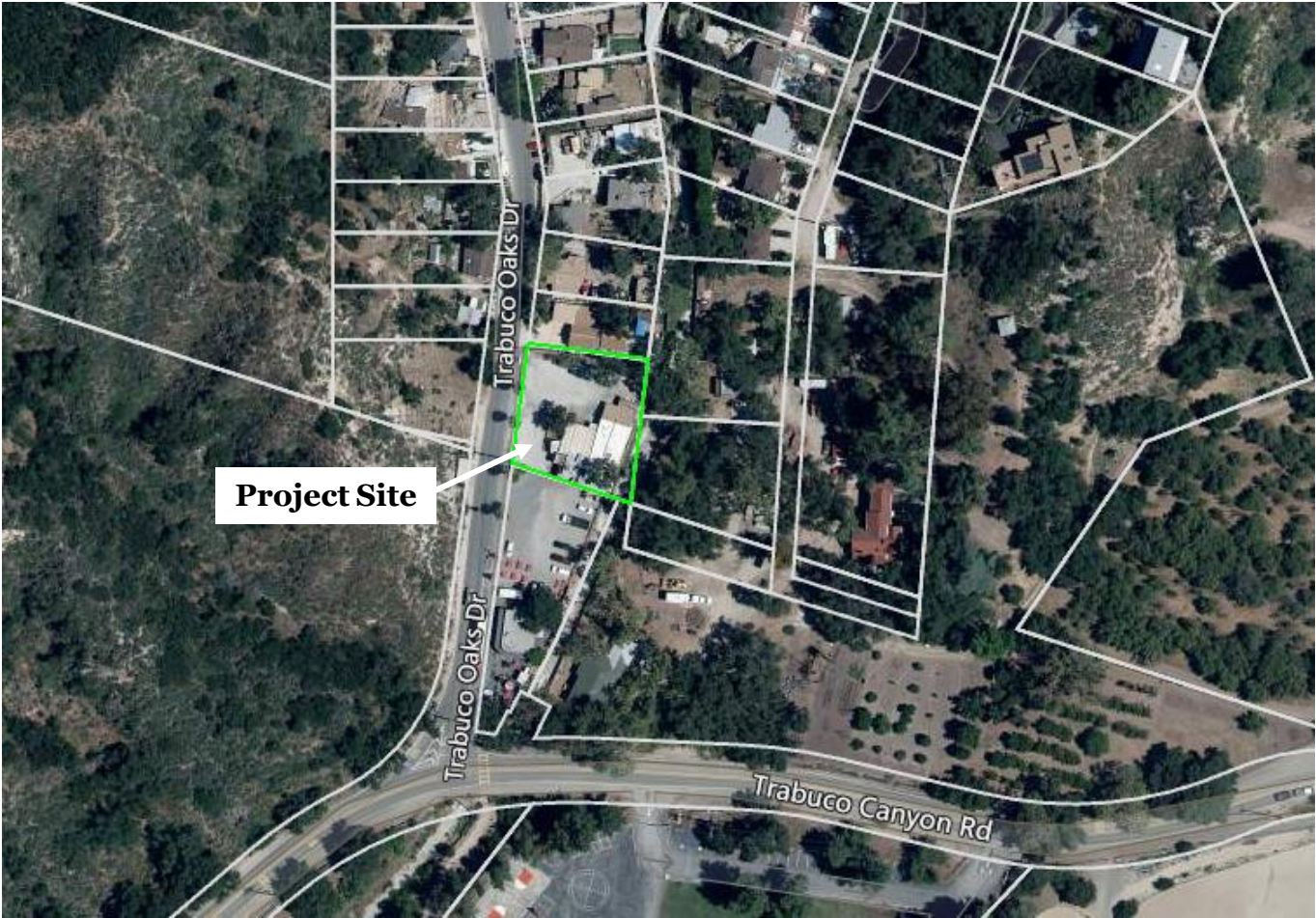
SURROUNDING LAND USES:

The project site is zoned commercial and is surrounded on two sides by residential uses. The zoning and existing land use for surrounding properties is as follows:

DIRECTION	ZONING DISTRICT	EXISTING LAND USE
Project Site	Foothill/Trabuco Specific Plan (F/TSP) - Trabuco Canyon Commercial (TCC)	Restaurant
North	F/TSP - TCC	Single-Family Home
South	F/TSP - TCC	General Store

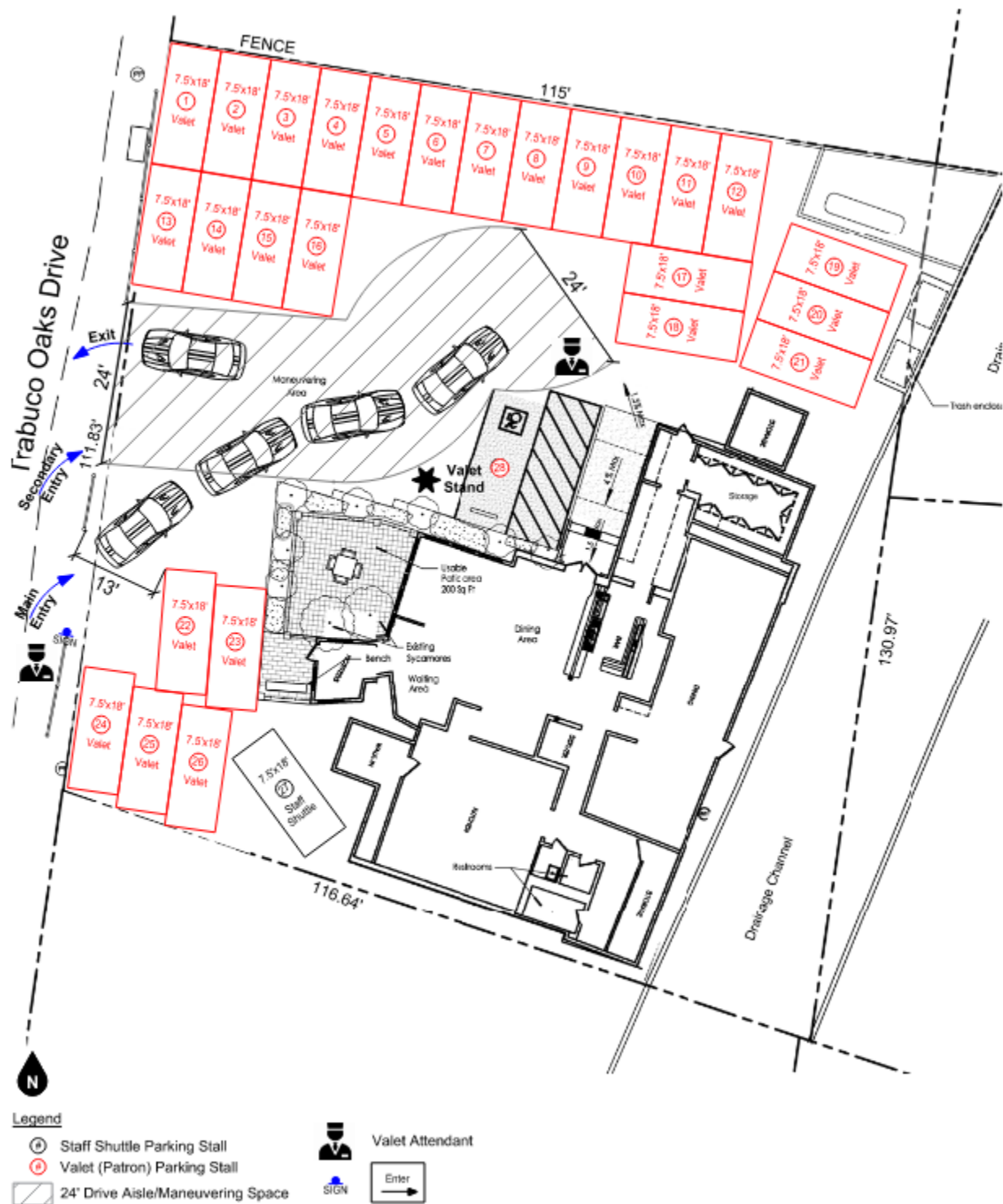
East	F/TSP - Trabuco Oak Residential (TOR) and TCC	Single-Family Home and Vacant Lot
West	F/TSP – TOR	Vacant Lot

PROJECT SITE



[illegible]

VALET PARKING PLAN



DISCUSSION/ANALYSIS:

Below is a table comparing the development standards for “Trabuco Canyon Commercial” District with the proposed project:

Standard	Zoning Code	Proposed
Building Site Area	5,000 sq. ft minimum	14,119 sq. ft. (existing)
Building Height	35’ maximum	10’6” (existing)
Min. Structural Front Setback	20’	26’ 8” (proposed)
Min. Structural Rear Setback	20’	11’1” (existing)
Structural Side Setback	20’	44’ (North side existing) 3’6” (South side existing)
Parking	33 parking stalls required	18 self-park (proposed)* 28 valet parking (proposed)* 12 off-site employee parking (proposed)*
Trash Enclosure	All trash shall be enclosed by a wall not less than six (6) feet in height.	9’3” trash enclosure (proposed)

*Indicates proposed deviation from Site Development Standards

Since the original 1969 approval, changes and additions to the approved 1,800 square foot restaurant have been added without approval of permits.

Restaurant Addition

Per Section III.D.10.3.a.3 of the F/ TSP, additions to the restaurant use may be approved subject to Planning Commission approval. The applicant is seeking approval for the unpermitted 1,750 square feet of additional dining space and 200 square feet of patio space. The restaurant will have a total of 3,335 square feet of interior dining with a 200 square foot patio. The proposed additions are located on the west side of the property and would comply with the required front setback. The additions are located within the area that was previously approved as a patio, and consequently the footprint of the building will not change.

Trash Enclosure

Per Section III.D.10.8.i of the F/TSP, all storage cartons, containers and trash shall be enclosed by a wall not less than size (6) feet in height. The applicant is proposing to add a 9’3” tall trash enclosure that would be located along the west side of the property:-

Parking Demand

The original Planning Application approved the site with 18 parking stalls. The County of Orange Zoning Code requires a minimum of ten (10) parking spaces or one (1) parking space for each 100 square feet of gross floor area for restaurants under 4,000 square feet. Therefore, the expanded 3,335 square foot restaurant, including 200 square foot patio, is required to provide a minimum of 33 off-street parking spaces. The size and location of the parking lot does not allow the site to accommodate more than 18 parking stalls that meet the County of Orange design standards.

The Ganddini Group conducted a survey to document actual parking demand at the project site on one (1) off-peak day and one (1) peak day. (Parking Study dated December 13, 2019 included as Attachment 5.) The study identified the weekday and weekend peak parking demand with peak demands of 20 and 26 spaces, respectively. Since restaurant staff parks off site on peak days an additional 12 parking spaces will be required on peak days for staff parking with a peak demand of 38 parking spaces.

Valet Parking Plan and Off-Site Parking

Since the parking area cannot accommodate the 33 parking stalls required by the zoning code or the 38 stalls identified in the parking study, the applicant is requesting approval for all onsite parking on peak days to be valet parking. A valet parking plan can function adequately with narrower drive aisles and parking stall widths since there are fewer drivers and vehicles only need to be accessed from the driver side. The project site would be able to accommodate 28 vehicles onsite with implementation of the valet parking plan.

The property owner of Trabuco Oaks Steakhouse also owns the Cook's Corner bar/restaurant which is located in Trabuco Canyon at the intersection of Live Oak Canyon Road and Santiago Canyon Road. To increase the amount of customer parking onsite, staff would be provided parking during peak days/times at Cook's Corner and would be transported to/from the Trabuco Oaks Steakhouse. Per the last Approved Planning Application PA090025 for Cook's Corner, the site is required to provide a total of 153 parking spaces. Because Cook's Corner provides a total of 185 parking spaces, the Cook's Corner property has a surplus of 32 parking spaces. The Trabuco Oaks Steakhouse owner thus has the ability to guarantee that off-site parking for Trabuco Oaks Steakhouse staff can be provided within the 32 surplus parking spaces located at the Cook's Corner property, a Condition of Approval has been added that at least 12 of the parking spaces at Cook's Corner remain available for use by the Trabuco Oaks Steakhouse.

Per the Parking Study included as Attachment 5, the applicant is proposing to implement full-service valet parking on peak days and a hybrid approach known as valet or attendant assisted parking on off-peak days which would allow for most users to self-park. Once self-park capacity is reached, a valet or parking attendant will direct users to parking alongside a drive aisle or double park. The driver would leave the vehicle key with the attendant, who could then move the vehicle when the driver of a blocked vehicle returns, and park in the newly vacant stall.

If the queue begins to reach the property line or a customer arrives who does not have a reservation, a valet or parking attendant would turn that vehicle away, and a second valet would be positioned

near the entry to direct arriving vehicles to the secondary entry point and help ensure that through traffic in the public right-of-way is not impeded. Additionally, the restaurant utilizes an online reservation system (OpenTable), which allows the restaurant to best anticipate when valet parking may be necessary on an otherwise off-peak day.

Deviations to Parking Requirements and Shared Parking

Per Section 7-9-70.9(b)(3) of the County of Orange Zoning Code, requests for deviations from the parking requirements shall be subject to approval of a Use Permit. For any project for which a parking deviation is requested, the decision-making body must make all of the following findings based on information in the record:

- a. The use will adequately be served by the proposed parking demand requirement as determined in the parking study; and
- b. If required, a parking study prepared by an independent traffic engineering professional approved by the County supports the proposed reduction.

For any project for which a shared (Joint) parking is requested, a parking study shall be required and the decision-making body shall only approve a parking reduction if it finds that:

- a. The peak hours of use shall not overlap or coincide to the degree that peak demand for parking spaces from all uses shall be greater than the total supply of spaces;
- b. The proposed shared parking to be provided shall be adequate to serve each use; and
- c. A written agreement between landowner(s) and the County, in a form satisfactory to County Counsel, has been submitted to and approved by the Director. This agreement shall be in a form capable of and subject to being recorded to constitute a covenant running with the land and shall include
 1. A guarantee that there shall be no substantial alteration in the uses that will create a greater demand for parking;
 2. A guarantee among the landowner(s) for access to and use of the shared parking facilities;
 3. A provision that the County may require parking facilities in addition to those originally approved upon a finding that adequate parking to serve the use(s) has not been provided; and
 4. A provision stating that the agreement shall not be modified or terminated without the approval of the Director.

The applicant has submitted a parking study that demonstrates that customer parking can be accommodated through on-site valet parking and overflow employee parking through parking at Cooks Corner. Cook's Corner was approved with 32 surplus parking spaces, consequently, Cook's Corner has the ability to guarantee that off-site parking for Trabuco Oaks Steakhouse staff can be provided. The peak parking demand for the Trabuco Oaks Steakhouse will require 12 parking stalls from the Cooks Corner site which can be accommodated with the 32 surplus parking spaces.

Therefore, the proposed shared parking shall be adequate to serve each use. Additionally, Condition of Approval 11 has been added that a written agreement between landowner(s) and the County, in a form satisfactory to County Counsel, will be submitted to and approved by the Director prior to the issuance of building permits.

The parking study has been reviewed and approved by County Traffic Engineering. Based on the study, there is adequate parking when combining the on-site parking plan with the off-site parking spaces at Cooks Corner to accommodate the proposed addition. Moreover, to ensure that no queuing will be occurring on the street staff has included a Condition of Approval 8 which requires that the applicant maintain video cameras that cover the street frontage and provide video evidence if any queuing complaints are sent to the OC Public Works. If the applicant is not able to provide evidence that queuing did not occur then the Planning Division Manager may reduce the dining areas of the restaurant proportionate to the number of individual vehicle queuing violations and the dining capacity of the restaurant. If a substantial number of vehicle queuing violations have occurred without successful resolution as determined by the Planning Division Manager, the Use Permit may be referred back to the Planning Commission for a public hearing to address vehicle queuing impacts.

Consistency with FTSP Resource Criteria

The purpose and intent of the Resource Criteria is to preserve and minimize impacts on significant regional resources.

Section 2.0 Wildlife Corridors

As described by the F/TSP, the purpose of wildlife corridors is to ensure the future viability and movement of wildlife through preservation of necessary habitat and wildlife movement areas. Parcels within a wildlife corridor area or parcels within 150 feet of a wildlife area are required to submit a site-specific wildlife corridor analysis prepared by a biologist. The project site is not located within 150' of an F/TSP mapped wildlife corridor area as mapped on FTSP Exhibit II-3 (Attachment 8).

Section 3.0 Oak Woodlands

The purpose of the oak woodlands designation is to ensure the preservation of significant stands of oak woodlands. Parcels within 100 feet of any designated oak woodlands shall require a site-specific oak woodlands analysis prepared by a qualified biologist/arborist to determine the precise boundary of the oak woodlands. The study prepared by the biologist/arborist identified approximately 0.90 acres of the site to be within an oak woodland. The proposed area of the site to be developed is not located within oak woodland as mapped on F/TSP Exhibit II-4. The F/TSP requires a Tree Management/Preservation Plan when any oaks are proposed to be removed, also identifying trees to be preserved. The project does not propose removal of any oak trees (Attachment 8), and no Tree Management/Preservation Plan is required.

Section 4.0 Streambeds

The purpose of the streambed preservation designation is to provide for the preservation of stream channels in their natural condition. The primary objective of including streambeds within the Resources Overlay Component is to minimize the need for structures which would alter the natural condition of any designated streambeds. Although the project is adjacent to a streambed, the

proposed addition would be along the west side of the property and would not affect the streambed which is located along the east of the property (Attachment 8).

Section 5.0 Visual Resources – Major Ridgelines & Major Rock Outcroppings

The F/TSP designates major ridgelines and major rock outcroppings. It specifies that no structure shall be located closer to the centerline of any ridgeline or rock outcropping than 200 feet horizontally on a topographic map and 50 feet measured vertically on a cross section. The project site is not located adjacent to or within a major ridgeline or rock outcropping as mapped on F/TSP Exhibit II-6 (Attachment 8).

Section 5.2 Scenic Roadway Corridors

The scenic roadway corridors specified by the F/TSP are Santiago Canyon Road, Live Oak Canyon Road, and Trabuco Canyon Road. Greater development setbacks are required adjacent to these roads. Additionally, projects adjacent to these roads are required to prepare a viewshed analysis. The project site is near, but not immediately abutting Trabuco Canyon Road, which requires a 50 foot setback. The project site is on Trabuco Oaks Drive which is not located adjacent to a Scenic Roadway Corridor as mapped on F/TSP Exhibit II-7 (Attachment 8), therefore the increased setbacks and a viewshed analysis are not required.

Section E.1.b Landscaping

The F/TSP (Section E.1.b) requires submittal of a landscape plan in conformance with County standard procedures. Per Section 7-9-68.2 of the County of Orange Zoning Code, a Landscape Plan is required for projects with an aggregate landscaped area equal to or greater than two thousand five hundred (2,500) square feet. Since this project is proposing an addition of 1,750 square foot of dining and 200 square feet of patio for a total of 1,950 square feet, a landscape plan is not required.

Section E.2 Fuel Modification Regulations

The project site is located within a High Fire Hazard Severity Zone. Before issuance of any building permits Orange County Fire Authority will review the project to determine if a Fuel Modification Plan is required.

Section IV.E Design Guidelines – Architectural Guidelines

The Design Guidelines are intended to serve as a supplement to the F/TSP to encourage property owners to develop innovative and creative design solutions for rural hillside development. Section IV.E.1.b. of the Design Guidelines requires that architectural treatment should be provided on all sides of residential structures. Elements of architectural treatment used on the front façade should be repeated on all sides of the structure with additional emphasis on those elevations which are visible from public rights-of-way. The applicant is proposing a rustic style architecture using earth tones and appropriate design elements to match the existing structure in compliance with this requirement.

REFERRAL FOR COMMENT AND PUBLIC NOTICE:

A copy of the planning application and proposed site plan were distributed for review and comment to County Divisions (Building, Traffic Engineering), and the Foothill/Trabuco Specific Plan Review Board (F/TSPRB).

The F/TSPRB reviewed the application and recommended approval (5-0) for the proposed project at their February 09, 2022 meeting. Their meeting agenda are included as Attachment 6.

Public notices were mailed to all owners of record within 300 feet of the subject property, and posted in front of the project site, the Orange County Hall of Administration at 333 W. Santa Ana Boulevard, and in the lobby at the County Administration South (CAS) building located at 601 N. Ross St at least ten days prior to this public hearing, as required by established public hearing posting procedures. Staff has reviewed all comments received, and where appropriate, has addressed the comments through recommended Conditions of Approval, which are provided as Attachment 2.

CEQA COMPLIANCE:

Find that the proposed project is exempt under the Class 1 exemption (Existing Facility) and the Class 5 exemption (Minor Alterations in Land Use) of the CEQA Guidelines and County of Orange CEQA procedures.

CONCLUSION:

Staff has determined that the proposed project complies with the Foothill/Trabuco Specific Plan development standards and architectural guidelines. Staff supports approval of the Use Permit, subject to the Findings and Conditions of Approval provided in Attachments 1 and 2.

Submitted by:



Justin Kirk, Planning Division Manager
OC Development Services/Planning

Concurred by:



Amanda Carr, Interim Deputy Director
OC Public Works/Development Services

ATTACHMENTS:

1. Recommended Findings
2. Recommended Conditions of Approval
3. Applicant's Letter of Explanation
4. Environmental Documentation – NOE PA180015
5. Ganddini Group Parking Study
6. June 7, 2021 Foothill/Trabuco Meeting Agenda
7. Site Photos
8. Site Plans

APPEAL PROCEDURE:

Any interested person may appeal the decision of the OC Planning Commission on this permit to the OC Board of Supervisors within 15 calendar days of the decision upon submittal of required

documents and a filing fee of \$500 filed at the County Service Counter, 601 N. Ross Street, Santa Ana. If you challenge the action taken on this proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this report, or in written correspondence delivered to OC Development Services/Planning Division.

Attachment 1



Attachment 1
Findings
PA180015

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| 1 | COMPATIBILITY | PA180015 |
| <p>That the location, size, design and operating characteristics of the proposed use will not create unusual conditions or situations that may be incompatible with other permitted uses in the vicinity.</p> | | |
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| 2 | GENERAL PLAN | PA180015 |
| <p>That the use or project proposed is consistent with the objectives, policies, and general land uses and programs specified in the General Plan adopted pursuant to the State Planning and Zoning Law.</p> | | |
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| 3 | ZONING | PA180015 |
| <p>That the use, activity or improvement(s) proposed, subject to the specified conditions, is consistent with the provisions of the Zoning Code, or specific plan regulations applicable to the property.</p> | | |
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| 4 | GENERAL WELFARE | PA180015 |
| <p>That the application will not result in conditions or circumstances contrary to the public health and safety and the general welfare.</p> | | |
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| 5 | PUBLIC FACILITIES | PA180015 |
| <p>That the approval of the permit application is in compliance with Codified Ordinance Section 7-9-711 regarding public facilities (fire station, library, sheriff, etc.).</p> | | |
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| 6 | FISH AND GAME FEE EXEMPT | PA180015 |
| <p>That pursuant to Section 711.4 of the California Fish and Game Code, this project is exempt from the required fees as it has been determined that no adverse impacts to wildlife resources will result from the project.</p> | | |
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| 7 | ENVIRONMENTAL | PA180015 |
| <p>That the proposed project is exempt under the Class 1 exemption (Existing Facility) and the Class 5 exemption (Minor Alterations in Land Use) of the California Environmental Quality Act (CEQA) Guidelines and County of Orange procedures</p> | | |

8	PARKING AND CIRCULATION	PA180015
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That the access, parking and circulation facilities will not result in excess traffic safety hazards. If queue begins to reach the property line or a customer arrives who does not have a reservation, a valet or parking attendant would turn that vehicle away, and a second valet would be positioned near the entry to direct arriving vehicles to the secondary entry point and help ensure that through traffic in the public right-of-way is not impeded.

9	PARKING MODIFICATION 1	PA180015
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That the applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property. The County of Orange Zoning Code requires a minimum of ten (10) parking spaces or one (1) parking space for each 100 square feet of gross floor area for restaurants under 4,000 square feet. Therefore, the expanded 3,335 square foot restaurant, including 200 square foot patio, is required to provide a minimum of 33 off-street parking spaces. The Ganddini Group conducted a survey to document actual parking demand at the project site on one (1) off-peak day and one (1) peak day. The study identified the weekday and weekend peak parking demand with peak demands of 20 and 26 spaces, respectively.

10	PARKING MODIFICATION 2	PA180015
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That the proposed off-street parking facilities comply with the intent of Section 7-9-70.4 “Off -Street Parking Regulations” of the County of Orange Zoning Code. A valet parking plan can function adequately with narrower drive aisles and parking stall widths since there are fewer drivers and vehicles only need to be accessed from the driver side. The project site would be able to accommodate 28 vehicles onsite with implementation of the valet parking plan.

11	PARKING REDUCTION	PA180015
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That the use will adequately be served by the proposed parking demand requirement as determined in the parking study. That customer parking can be accommodated through on-site valet parking and overflow employee parking through parking at Cooks Corner.

12	PARKING STUDY	PA180015
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That a parking study prepared by an independent traffic engineering professional approved by the County supports the proposed reduction. The parking study has been reviewed and approved by County Traffic Engineering. Based on the study, there is adequate parking when combining the on-site parking plan with the off-site parking spaces at Cooks Corner to accommodate the proposed addition.

13

SHARED PARKING MODIFICATION 1

PA180015

That the peak hours of use shall not overlap or coincide to the degree that peak demand for parking spaces from all uses shall be greater than the total supply of spaces. The peak parking demand for the Trabuco Oaks Steakhouse will require 12 parking stalls from the Cooks Corner site which can be accommodated with the 32 surplus parking spaces.

14

SHARED PARKING MODIFICATION 2

PA180015

That the proposed shared parking to be provided shall be adequate to serve each use. Cook's Corner was approved with 32 surplus parking spaces, consequently, Cook's Corner has the ability to guarantee that off-site parking for Trabuco Oaks Steakhouse staff can be provided.

15

SHARED PARKING MODIFICATION 3

PA180015

That a written agreement between landowner(s) and the County, in a form satisfactory to County Counsel, has been submitted to and approved by the Director. This agreement shall be in a form capable of and subject to being recorded to constitute a covenant running with the land and shall include:

1. A guarantee that there shall be no substantial alteration in the uses that will create a greater demand for parking.
 2. A guarantee among the landowner(s) for access to and use of the shared parking facilities.
 3. A provision that the County may require parking facilities in addition to those originally approved upon a finding that adequate parking to serve the use(s) has not been provided; and
 4. A provision stating that the agreement shall not be modified or terminated without the approval of the Director.
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Attachment 2



**Attachment 2
Conditions of Approval
PA180015**

1	BASIC/APPEAL EXACTIONS - BASIC/APPEAL EXACTIONS - Z06	BASIC
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Pursuant to Government Code Section 66020, the applicant is hereby informed that the 90-day approval period in which the applicant may protest the fees, dedications, reservations or other exactions imposed on this project through the conditions of approval has begun.

2	BASIC/COMPLIANCE - BASIC/COMPLIANCE - Z04	BASIC
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Failure to abide by and faithfully comply with any and all conditions attached to this approving action shall constitute grounds for the revocation of said action by the Orange County Planning Commission.

3	BASIC/INDEMNIFICATION - BASIC/INDEMNIFICATION - Z05	BASIC
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Applicant shall defend with counsel approved by the County of Orange in writing, indemnify and hold harmless the County of Orange, its officers, agents and employees from any claim, action or proceeding against the County, its officers, agents or employees to attack, set aside, void, or annul any approval of the application or related decision, or the adoption of any environmental documents, findings or other environmental determination, by the County of Orange, its Board of Supervisors, Planning Commission, Zoning Administrator, Director of OC Public Works, or Deputy Director of OC Development Services concerning this application. The County may, at its sole discretion, participate in the defense of any action, but such participation shall not relieve applicant of his/her obligations under this condition. Applicant shall reimburse the County for any court costs and attorneys fees that the County may be required to pay as a result of such action. The County shall promptly notify the applicant of any such claim, action or proceeding.

4	BASIC/LAND USE PLAN - BASIC/LAND USE PLAN - Z03	BASIC
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Except as otherwise provided herein, this permit is approved as a land use plan. If the applicant proposes changes regarding the location or alteration of any use or structure, the applicant shall submit a changed plan to the Director, OC Development

Services, for approval. If the Director, OC Development Services, determines that the proposed change complies with the provisions and the spirit and intent of the original approval action, and that the action would have been the same for the changed plan as for the approved plot plan, he may approve the changed plan without requiring a new public hearing.

5**BASIC/TIME LIMIT - BASIC/TIME LIMIT - Z02****BASIC**

This approval is valid for a period of 36 months from the date of final determination. If the use approved by this action is not established within such period of time, this approval shall be terminated and shall thereafter be null and void.

6**CONSTRUCTION NOISE - CONSTRUCTION NOISE - N10****SC**

- A. Prior to the issuance of any grading permits, the project proponent shall produce evidence acceptable to the Manager, Building and Safety, that:
- (1) All construction vehicles or equipment, fixed or mobile, operated within 1,000 feet of a dwelling shall be equipped with properly operating and maintained mufflers.
 - (2) All operations shall comply with Orange County Codified Ordinance Division 6 (Noise Control).
 - (3) Stockpiling and/or vehicle staging areas shall be located as far as practicable from dwellings.
- B. Notations in the above format, appropriately numbered and included with other notations on the front sheet of the project's permitted grading plans, will be considered as adequate evidence of compliance with this condition.
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7**BASIC/ZONING REGULATIONS - BASIC/ZONING REGULATIONS - Z01****BASIC**

This approval constitutes approval of the proposed project only to the extent that the project complies with the Orange County Zoning Code and any other applicable zoning regulations. Approval does not include any action or finding as to compliance or approval of the project regarding any other applicable ordinance, regulation or requirement.

8**PARKING****CUSTOM**

- A. The property owner shall install and maintain video cameras that cover the street frontage of the property including the vehicular point of entry. Video footage shall be retained for a period of at least six (6) months and record continuous video of the area during regular business hours. Video footage shall be time stamped visibly with both date and time.
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- B. If OC Public Works receives a complaint that individual vehicles are queuing in the street for more than three (3) minutes, video footage shall be produced to the Planning Division Manager in a digital format that is viewable by the County within 72 hours of the request. The video shall include the duration of time identified in the complaint including the five (5) minutes before and after the identified time frame. The Planning Division Manager shall not consider complaints which are reported to OC Public Works more than three (3) months after the date of the alleged violation.
- C. If the Planning Division Manager determines queuing of more than three (3) minutes has occurred for one or more vehicles waiting to enter the subject site, the Planning Division Manager may reduce the dining areas of the restaurant proportionate to the number of individual vehicle queuing violations and the dining capacity of the restaurant, however in no case shall reductions limit the dining area to less than 1,800 square feet. Reductions in the dining areas shall remain effective for a period of six (6) months from the date of the associated violation. If at any time during the six (6) months of dining reduction additional verifiable vehicle queuing violations is reported to OC Public Works a new six (6) months of dining reduction shall be assessed from the date of the new associated violation. The property owner shall provide a plan to the OC Development Services/Planning to be approved by the Planning Division Manager identifying the dining area(s) which will not be used.
- D. If a substantial number of vehicle queuing violations have occurred without successful resolution as determined by the Planning Division Manager, the Use Permit may be referred back to the Planning Commission for a public hearing to address vehicle queuing impacts.
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9**OFF-SITE PARKING AGREEMENT****CUSTOM**

Prior to the issuance of building permits an agreement shall be secured to the satisfaction of the Planning Division Manager, to provide a minimum of twelve (12) parking stalls at Cook's Corner, the property located at 19152 E Santiago Canyon Rd, Trabuco Canyon, CA 92679. These parking stalls shall be reserved and remain available for exclusive use by Trabuco Oaks Steakhouse staff. This application shall only remain valid for the duration of the agreement.

10**STAFF PARKING****CUSTOM**

On peak days all Trabuco Oaks Steakhouse staff will park at Cook's Corner and will be driven to/from the site by either the restaurant owner and/or valet staff.

11**JOINT PARKING****CUSTOM**

Prior to the issuance of building permits a written agreement between landowner(s) and the County, in a form satisfactory to County Counsel, has been submitted to and approved by the Director. This agreement shall be in a form capable of and subject to being recorded to constitute a covenant running with the land and shall include:

1. A guarantee that there shall be no substantial alteration in the uses that will create a greater demand for parking;
 2. A guarantee among the landowner(s) for access to and use of the shared parking facilities;
 3. A provision that the County may require parking facilities in addition to those originally approved upon a finding that adequate parking to serve the use(s) has not been provided; and
 4. A provision stating that the agreement shall not be modified or terminated without the approval of the Director.
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Attachment 3



November 18, 2021

Submitted Electronically To: <myOCeservices.ocgov.com>
<BrianKurnow@ocpw.ocgov.com>
<Cynthia.Burgos@ocpw.ocgov.com>

Mr. Brian Kurnow, Land Use Manager
Orange County Public Works Department
601 Ross Street
Santa Ana, California 92702

In Reference To: Revised Letter of Justification
Response to Plan Check Comments – Fourth Submittal
Resubmittal Documentation for PA180015
County Code Enforcement Case No. CE1606610
Trabuco Oaks Steakhouse

Dear Mr. Kurnow,

This electronic resubmittal is in response to the County's "Deemed Incomplete" letter for the "Fourth Submittal-PA180015".

The Applicant and owner of the Trabuco Oaks Steakhouse, Costas Papacharalambous and The Planning Consortium (TPC) wish to express our appreciation of the ongoing patience County staff has had related to this application process, and the information that was provided and exchanged in our conference call on November 4th. As you know, the issues associated with this Code Enforcement action and Permit issues are unique and complicated that involve complaints of inadequate onsite parking and the "unpermitted" expansion of the restaurant that occurred over fifty years ago. This fourth resubmittal letter 1) states the Applicant's justification for the claim that the existing Restaurant at its current size and configuration is an existing legal non-conforming use, 2) conveys a revised Site Plan that responds to most recent County comments that require a response, and 3) provides a detailed response to each County comment in the Deemed Incomplete letter dated September 9, 2021.

Please note that as of Friday, September 17th, 2021, the Trabuco Oaks Steakhouse reopened with limited hours and a strict reservation only policy. The restaurant's hours of operation now are Friday, Saturday and Sunday from 4:00 PM to 9:30 PM by reservation only. A patron makes a reservation, either by calling the restaurant, through the website or through the app "OpenTable" and are notified there is only reservations allowed. No walk-ins are allowed. Valets are instructed to turn away those without a reservation. Reservations are controlled and staggered so that no more than eighteen (18) cars are required at any one time during the five hours the restaurant is open. Discounts on food are offered if ride drop off services (Uber- Lyft) are used, or if you walk or ride a bike or a horse to the restaurant.

29422 Modjeska Canyon Road - Silverado - California – 92676-9786
(714) 328-6313

The Trabuco Oaks Restaurant has existed since the late 1920s and has been a part of the rural character of Trabuco Canyon for over 90 years. It has a rich history that includes visits by Presidents of the United States who have had their ties cut off because of unique long-standing rural canyon traditions. It is truly a unique commercial use that should be recognized as an official County historic building and land use. We are still working with the Orange County Historical Society and the State Office of Historic Preservation toward that end.

It is the Applicant's position that the original County Use Variance that entitled an 1,800 square foot restaurant and large patio area, and the undocumented expansion are an existing legal non-conforming use. The Applicant believes County staff must have been aware that in the late 1960's or early 1970's there was an expansion of an additional 554 square feet of restaurant seating area that the County has no formal record of. The County stated in their 1967 Staff Report for Use Variance No. UV5971 "During the field investigation it was noted that the building is in a complete state of disrepair." Condition No. 4 of that approved Zone Variance states "The subject building shall be repaired in compliance with the requirements of the Uniform Building Code". This documentation was referred to the County's Building Department for follow-up. It is clear the previous owners did repair the building to meet the then current UBC requirements approximately fifty (50) years ago. Even though there is no County documentation of a subsequent inspection after 1967, it is the Applicant's contention that the County did subsequently inspect the expanded restaurant between 40 to 50 years ago to ensure the owner at that time did meet the required conditions of approval to meet current UBC requirements, and that documentation has either been lost or accidentally been purged during County upgrades of older files to new electronic record keeping systems over the last 50 years.

It is also important to note that in January 1989 a previous owner has documents that County Planning staff signed a State of California Department of Alcoholic Beverage Control Zoning Affidavit that acknowledges the upgrade of ABC "licensed Privileges" and that the County's Zoning Permit allows the intended use. Attached to this permit is a sketch that shows the current size of the Trabuco Oaks Steakhouse that County staff claims to be unpermitted that was provided to the County in a previous submittal. This is documentation that County Planning staff person "Lisa Cibellis" signed off on January 2, 1989. Therefore, County Planning staff has been aware of the current size of the Trabuco Oaks Steakhouse for at least 30 years. Based on this documentation, it is the Applicant's position it is unreasonable for County Planning and Building staff to require compliance with current building code requirements, and that the current use is an existing legal non-conforming use.

However, the applicant is willing to undertake reasonable upgrades and improvements that include compliance with current American Disability Act and Foothill Trabuco Specific Plan requirements.

1) Revised Site Plan

Per the County staff redline comments on the previously submitted Site Plan, the revised Site Plan and details now show a trash enclosure and a detail of how the bar is being modified to comply with ADA compliance access requirements.

3) Responses to each County comment in the Deemed Incomplete letter dated September 9, 2021

Comment 1.002: *Clarify in the parking analysis where the staff was parked during the time the parking study was conducted. If staff was not parked onsite during the parking study, then provide a new parking analysis that includes staff parking. 1/15/20 This issue has not been addressed. 9/9/20 You identify that a total of 6-8 staff work on off peak days but in the parking study only three (3) staff cars were parked onsite. Clarify where the rest of the staff parked.*

Response: At the time of the survey three (3) employees were driven to the Steakhouse by family members and dropped and the other 2 rode with other employees.

Comment 1.005: *Note: We will be including a condition of approval that states that frequent queuing of cars on the street will revoke the approval of this application. Please contact us if you would like input on the wording of this COA (condition of approval).*

Response: The Applicant, under the guidance of a qualified Traffic Engineer, has implemented significant measures that have effectively responded to the parking issues that resulted in this code enforcement action being implemented. County staff is aware of the conditions that existed when complaints were made about frequent street queuing issues. The applicant has now installed a video system that views the entrances into the restaurant so that verification of queuing incidents can be accurately documented.

The Applicant has repeatedly requested that Code Enforcement provide basic parking issue complaint information (date, time and nature of complaint) so restaurant parking issues can be precisely identified and more effectively dealt with on an ongoing basis. However, the Applicant has never received any specific Code Enforcement information that would help in this regard. We respectfully request a summary of monthly complaints Code Enforcement receives so effective measures can continue to be implemented going back to the start of queuing complaints.

Wording such as revoking this application been on file where specific opposing parties can see it and stage cars queuing in order to provoke is not constructive. We would rather leave it to the discretion of code enforcement if any “violations” occur without any written wording that could attract extra attention.

The recent conference call meeting discussed this issue in detail and the Applicant and County staff are working on an understanding on how ongoing claims of inadequate queuing on Trabuco Oaks Drive will be addressed on an ongoing basis.

Comment 1.007: *Bar height must be accessible for a minimum of 5' in length.*

Response: There is a new Site Plan detail that shows how the bar is being modified to be handicapped/wheelchair accessible for a minimum of five feet (5') in length.

Comment 1.008: *The stalls identified as staff parking do not have the minimum twenty-four (24) foot maneuvering area and so cannot be considered parking stalls. 1/15/20 This issue has not been addressed.*

Response: Employees arrive before the restaurant opens and do not leave until after the restaurant closes. Therefore, maneuvering access is not needed and should not be a requirement for the limited employee parking in that corner of the property. Because the restaurant is only open on “peak days” now (Friday through Sunday) only one employee space is required. The rest of the employees are either shuttled from the restaurant at Cook’s Corner, are dropped off by family or carpool with other employees. At least one employee space is required to shuttle employees in and back before the restaurant opens and after it closes.

Comment 1.009: *Provide a full set of plans that include floor plans, elevation plans and sites plans.*

Response: A new Floor Plan/Site Plan is being submitted that respond to the County’s latest “Deemed Incomplete” letter dated September 9, 2021. The Revised Site Plan now shows a trash enclosure with an elevation, a smaller patio. It also includes details that demonstrates compliance with ADA bathroom and bar height requirements. The applicant did submit project elevations that adequately document the four building sides.

Comment 1.011: *Revise the letter of justification to state that during peak times only valet parking is to be allowed. Include a statement that during peak times all clients will be notified when making a reservation that only valet parking will be allowed. 1/15/20 A revised letter of justification has not been submitted.*

Response: As previously stated in the project’s justification statement, the restaurants’ hours of operation are Friday, Saturday and Sunday from 4:00 PM to 9:30 PM by reservation only (peak times). A patron makes a reservation, either by calling the restaurant, through the website or through the app “OpenTable”. No walk-ins are allowed. Valets are instructed to turn away those without a reservation. Reservations are controlled and staggered so that no more than eighteen (18) cars are required at any one time during the five hours the restaurant are opened. Discounts on food are offered if ride drop off services (Uber- Lyft) are used, or if you walk or ride a bike or a horse to the restaurant.

Comment 1.017: *Per Section 10.8(i) of the Foothill Trabuco Specific Plan all trash enclosures shall be enclosed by a wall not less than six (6) feet in height and must have a roof if located within forty (40) feet of any residential district. 1/14/20 – Provide elevation plans for the trash enclosure.*

Response: The project now proposes a trash enclosure per Section 10.8(i) of the Foothill Trabuco Specific Plan. The Site Plan now includes a detail of the trash enclosure enclosed by a wall six (6) feet in height with a roof and an elevation.

Comment 1.025: *Include the dimensions for the existing patio in the site plan. 1/14/20 – This issue has not been addressed.*

Response: The attached Revised Site Plan includes a smaller patio with dimensions. Its size has been reduced to approximately 200 square feet.

Comment 1.027: *Provide two sets of stamped envelopes and a list of all the property owners within 300 feet of the project site.*

Response: The applicant has previously submitted the required two sets of stamped envelopes and a list of all the property owners within 300 feet of the project site that have not been used because of the “Deemed Incomplete” status of the application. The new notification package will be delivered to County staff when the application has been declared complete to make sure the list is not outdated.

The Applicant firmly believes the County Building Department is culpable for not following up on required 1967 conditions of approval and making required inspections that may or may not have occurred decades ago. It is possible original paper inspection documentation and building permits could have been lost during conversion from paper to microfiche and ultimately electronic data storage improvements over the past 50 years. County Planning staff is also culpable by knowingly approving a State of California Department of Alcoholic Beverage Control Zoning Affidavit in 1989 for the full size of the current restaurant. Based on this information, the Applicant would like to move this project forward for reviews by the Foothill Trabuco Review Board and the Orange County Planning Commission as soon as possible.

Should you have any questions or need to meet again to discuss potential remaining issues, please contact the owner/applicant or me at (714) 328-6313.

Sincerely,



W. Dean Brown, President
The Planning Consortium
Agent for the Trabuco Oaks Steakhouse

CC: Costas Papacharalambous, Owner/Applicant
Trabuco Oaks Steakhouse

Attachments: Revised Site Plan dated November 17, 2021,

Attachment 4

CEQA Exemption Exceptions Worksheet

Project Name: Trabuco Oaks Steakhouse

Project Number: PA 180015

Project Location: 20782 Trabuco Oaks Drive, Trabuco Canyon

Date Completed: 03.16.22

Project Description: Use Permit to the Planning commission to permit unpermitted additions and request off street parking modifications.

State CEQA Guidelines Exemption(s)	Description
Class 1 - Existing Facilities (Section 15301)	Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.
Class 5 - Minor Alterations in Land Use Limitations (Section 15305)	Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density.
Exemption Exceptions (Guidelines §15300.2)	Analysis
§15300.2(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.	This exception does not nullify the use of any of the exemptions. The project is located on an existing site developed with the same use since 1967. The site is not identified as a hazardous waste site (refer to 15300.2(b) below). The proposed improvements are located outside the streambed located east of the site. The offsite parking is located on an existing developed property. The project is consistent with the provisions of the Foothill Trabuco Specific Plan.
§15300.2(b) Cumulative Impact. 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.	This exception does not nullify the use of any of the exemptions. The project does not include or require additional or successive projects to implement the proposed project. The project would be completed in a single phase. No other similar type projects are proposed in this location.
§15300.2(c) Significant Effect - Unusual Circumstances. 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.	This exception does not nullify the use of any of the exemptions. In the 2015 California Supreme Court Case (Berkeley Hillside Preservation v. City of Berkeley) the court created a two-part test to determine if unusual circumstances are operative that would nullify the use of an exemption: 1) Is there an unusual circumstance? 2) If yes, is there a reasonable possibility it will create a significant impact? <ul style="list-style-type: none"> • The project site is located at an existing residential area. • The project is confined to the existing structure. • The proposed improvements are typical of residential improvement projects. Neither of the tests for Unusual Circumstances has been met.

CEQA Exemption Exceptions Worksheet

Project Name: Trabuco Oaks Steakhouse

Project Number: PA 180015

Project Location: 20782 Trabuco Oaks Drive, Trabuco Canyon

Date Completed: 03.16.22

Project Description: Use Permit to the Planning commission to permit unpermitted additions and request off street parking modifications.

State CEQA Guidelines Exemption(s)	Description
§15300.2(d) Scenic Highways. 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.	This exception does not nullify the use of any of the exemptions. There are no State-designated or State-eligible scenic highways in the vicinity of the project site. The nearest State-designated highways are SR 91 (Riverside Freeway) located approximately 16.50 miles north of the project site and SR 74 (Ortega Highway) located approximately 7.0 miles southeast of the project site.
§15300.2(e) Hazardous Waste Sites. 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.	This exception does not nullify the use of any of the exemptions. The project site is not identified on the California Department of Toxic Substances Control EnviroStor hazardous waste database that was queried on 03.14.22.
§15300.2(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.	This exception does not nullify the use of any of the exemptions. The structure is not listed in any of the following: Preserve Orange County database, California Office of Historic Preservation's Built Environmental Resource Directory, Register of Historical Resources, or Historical Landmarks.

Attachment 5



December 13, 2019

Ms. Cynthia Burgos, Project Planner
COUNTY OF ORANGE DEVELOPMENT SERVICES
300 North Flower Street
Santa Ana, CA 92702

RE: Trabuco Oaks Steakhouse Parking Study
19-0110

Dear Ms. Burgos:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this parking study for the Trabuco Oaks Steakhouse located in the Trabuco Oaks community of unincorporated County of Orange. The purpose of this parking study is to document existing parking operations at the project site and develop a parking management plan that can both serve the operational needs of the restaurant and satisfy County of Orange code requirements to the extent possible. The project location map is shown on Figure 1.

This report summarizes our methodology, analysis, and findings. Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided within Attachment A to assist the reader with terms related to parking/transportation planning.

PROJECT DESCRIPTION

The existing Trabuco Oaks Steakhouse is a sit-down dining restaurant of approximately 3,335 square feet, including a 200 square foot area of proposed patio space. The two dining areas, bar area, and patio space total 1,447 square feet. The other areas consisting of hostess/waiting area, walk-in cooler, kitchen, restrooms, hallway/serve & storage total 1,888 square feet.

The restaurant is open Tuesdays through Sundays from 4:00 PM to 9:30 PM and is closed on Mondays. It has dining room area with capacity for 92 patrons and a bar that seats 8 patrons, for a total dining capacity of 100 patrons. The restaurant employs 20 staff persons, of which six to eight staff are typically on-site during off-peak weekdays and up to 12 staff may be on-site during peak weekend days.

The project site provides an unpaved parking lot and typically operates with self-parking on off-peak days (typically Tuesday through Thursday) and complimentary valet parking on peak days (typically Friday through Sunday). Figure 2 shows the project site plan with the self-parking layout currently utilized on off-peak days. Since the parking lot is unpaved, parking spaces are delineated by traffic cones. As shown on Figure 2, the current self-parking layout can accommodate 16 patron vehicles and two (2) staff vehicles; however, the dimensions of the two staff parking stalls and the backup space behind one patron stall do not meet County of Orange design standards. The restaurant utilizes an online reservation system (OpenTable), which allows the restaurant to anticipate if valet parking may be necessary on an otherwise off-peak day.

Figure 3 show the current valet parking layout. A valet parking plan can typically function adequately with narrower drive aisles and parking stall widths since there are fewer drivers and vehicles only need to be accessed from one side (driver side). As shown on Figure 3, the project site currently accommodates 34 on-site vehicles with implementation of the valet parking plan. Valet staff live within walking distance of the Trabuco Oaks Steakhouse and can be available on an off-peak day based on the number of on-line reservations as of that morning.

COUNTY OF ORANGE MUNICIPAL CODE OFF-STREET PARKING REQUIREMENTS

Table 1 shows the number of off-street parking stalls required for the project site in accordance with the County of Orange Municipal Code. The County of Orange Municipal Code off-street parking requirements are provided in Appendix B.

The County of Orange requires a minimum of 10 parking spaces or one parking space for each 100 square feet of gross floor area for restaurants under 4,000 square feet. Therefore, the 3,335 square foot restaurant, including 200 square foot patio, is required to provide 33 off-street parking spaces per Code.

The County of Orange/Federal regulations require one accessible (ADA) parking space for parking facilities that provide between 5 and 40 parking spaces.

It is noted that the Trabuco Oaks Restaurant has a smaller than average dining area due to the historical and unique layout of the building. The dining area of the restaurant comprises approximately 43 percent of the total building, whereas most restaurants aim for 60 percent dining area. A corresponding adjustment for the 17 percent smaller dining area yields a parking requirement of approximately 28 parking spaces, which more closely resembles the findings of the parking demand analysis presented in the following sections.

EXISTING PARKING DEMAND SURVEY

Based upon discussions with the County staff, a parking demand survey was conducted to document actual parking demand at the project site on one off-peak day and one peak day. The hourly parking demand was observed at the project site on Tuesday, May 7, 2019 and Saturday, May 4, 2019 during the hours of operation from 4:00 PM to 9:30 PM. According to on-site data collection staff, all restaurant-related vehicles appeared to be accommodated on-site and were not observed to park on or impede Trabuco Oaks Drive.

Off-Peak Day Parking Demand

Table 2 shows the results of the parking demand survey conducted on a typical off-peak Tuesday. As shown in Table 2, the restaurant served a total of 17 parties and 39 patrons arriving in a total of 18 vehicles on the off-peak survey day. At the peak, there were 12 patrons accumulated in the restaurant and 18 vehicles parked on-site; the average vehicle occupancy for patrons was 2.0 persons per car for the off-peak day survey.

As noted during the 4:00 – 5:00 PM hour, there were six (6) vehicles parked on-site even though only two (2) vehicles arrived during that time period; therefore, four (4) vehicles were parked on-site before the restaurant opened. According to the owner, three (3) vehicles belonged to restaurant staff and one (1) vehicle belonged to a neighbor. With the proposed patio improvements, it is assumed that the neighbor's vehicle will no longer be permitted to park at the restaurant; therefore, the maximum likely existing off-peak day parking demand is 17 vehicles. For purposes of this analysis, no adjustment has been made to the existing measured demand to account for the neighbor's vehicle; therefore, existing patron demand is assumed to be 15 vehicles.

Peak Day Parking Demand

Table 3 shows the results of the parking demand survey conducted on a typical peak Saturday. As shown in Table 3, the restaurant served a total of 42 parties and 121 patrons arriving in a total of 38 vehicles on the peak survey day. At the peak, there were 62 patrons accumulated in the restaurant and 24 vehicles parked on-site; the average vehicle occupancy for patrons was 3.1 persons per car for the peak day survey.

As discussed in the following section, it is assumed that staff parking on peak days requires up to an additional 12 parking spaces, which are currently assumed to be parking off-site at a nearby retail center.

ADDITIONAL PARKING NEEDS NOT CAPTURED IN THE PARKING DEMAND SURVEY

Patio Enhancement

The restaurant proposes to improve an existing 200 square foot patio space. While the patio space is not intended for full service dining, this analysis conservatively assumes use of patio will increase parking demand by approximately two (2) vehicles in accordance with County of Orange off-street parking requirements.

As noted previously, the patio space is included in the calculated 33 off-street parking spaces required per Code; however, the two additional parking spaces associated with the patio space are added to the measured existing parking demand to account for future use of the patio.

Staff Parking

The typical off-peak shift includes six to eight (6-8) restaurant staff. As noted in the off-peak day survey, there were three (3) staff vehicles parked on-site during the off-peak survey day, which appears to support the owner's description that many of the restaurant staff carpool to the site. Therefore, it is assumed that off-peak days will continue to require at least three (3) parking spaces for restaurant staff.

The typical peak day shift may include up to 12 restaurant staff. Based on the peak day survey, there were no vehicles parked on-site prior at the beginning of the survey period. According to the restaurant owner, staff currently park off-site at a nearby retail center and are driven to/from the site by either the restaurant owner and/or valet staff. Since off-site parking at the retail center is only assured through a verbal agreement with the other property owner, this parking study identifies an alternative off-site parking location for additional staff parking required on peak days (though it is unlikely that all 12 staff will drive separately).

OFF-SITE PARKING FOR RESTAURANT STAFF

The property owner of Trabuco Oaks Steakhouse owns the Cook's Corner bar/restaurant also located in Trabuco Canyon at the intersection of Live Oak Canyon Road and Santiago Canyon Road. Figure 4 shows the existing Cook's Corner site plan. According to the Cook's Corner site plan, that site is required to provide a total of 157 parking spaces in accordance with County of Orange Municipal Code off-street parking requirements. Since the site provides a total of 185 parking spaces, the Cook's Corner property has a surplus of 28 parking spaces. The Trabuco Oaks Steakhouse owner thus has the ability to guarantee that off-site parking for Trabuco Oaks Steakhouse staff can be provided within the 28 surplus parking spaces located at the Cook's Corner property, on the condition that at least 12 of the surplus parking spaces at Cook's Corner be reserved for use by Trabuco Oaks Steakhouse.

Similar to existing off-site staff parking, restaurant staff will be driven to/from the off-site parking at Cook's Corner by either the restaurant owner and/or valet staff. The parking analysis accounts for at least one staff

parking space to remain on-site for the staff shuttle vehicle. Figure 5 shows the Cook's Corner location relative to Trabuco Oaks Steakhouse and the path of travel between the two properties.

RECOMMENDATIONS

Table 4 summarizes the parking demand and supply at the project site for existing and future conditions.

Off Peak Days (Tuesday Through Thursday)

On off-peak days, the Trabuco Oaks Restaurant is expected to require on-site parking for up to 20 vehicles based on the existing measured maximum demand of 18 vehicles from the off-peak day survey and two (2) additional parking spaces for the proposed patio enhancements. Of the 20 total parking spaces required, 17 are anticipated to be required for patrons.

It is recommended that the restaurant implement a hybrid approach known as valet or attendant assisted parking on off-peak days. This would generally allow for most users to self-park. Once self-park capacity is reached, a valet or parking attendant will direct users to parking alongside a drive aisle or double park. The driver would leave the vehicle key with the attendant, who could then move the vehicle when the driver of a blocked vehicle returns, and park in the newly vacant stall.

Figure 6 shows the recommended valet assisted parking layout, as well as recommendations to bring the self-park layout closer into compliance with County of Orange design requirements. As shown on Figure 6, the valet assisted parking plan for off-peak days would accommodate 3 staff vehicles, 15 self-park vehicles, and 3 valet assisted parking spaces for a total of 21 on-site parking spaces. Based on the maximum likely peak demand of 20 parked vehicles, the project site is forecast to provide sufficient on-site parking for patrons and staff with the proposed total of 21 on-site parking spaces with implementation of a valet assisted parking plan.

The valet attendant would also be useful to assist in guiding vehicles to the designated parking spaces in an efficient manner, especially since the parking lot is unpaved and parking spaces are designated by traffic cones; thus preventing entering vehicles from spilling out into the public right-of-way on Trabuco Oaks Drive.

Off-site parking is not anticipated to be required on off-peak days; therefore, the site is expected to provide a surplus of one (1) parking space on off-peak days (see Table 4).

Peak Days (Friday through Sunday)

On peak days, the Trabuco Oaks Restaurant is expected to require on-site parking for up to 26 vehicles based on the measured maximum parking demand of 24 vehicles from the peak day survey and two (2) additional parking spaces for the proposed patio enhancements. The restaurant would also require up to 12 off-site parking spaces for restaurant staff.

Figure 7 shows the recommended peak day full service valet parking plan. As previously noted, a valet parking plan can typically function adequately with narrower drive aisles and parking stall widths since there are fewer drivers and vehicles only need to be accessed from one side (driver side). Based on review of average vehicle widths and the minimum space required to open a vehicle door, a minimum parking stall dimension of 7.5 feet by 18 feet was determined to be appropriate for full service valet based on discussions with County of Orange engineering staff. The recommended valet parking plan maintains the standard drive aisle dimension of 24 feet for maneuvering in and out of parking stalls. The valet parking layout also takes into consideration on-site maneuvering by ensuring that valet parking stalls are no more than two stalls deep, with the exception of staff parking spaces that do not need to be accessed until the end of the night.

The parking layout plan shown on Figure 7 includes one parking space for the staff shuttle vehicle. Since employees arrive between 4:00 PM and 6:00 PM (before the peak parking demand) and leave after the restaurant closes, the staff shuttle parking space will not need to be accessible when the peak parking demand requires use of the valet spaces that would block the shuttle parking space. If for any reason, the shuttle parking must be accessed during peak parking demand, valet attendants will be on-site to move vehicles as necessary.

Figure 7 also shows the recommended valet stand and staffing locations to ensure that valet queueing can occur on-site. The County of Orange does not appear to have a design requirement for valet stacking space; however, a study of five different restaurants valets in Minnesota determined that a rough guide of one (1) vehicle for each 70 seats is reasonably adequate based on the 95th-percentile queues observed.¹ Based on the 100 person seating capacity of the Trabuco Oaks Steakhouse, a minimum valet queue area of two (2) vehicles is recommended.

As shown on Figure 7, the valet queue can store four up to vehicles through the main entry. Upon entry, vehicles should be directed to pull forward as much as possible to ensure on-site queue stacking space is fully utilized. If the queue begins to reach the property line or a customer arrives who does not have reservations and must be turned away, a second valet staff should be positioned near the entry to direct arriving vehicles to the secondary entry point and help ensure that through traffic in the public right-of-way is not impeded.

As shown on Figure 7, the recommended full service valet parking plan would accommodate a total of 28 parking spaces, including one ADA parking space and one parking space for the staff shuttle. An additional 12 parking spaces for restaurant staff will be reserved off-site at the Cook's Corner restaurant. This is forecast to result in a surplus of two (2) parking spaces on peak days (conservatively assuming all 12 restaurant staff drive separately). Excluding the ADA and staff shuttle parking spaces, the project site can accommodate 26 parking spaces for patrons, which is forecast to provide sufficient on-site patron parking for the peak parking demand forecast of 26 parking spaces with the proposed patio enhancement.

ALTERNATIVES TO OFF-STREET PARKING REGULATIONS

Section 7-9-145.7 of the County of Orange Municipal Code specifies the following with regard to alternatives to off-street parking regulations:

- (a) Alternative provisions to any of the off-street parking regulations may be permitted subject to the approval of a use permit application approved in compliance with the provisions of section 7-9-150. Any such application may be approved provided the approving authority finds:
 - (1) Applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property; and
 - (2) The proposed off-street parking facilities comply with the intent of these regulations as specified by section 7-9-145.1.

As documented in the corresponding use permit application for this project site, there are several special circumstances applicable to the property, including the historical operation of the site, lack of and conflicting records (such as alcohol permit for a larger restaurant), and a smaller than average dining area due to unique layout of the building. It is noted that the dining area of the restaurant is approximately 43 percent of the total building, whereas most restaurants aim for 60 percent dining area.

¹ Mike On Traffic. *How Long Should a Valet Parking Zone Be?* 2016 March 29. www.mikeontraffic.com/valet-parking-zone-length/

Ms. Cynthia Burgos, Project Planner
COUNTY OF ORANGE DEVELOPMENT SERVICES
December 13, 2019

Based on the recommended valet assisted parking plan for off-peak days and full service valet parking plan with off-site employee parking on peak days, the project site would comply with the intent of the off-street parking facility regulations by assuring that sufficient parking capacity is provided based on the existing and future parking needs. With implementation of the recommended off-peak and peak day parking plans, the project site can ensure that parking and parking maneuvers do not occur on public streets.

CONCLUSION

With implementation of the recommended valet assisted parking plan on off-peak days and the recommended full service valet parking plan with off-site employee parking on peak days, the Trabuco Oaks Restaurant would provide sufficient capacity to satisfy forecast parking demand and the County of Orange Municipal Code requirements for off-street parking.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,



Giancarlo Ganddini, PE, PTP
Principal

cc:
Mr. Brian Kurnow, Land Use Manager
County of Orange



Table 1
Project Site Off-Street Parking Requirements per County of Orange Municipal Code

Use	Minimum Parking Stalls Required ¹	Component	Quantity	Units ²	Number of Stalls Required
Restaurants	10 minimum or 1 for each 100 square feet of gross floor area (including outdoor serving areas) up to 4,000 square feet	≤ 4,000 square feet	3,335	SF	33.4
	plus 1 for each 80 square feet of gross floor area over 4,000 square feet	> 4,000 square feet	-	SF	0.0
Minimum Number of Parking Stalls Required ³			3,335	SF	33

Notes:

- (1) County of Orange Municipal Code, Orange County Municipal Code, Sec. 7-9-145.6. - Off-street parking requirements.
- (2) SF = Square Feet (of gross floor area)
- (3) Per County of Orange Municipal Code, Orange County Municipal Code, Sec. 7-9-145.2(j), a fractional space less than one half shall not be counted.

Table 2
Existing Off-Peak Day (Tuesday) Parking Demand Survey

Time Period	Arriving That Hour			Number of Patrons Accumulated at the End of Each Hour	Cars Arriving That Hour	Vehicle Occupancy	Number of Cars Parked at End of Each Hour
	Number in Party	Number of Parties	Total Patrons				
4:00 PM - 5:00 PM	2, 1	2	3	3	2	1.5	6
5:00 PM - 6:00 PM	2, 2, 1, 1	4	6	7	3	2.0	9
6:00 PM - 7:00 PM	2, 4, 1, 2, 2, 4, 2	7	17	12	7	2.4	13
7:00 PM - 8:00 PM	2, 3, 6, 2	4	13	11	6	2.2	18
8:00 PM - 9:00 PM	0	0	0	6	0	0.0	5
9:00 PM - 10:00 PM	0	0	0	0	0	0.0	2
Total	-	17	39	-	18	-	-

Peak Number of Patrons In Restaurant	12
Peak Number of Parked Vehicles	18
Average Vehicle Occupancy (Patrons)	2.0

Notes:

(1) Survey conducted on Tuesday, May 7, 2019.

(2) As noted during the 4-5 PM hour, there were 6 vehicles parked on-site even though only 2 vehicles arrived during that hours; therefore, four vehicles were parked on-site before the restaurant opened. According to the owner, three vehicles belonged to restaurant staff and one vehicle belonged to a neighbor.

Table 3
Existing Peak Day (Saturday) Parking Demand Survey

Time Period	Arriving That Hour			Number of Patrons Accumulated at the End of Each Hour	Cars Arriving That Hour	Vehicle Occupancy	Number of Cars Parked at End of Each Hour
	Number in Party	Number of Parties	Total Patrons				
4:00 PM - 5:00 PM	4, 3, 1, 2, 1, 2	6	13	13	4	3.3	4
5:00 PM - 6:00 PM	3, 1, 4, 3, 2, 4, 3, 6, 2, 3, 6, 5, 5	13	47	57	12	3.9	14
6:00 PM - 7:00 PM	2, 5, 4, 2, 1, 2, 1, 2, 1, 2, 1, 2, 2, 2	14	29	62	13	2.2	24
7:00 PM - 8:00 PM	7, 6, 2, 3, 6, 2	6	26	55	6	4.3	16
8:00 PM - 9:00 PM	2, 2, 2	3	6	33	3	2.0	12
9:00 PM - 10:00 PM	0	0	0	8	0	0.0	3
Total	-	42	121	-	38	-	-

Peak Number of Patrons In Restaurant	62
Peak Number of Parked Vehicles	24
Average Vehicle Occupancy (Patrons)	3.1

Notes:

(1) Survey conducted on Saturday, May 4, 2019.

Table 4
Parking Supply and Demand Summary

Descriptor	Off-Peak Day	Peak Day
Existing Peak Parking Demand ¹	18	24
<u>Future Parking Demand</u>		
Additional Parking Demand With Patio Enhancement	2	2
Additional Staff Parking Required ²	0	12
Future Peak Parking Demand	20	38
<u>Parking Capacity</u>		
On-Site Parking Provided ³	21	28
Off-Site Parking at Cook's Corner	0	12
Total Parking Capacity	21	40
Parking Surplus (+) / Deficit (-) for the Restaurant	+1	+2

Notes:

- (1) See Tables 2 and 3.
- (2) Staff parking demand is included in Existing Peak Parking Demand on off-peak day.
- (3) See Figures 6 and 7 for off-peak day and peak day parking layouts.

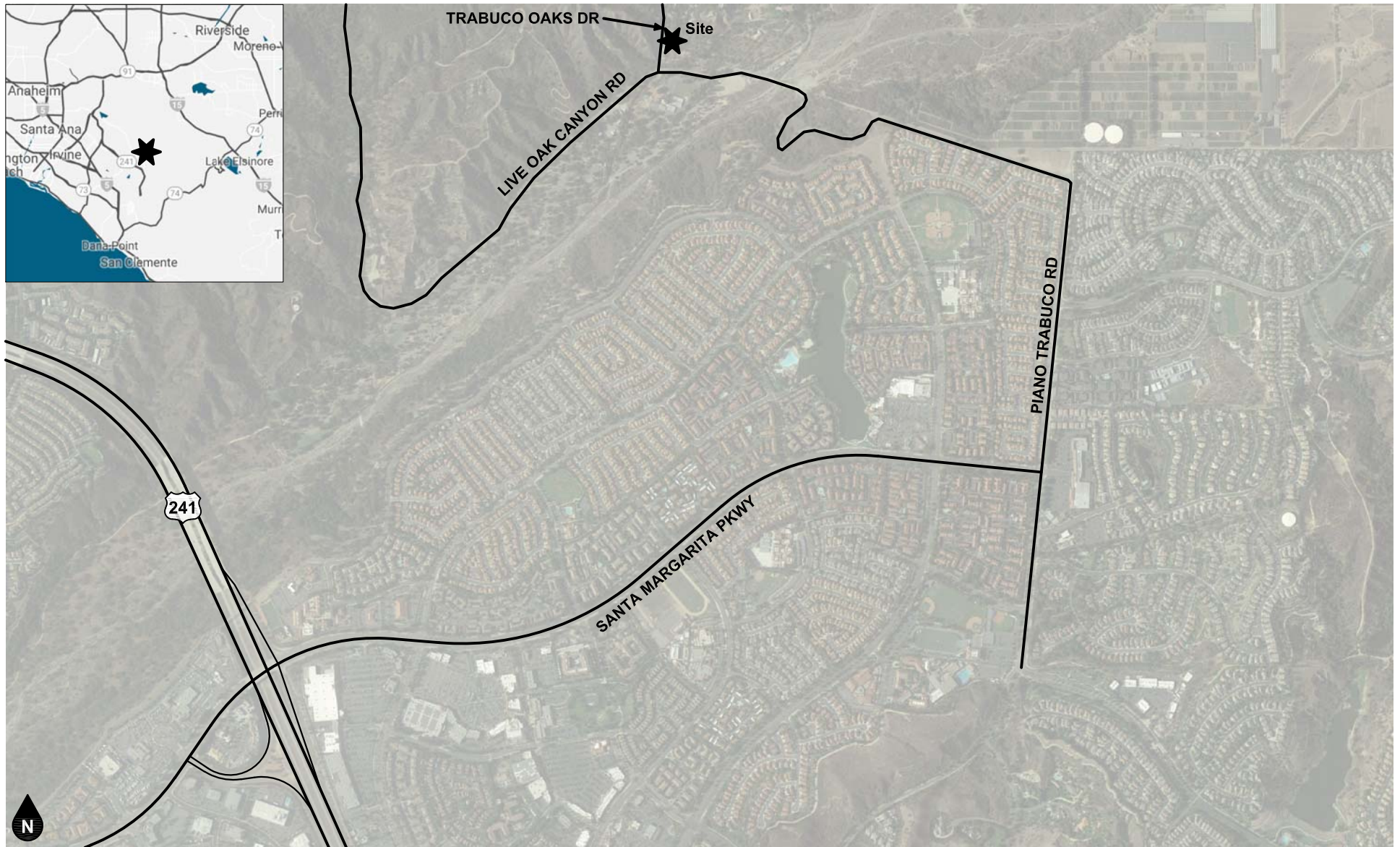


Figure 1
Project Location Map

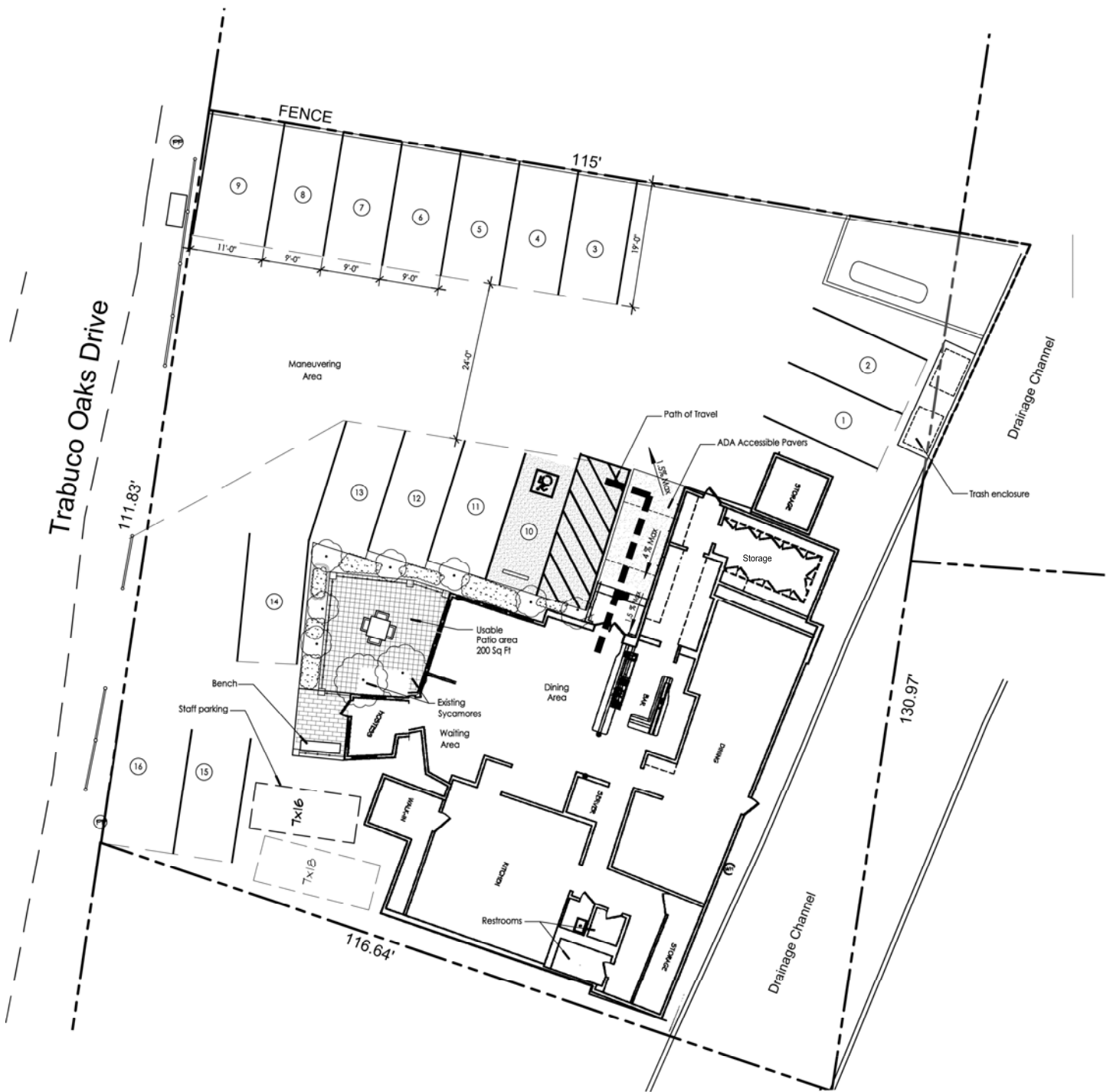


Figure 2
Existing Site Plan & Self-Park Layout

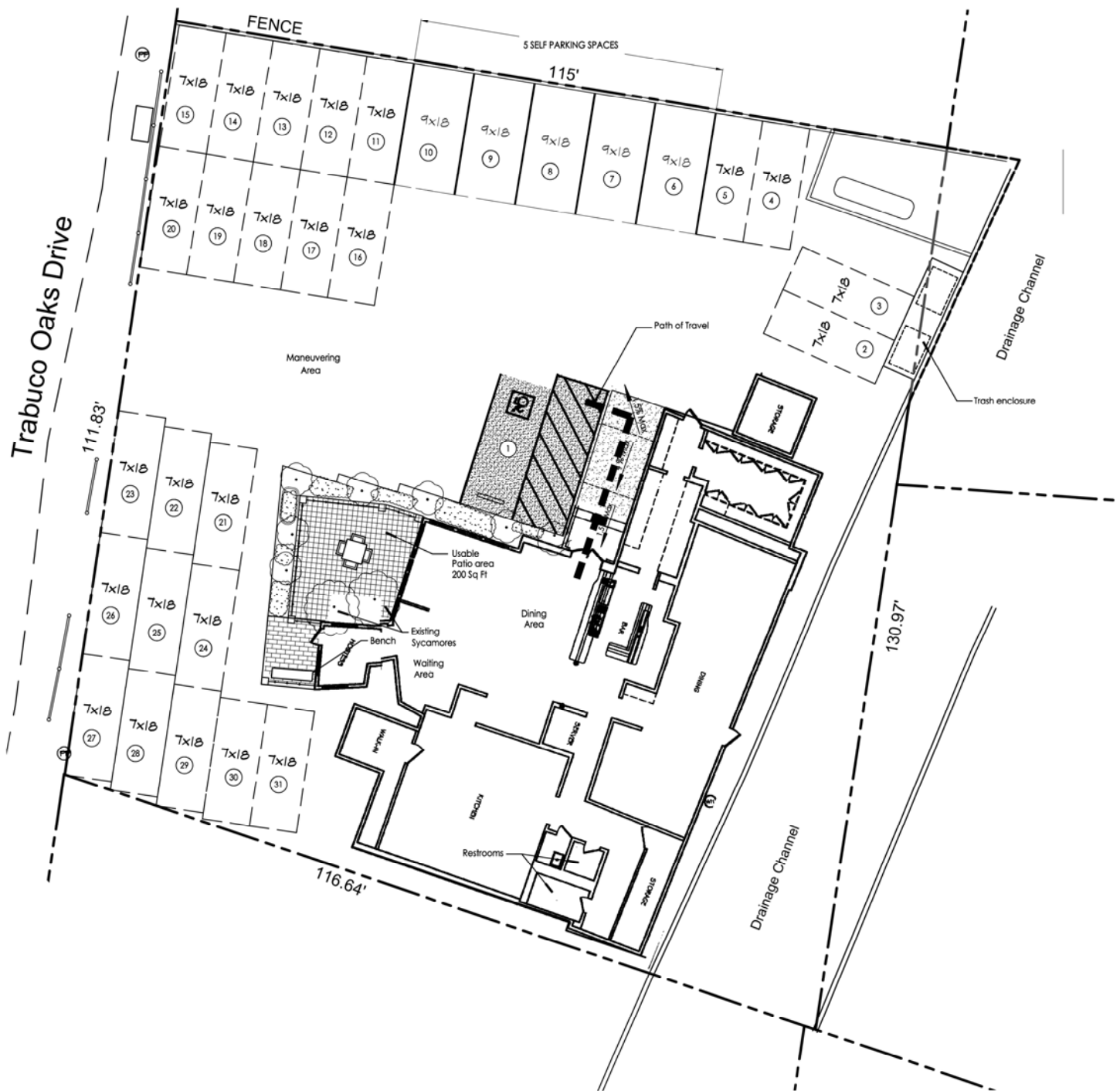


Figure 3
Current Valet Parking Layout



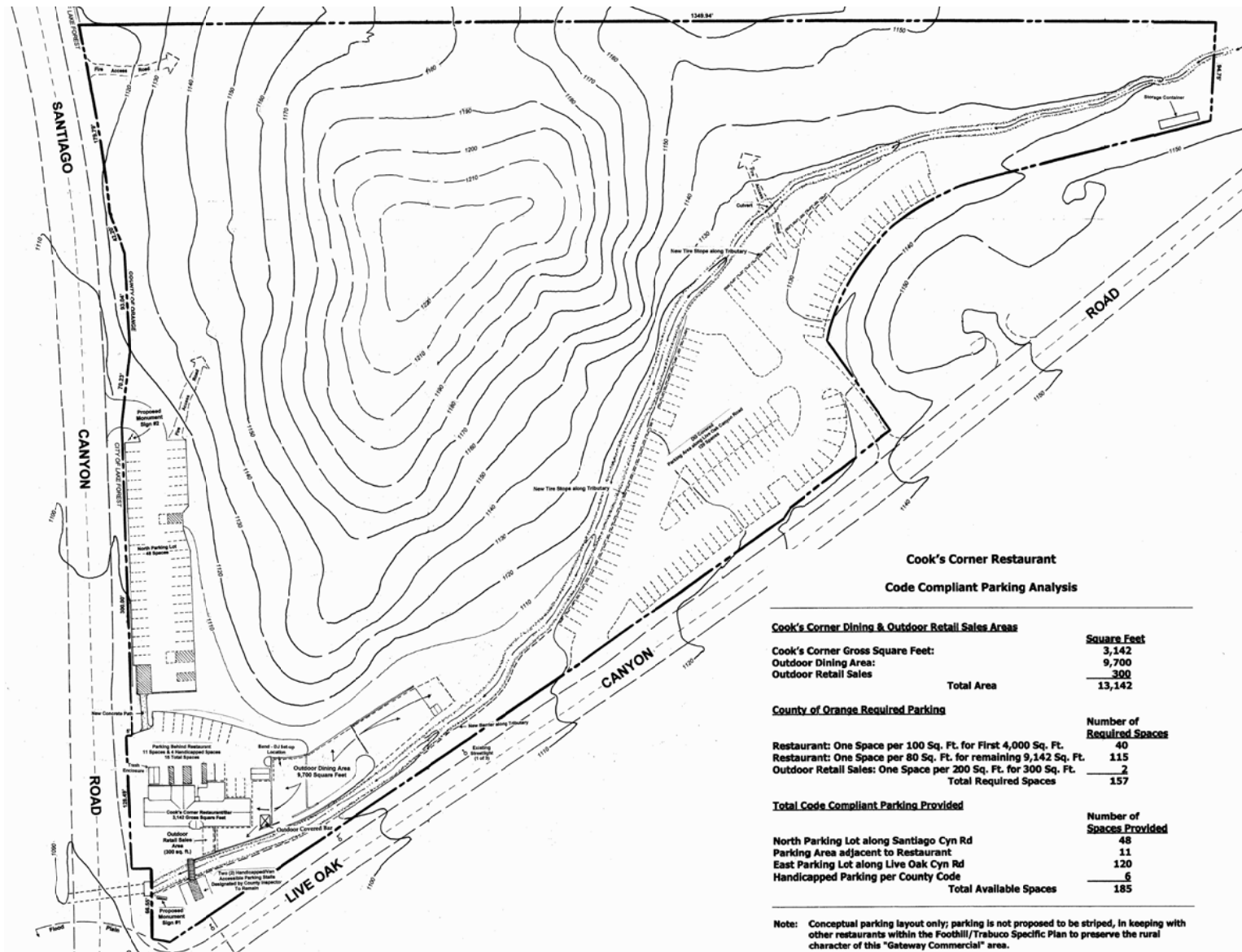


Figure 4
Cook's Corner Site Plan

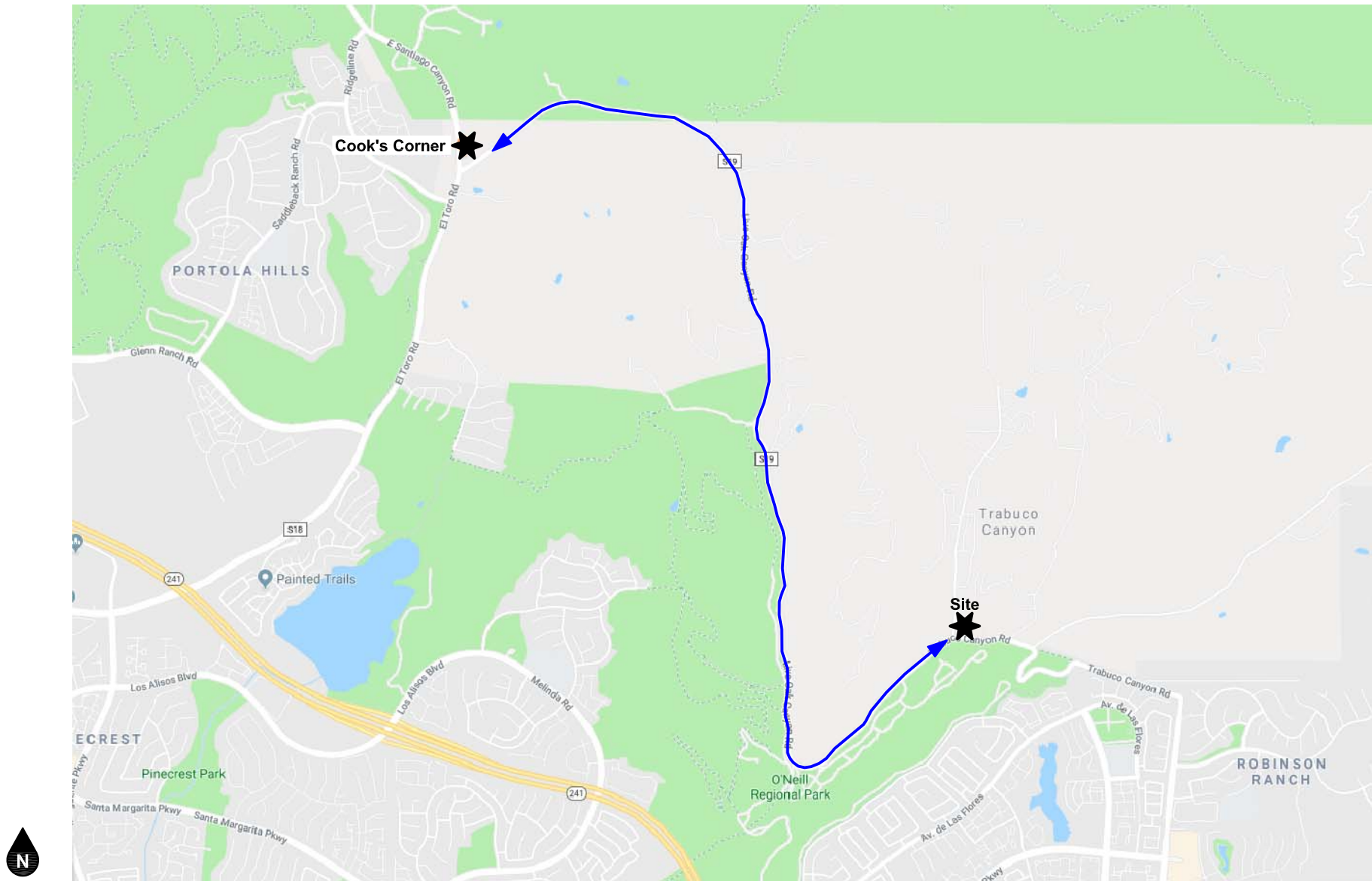
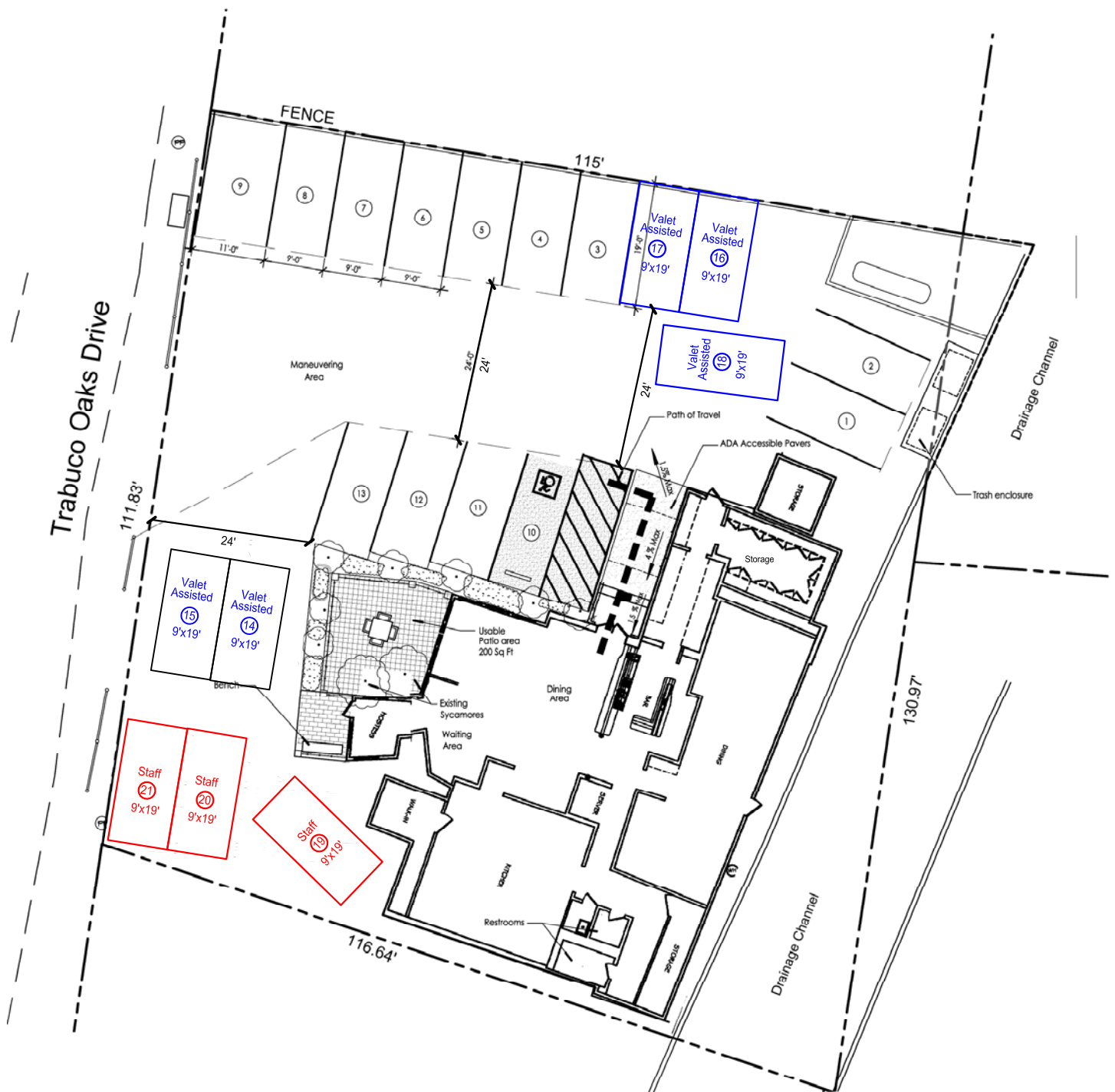


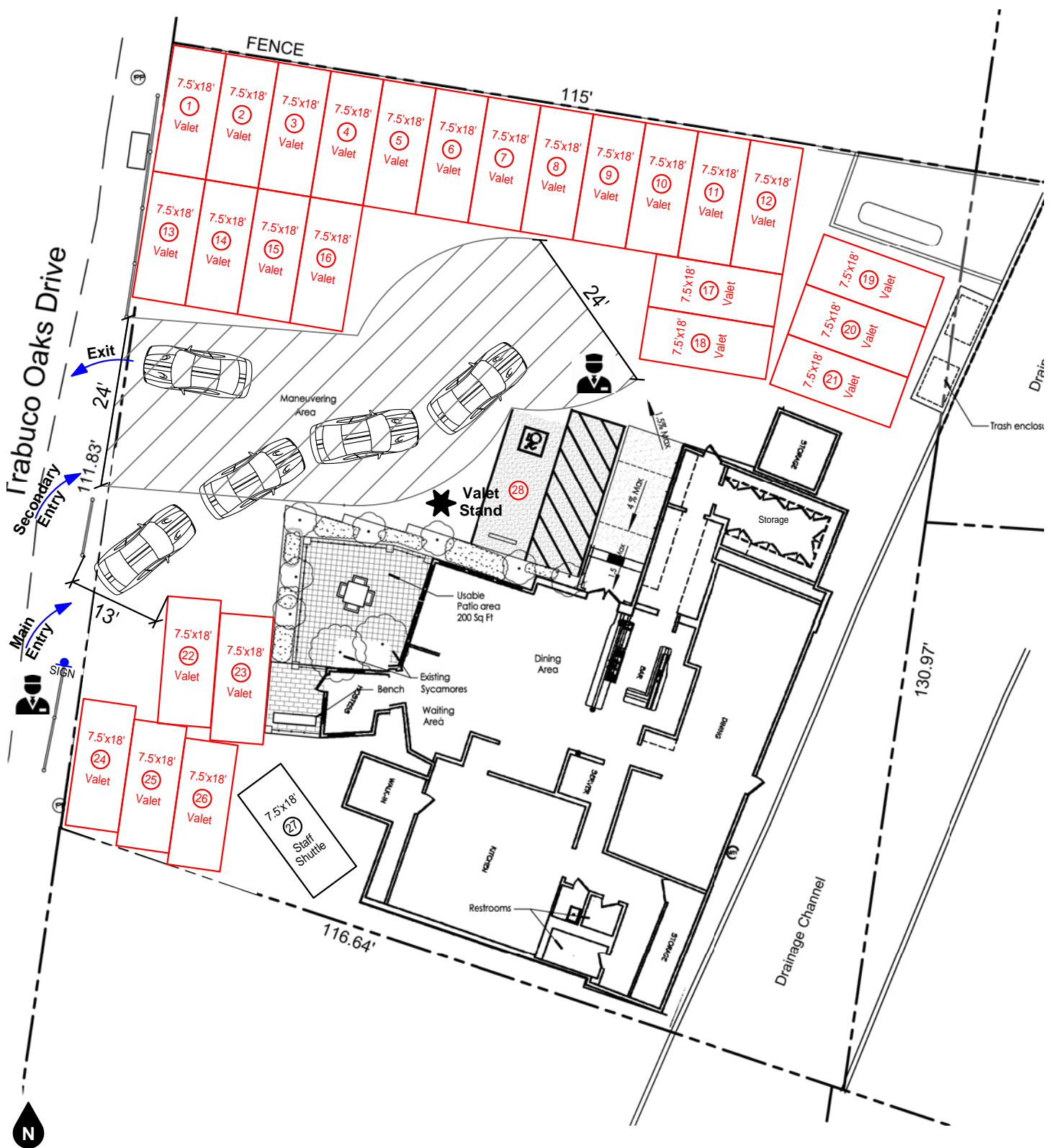
Figure 5
Off-Site Parking Travel Path



Legend

- # Self-Park Stall
- # Valet Assisted Parking Stall
- # Staff Parking Stall

Figure 6
Recommended Off-Peak Day Valet Assisted Parking Plan



Legend

- # Staff Shuttle Parking Stall
- # Valet (Patron) Parking Stall
- 24' Drive Aisle/Maneuvering Space



Valet Attendant



Figure 7
Recommended Peak Day Full Service Valet Parking Plan

Attachment A

Glossary

GLOSSARY OF PARKING/TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
GFA	Gross Floor Area
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level of Service
TSF	Thousand Square Feet
ULI	Urban Land Institute
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

CARPORT: An attached or detached unenclosed structure with a solid roof designed to shelter motor vehicles.

COVERED SPACE: A parking space located within any approved parking structure constructed with a solid roof that is designed and used primarily for the sheltering of vehicles.

DRIVEWAY: A paved area of a lot located between the public right-of-way and the garage, carport, or required parking space designed and intended as an access way between a private or public road and the garage, carport, or required parking space.

FLOOR AREA, GROSS: The sum of the horizontal areas of each floor of a building, measured from the exterior faces of the exterior walls or from the centerline of walls separating two (2) buildings, but not including underground parking, uncovered steps or exterior balconies.

GARAGE: A detached, accessory building or a portion of a main building on the same lot as a dwelling, used primarily for the housing of vehicles of the occupant of the dwelling, having a roof, and enclosed on at least three (3) sides, with the fourth side being a lockable door.

GATED ACCESS: Controlled entry and exit of parking at or near facilities with security or parking issues.

LAND USE: Urban Planning activities for which measurable qualities have been developed for the design of new or re-use projects.

OFF-SITE PARKING FACILITIES: Any parking lot, area, or structure for the temporary storage of motor vehicles, which serves a different use or business and does not directly adjoin the parking facility.

PARKING AGREEMENT: An agreement, which guarantees the long-term availability of the parking facility for the use as specified in the agreement. Typically, a parking agreement is a legally binding document that must be approved by the City, and recorded with the County Recorder's Office.

PARKING CODE: Parking requirements established by the governing jurisdiction which are typically written into the Zoning Municipal Code and provide the number of parking spaces per land use or the number of parking spaces per definable quantity for a particular land use such as square foot or employee or student or seat. (See also Parking Ordinance)

PARKING DEMAND: The amount of parking spaces required for a specific land use or land uses.

PARKING LOT: A plot of land specifically for parking which is generally paved and striped which may or may not have gated access. (See also Surface Parking)

PARKING MANAGEMENT PLAN: A plan with strategies to manage parking efficiently. Individually, strategies may have modest impacts; however, when strategies are combined they have an additive effect.

PARKING ORDINANCE: Parking requirements established by the governing jurisdiction which are typically written into the Zoning Municipal Code and provide the number of parking spaces per land use or the number of parking spaces per definable quantity for a particular land use such as square foot or employee or student or seat. (See also Parking Code)

PARKING OVERAGE FACTOR: To reduce time spent searching for parking, particularly within large public parking lots, an overage factor may be applied to the parking demand to assure ease of use. City codes are generally considered to take such an overage factor into account in the established off-street parking requirements.

PARKING SPACE: Accessible and usable paved area on a building site located off-street and designed for the parking of vehicles.

PARKING STRUCTURE: A building specifically for parking which is generally multiple stories and may or may not have gated access.

SHARED PARKING: The development and use of parking areas for joint use by more than one business or land use.

SURFACE PARKING: A plot of land specifically for parking which is generally paved and striped which may or may not have gated access. (See also Parking Lot)

TANDEM PARKING: Any off-street parking space designed in such a manner that a vehicle properly parked in such space may by design, have its ingress to or egress from such space blocked by a vehicle properly parked in a contiguous parking space.

TRANSPORTATION DEMAND MANAGEMENT: A program to reduce the number of peak-period vehicle trips generated in association with the proposed project, and/or promote the use of alternative transportation modes (i.e., ridesharing, carpools, vanpools, public transit, bicycles and pedestrians).

Attachment B

County of Orange Municipal Code Off-Street Parking Requirements

Sec. 7-9-145. - Off-street parking regulations.

All references to this section shall include sections 7-9-145.1 through 7-9-145.7. These regulations apply to all districts, planned communities and specific plan areas, unless otherwise specified.

(Code 1961, § 78.0290; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3664, § 31, 9-29-87)

Sec. 7-9-145.1. - Purpose and intent.

The intent of the Off-Street Parking Regulations is to provide for the on-site, off-street parking of motor vehicles that are attracted by the use or uses on the premises. The parking facilities for motor vehicles required by this section are assumed to be the minimum which will be required by the various land use categories. However, the parking and maneuvering facilities required by this section should not be used as a fixed standard to determine the amount of off-street parking which may be adequate for any-specific use. If the decision-maker determines minimum parking standards are inadequate for a specific project, he may require the developer, owner or operator of any specific use to provide the adequate parking even though such addition may be in excess of the minimum requirements set forth in this section. It is intended that these regulations will result in the installation of properly designed parking facilities of sufficient capacity to minimize traffic congestion, enhance public safety, generally provide for the parking of motor vehicles at locations other than on the streets, and for safe passage of pedestrians to and from parked vehicles.

(Code 1961, § 78.0290.1; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 3, 7-22-86; Ord. No. 3664, § 31, 9-29-87)

Sec. 7-9-145.2. - General requirements.

(a) *Location of Off-Street Parking:*

- (1) Required parking facilities shall be located on the same building site and conveniently proximate to the use or uses they serve, except as otherwise provided in sections 7-9-145.4 and 7-9-145.7.
- (2) Property within the ultimate right-of-way of a street (either public or private) shall not be included in provision of the minimum parking.

(b) *Accessibility:* All required off-street parking spaces shall be designed, located, constructed and maintained so as to be fully and independently usable and accessible at all times.

(c) *Usability:*

- (1) The required off-street parking facilities and driveways shall not be used for any purpose which at any time would preclude the use of the area for the temporary storage of motor vehicles.
- (2) Unless otherwise provided by an approved discretionary permit, no owner or tenant shall lease, rent or otherwise make unavailable to intended users any off-street parking spaces required by this article.

(d) *Access to Arterial Highways:*

- (1) Wherever access to a parking area is off an arterial highway designated on the Master Plan of Arterial Highways, parking spaces, driveways and maneuvering areas shall be designed so that motor vehicles may enter the arterial highway traveling in a forward direction.
- (2) Vehicular access to arterial highways designated on the Master Plan of Arterial Highways will be permitted only in accordance with specifically approved driveway locations and access design.

(e) *Maximum Grades Permitted:*

- (1) Whenever access is taken from a street, alley or driveway to an off-street parking area serving four (4) or less dwelling units, the driveway or other vehicular accessway shall have a maximum grade of plus fifteen percent (+15%) or minus six percent (-6%), measured from the street, alley or driveway grade along the driveway center line, for a distance of not less than eighteen (18) feet from the street, alley or driveway right-of-way line.
 - (2) Whenever access is taken from a street, alley or driveway to an off-street parking area serving industrial, commercial or professional uses, public or community facilities, or five (5) or more dwelling units, the driveway or other vehicular accessway shall have a maximum grade of plus fifteen percent (+15%) or a minus two percent (-2%), measured from the street, alley or driveway grade along the driveway center line for a distance of not more than eighteen (18) feet from the street, alley or driveway right-of-way line.
 - (3) The maximum grades in (1) and (2) will generally provide adequate sight distance at street level and prevent vehicles from dragging on extreme grade breaks. Exceptions may be approved by the Director, EMA, where physical design prevents such extreme grade breaks and provides safe sight distance.
 - (4) Off-street parking spaces and the abutting parking aisles shall have a maximum grade of two (2) percent for retail commercial and five (5) percent for all other uses. Said grade shall be measured across the parking space and the abutting parking aisle in any direction. (See diagram in section 7-9-145.5.)
 - (5) Ramps or driveways providing vehicular access within the interior of an off-street parking area located beyond eighteen (18) feet from the ultimate right-of-way line of a street, alley or driveway shall have a maximum slope of plus or minus twenty (20) percent. When such ramp or driveway slopes exceed plus or minus ten (10) percent, the ramp or driveway design shall include transitions not less than eight (8) feet in length, having a slope equal to one-half the ramp slope. (See diagram in section 7-9-145.5.). When parking is provided on a ramp, the maximum slope shall not exceed six (6) percent.
- (f) *Parking Area Notices and Directional Instructions:* Notwithstanding the regulations of any district or any planned community, parking area notices, each not to exceed two (2) square feet in area, and directional instructions lettered on the paved surface of driveways and parking areas are permitted for parking facilities serving industrial, commercial or professional uses; public or community facilities; and five (5) or more residential dwelling units. Such parking notices may contain the name of the owner or occupant of the property and only such words and symbols that are directly related or essential to parking, enforcement or the direction of vehicular traffic within the parking area.
- (g) *Paving:* All permanent parking spaces, driveways and maneuvering areas shall be paved and permanently maintained with asphaltic concrete, cement concrete or other all-weather, non-erodible, hard surfacing. Temporary parking spaces, driveways and maneuvering areas may use decomposed granite or other stable, all-weather surfacing.
- (h) *Lighting:* Any lights used to illuminate the parking spaces or driveways shall be designed and located so that direct rays are confined to the property.
- (i) *Change or Increase in Use of Property:* Whenever the occupancy or use of any premises which is not in compliance with off-street parking requirements is changed to a different use or the existing use is altered, enlarged, expanded or intensified, parking to meet the requirements of this section shall be provided for the new use or occupancy. This provision shall not apply to the addition of rooms or other alterations of a single-family dwelling which do not increase the total floor area more than fifty (50) percent.
- (j) *Fractional Parking Spaces:* Whenever the computation of the number of off-street parking spaces required by this section results in a fractional parking space, one (1) additional parking space shall be required for one-half or more fractional parking space, and any fractional space less than one-half of a parking space shall not be counted.

- (k) *Parking Facilities for the Physically Handicapped:* Public accommodations or facilities, including industrial, commercial, professional, institutional, and multi-family dwellings of five (5) or more units shall provide parking spaces for the physically handicapped in compliance with the following provisions (see also section 7-9-145.5 Design Requirements"):

- (1) *Spaces required:* The following table establishes the number of handicapped parking spaces required:

Total Number of Parking Spaces	Number of Handicapped Parking Spaces Required
1— 4	0
5— 40	1
41— 80	2
81—120	3
121—160	4
161—300	5
301—400	6
401—500	7
Over 500	1
	for each 200 additional spaces provided.

- (2) *Parking space size:* Physically handicapped parking spaces shall be located as near as practical to a primary entrance. If only one (1) space is provided, it shall be fourteen (14) feet wide and outlined to provide a nine-foot parking area and a five-foot loading and unloading area. When more than one (1) space is provided in lieu of providing a fourteen-foot wide space for each parking space, two (2) spaces can be provided within a twenty-three-foot wide area lined to provide a nine-foot parking area on each side of a five-foot loading and unloading area in the center. The minimum length of each parking space shall be eighteen (18) feet. (See also section 7-9-145.5, "Design Requirements.")
- (3) *Arrangement of parking space:* In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. Also, the space shall be so located that a handicapped person is not compelled to wheel or walk behind parked cars other than their own. Pedestrian ways which are accessible to the physically handicapped

shall be provided from each such parking space to related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space except where such encroachment into the length of any handicapped space does not limit the handicapped persons' capability to leave or enter their vehicle.

- (4) *Slope of parking space:* Surface slopes of parking spaces for the physically handicapped shall be the minimum possible and shall not exceed one-half percent in any direction.
- (5) *Identification:* Each parking space reserved for the handicapped shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text, or equal, displaying the international symbol of accessibility. The sign shall not be smaller than seventy (70) square inches in area and shall be centered at the interior end of the parking space at a minimum height of eighty (80) inches from the bottom of the sign to the parking space finished grade, or centered on the wall at the interior end of the parking space at a minimum height of thirty-six (36) inches from the parking space finished grade, ground, or sidewalk.

A sign shall also be posted, in a conspicuous place, at each entrance to the off-street parking facility, not less than seventeen (17) inches by twenty-two (22) inches in size with lettering not less than one (1) inch in height, which clearly and conspicuously states the following:

"Unauthorized vehicles not displaying the distinguishing placards or license plates issued for physically handicapped persons may be towed away at the owner's expense. Towed vehicles may be reclaimed at _____ or _____ by telephoning _____."

In addition to the above requirements, the surface of each parking place shall have a surface identification duplicating the symbol of accessibility in blue paint, at least three (3) square feet in area.

- (6) *Parking structures:* Entrances to and vertical clearances within parking structures shall have a minimum vertical clearance of eight (8) feet two (2) inches where required for accessibility to handicapped parking spaces.

Note: For additional handicapped site development requirements, including curbs, ramps, and landing requirements, refer to the State of California "Regulations for the Accommodation of the Disabled." Information is available at:

Office of the State Architect
Access Compliance Unit
1500 5th Street
Sacramento, CA 95814

(Code 1961, § 78.0290.2; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 2891, § 3, 2-11-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3306, § 39, 1-13-82; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 2, 7-22-86; Ord. No. 3600, § 2, 9-30-86; Ord. No. 3664, § 31, 9-29-87; Ord. No. 3754, § 85, 5-16-89)

Sec. 7-9-145.4. - Industrial, commercial, professional and institutional off-street parking requirements.

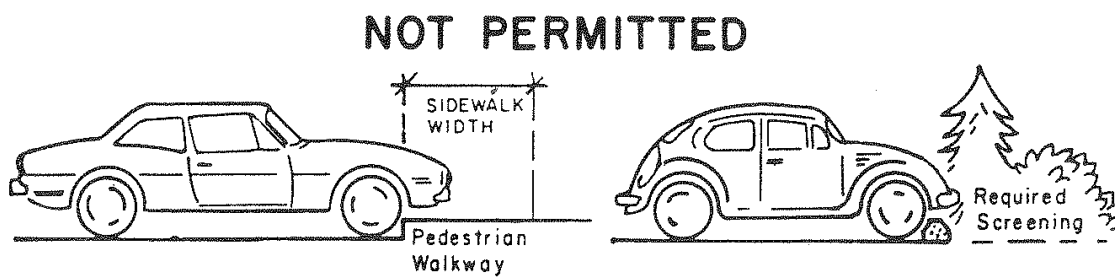
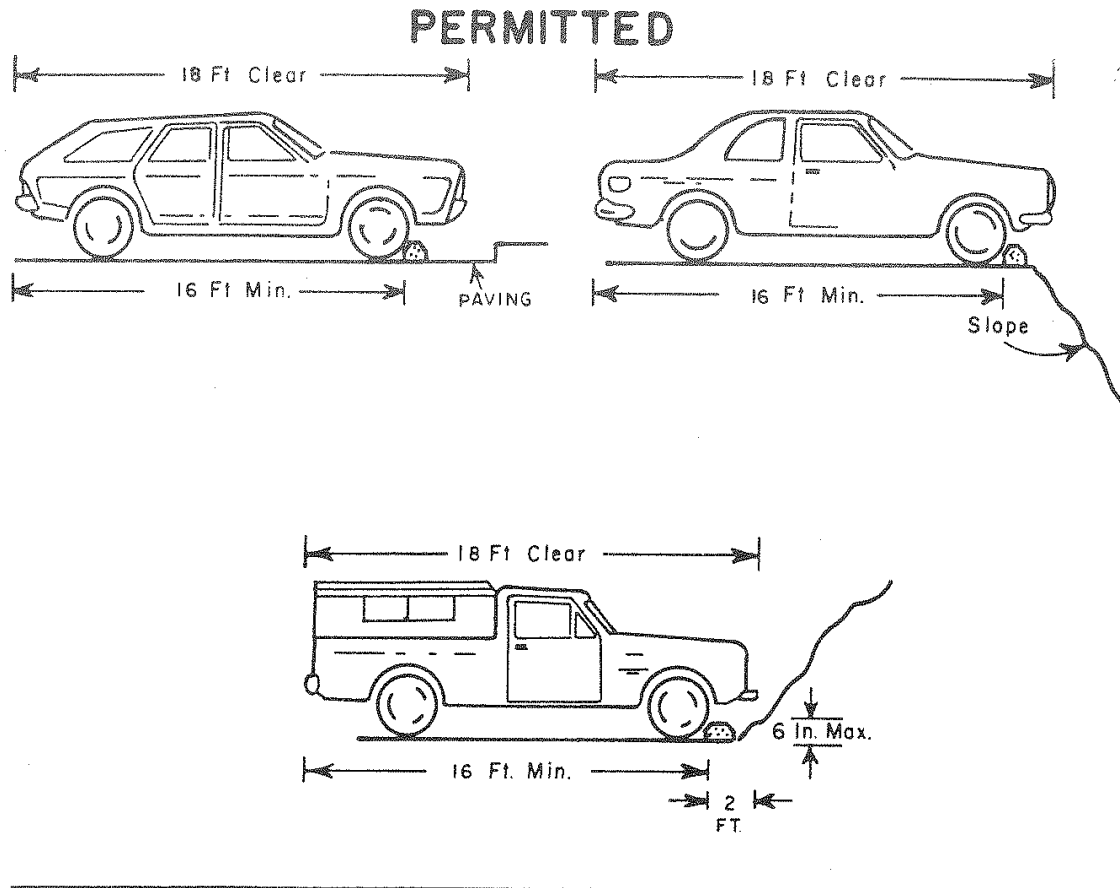
The following off-street parking requirements are applicable to all uses other than residential uses set forth in section 7-9-145.3, and are in addition to the general requirements set forth in section 7-9-145.2.

(a) *Size of parking spaces:*

- (1) All covered or uncovered off-street parking spaces, except as noted below, shall be a minimum clear unobstructed nine (9) feet in width and eighteen (18) feet in length.
- (2) Parking spaces parallel to a curb may be eight (8) feet in width and eighteen (18) feet in length, with a minimum of eight (8) feet separating each pair of such parking spaces.

- (3) When a side of any space abuts a building, fence, support column or other obstruction which interferes in any way with access to a motor vehicle, the space shall be a minimum of two (2) feet wider than the standard required width.
- (4) In measuring the length of paving required for uncovered parking spaces, allowance may be made for vehicular projection beyond a bumper or tire stop, if such projection does not interfere with screening or pedestrian use, except under (b)(4) following. See illustration under (5) for examples of permitted projection.

SEC. 7-9-145.4(a)(5) ILLUSTRATIONS



(b) Parking facility design:

- (1) Off-street parking facilities shall be designed so that a car within a facility will not have to enter a street to move from one location to any other location within that parking facility.

On industrial or office sites, separate noncontiguous parking facilities may be provided with independent entrances for employee and visitor parking, provided the designated use is clearly identified on all plot plans or site plans submitted for permits.

- (2) Parking and maneuvering areas shall be arranged so that any vehicle can leave the parking area and enter into an adjoining vehicular right-of-way traveling in a forward direction.
 - (3) No dead-end parking aisles serving more than five (5) consecutive stalls will be permitted unless said aisle is provided with a turnaround area constructed in a manner meeting the approval of the Director, EMA.
 - (4) Bumpers or tire stops shall be provided along any abutment to a pedestrian walkway, access or driveway, street or alley, except where screening is positioned, to ensure that the motor vehicle will not extend into these areas.
 - (5) The point of exit or entry from any off-street parking space shall not be closer than twenty (20) feet from the curb face of the ultimate curblines at a street opening.
 - (6) All paved parking stalls, except parallel spaces which may be single line, shall be clearly outlined with double or hairpin lines or special paving techniques on the surface of the parking facility. (See diagram in section 7-9-145.5.)
- (c) *Parking accessways:* Parking accessways are those driveways that provide ingress or egress from a street to the parking aisles, and those driveways providing interior circulation between parking aisles. No parking is permitted on an accessway.
- (1) All parking facilities taking access from an arterial highway shall have a parking accessway between the highway and the parking aisles.
 - (2) Parking accessways from arterial highways shall not have parking spaces taking direct access therefrom and shall not be intersected by a parking aisle or another parking accessway for a minimum distance of thirty (30) feet for projects with 0—200 parking spaces, fifty (50) feet for 201—350 spaces, seventy (70) feet for 351—450 spaces, and ninety (90) feet for 451 spaces or more. All distances shall be measured from the curb face of the ultimate curblines of the adjacent street.
 - (3) Parking accessways from nonarterial highways shall be not less than twenty (20) feet in length from the ultimate curblines of the adjacent street.
 - (4) One-way accessways shall have a minimum width of fifteen (15) feet unless it is a fire lane, which requires a minimum of twenty (20) feet.
 - (5) Two-way accessways shall have a minimum width of twenty-eight (28) feet.
- (d) *Parking aisles:* Parking aisles are driveways which provide direct access to parking spaces. Parking aisles shall have a minimum width of fourteen (14) feet as provided in section 7-9-145.5. In no case shall the parking aisles for two-way traffic be less than twenty-four (24) feet in width.
- (e) *Number of required off-street parking spaces:*
- (1) The minimum number of off-street parking spaces required shall be in compliance with the listed requirements set forth for each general category of land use in sections 7-9-145.6 and 7-9-145.1.
 - (2) Whenever any commercial/industrial use is located on a building site that is also used for residential purposes, parking facilities shall be provided for the residential use as required, in addition to the parking required for the nonresidential use or uses.
- (f) *Landscaping:* Landscaping of parking areas shall be provided in accordance with the provisions of the applicable land use district regulations. In all cases, space within the off-street parking area not utilized for driveways, maneuvering areas, parking stalls or walkways shall be

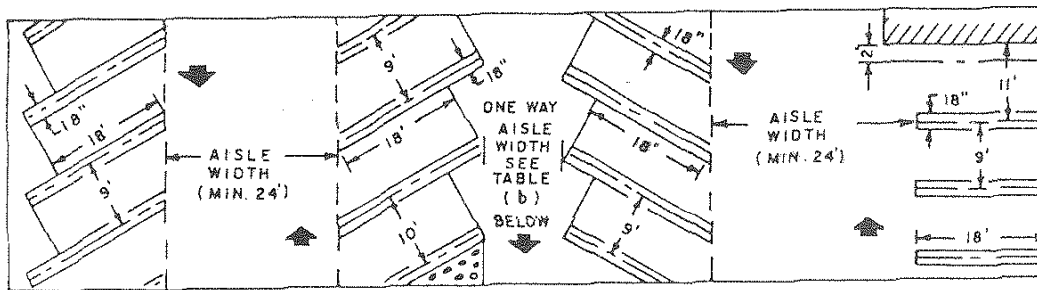
landscaped. Landscaped areas shall be separated from paved driveway, parking space and maneuvering areas by a minimum six-inch-high barrier.

- (g) *Screening*: Open parking spaces and parking structures shall be screened in accordance with section 7-9-145.3, whenever such parking is adjacent to a street right-of-way and when the street separates such parking from any district zoned for residential or agricultural uses. Screening shall be located adjacent to the inside edge of any required boundary landscaping and to the outside edge of the paved parking area when there is no landscaping.
- (h) *Vehicular access standards*: A site development permit, use permit or coastal development permit, for the CR, CC, CH and CN Districts shall be in substantial conformity with the following:
 - (1) The first street opening from an intersection should be a minimum of one hundred ten (110) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
 - (2) The second street opening should be a minimum of three hundred (300) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
 - (3) Any additional street openings should be a minimum of three hundred (300) feet, from center to center from any other street opening except in the CN District, where the distance between street openings should be a minimum of one hundred fifty (150) feet from center to center.
 - (4) There should be a minimum distance of twenty-two (22) feet measured at the ultimate property line, between a street opening in this district and any existing street opening in any other district.
- (i) *Joint use of parking facilities*: Uses on multiple building sites may share common parking facilities within one (1) or more parking areas located within such multiple building sites, provided the following requirements are met:
 - (1) A detailed parking plan, showing all common parking facilities, shall be approved by the Director, EMA.
 - (2) Parking facilities shall be within three hundred (300) feet of the entry point of the uses they serve.
 - (3) Adequate assurance is provided to guarantee that required parking will continue to be maintained in compliance with applicable provisions of section 7-9-145.
 - (4) The assurance required by (3) and the parking plan required by (1) shall be recorded in the office of the Orange County Recorder.
 - (5) Individual uses which result in a parking demand more than is provided by the existing parking on the site shall be required to provide added parking as required by Director, EMA. See section 7-9-145.6.

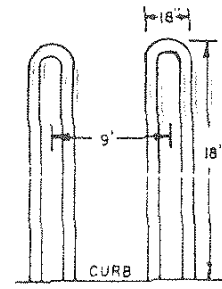
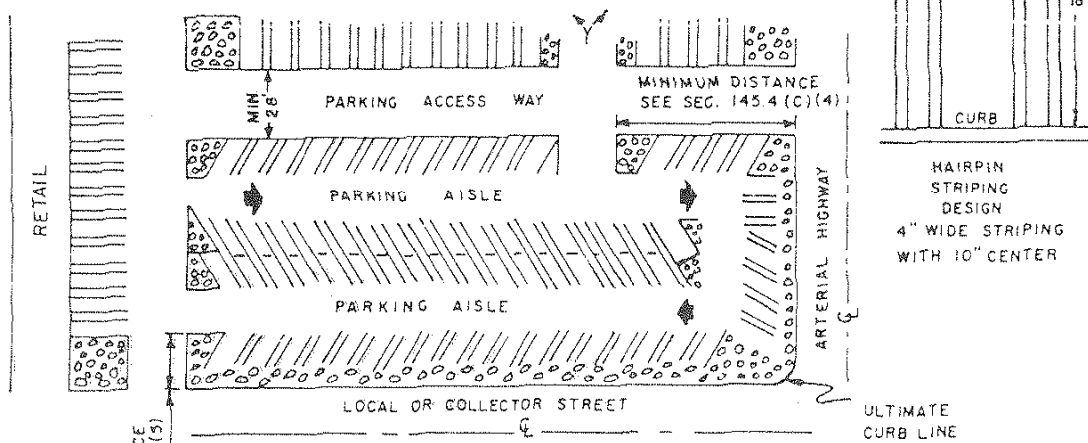
(Code 1961, § 78.0290.4; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 2891, § 3, 2-11-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 4, 7-22-86; Ord. No. 3600, §§ 3, 4, 9-30-86; Ord. No. 3624, § 48, 3-3-87; Ord. No. 3664, § 31, 9-29-87)

Sec. 7-9-145.5. - Design requirements.

- (a) *Off-Street Parking Stall and Access Standards*:



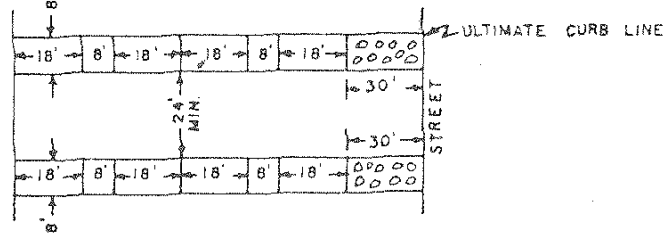
ACCESSWAYS AND PARKING AISLES



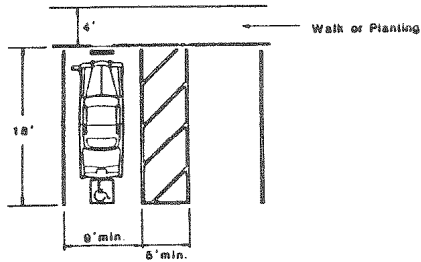
HAIRPIN
STRIPING
DESIGN
4" WIDE STRIPING
WITH 10" CENTER

MINIMUM DISTANCE
SEE SEC. 145.4 (b) (5)

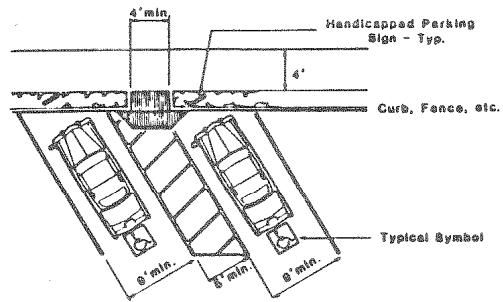
PARALLEL PARKING



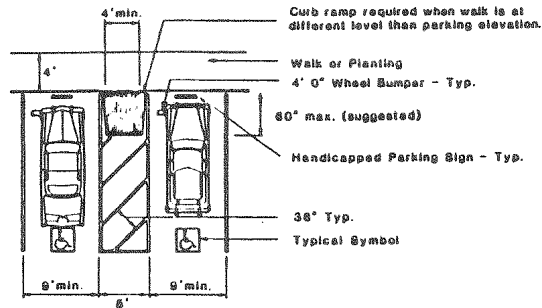
Handicapped Spaces, Single Type



Handicapped Spaces, Double Diagonal Type



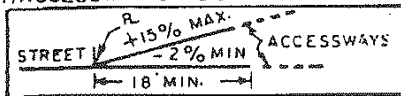
Handicapped Spaces, Double Type



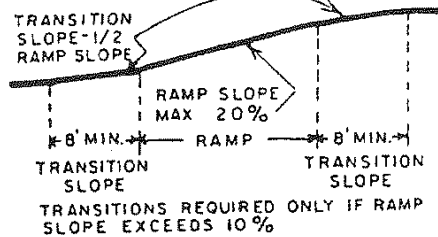
NOTES :

- 1) Handicapped Space must permit use of either of car doors.
- 2) Bumper required when no curb or barrier is provided which will prevent encroachment or cars over walkways.
- 3) Wheel chair users must not be forced to go behind parked cars other than their own.

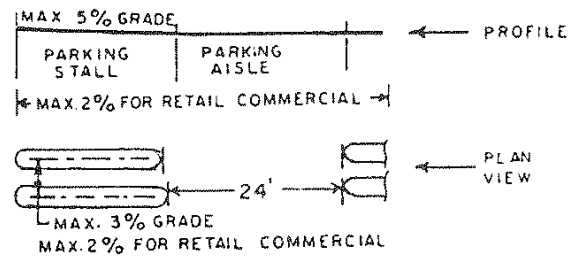
(1) ACCESSWAY GRADE AT STREET R/O/W



(2) DRIVEWAY OR PARKING STRUCTURE RAMP



(3) MAXIMUM PARKING STALL AND PARKING AISLE GRADES



(b) Minimum Parking Aisle Width for One-Way Traffic:

Parking Angle Degree	Aisle Width (feet)
—————	
0—44	14.0
45—49	14.5
50—54	15.0
55—59	16.0
60—64	17.0

Parking Angle Degree	Aisle Width (feet)
—————	
65—69	18.0
70—74	19.5
75—79	21.0
80—90	24.0

- (c) *Minimum Parking Aisle Width for Two-Way Traffic:* For two-way traffic, aisle widths and maneuvering areas shall be a minimum of twenty-four (24) feet wide.

(Code 1961, 78.0290.5; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 5, 7-22-86; Ord. No. 3664 § 31, 9-29-87)

Sec. 7-9-145.6. - Off-street parking requirements.

- (a) All land uses shall provide off-street parking in compliance with the following requirements unless otherwise modified by the provisions contained in section 7-9-145.7. The off-street parking requirements listed under this section are the minimum requirements for each specific use; however, it shall be the responsibility of the developer, owner or operator of any specific use to provide adequate off-street parking, even though such parking may be in excess of the minimum requirements set forth in this section.

<i>Use</i>		<i>Minimum Parking Stalls Required</i>
(1)	Auditoriums, theaters (not including cinemas), sports arenas, stadiums.	1 for each 3 seats or 1 for each 35 square feet of gross floor area where there are no fixed seats.
(2)	Cinemas.	1 for each 2 seats plus 5 spaces for employees.
(3)	Automobile washing and cleaning establishment, except self-service.	16 minimum.
(4)	Automobile washing and cleaning establishment, self-service.	5 for each 2 washing stalls.
(5)	Banks, savings & loans, credit unions and other financial institutions.	1 for each 200 square feet of gross floor area.
(6)	Barbershops or beauty parlors.	2 for each barber chair and 3 for each beautician.
(7)	Bowling lanes and billiard halls.	5 for each hall, alley, 2 for each billiard table contained therein.
(8)	Churches, temples and other places of assembly not specified elsewhere.	1 for each 3 fixed seats within the main auditorium or for every 35 square feet of seating area within the main auditorium where there are no fixed seats; 18 lineal inches of bench shall be considered a fixed seat.

(9)	Clubs, lodge halls, union halls.	1 for each 75 square feet of gross floor area.
(10)	Congregate care facility serving more than 12 persons.	1 for each unit per section 7-9-141.1.
(11)	Convalescent and nursing homes, homes for the aged, rest homes, children's homes and sanitariums.	1 for every 4 beds in accordance with the resident capacity of the home as listed on required license or permit.
(12)	Dance halls.	1 for each 7 square feet of dance floor area, plus 1 for each 35 square feet of additional gross floor area.
(13)	Day nurseries, including pre-schools and nursery schools.	2 for each 3 employees and teachers plus 1 loading space for every 8 children.
(14)	Golf courses.	
	a. Driving ranges.	1 per tee, plus the spaces required for additional uses on the site.
	b. Pitch and putt and miniature golf courses.	3 per hole, plus requirements for accessory uses.
	c. Regulation course.	8 per hole, plus the space required for additional uses on the site.
(15)	Handball/racquetball facility.	1.5 for each court plus the spaces required for additional uses on the site.
(16)	Health studios and spas.	1 for each 150 square feet of gross floor area. (For the purposes of this subsection, swimming pool area shall be counted as floor area.)
(17)	Hospitals.	1.75 for each patient bed.
(18)	Industrial uses of all types except a building used exclusively for warehouse purposes.	1 for each 500 square feet of gross floor area.
(19)	Laundry or dry cleaning establishments, solely	1 for each 3 machines.

	coin operated.	
(20)	Libraries.	1 for each 300 square feet of gross floor area.
(21)	Lumberyards.	1 for each 500 square feet of gross floor area for retail sales, plus 1 for each 1,000 square feet of open area devoted to display or sales, plus 1 for each 2 employees.
(22)	Model home sales complex.	10.
(23)	Mortuaries and funeral homes.	5 plus 250 square feet of usable and accessible paved parking area for every 25 square feet or fraction thereof of assembly room floor area.
(24)	Motels and hotels.	1 for each guest unit, plus additional parking as required for accessory uses.
(25)	Motor vehicle sales and automotive repair shops.	1 per 400 square feet of gross floor area.
(26)	Offices.	
	a. General and administrative.	1 for each 250 square feet of gross floor area.
	b. Medical clinics or offices; dental clinics or offices.	1 for each 150 square feet of gross floor area.
	c. Professional, other than medical or dental.	1 for each 250 square feet of gross floor area.
	d. Veterinary hospitals and clinics.	1 for each 150 square feet of gross floor area.
(27)	Public utility facilities, including but not limited to electric, gas, water, telephone and telegraph facilities not having business offices on the premises.	1 for each 2 employees in the largest shift, plus 1 for each vehicle used in connection with the use. A minimum of spaces shall be provided for each such use regardless of building space or number of

		employees.
(28)	Restaurants, drive-ins, cafes, nightclubs, taverns, lounges or other establishments for the sale and consumption on the premises of food and beverages.	10 minimum or 1 for each 100 square feet of gross floor area (including outdoor serving areas) up to 4,000 square feet, plus 1 for each 80 square feet of gross floor area over 4,000 square feet.
(29)	Retail stores.	
	a. General, except as otherwise specified herein.	1 for each 200 square feet of gross floor area.
	b. Discount department stores.	1 for each 125 square feet of gross floor area.
	c. Furniture and appliances.	1 for each 500 square feet of gross floor area.
(30)	Schools.	
	a. Elementary and junior high.	2 for each classroom.
	b. Colleges, universities and institutions of higher learning.	1 for each 3 full-time equivalent students, plus 1 for each 2 faculty and employee members.
	c. Senior high schools.	1 for each member of the faculty and each employee, plus 1 for each 6 full-time equivalent students regularly enrolled.
	d. Trade schools, business colleges and commercial schools.	1 for each 3 student capacity of each classroom plus 1 for each faculty and employee member.
(31)	Shopping centers.	1 for each 200 square feet of gross floor area pursuant to section 7-9-145.4(i)(5). Regional shopping centers may require additional parking and will be evaluated on a case-by-case basis.

(32)	Skating rinks, ice or roller.	1 for each 100 square feet of gross floor area, plus the spaces required for additional uses on site.
(33)	Stables, commercial.	Sufficient area, treated to prevent dust, to provide for the needs of customers and employees, but not less than 1 accessible space for each 5 horses kept on the premises.
(34)	Storage yards in connection with contractor's business; salvage yard; junkyard; automobile wrecking yard.	6, which shall be separated from the enclosed storage area.
(35)	Swimming pools, commercial.	1 for each 500 square feet of gross enclosed area, plus the spaces required for additional uses on the site.
(36)	Tennis clubs, commercial.	3 for each court, plus the spaces required for additional uses on the site.
(37)	Timeshare condominiums and timeshare hotels.	1.5 for each dwelling unit.
(38)	Warehouses, storage building or structures used exclusively for storage.	1 for each 1,000 square feet of gross floor area for storage purposes.
(39)	Wholesale establishments and warehouses not used exclusively for storage.	1 for each 500 square feet of gross floor area, excluding that area devoted to offices or sales, plus 1 for each 250 square feet of office or sales area.

-
- (b) *Requirements Not Specified:* If no provisions for the required number of off-street parking spaces are set forth in these regulations, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.

(Code 1961, § 78.0290.6; Ord. No. 2841, §§ 4, 5, 2-13-75; Ord. No. 2891, § 3, 2-11-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 6, 7-22-86; Ord. No. 3600, § 5, 9-30-86; Ord. No. 3664, § 31, 9-29-87; Ord. No. 3934, § 8, 4-18-95)

Sec. 7-9-145.7. - Alternatives to off-street parking regulations.

- (a) Alternative provisions to any of the off-street parking regulations may be permitted subject to the approval of a use permit application approved in compliance with the provisions of section 7-9-150. Any such application may be approved provided the approving authority finds:
 - (1) Applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property; and
 - (2) The proposed off-street parking facilities comply with the intent of these regulations as specified by section 7-9-145.1.

(Ord. No. 2814, § 5, 2-13-75; Ord. No. 2919, § 1, 6-16-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3560, § 13, 12-17-85; Ord. No. 3596, § 6, 7-22-86; Ord. No. 3664, § 31, 9-29-87)

Editor's note— Prior to its amendments by Ord. No. 3596, § 6, this section contained a subsection (b) regulating parking for mid-size and compact-size cars.

Sec. 7-9-146. - Special regulations.

All references to this section shall include sections 7-9-146.1 through 7-9-146.12.

In order to permit certain uses in some districts or areas where they may be appropriate but may not otherwise be compatible with other permitted uses in the district or where additional development or performance standards are needed, the special regulations are established to ensure the adequacy of development and performance standards and the compatibility of these uses so they may be established and maintained in harmony with surrounding uses.

The special regulations contained in this section shall govern the land, uses, buildings, structures and improvements specified below or where so designated in the district regulations. Except as otherwise provided in this section, no use, building or structure shall be established, enlarged, operated or maintained unless such use, building or structure conforms with applicable standards within this section and in the district regulations.

(Code 1961, § 78.0280; Ord. No. 3421, § 24, 10-25-83; Ord. No. 3664, § 32, 9-29-87; Ord. No. 3754, § 86, 5-16-89; Ord. No. 3887, § 23, 3-23-93; Ord. No. 00-14, § 7, 12-19-00)

Attachment 6

FOOTHILL/TRABUCO SPECIFIC PLAN REVIEW BOARD Trabuco Canyon, California

Meeting minutes of the regular meeting of the Foothill/Trabuco Specific Plan Review Board held February 9th, 2022 at 7:00 P.M.

In attendance were Board Chairman Dale Weber, Vice-Chairman Jake Reed, Secretary Robert Borland, and members Richard Gomez and Mike McClanahan. Joining the meeting were members of the public and County representatives.

Item 1) Call to Order

The meeting was called to order at 7:05 PM by Dale Weber

Item 2) Approval of Minutes

Motion by McClanahan: Approve minutes as presented

Second by Gomez

No further discussion

Vote: 4-Ayes 1-Abstain

Item 3) Old Business

None

Item 4)

PA19-0228

A Site Development Permit and Use Permit at 19071 LiveOak Canyon Road. Site Development Permit is for a minor homeowner improvement to permit an unpermitted 587 square foot barn and to convert an existing 960 square foot storage building into an Accessory Dwelling Unit. The Use Permit is to allow for an over height accessory structure (barn) to be allowed in the setback area.

Applicant explained the history of the property and what changes he wanted to make.

Board Discussion:

McClanahan asked if there were any neighbors that had any concerns, or if the over height barn would be seen by anyone. Applicant explained that it was set back from the road and backed up to the Toll Road land. No neighbor concerns and it wouldn't block anyone's view. Borland asked for clarification on the setback.

Public Comments:

Susan Piazza has toured the property and explained that you cannot see the barn from the street.

FOOTHILL/TRABUCO SPECIFIC PLAN REVIEW

BOARD

Trabuco Canyon, California

Believes we should approve the application.

Motion:

McClanahan made a motion to approve

Reed seconded

Vote: 5-Ayes, unanimous.

PA18-0015

Use Permit for the addition of dining area to an existing restaurant located at 20782 Trabuco Oaks, Trabuco Canyon and for approval of alternative parking to the required off-street parking.

Applicants representative gave a history of the property and presented the applicants request.

Board Discussion:

Gomez and Reed asked about alternative places to park in the area, and the only possible option is future use of some land behind the general store, but that is not available today. Gomez and McClanahan shared concerns about fire safety and evacuation if there was ever a fire in the canyon behind the restaurant.

Applicant confirmed that there are “No Parking” signs, and no one will be parking on the road in front of the property potentially blocking traffic if there was a need for evacuation.

Public Comments:

Susan Piazza shared her support for approval. Said 790 people live up the road and she and 10 other people walk to the restaurant every weekend to reduce the number of cars.

Michelle Johnson said the steakhouse is very important to the community and supported approval.

Ray Chandos asked about the presence of a site development plan. Brian from the county clarified that the use permit the applicant is applying for has a higher threshold of approval than a site development plan, so it was unnecessary.

Motion:

Borland made a motion to approve

McClanahan Seconds

Vote: 5-Ayes, unanimous.

**FOOTHILL/TRABUCO SPECIFIC PLAN REVIEW
BOARD
Trabuco Canyon, California**

Item 6) Public Comments

None

Item 7) Administrative Matters

Annual officer elections. Weber to continue as Chair, Reed as Vice-Chair, and Borland as Secretary.

Reed made a motion to approve

Gomez seconds the motion

Vote: 5 Ayes, unanimous

Weber shared with the county representatives that the link for the FTSP documents doesn't seem to be working.

McClanahan made a motion to adjourn, Borland seconds. Meeting adjourned at 8:41 PM

Attachment 7



1983 Orange County
Historical Aerial
Imagery




2011 Orange County
Historical Aerial
Imagery



1988 Orange County
Historical Aerial
Imagery

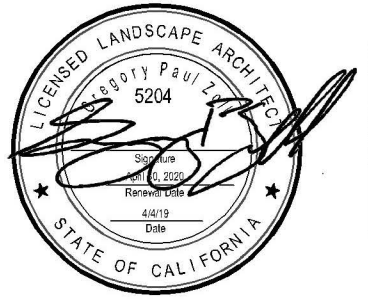


2018 Google Earth
Aerial Imagery



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3359 Locust Street, Riverside, California
(951) 264-4839
innovate@LandscapeDynamics.net

DESIGN PROJECT MANAGER
Greg Zoll
gregzoll@landscapedynamics.net
(951) 264-4839

SEAL :


CONSULTANT :

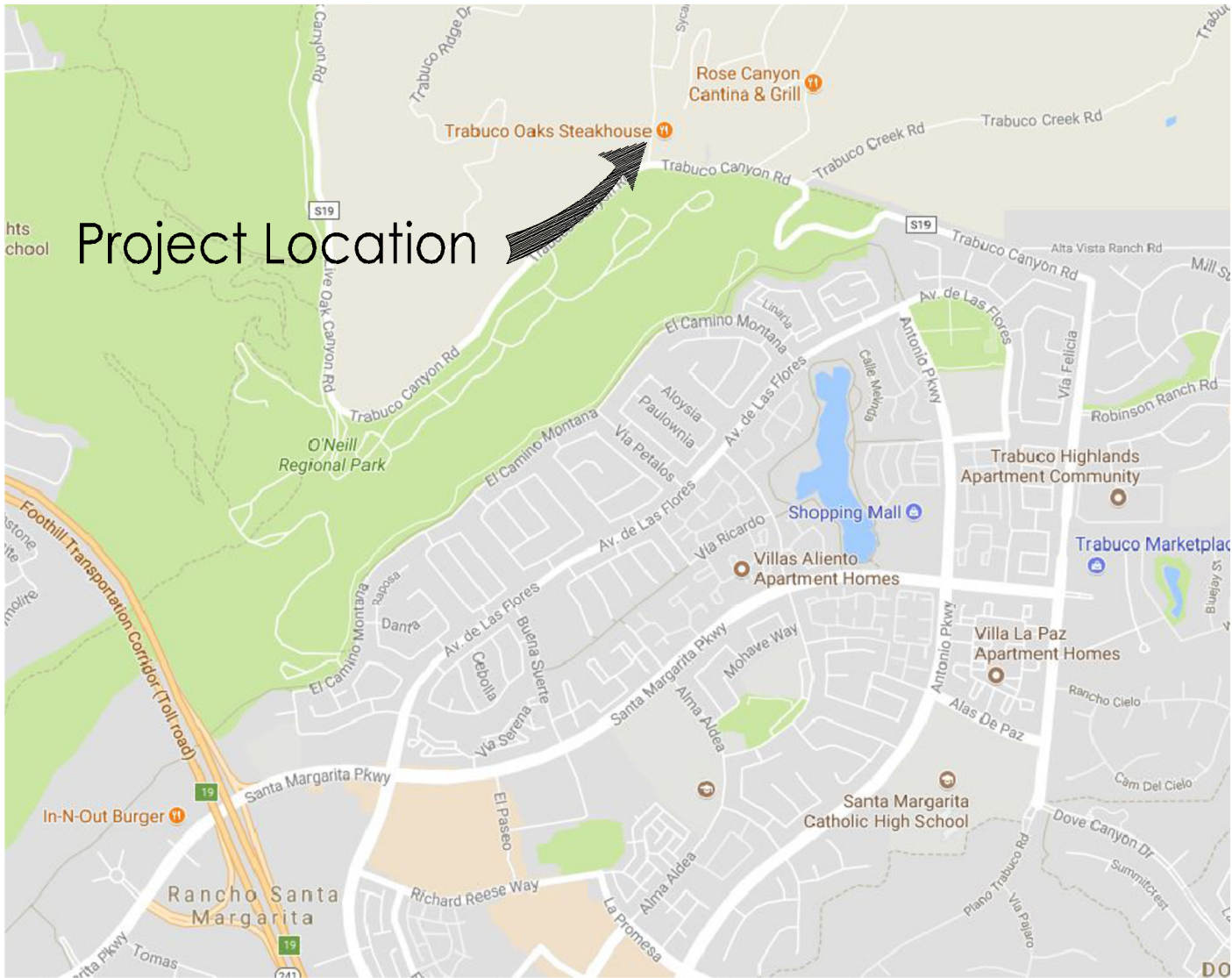
PROJECT NAME :
Trabuco Oaks Steakhouse
LD PROJECT NO: 0244

ADDRESS :
**20782 Trabuco Oaks Dr
Trabuco Canyon, CA 92679**

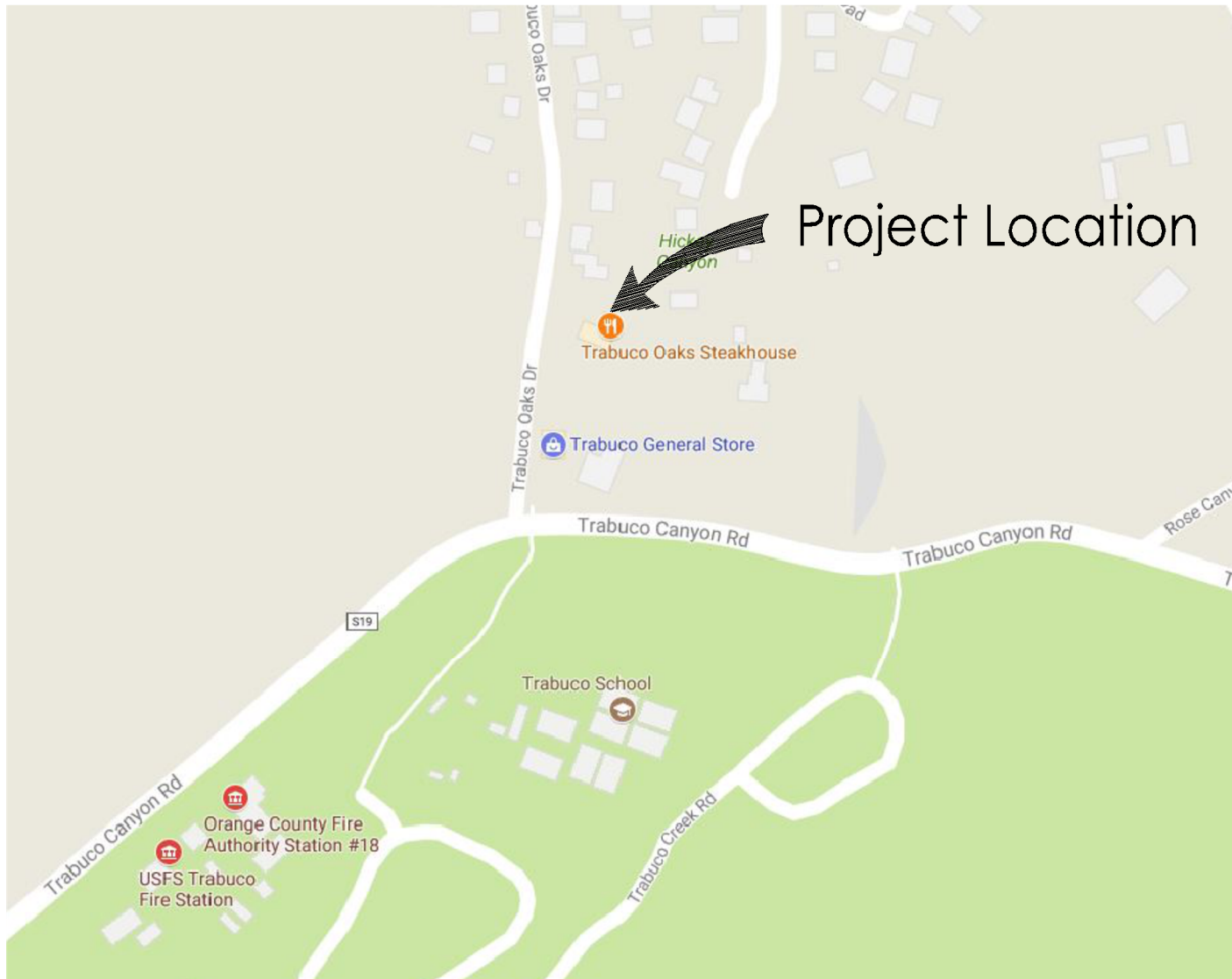
**PROPOSED SITE PLAN,
PARKING EXHIBITS,
AND EXISTING
BUILDING ELEVATIONS**

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NO.	DATE	DESCRIPTION	BY
DATE:	4/4/19	SCALE:	AS NOTED
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PROJECT MGR:	GPZ		
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COPYRIGHT:			
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HISTORIC SITE AERIAL PHOTOGRAPHY			
SHEET NUMBER:			
SHEET 6 OF 6			

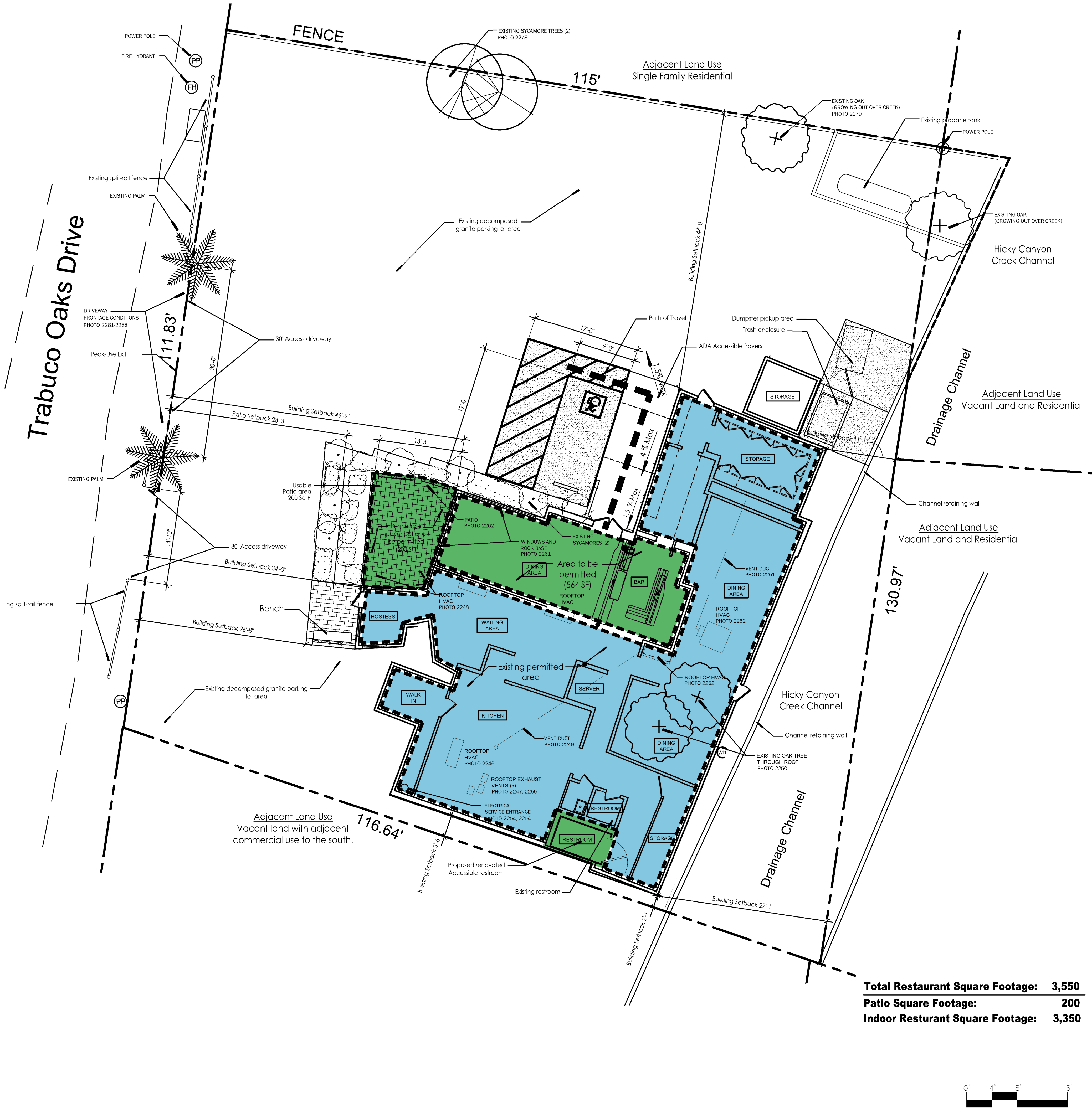
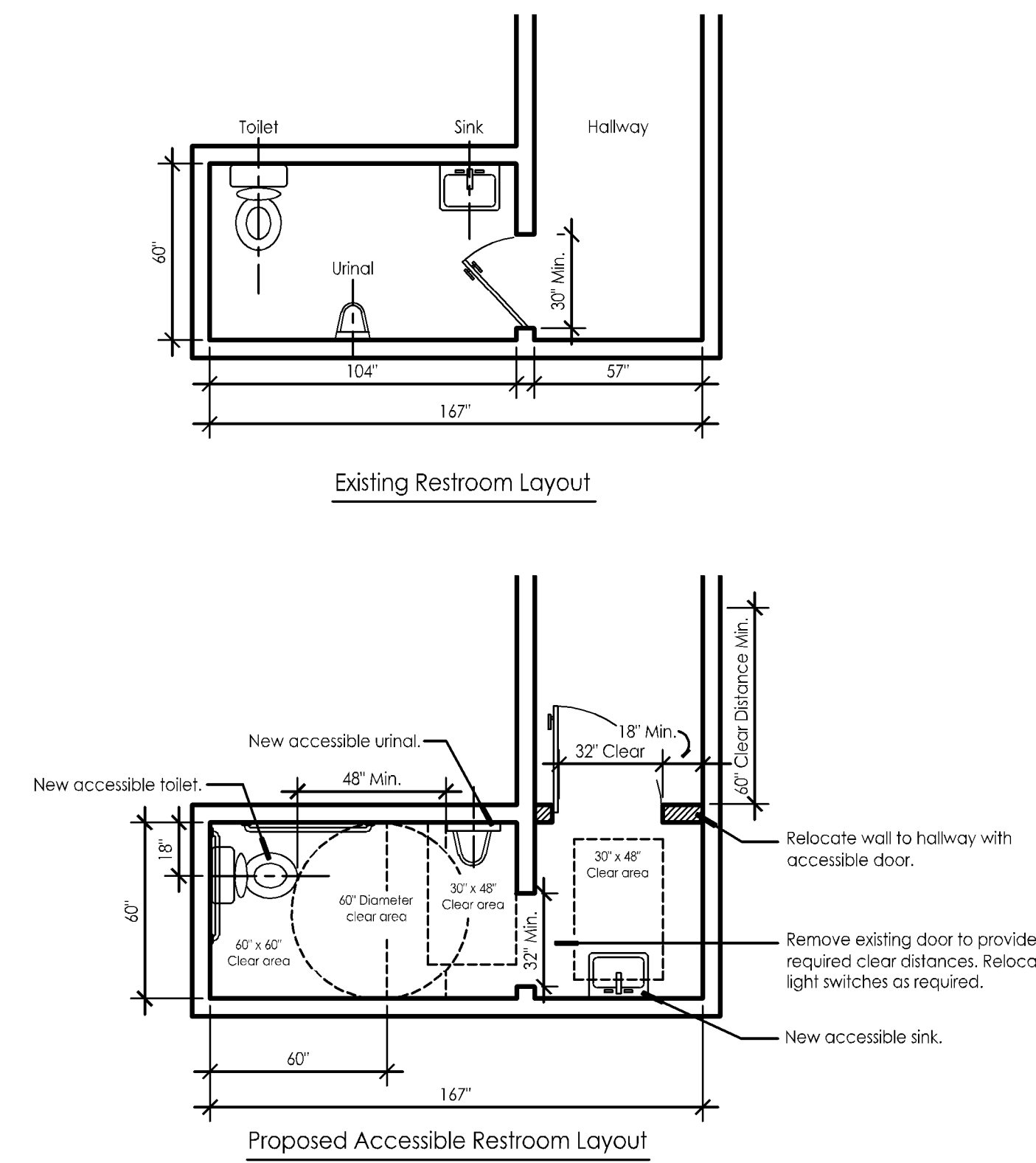
Attachment 8




LOCATION MAP



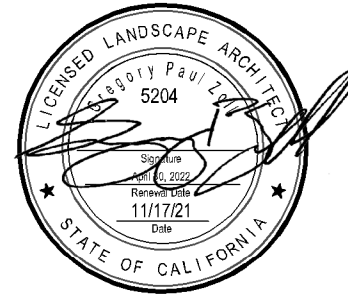
VICINITY MAP





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3359 Locust Street, Riverside, California
(951) 264-4839
innovate@landscapeDynamics.net

DESIGN PROJECT MANAGER
Greg Zoll
gregzoll@landscapeDynamics.net
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SEAL :


CONSULTANT :

PROJECT NAME :
Trabuco Oaks Steakhouse
LD PROJECT NO: 0244

ADDRESS :
**20782 Trabuco Oaks Dr
Trabuco Canyon, CA 92679**

REVISED SITE PLAN

NO.	DATE	DESCRIPTION	BY
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△			
△			
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DATE: 11/17/2021 SCALE: AS NOTED

DRAWN BY: GPZ CHECKED BY: GPZ

PROJECT MGR: GPZ

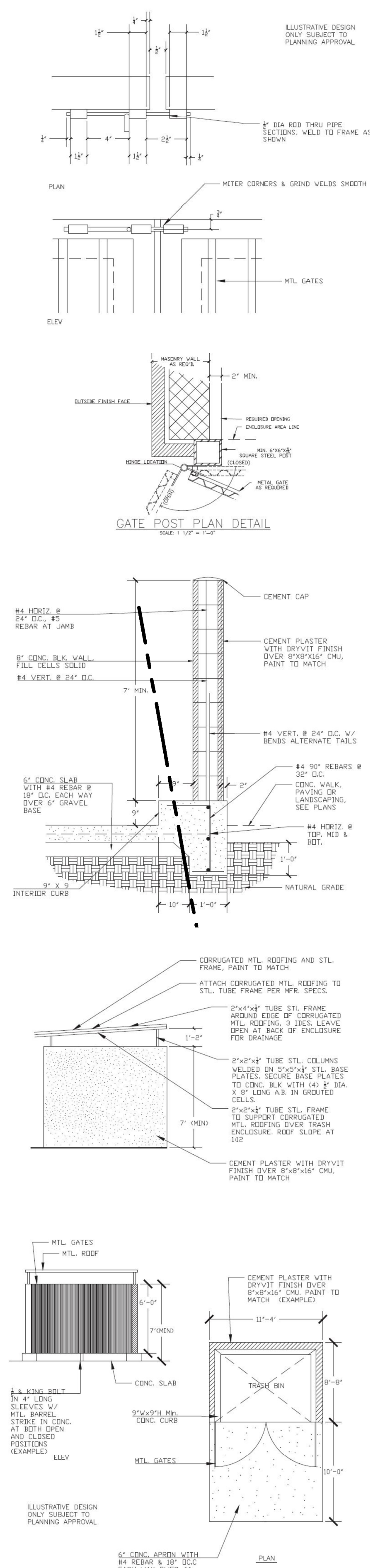
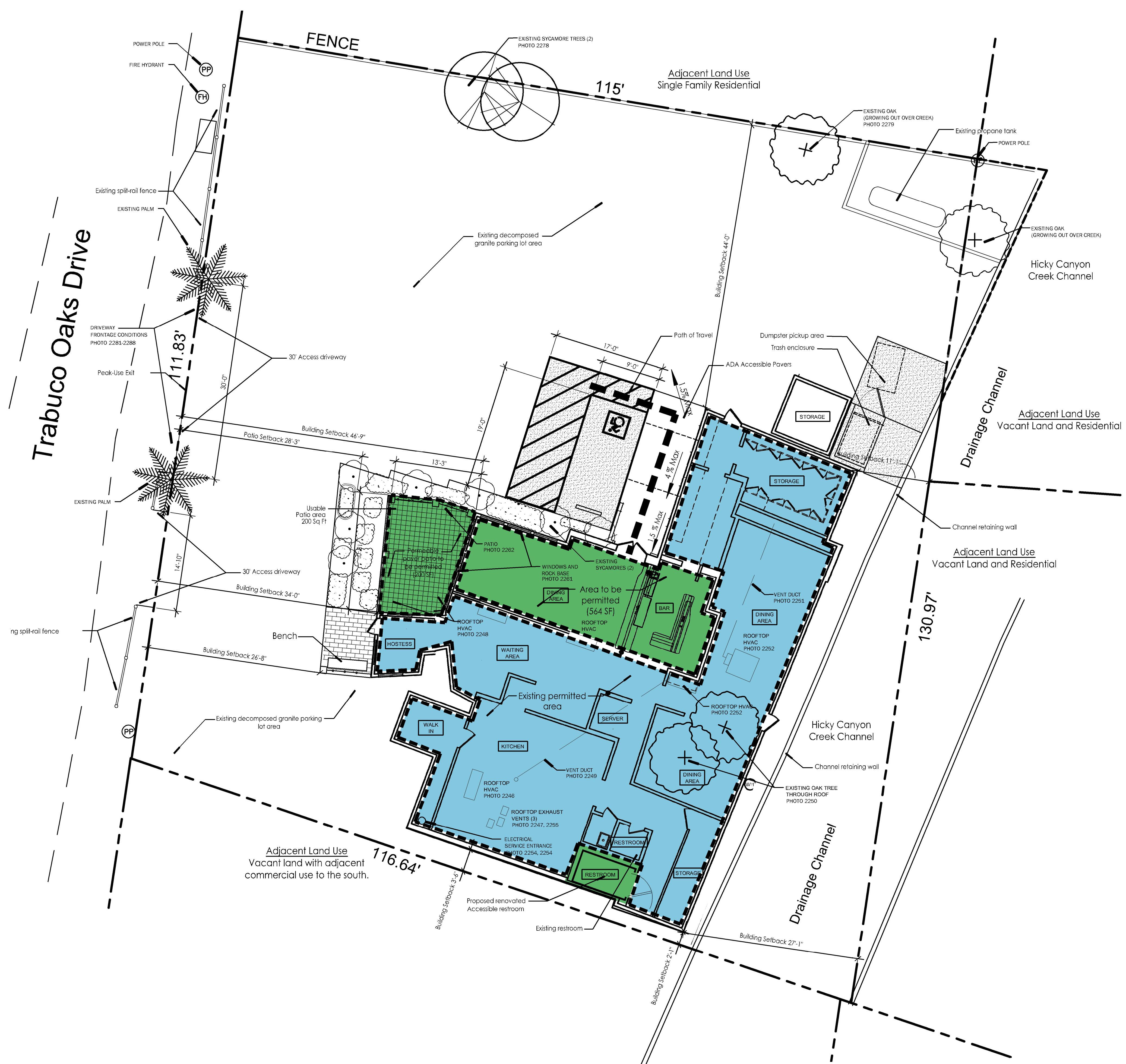
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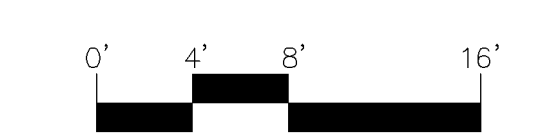
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SHEET NUMBER:

SHEET 1 OF 2



TRASH ENCLOSURE DETAILS



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innovate@landscape-dynamics.net
DESIGN PROJECT MANAGER
Greg Zoll
gregzoll@landscape-dynamics.net
(951) 264-4839



CONSULTANT :

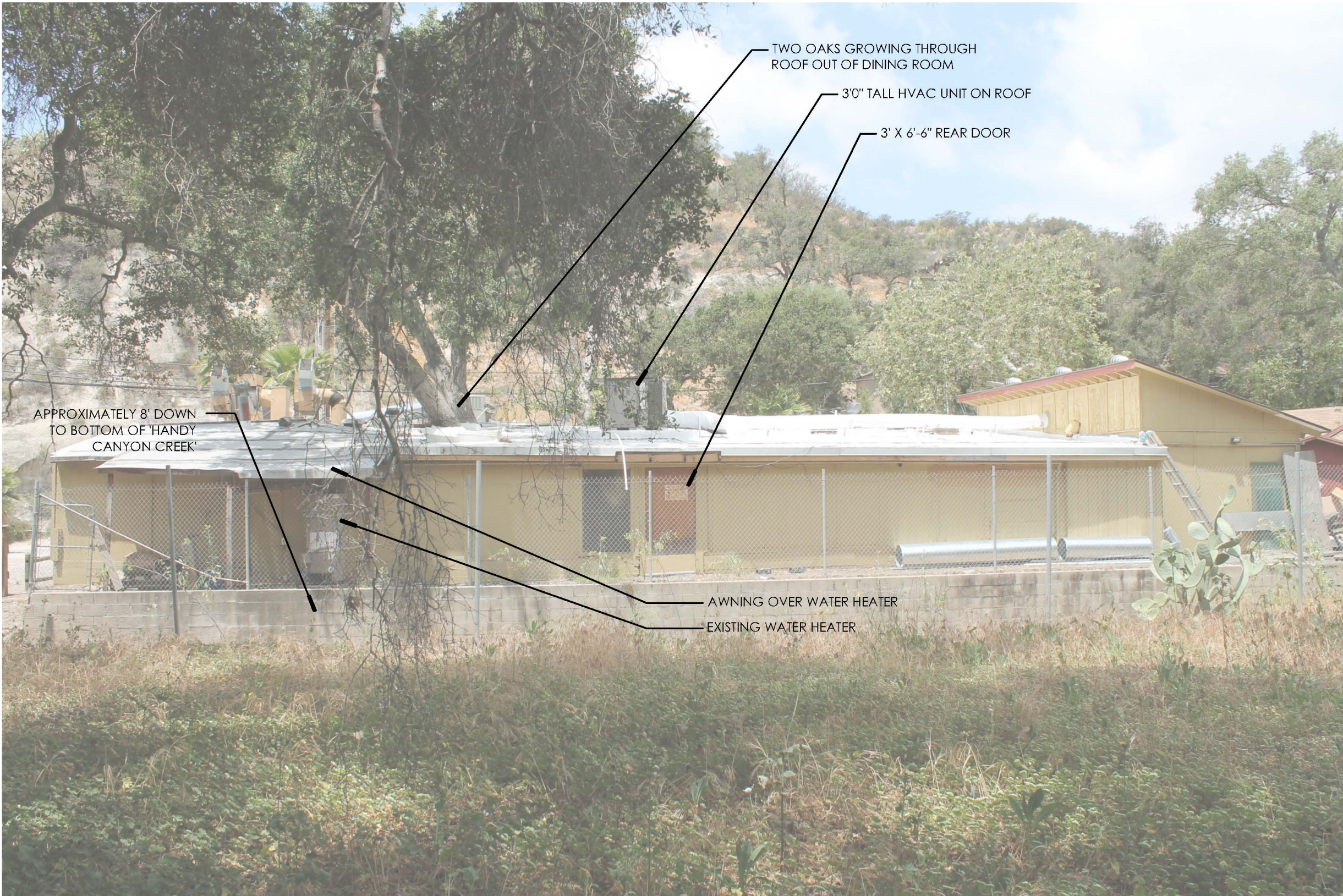
PROJECT NAME :
Trabuco Oaks Steakhouse
LD PROJECT NO: 0244

ADDRESS :
**20782 Trabuco Oaks Dr
Trabuco Canyon, CA 92679**

REVISED SITE PLAN

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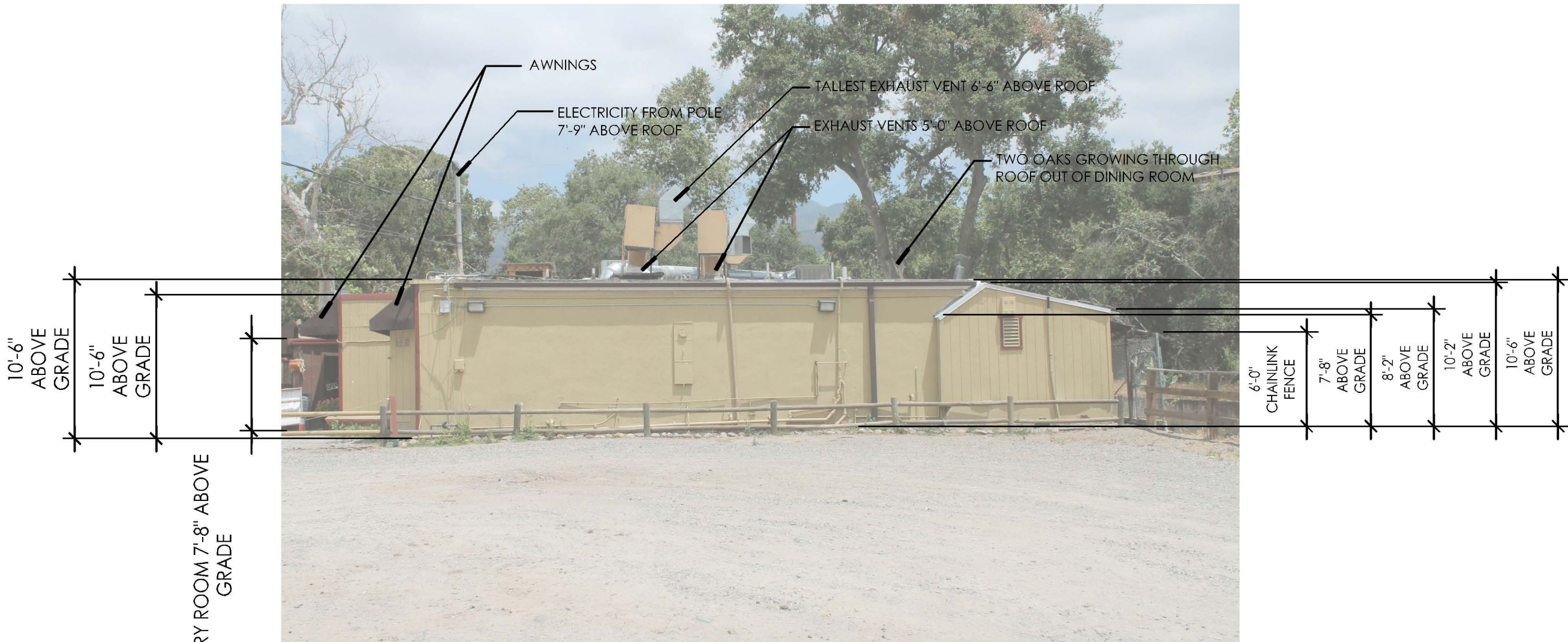
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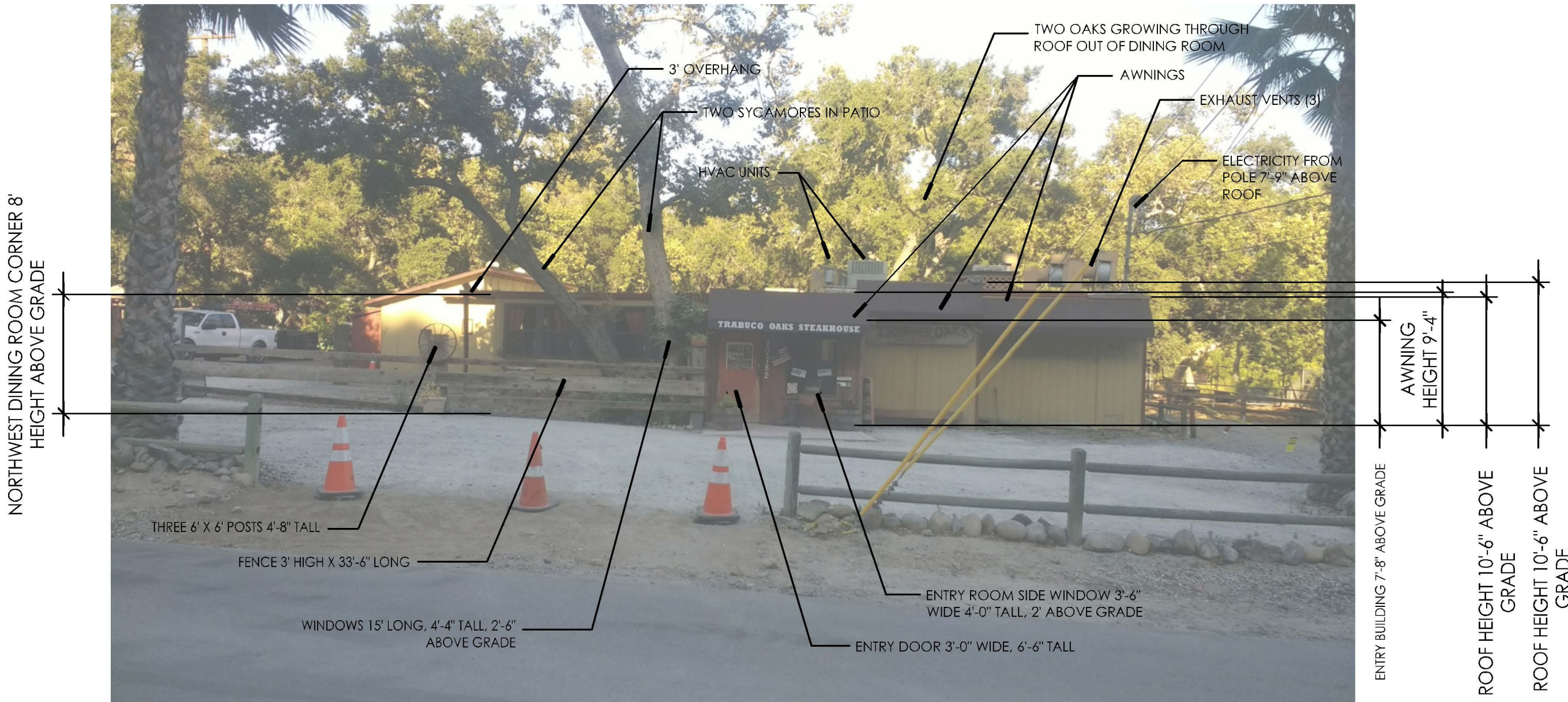
REAR (EAST) ELEVATION



SIDE (NORTH) ELEVATION



SIDE (SOUTH) ELEVATION



FRONT (WEST) ELEVATION

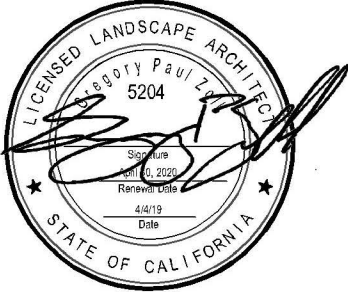


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CONSULTANT :

PROJECT NAME :

Trabuco Oaks Steakhouse
LD PROJECT NO: 0244

ADDRESS :

20782 Trabuco Oaks Dr
Trabuco Canyon, CA 92679

PROPOSED SITE PLAN, PARKING EXHIBITS, AND EXISTING BUILDING ELEVATIONS

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NO.	DATE	DESCRIPTION	BY
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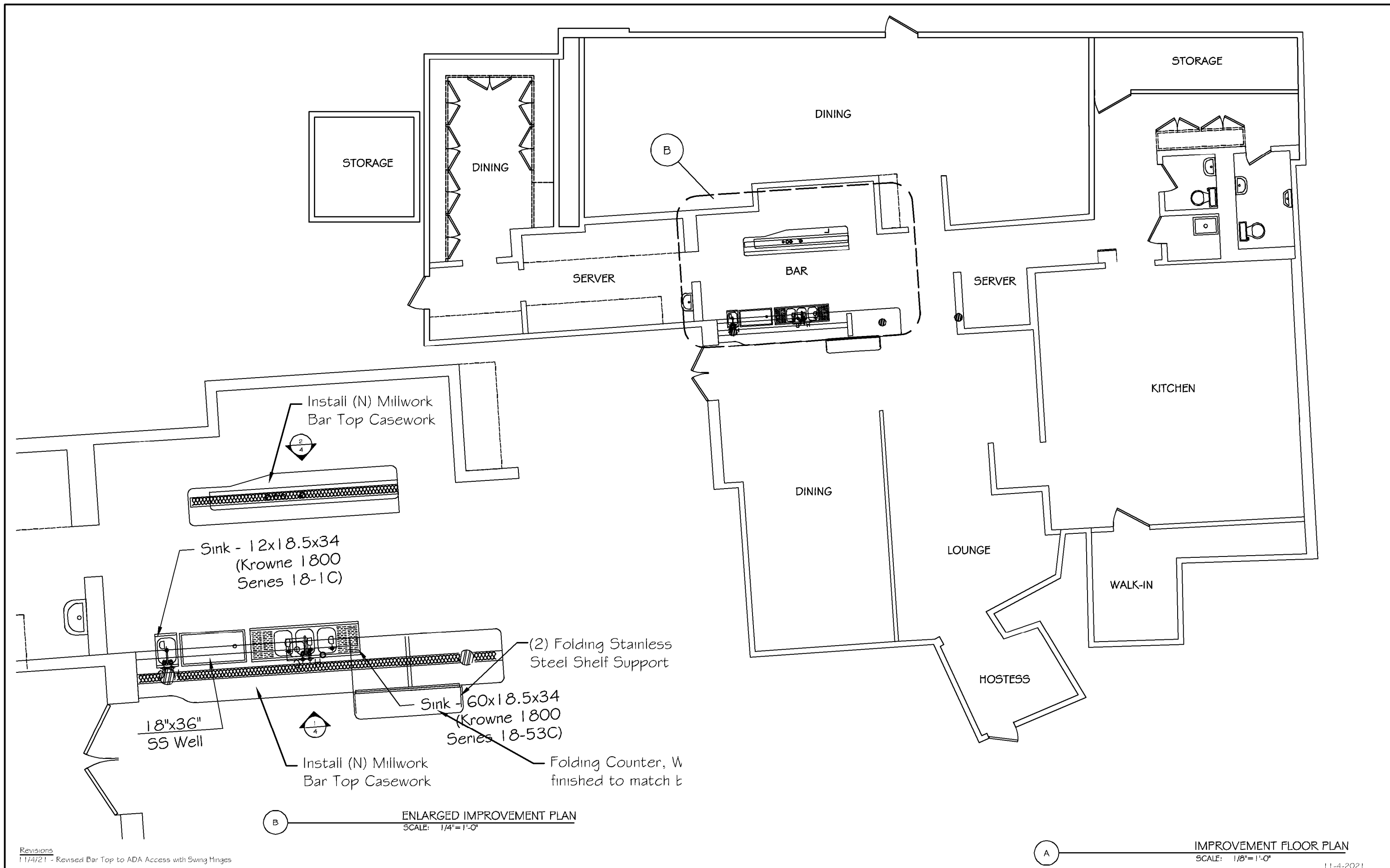
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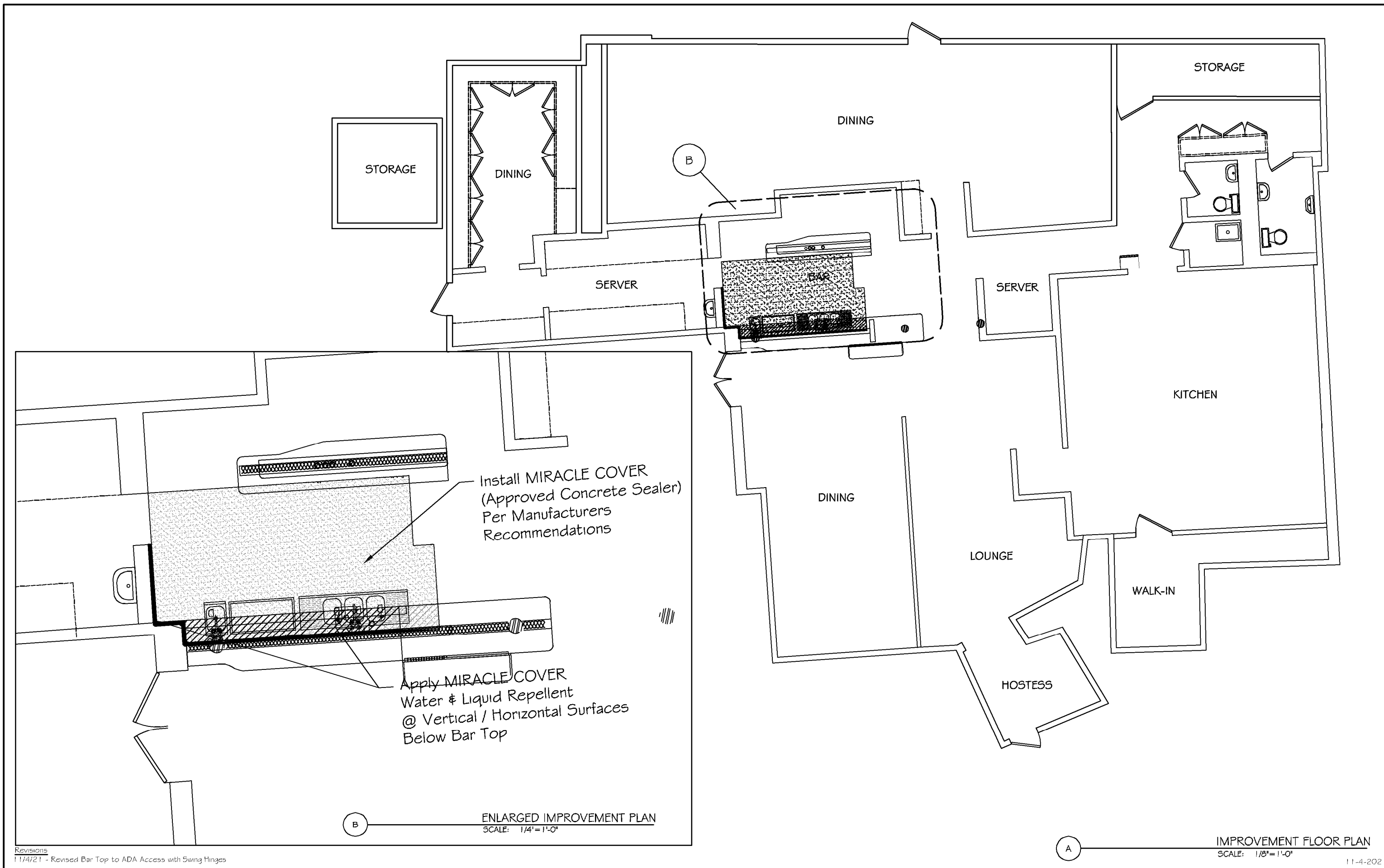
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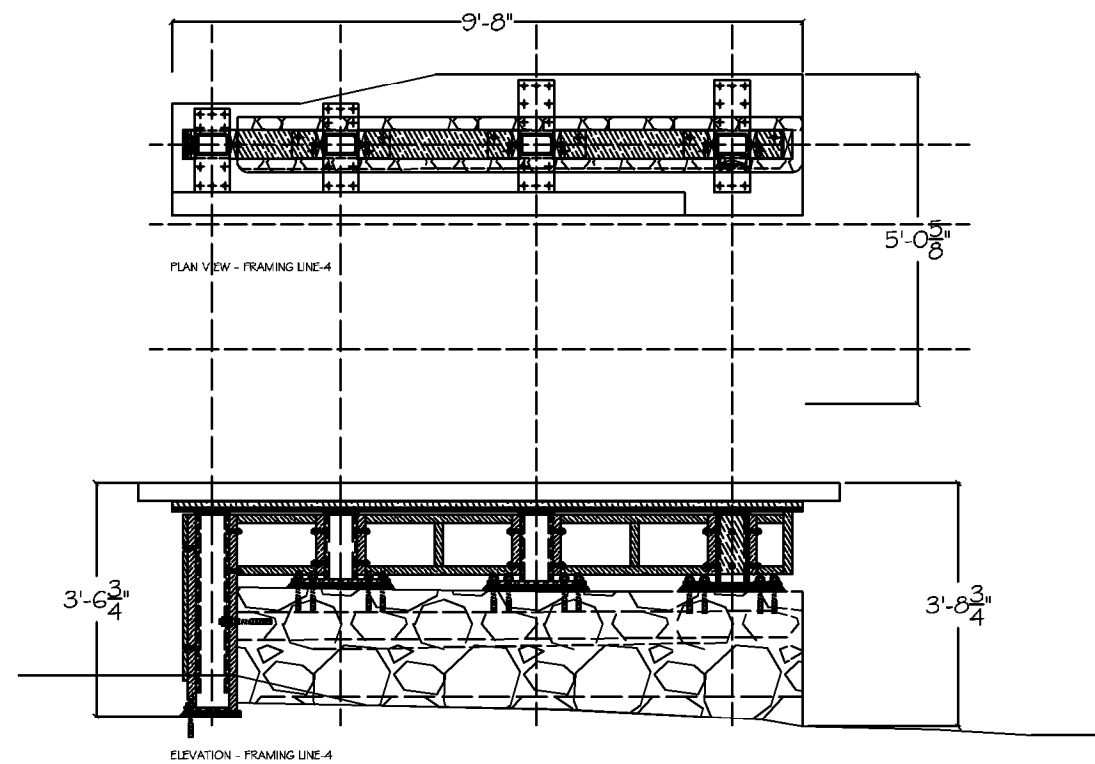
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SHEET NUMBER:

SHEET **5** OF **6**

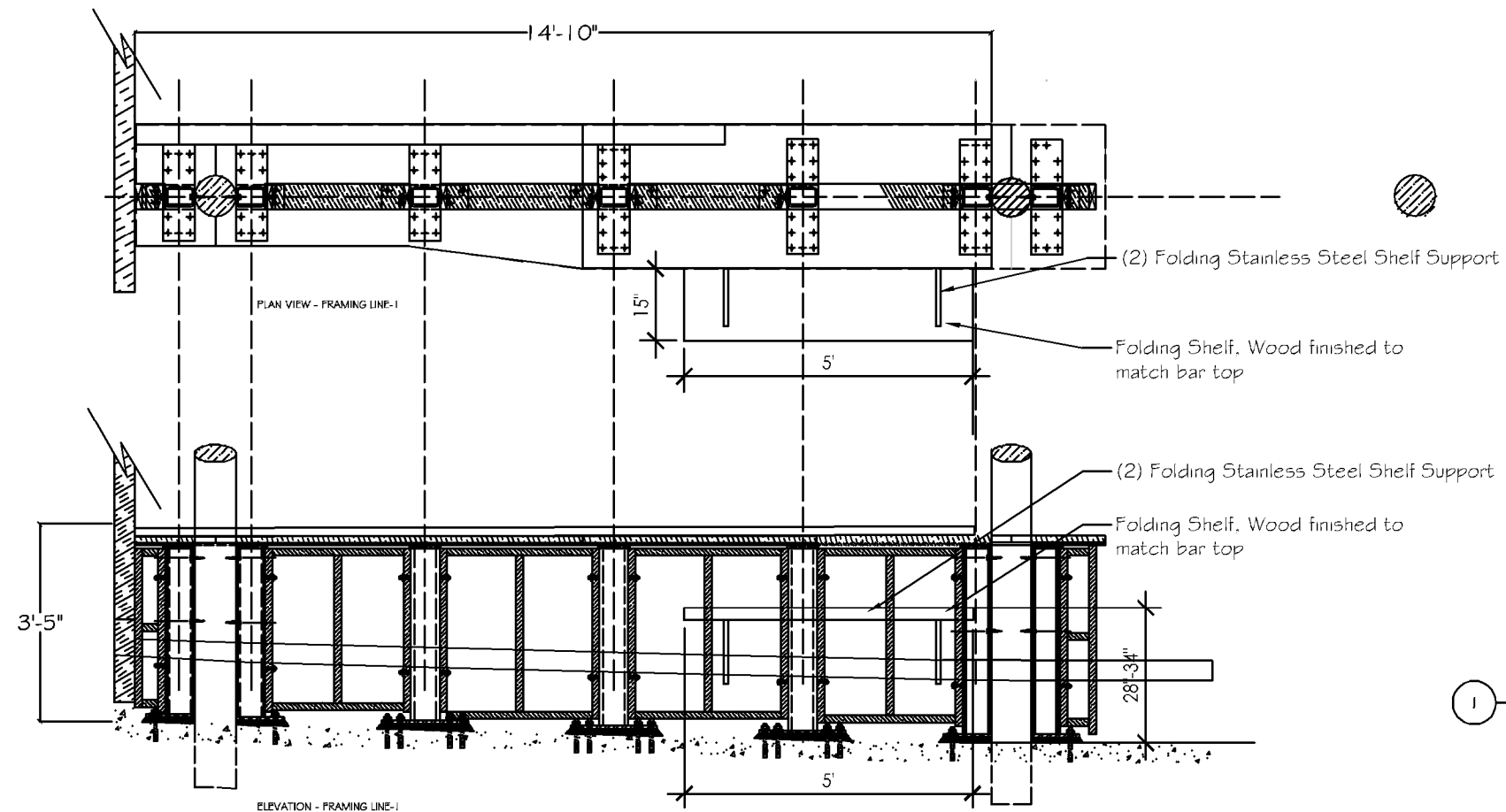






2

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



1

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

Revisions
11/4/21 - Revised Bar Top to ADA Access with Swing Hinges

11-4-2021