



May 14, 2026

Mr. James Spence
Gensler
5005 Greenville Avenue
Dallas, TX 75206

Sent Via Email

Subject: Approval of Pre-Application 00972895-PPA for Controlled Access Gates at 2815 and 2825 Warner Avenue, Planning Area 36 (Irvine Business Complex)

Dear Mr. Spence:

Community Development Department staff reviewed Pre-Application 00972895-PPA to install two controlled vehicle access gates for the Fletcher Jones Pre-Delivery Inspection Center located at 2815 and 2825 Warner Avenue in Planning Area 36 (Irvine Business Complex [IBC]). The subject property has a General Plan designation of Urban/Industrial and is zoned 5.2 IBC Industrial.

On February 4, 2025, City staff responded to a research request (File No. 00948436-PPA) for the use of the site as a repair and staging area for a luxury brand automotive dealer. Staff determined the use to be consistent with the “vehicle repair and staging” land use as designated by the Irvine Zoning Ordinance, which is a permitted land use at the subject site. Since then, staff has reviewed and approved various on-site improvements associated with the Fletcher Jones Pre-Delivery Inspection Center.

As described in the applicant’s letter of explanation, and as shown on the project plans, the subject application proposes the installation of two 6.5-foot-tall, controlled vehicle access gates. The purpose of the proposed gates is to secure the two buildings and the vehicle inventory that is being inspected on-site. The proposed gates will connect with the existing 6.5-foot-tall perimeter fencing at the site that was previously reviewed and approved via Permit No. 00959630-CTI. The gates will be constructed of steel panel fencing material to match the existing on-site perimeter fencing. The gates will remain closed at all times and will only be opened with the scanning of a key card or buzzing the main office for remote entry. Additionally, a Knox Box will be installed that is keyed for access by the Irvine Police Department and the Orange County Fire Authority (OCFA).

The current parking demand for the site will not be affected by the proposed gates, and the project will not reduce the total parking supply on-site.

Pursuant to Section 4-4-8 of the Irvine Zoning Ordinance, gates that control vehicular access to a nonresidential site shall be subject to the approval of the Director of Community Development. The Zoning Ordinance stipulates that a gate stacking study be submitted in

Mr. James Spence

May 14, 2026

Page 2 of 3

conjunction with an application for controlled access gates. The proposal has been reviewed by the Transportation Planning Division, Public Safety, and OCFA and no concerns related to traffic circulation, safety, or emergency access have been identified. The gate stacking study was reviewed and approved by the Transportation Planning Division and was determined to meet Irvine Transportation Design Procedure – 15 (Vehicle Stacking and Gate Stacking Analysis) requirements.

Based on the foregoing information, the proposed design of the controlled access gates, as depicted on the plans submitted by the applicant, is hereby approved. The submitted plans are an integral component of this approval, and this design approval is contingent upon the applicant obtaining all applicable permits prior to commencement of construction, including, but not limited to, building, electrical, and any other permits required by the City. Any modification to the approved plans, or any change to the operational characteristics of the controlled access gates, that results in an intensification of the project or introduces new impacts not previously evaluated shall require further review per Chapter 2-19, Minor/Major Modification Procedure, of the Irvine Zoning Ordinance.

This approval is subject to the following conditions of approval:

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

Condition 3.28

ORANGE COUNTY FIRE AUTHORITY

Prior to the issuance of a building permit, the applicant or responsible party shall submit a Vehicle Gates Plan (Service Code PR180) to the Orange County Fire Authority for review and approval.

PRIOR TO AUTHORIZATION TO USE, OCCUPY, AND/OR OPERATE

Standard Condition 4.9

EMERGENCY ACCESS INSPECTION

Prior to authorization to use, occupy, and/or operate, the applicant shall arrange for and have passed an inspection, to be performed by the Irvine Police Department and the Orange County Fire Authority, to ensure compliance with the Emergency Access Plan requirements. The inspector shall verify test acceptance and locations of all Knox boxes, key switches, and Click2Enter devices as depicted on the approved plan.

MISCELLANEOUS

Standard Condition 6.1

DISCRETIONARY CASE CHARGES

The applicant is responsible for paying all charges related to the processing of this discretionary case application within 30 days of the issuance of the final invoice or prior to the issuance of building permits for this project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or may result in the revocation of the approval of this application.

Standard Condition 6.2

LEGAL ACTION - HOLD HARMLESS

In accordance with the provisions of Section 5-5-114 of the Irvine Municipal Code and Government Code Section 66474.9, the applicant shall defend, indemnify, and hold harmless the City of Irvine and its agents, officers, and employees from and against any claim, action, or proceeding against the City agency or its agents, officers, or employees to attack, set aside, void, or annul an approval by the City, including, without limitation, an action by an advisory agency, appeal board, or legislative body concerning this discretionary approval. This defense and indemnification shall include the payment of all legal costs incurred on behalf of the City in connection with the application, and the defense of any claim, action or proceeding challenging the approval. The City will promptly notify the applicant of any claim, action, or proceeding and will cooperate fully in the defense.

In the event a legal challenge to the discretionary approval is successful, and an award of attorney fees is made to the challenger, the applicant shall be responsible to pay the full amount of such an award.

Unless an appeal is filed prior to the expiration of the five-day appeal period ending at 5 p.m. Thursday, May 21, 2026, the approval granted by this letter shall become effective Friday, May 22, 2026.

Please note that permits cannot be issued until all fees associated with this application are paid in full. Should you have any questions regarding this approval, please contact Associate Planner Michael O'Toole at 949-724-6102 or via email at motoole@cityofirvine.org.

Sincerely,



Stephanie Frady, AICP
Director of Community Development

Enclosures:

1. Approved Stamped Plans
2. Stacking Analysis

ec: Alyssa Matheus, Planning Manager
Nick Melloni, Principal Planner
Michael O'Toole, Associate Planner
Files: 00972895-PPA; 00948436-PPA

FLETCHER JONES
7300 W SAHARA AVENUE
LAS VEGAS, NEVADA 89117

FLETCHER JONES

FLETCHER JONES WARNER PDI



Gensler
5005 Greenville Avenue
Dallas, TX 7506
United States

Tel 214.273.1500
Contact: James Spence

BELDEN Consulting Engineers
Mechanical, Electrical, & Plumbing Engineering
6700 Koll Center Parkway
Suite 300
Pleasanton, CA 94588
Tel 925.621.5302

CONCEPTUAL PROJECT PLANS

05/12/2026

2815 & 2825 WARNER AVENUE, IRVINE, CA 92606

Stantec
Civil Engineering
38 Technology Drive
Suite 250
Irvine, CA 92618
Tel 949.923.6000

PROJECT NUMBER: 027.6664.031
Plan Check #00959630-CTI
Planning Case #00972895-PPA

City of Irvine
APPROVED
BY M. O'Toole on behalf of CDD
CASE # 00972895-PPA
DATE May 14, 2026

DEFERRED SUBMITTALS / DELEGATED DESIGN

LIFE SAFETY SYSTEMS

- AUTOMATIC SPRINKLER SYSTEM: NO PARTIAL YES NFPA 13 NFPA 13R NFPA 13D
- ALTERNATIVE AUTOMATIC FIRE-EXTINGUISHING SYSTEMS: REFER TO FIRE PROTECTION DRAWINGS
- STANDPIPE SYSTEM: NO YES CLASS: I II III WET DRY
- PORTABLE FIRE EXTINGUISHERS: PROVIDED PER NFPA 10
- FIRE ALARM SYSTEM: PROVIDED PER NFPA 72
- ADDITIONAL GUIDELINES: ASME A17.1 - SAFETY CODE FOR ELEVATORS AND ESCALATORS - 2013
- ELEVATOR HOISTWAY VENTILATION: REQUIRED PROVIDED
- ELEVATOR LANDING TWO-WAY COMMUNICATION SYSTEM: REQUIRED PROVIDED
- STAIRWAY AREA(S) OF REFUGE: REQUIRED PROVIDED
- STAIR PRESSURIZATION: REQUIRED PROVIDED
- ELEVATOR PRESSURIZATION: REQUIRED PROVIDED

BUILDING SUMMARY

- USE GROUP(S) AND CONSTRUCTION TYPE(S) PER IBC CHAPTERS 3, 4, 5, AND 6
- BASIC OCCUPANCY GROUP(S): [PER CBC CHAPTER 3]
- | | | | | | |
|--|---|--------------------------------------|--|--------------------------------------|---|
| <input type="checkbox"/> ASSEMBLY | <input type="checkbox"/> EDUCATIONAL | <input type="checkbox"/> HIGH HAZARD | <input type="checkbox"/> INSTITUTIONAL | <input type="checkbox"/> MERCANTILE | <input type="checkbox"/> STORAGE |
| <input type="checkbox"/> GROUP A-1 | <input type="checkbox"/> GROUP E | <input type="checkbox"/> GROUP H-1 | <input type="checkbox"/> GROUP I-1 | <input type="checkbox"/> GROUP M | <input checked="" type="checkbox"/> GROUP S-1 |
| <input type="checkbox"/> GROUP A-2 | <input checked="" type="checkbox"/> FACTORY AND | <input type="checkbox"/> GROUP H-2 | <input type="checkbox"/> GROUP I-2 | | <input type="checkbox"/> GROUP S-2 |
| <input type="checkbox"/> GROUP A-3 | <input type="checkbox"/> INDUSTRIAL | <input type="checkbox"/> GROUP H-3 | <input type="checkbox"/> GROUP I-3 | <input type="checkbox"/> RESIDENTIAL | |
| <input type="checkbox"/> GROUP A-4 | <input type="checkbox"/> GROUP F-1 | <input type="checkbox"/> GROUP H-4 | <input type="checkbox"/> GROUP I-4 | <input type="checkbox"/> GROUP R-1 | <input type="checkbox"/> UTILITY AND |
| <input type="checkbox"/> GROUP A-5 | <input type="checkbox"/> GROUP F-2 | <input type="checkbox"/> GROUP H-5 | <input type="checkbox"/> GROUP R-2 | <input type="checkbox"/> GROUP R-3 | <input type="checkbox"/> MISC |
| | | | <input type="checkbox"/> GROUP R-3 | <input type="checkbox"/> GROUP R-4 | <input type="checkbox"/> GROUP U |
| <input checked="" type="checkbox"/> BUSINESS | | | | | |
| <input type="checkbox"/> GROUP B | | | | | |
- MIXED USE AND OCCUPANCY: [PER CBC CHAPTER 6]
- ACCESSORY OCCUPANCIES [CBC CH. 5] NONSEPARATED OCCUPANCIES [CBC CH. 5]
- INCIDENTAL USES [CBC CH. 5] SEPARATED OCCUPANCIES [CBC CH. 5]
- *REFER TO FIRE AND LIFE SAFETY PLANS FOR SEPARATION REQUIREMENTS
- TYPE(S) OF CONSTRUCTION: [PER CBC CHAPTER 6]
- TYPE I: A B
- TYPE II: A B
- TYPE III: A B
- TYPE IV: HT A B C
- TYPE V: A B
- SPECIAL DETAILED REQUIREMENTS:
- HIGH-RISE BUILDING [PER CBC CH. 4] HAZARDOUS MATERIALS [PER CBC CH. 4]
- ATRIUM [PER CBC CH. 4] CONTROL AREAS
- OPEN PARKING GARAGE [PER CBC CH. 4] MEZZANINE [PER CBC CH. 5]
- GROUP I-2 [PER CBC CH. 4] EQUIPMENT PLATFORM [PER CBC CH. 5]
- SMOKE COMPARTMENTS SPECIAL AMUSEMENT BUILDING [PER CBC CH. 4]
- REFUGE AREA
- ACCESSORY OCCUPANCY CLASSIFICATION(S): See Cover, Bldg. A accessory use "9", Bldg. B accessory use "A"
- INCIDENTAL USES (TABLE 509): N/A
- SPECIAL USES (CHAPTER 4 - LIST CODE SECTIONS): N/A
- SPECIAL PROVISIONS (CHAPTER 5 - LIST CODE SECTIONS): N/A

HAZARDOUS MATERIALS NOTES (ASBESTOS)

- A. IN THE EVENT OF ASBESTOS OR OTHER TOXIC SUBSTANCE EXPOSURE OR THE SUBSTANTIAL RISK THEREOF, CLIENT WILL HAVE THE DUTY TO INFORM THE ARCHITECT OF SUCH RISKS KNOWN OR REASONABLY KNOWNABLE TO CLIENT.
- B. IF ASBESTOS OR ANY OTHER TOXIC SUBSTANCE, OR RISK TO EXPOSURE THERETO IS DISCOVERED BY ARCHITECT DURING WORK ON THE PROJECT, ARCHITECT SHALL IN ITS SOLE DISCRETION, HAVE THE RIGHT TO SUSPEND WORK ON THE PROJECT.
- C. CLIENT SHALL HAVE THE DUTY TO PROMPTLY RETAIN A QUALIFIED EXPERT SAFELY TO REMOVE OR SUPERVISE THE REMOVAL OF SUCH ASBESTOS OR OTHER TOXIC SUBSTANCE.
- D. CLIENT SHALL INDEMNIFY AND HOLD ARCHITECT, ITS AFFILIATES AND SUBCONTRACTORS AND THEIR OFFICERS, AGENTS, AND EMPLOYEES HARMLESS FROM ANY AND ALL LIABILITY ON THE PART OF OR DAMAGE TO SUCH FEES AND EXPENSES ARE INCURRED, WHICH MAY RESULT IN ASBESTOS OR OTHER TOXIC SUBSTANCE EXPOSURE ON THE PROJECT.

GENERAL NOTES

- COMPLY WITH ALL APPLICABLE CODES, LAWS, ORDINANCES, ORDERS, RULES, AND REGULATIONS OF AUTHORITIES HAVING JURISDICTION.
- OBTAIN AND PAY FOR PERMITS AND INSPECTIONS REQUIRED BY PUBLIC AUTHORITIES GOVERNING THE WORK EXCEPT AS PROVIDED OTHERWISE IN THE SPECIFICATIONS OR OWNER CONTRACTOR AGREEMENT.
- REVIEW DOCUMENTS, VERIFY DIMENSIONS AND FIELD CONDITIONS AND CONFIRM THAT WORK IS BUILDABLE AS SHOWN. REPORT ANY CONFLICTS OR OMISSIONS TO THE ARCHITECT FOR CLARIFICATION PRIOR TO PERFORMING ANY WORK IN QUESTION.
- COORDINATE WORK WITH THE OWNER, INCLUDING SCHEDULING TIME AND LOCATIONS FOR DELIVERIES, BUILDING ACCESS, USE OF BUILDING SERVICES AND FACILITIES, AND USE OF ELEVATORS. MINIMIZE DISTURBANCE OF BUILDING FUNCTIONS AND OCCUPANTS.
- OWNER WILL PROVIDE WORK NOTED "BY OTHERS" OR "NIC" UNDER SEPARATE CONTRACT. INCLUDE SCHEDULE REQUIREMENTS IN CONSTRUCTION PROGRESS SCHEDULE AND COORDINATE TO ASSURE ORDERLY SEQUENCE OF INSTALLATION.
- MAINTAIN WORK AREAS SECURE AND LOCKABLE DURING CONSTRUCTION. COORDINATE WITH OWNER AND/OR PROPERTY MANAGER TO ENSURE SECURITY.
- MAINTAIN EXITS, EXIT LIGHTING, FIRE PROTECTIVE DEVICES, AND ALARMS IN CONFORMANCE WITH APPLICABLE CODES AND ORDINANCES.
- DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. IN CASE OF CONFLICT, CONSULT THE ARCHITECT.

APPLICABLE CODES / STANDARDS

AUTHORITY HAVING JURISDICTION: CITY OF IRVINE, CALIFORNIA

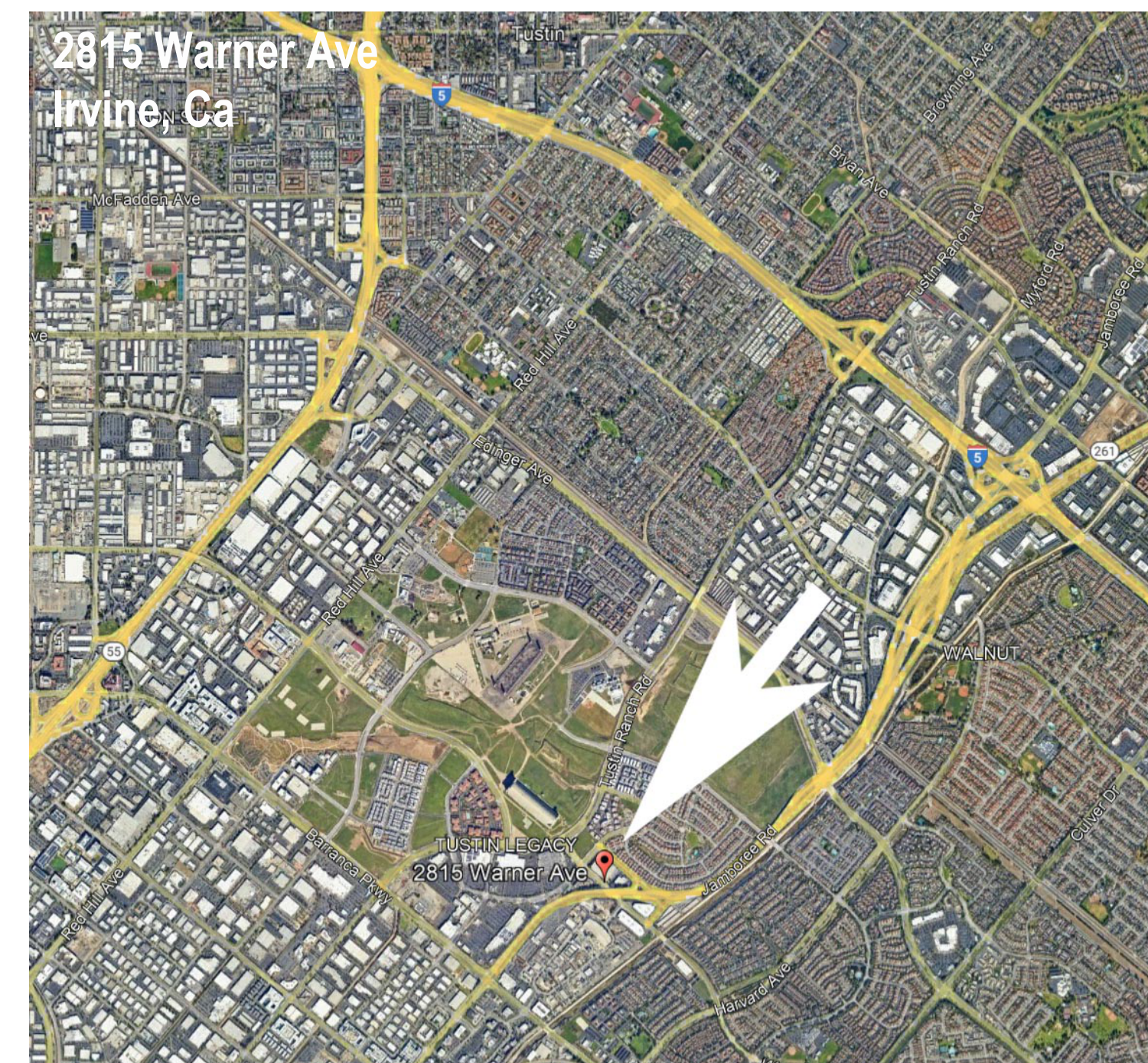
INTERNATIONAL BUILDING CODES	
CALIFORNIA MECHANICAL CODE	2022
CALIFORNIA GREEN BUILDING STANDARDS CODE	2022
CALIFORNIA FIRE CODE	2022
CALIFORNIA PLUMBING CODE	2022
CALIFORNIA ELECTRICAL CODE	2022
CALIFORNIA EXISTING BUILDING CODE	2022
CALIFORNIA BUILDING CODE	2022
TITLE 24 CALIFORNIA BUILDING CODE	2022
ADDITIONAL GUIDELINES	
CITY OF IRVINE CODE AMMENDMENTS 1016 & 2019 (ASHRAE)	2019
ANSI/ASHRAE/IES STANDARD 90.1	2013

DRAWING INDEX

DRAWING INDEX

SHEET NUMBER	SHEET NAME	ISSUE FOR PERMIT ADDENDUM 01
0000	CITY OF IRVINE COVER SHEET	
GENERAL		
G0.00	COVER	
G0.02	DRAWING INDEX	
G0.10	GENERAL INFORMATION	
G3.11	GREEN CODE COMPLIANCE	
CIVIL		
C1.00	DEMOLITION PLAN	
C2.00	IMPROVEMENT SHEET	
C3.00	DETAILS	
ARCHITECTURAL		
A0.14	CITY-APPROVED SITE PLAN	
A0.15	CITY-APPROVED SITE PLAN	
A0.10	ARCHITECTURAL SITE PLAN	
A1.00	SITE PLAN	
A1.01	SITE ENLARGED PLANS	
A1.03	SITE DETAILS	
ELECTRICAL		
CWE0.01	SYMBOLS, SPECIFICATIONS AND NOTES	
CWE2.01	ELECTRICAL SITE PLAN	
CWE3.00	DETAILS	
CWE4.00	SINGLE LINE DIAGRAM	
CWE4.01	PANEL SCHEDULE BUILDING A	
CWE4.02	PANEL SCHEDULE BUILDING A	
CWE4.03	PANEL SCHEDULE BUILDING B	
CWE7.00	TITLE 24 BUILDING B	
PLUMBING		
CWP0.01	SYMBOLS, SPECIFICATIONS AND NOTES	
CWP2.13	PLUMBING PLAN - CAR WASH	
CWP4.00	PLUMBING DETAILS	

VICINITY MAP



LOCATION MAP



City of Irvine
APPROVED

BY M. O'Toole on behalf of CDD

CASE # 00972895-PPA

DATE May 14, 2026

FLETCHER JONES WARNER PDI
2815 WARNER AVENUE, IRVINE, CA 92606

Gensler
5005 Greenville Avenue
Dallas, TX 75206
United States
Tel 214.273.1500
Fax 214.273.1505

City Case #00972895-PPA
Plan Check #00959630-CT1

Date	Description
05/16/25	ISSUE FOR SITE PERMIT
A 2025/08/22	ADDENDUM 01

Seal / Signature



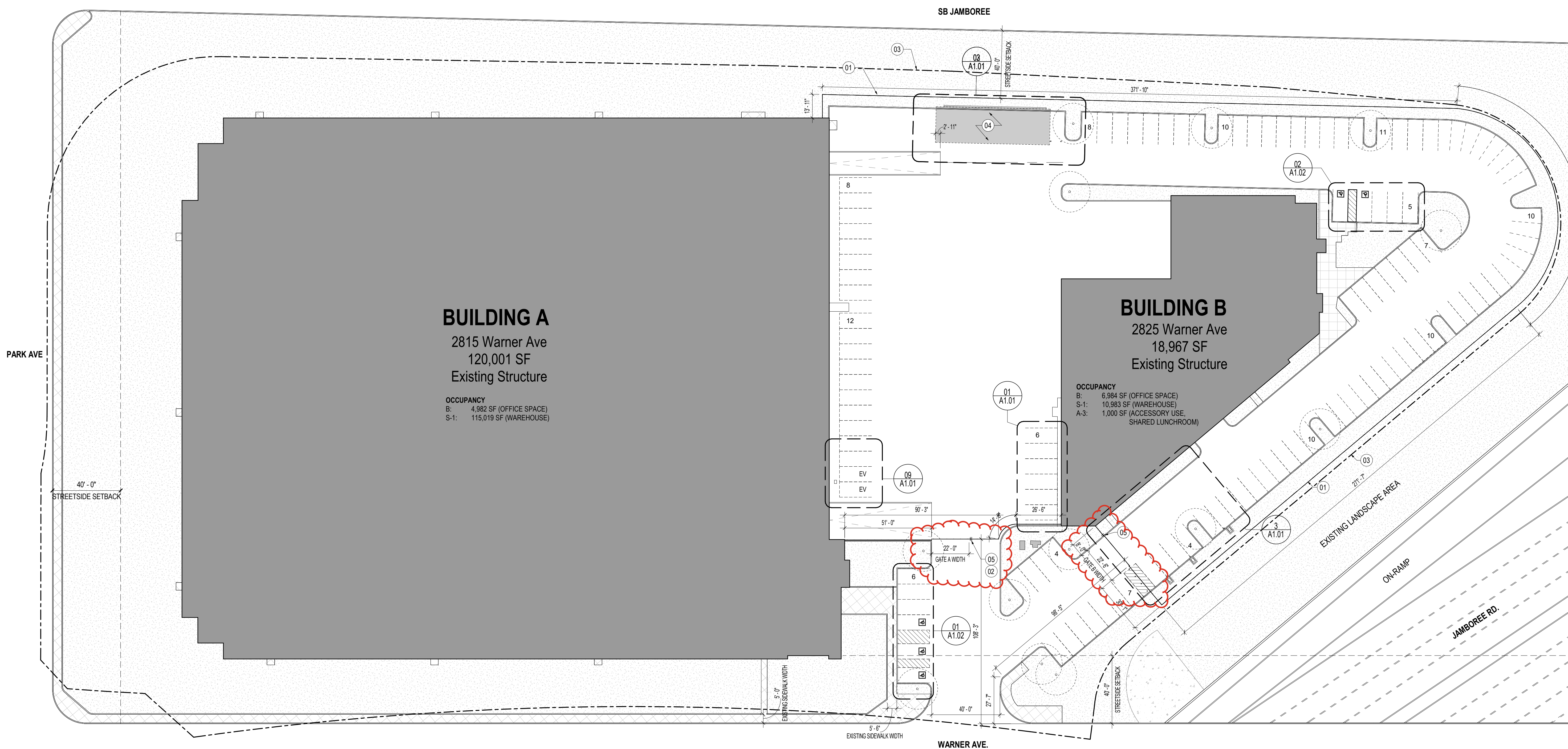
Project Name
FLETCHER JONES WARNER PDI

Project Number
027.6664.031

Description
DRAWING INDEX

Scale

G0.02



01 OVERALL SITE PLAN
SCALE: 1" = 30'-0"

PARKING ANALYSIS

*SEE SHEETS A0.14 AND A0.15 FOR PREVIOUSLY APPROVED EXTERIOR UPGRADES WHICH SHOW PARKING DESIGNATIONS AND THEIR RESPECTIVE PLAN CHECK NUMBERS.

TOTAL EXISTING PARKING SPACES:	
STANDARD STALLS:	113
ACCESSIBLE STALLS:	5 (INCLUDING 1 VAN)
TOTAL:	118

BUSINESS INFORMATION

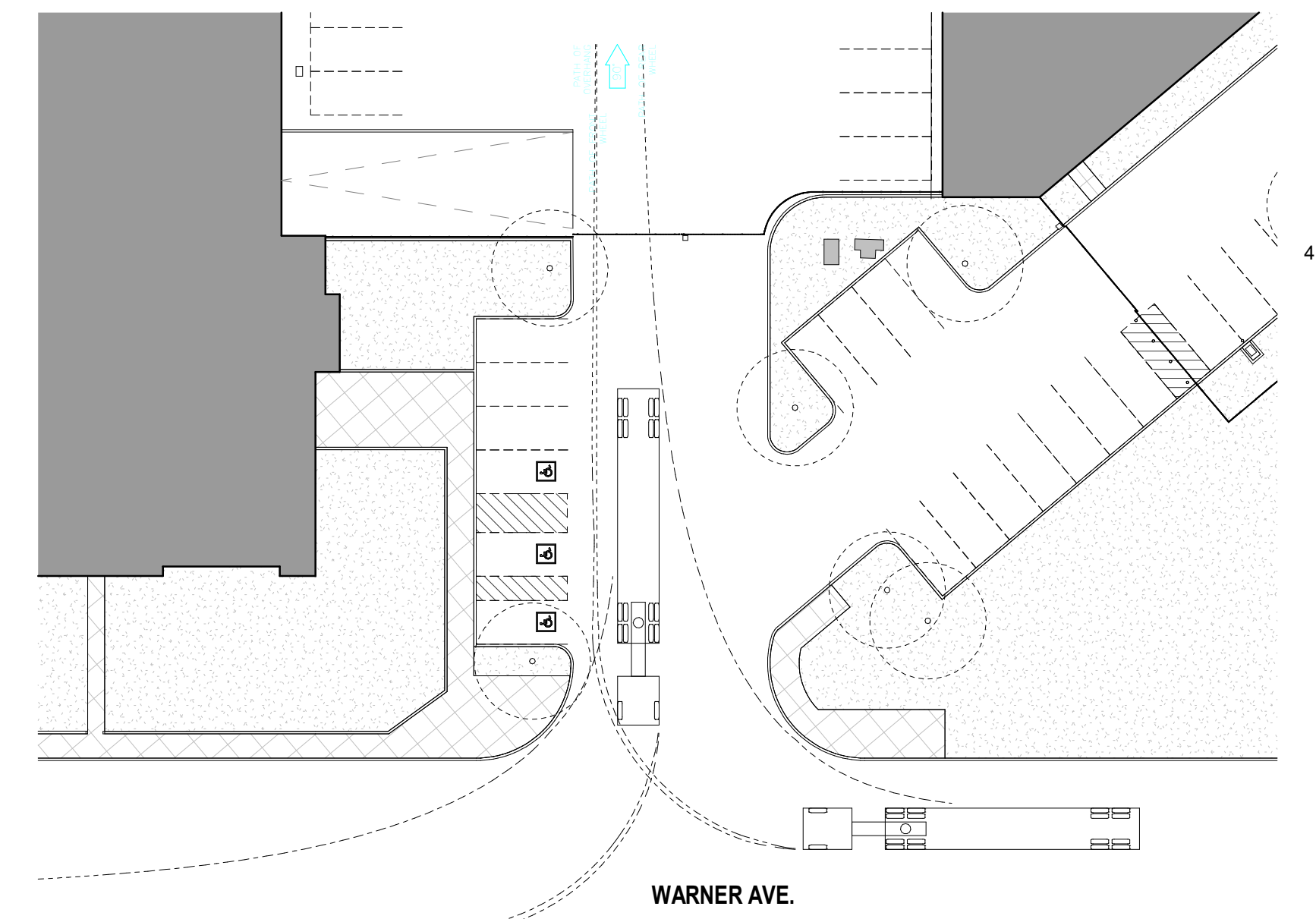
OPERATING HOURS:
 MONDAY-FRIDAY: 7AM - 7PM
 SATURDAY: 8AM - 3PM
 SUNDAY: CLOSED

City of Irvine
APPROVED

BY M. O'Toole on behalf of CDD

CASE # 00972895-PPA

DATE May 14, 2026



02 SITE PLAN - TURNING RADIUS
SCALE: 1" = 30'-0"

- SHEET NOTES**
- 6'-6" TALL METAL SECURITY FENCE. STYLE: DESIGNMASTER FORTE, BLACK. TOTAL LINEAR FEET ON SITE: 1,004'-9"
 - AN APPROVED KNOX BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 508. THE LOCATION OF EACH KNOX BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR. THE KNOX BOX IS TO BE SUB-MASTERED TO THE IRVINE POLICE DEPARTMENT.
 - PROPERTY LINE
 - CAR CANOPY TO BE PERMITTED UNDER A SEPARATE PERMIT.
 - KEY CARD READER MOUNTED TO FENCING.

GENERAL NOTES

FLETCHER JONES WARNER PDI
2815 & 2825 WARNER AVENUE, IRVINE, CA 92606

Gensler
5005 Greenville Avenue
Dallas, TX 75206
United States
Tel 214.273.1500
Fax 214.273.1505

City Case #00972895-PPA
Plan Check #00959630-CTI

Date	Description
2025/05/16	ISSUE FOR SITE PERMIT
B 2026/09/18	ADDENDUM 02
C 2026/01/08	ADDENDUM 03
D 2026/04/02	ADDENDUM 04

Seal / Signature



Project Name
FLETCHER JONES WARNER PDI

Project Number
027.6664.031

Description
SITE PLAN

KEY PLAN

Scale
1" = 30'-0"

Ref North

A1.00

FORTE

Clearly tough & secure.



CLEAR see-through security

TOUGH virtually impossible to penetrate or climb

SECURE enough for the highest levels of protection



Go ahead. Compare Forte with other high-security fencing. You'll find **ForTE delivers on every point.**

When you need it strong, virtually impenetrable, made to last and competitively priced, choose Forte's **steel flat or v-braced panels, with optional cross bars and reinforcing brackets for maximum security**, including multi-level and slope installations.

LEED Certified | Non-toxic Powder Coating | 25-year Limited Warranty



Security Rating: **MAXIMUM**

PANEL

Design	Height in	Length in	Gauge GAT	Post Height in
With V-Brace	76 3/4	99 3/16	8	106 5/16
	86 7/8	99 3/16	8	126
	79 3/16	99 3/16	8	106 5/16
Flat	99 1/16	99 3/16	8	126
	128 11/16	99 3/16	8	146
	162 1/4	99 3/16	8	170

Wire Breaking Load	Opening	
psi	in	cm
70,000 - 90,000	1/2 X 3	7.62 x 1.27

Note: Forte Flat Panels are extremely strong, anti-climb and anti-cut. However, due to the nature of the Forte Flat Panel and the fact they do not have any built-in lateral support to prevent the Panel from bowing or flexing, it is recommended to install horizontal cross bars between the vertical posts of each panel. Two cross bars per panel are the minimum required, however three cross bars are recommended (top, middle, bottom). The panel should be secured to the crossbars using a minimum of three equally spaced Universal Brackets and self-tapping screws. Please see your Distributor for additional details.

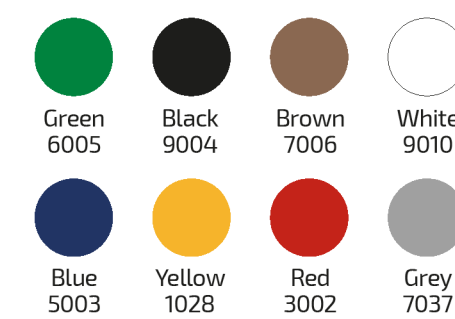
INSTALLATION COMPONENTS



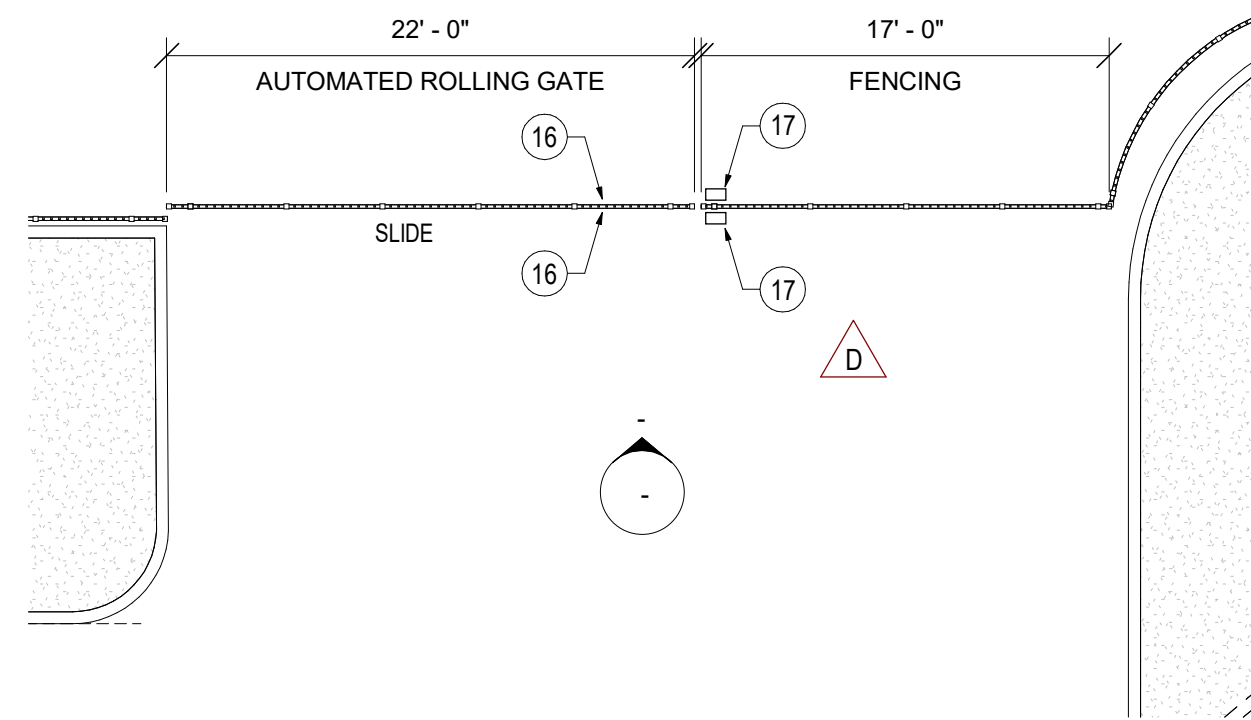
COMPOSITION

Powder Coating
Phosphate
Zinc
Steel

COLORS



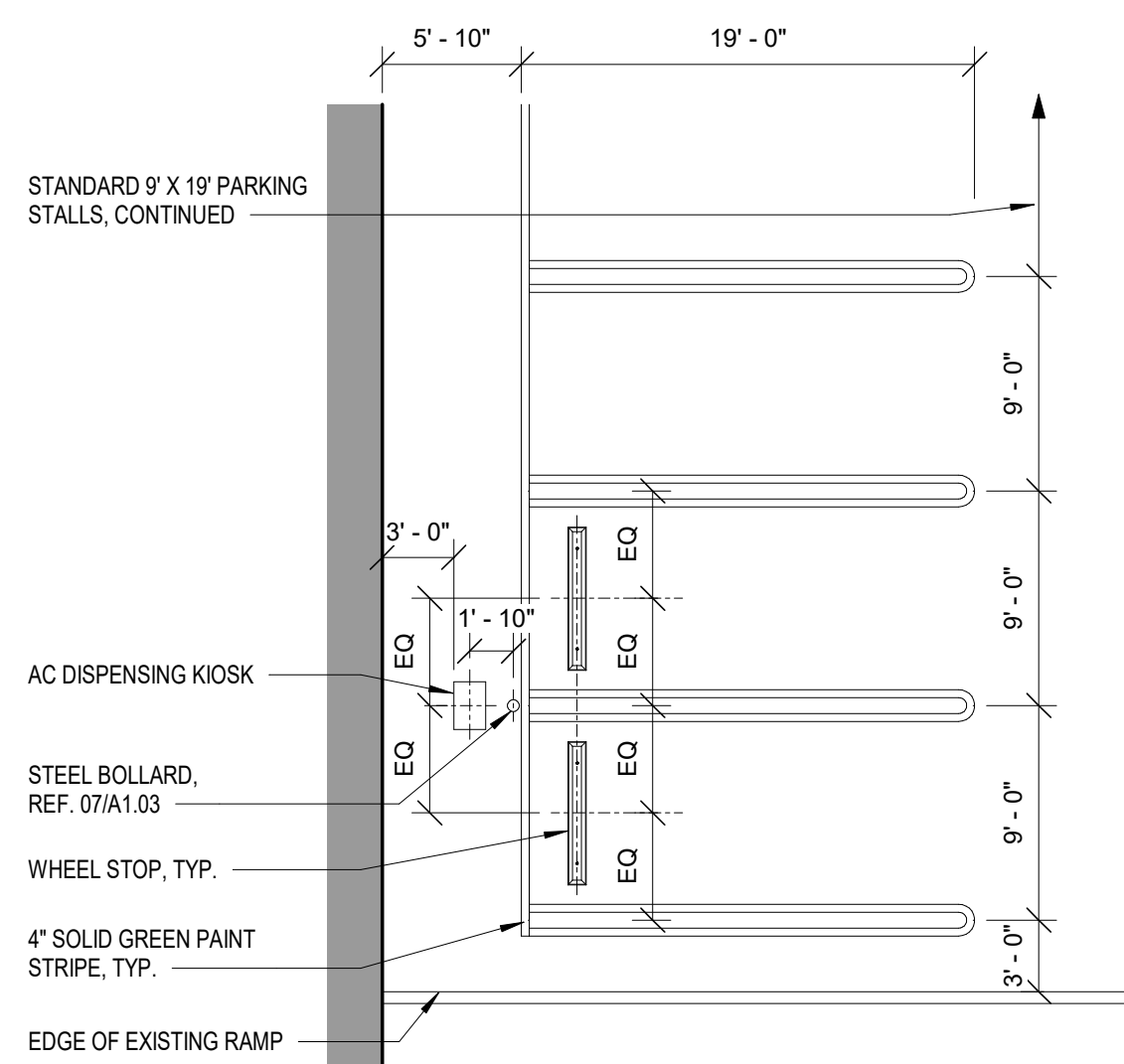
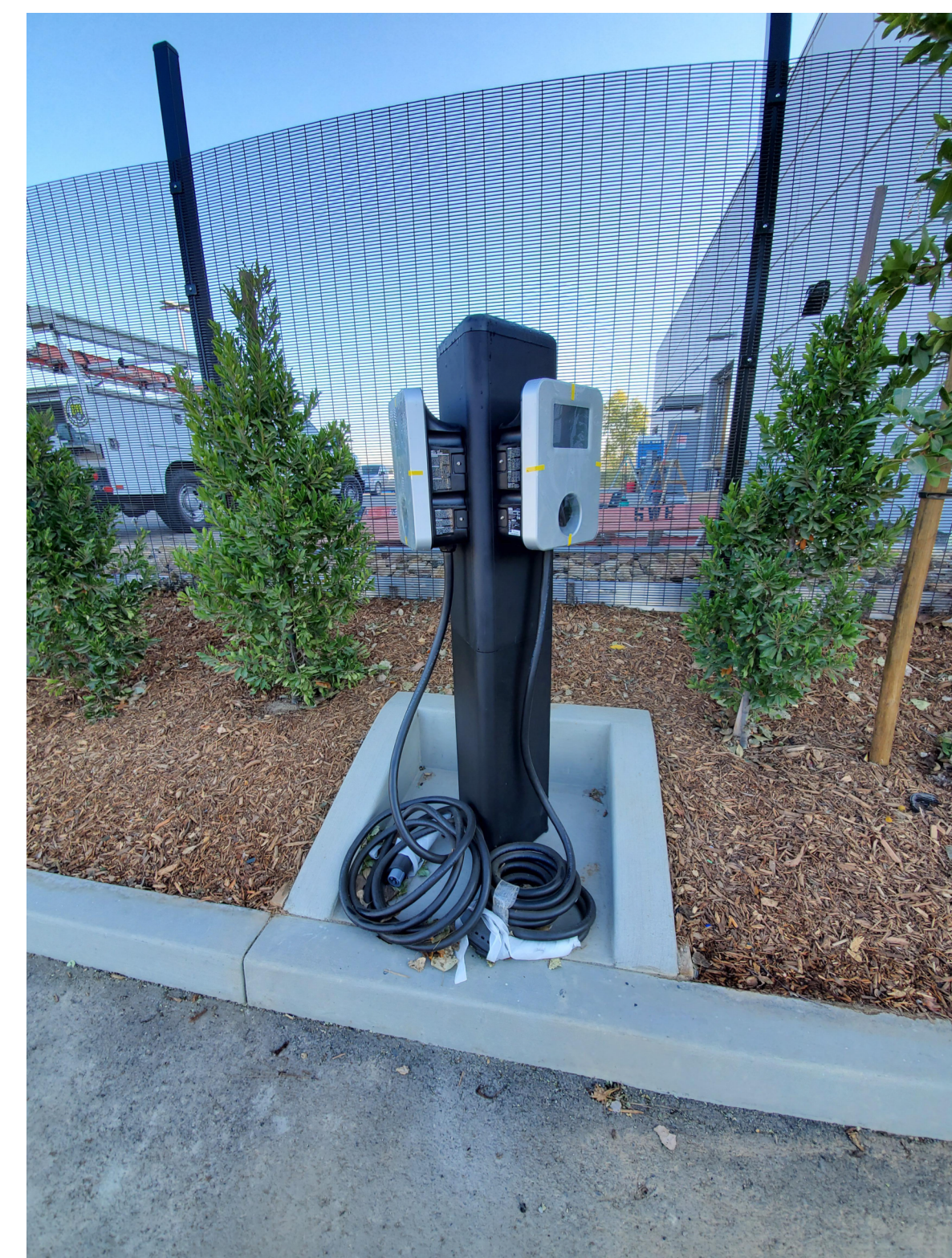
Building a beautiful world, one fence at a time. 8411 Irvington Blvd Ste B Houston, TX 77022 sales@designmasterfence.com designmasterfence.com



04 SLIDING MAIN VEHICULAR GATE

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

REF: 01 / A1.00



06 CHARGING PODIUM REFERENCE

SCALE: 3/16" = 1'-0"

05 BLDG A LEVEL 03 CHARGING

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

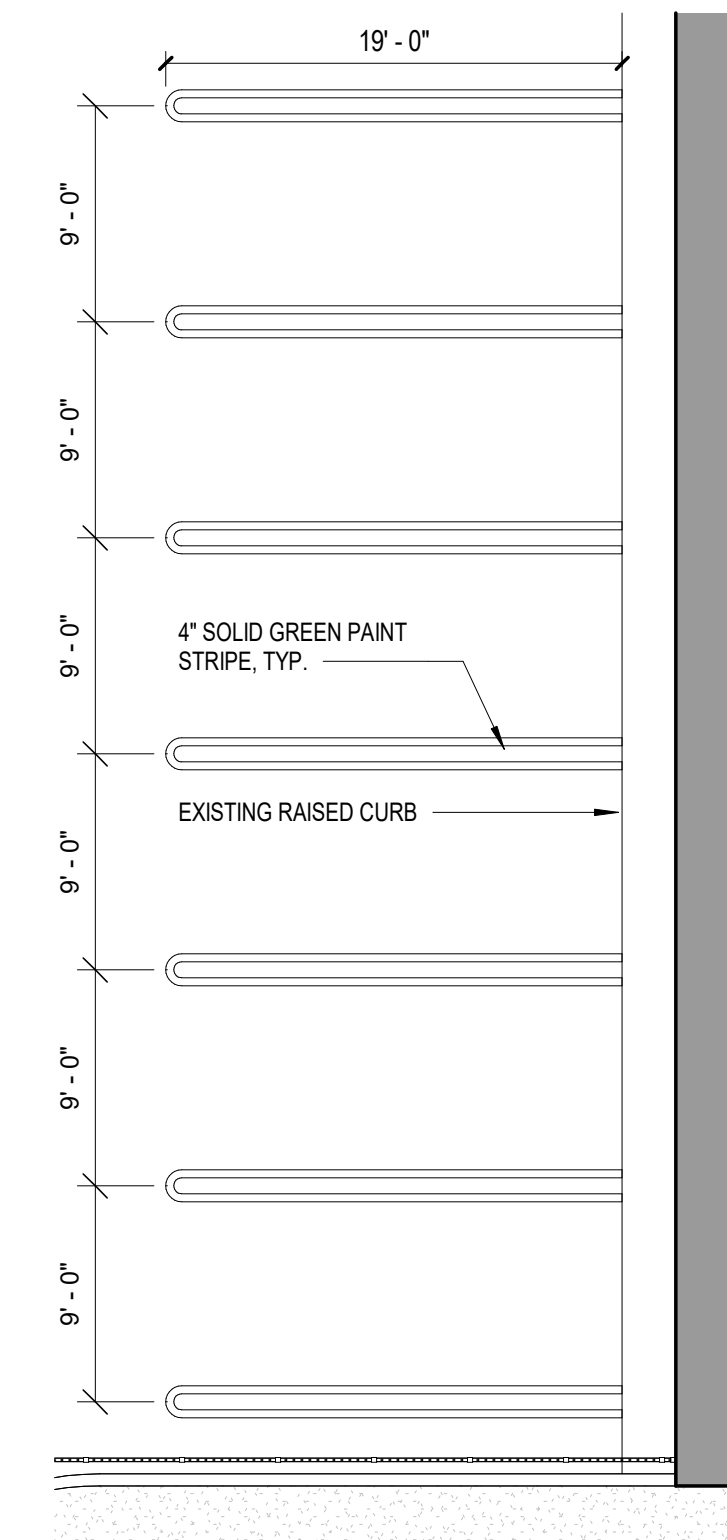
REF: 01 / A1.00

**City of Irvine
APPROVED**

BY M. O'Toole on behalf of CDD

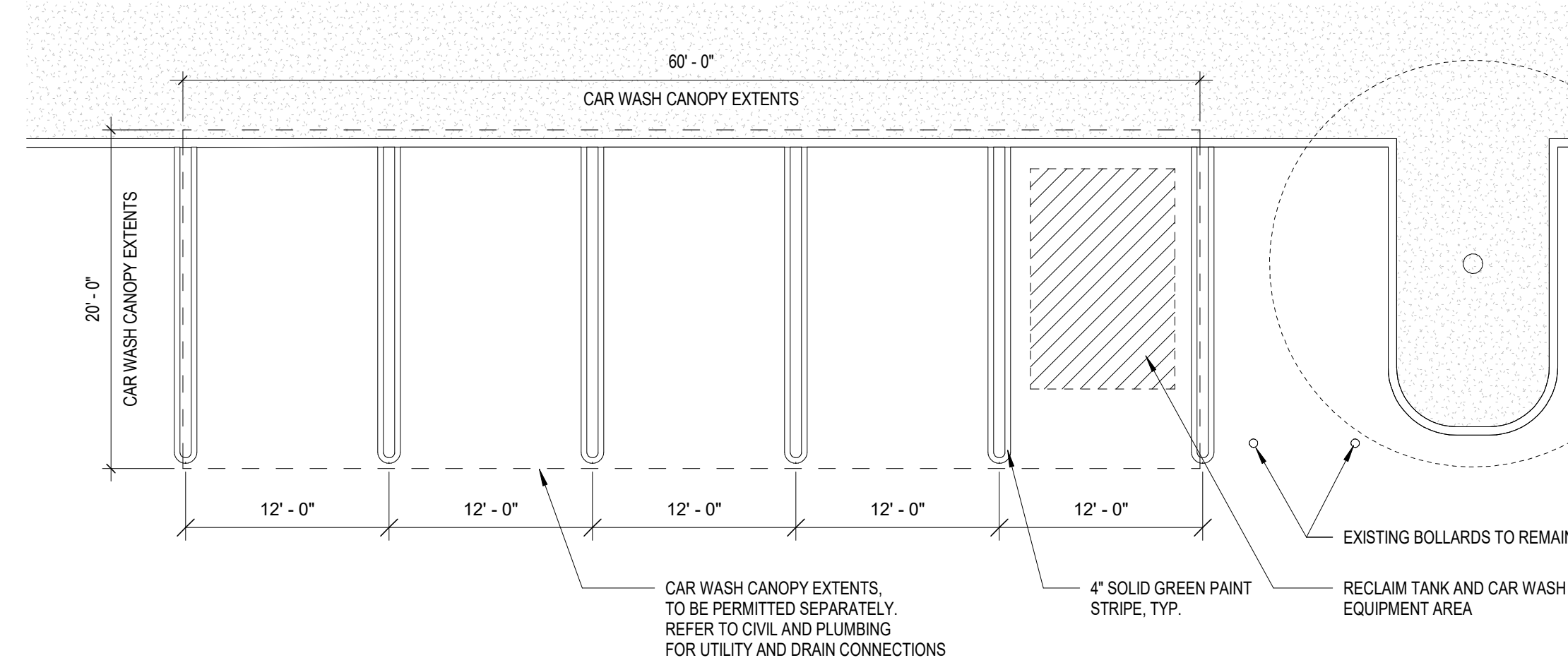
CASE # 00972895-PPA

DATE May 14, 2026



01 BLDG B PARKING

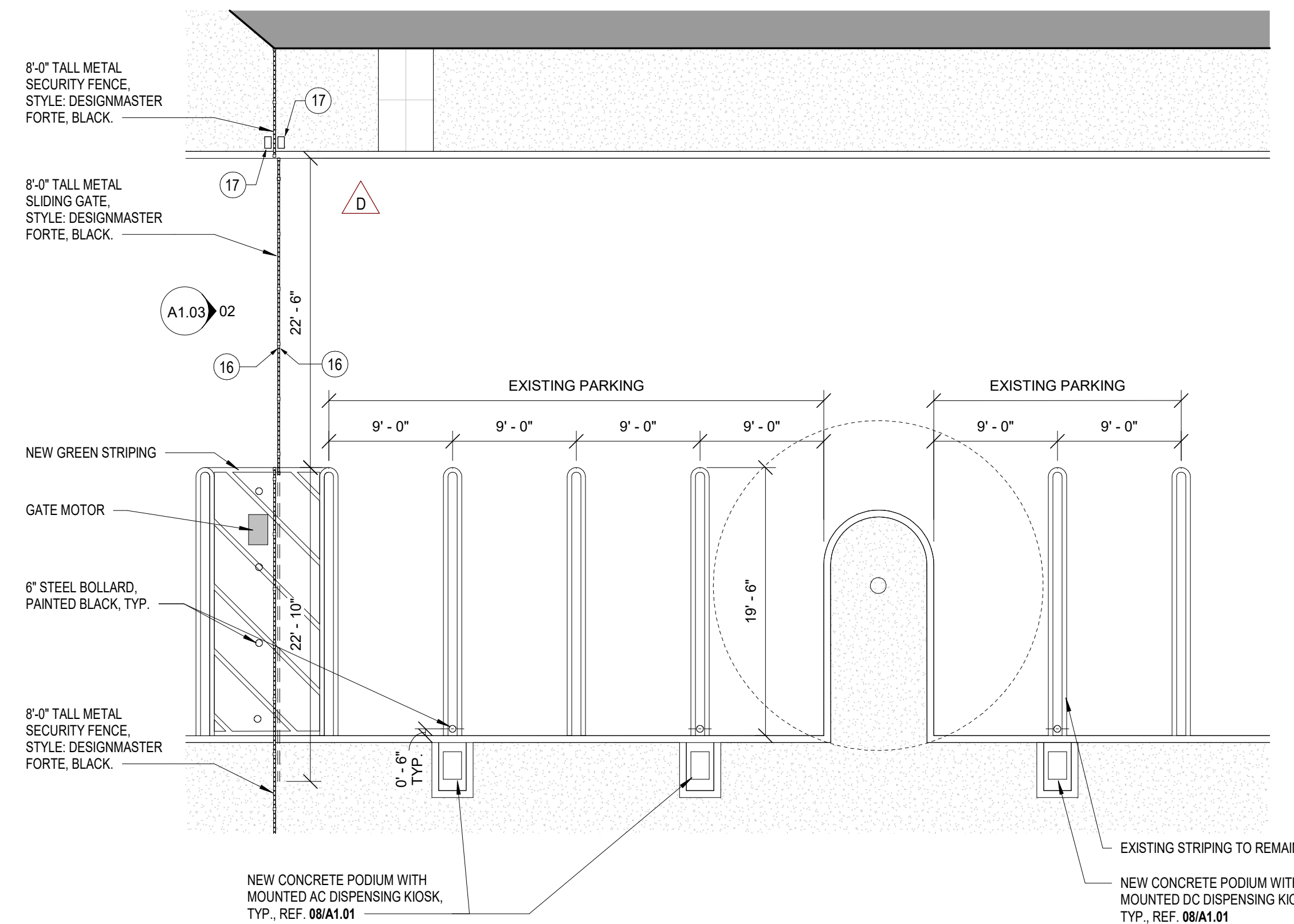
SCALE: 1/8" = 1'-0"



02 CAR WASH AREA

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

REF: 01 / A1.00



03 BLDG B LEVEL 03 CHARGING

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

REF: 01 / A1.00

SHEET NOTES

- 16 PERMANENT SIGNAGE CONSTRUCTED OF 1/2" GAUGE STEEL, ATTACHED TO EACH FACE OF GATE. SIGNAGE TO READ "NO PARKING - FIRE LANE."
- 17 CARD READER AND INTERCOM CALL BOX MOUNTED TO FENCING



GENERAL NOTES

FLETCHER JONES WARNER PDI

2815 & 2825 WARNER AVENUE, IRVINE, CA 92606

Gensler

5005 Greenville Avenue Dallas, TX 75206 United States Tel 214.273.1500 Fax 214.273.1505

City Case #00972895-PPA
Plan Check #00959630-CT1

Date	Description
5/16/25	ISSUE FOR SITE PERMIT
A 2025/08/22	ADDENDUM 01
B 2025/09/18	ADDENDUM 02

Seal / Signature



Project Name
FLETCHER JONES WARNER PDI

Project Number
027.6664.031

Description
SITE ENLARGED PLANS

Scale
As indicated

A1.01



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • FAX (805)682-8509 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

APPROVED 4/7/26

Sun-Sun Tvedten Murillo

February 11, 2026

25076L02

Mr. Shawn Dettrey
Chief Financial Officer
Fletcher Jones Moro Cars, Inc.
7300 W. Sahara Avenue
Las Vegas, NV 89117

GATE ACCESS STACKING ANALYSIS FOR THE FLETCHER JONES 2815/2825 WARNER AVENUE PROJECT- CITY OF IRVINE

Associated Transportation Engineers (ATE) has prepared the following Gate Access Stacking Analysis for the proposed Fletcher PDI Project located at 2815/2825 Warner Avenue in the City of Irvine. It is understood that the Gate Access Stacking Analysis will be submitted to the City of Irvine as part of the Project's application package.

PROJECT DESCRIPTION

The Project site is located at 2815/2825 Warner Avenue on an approximately 0.748-acre site occupied by two currently unoccupied warehouse buildings. The buildings were previously used a storage warehousing space for a paper company. Building "A" consist of 120,001 square feet of warehouse (115,019 sq.ft.) and office (4,982 sq.ft.) space. Building "B" consist of 18,967 square feet of warehouse (10,983 sq.ft.) and office (7,984 sq.ft.) space. The Project is proposing to add security fencing with manual automated



gates, electric vehicle charging pedestals, and infrastructure for a car wash canopy. The Project site will not generate any visitor traffic as it's for employee use only. The site is intended for preparing new vehicles for delivery to auto dealerships in Southern California. The process at this site is as follows:

- Cars arrive from being shipped overseas from sea transports
- Cars are inspected, and lightly serviced if needed
- Vendors install/calibrate specialty parts, as needed
- Cars are washed on site, then photographed

Once prepped, vehicles are transported to their respective dealerships.

Access to the Project site will be provided via an existing driveway connection to Warner Avenue. Two gated entry points are proposed on-site as part of the development application. Delivery trucks and passenger vehicles will utilize both gates. The gated entries will be closed at all times with access provided via a card reader or intercom. An exterior intercom speaker will allow truck drivers to enter via the Building "A" gate. An interior intercom speak will allow truck drivers to exit via the Building "B" gate. Explanation of gate operation provided to ATE is attached. The Project site plan is illustrated on Figure 1 (attached). On-site parking for employees is provided within the gated area.

PROJECT TRIP GENERATION

Trip generation estimates were calculated for the Project based on the rates published in the Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition¹. The rates for Warehouse (Land Use Code #150) were used in this analysis. The ITE trip generation accounts for office space as part of the warehouse building. Table 1 summarizes the average daily, AM and PM peak hour trip generation estimates for each warehouse building the Project. Note that the ITE trip generation estimates account for both passenger vehicles and delivery truck trips.

Table 1
Project Trip Generation

Land Use	Size	ADT		Peak Hour Trips			
		Rate	Trips	AM Peak Hour		PM Peak Hour	
				Rate	Trips (77%/23%)	Rate	Trips (28%/72%)
Building "A"	120,001 sq.ft.	1.38	166	0.15	14 (11 In/3 Out)	0.15	18 (5 In/13 Out)
Passenger Vehicle Trips		-	6	-	13 (10 In/3 Out)	-	17 (4 In/13 Out)
Delivery Truck Trips		-	160	-	1 (1 In/0 Out)	-	1 (1 In/0 Out)
Building "B"	18,967 sq.ft.	1.38	26	0.15	2 (2 In/0 Out)	0.15	3 (1 In/2 Out)
Total Trip Generation:			192		16 (13 In/3 Out)		21 (6 In/15 Out)

¹ Trip Generation, Institute of Transportation Engineers, 12th Edition, 2025.

As shown in Table 1 the Project would generate 192 average daily trips, 16 AM peak hour trips and 21 PM peak hour trips. Building "A" would generate 166 average daily trips, 14 AM peak hour trips and 18 PM peak hour trips. Building "B" would generate 26 average daily trips, 2 AM peak hour trips and 3 PM peak hour trips. The ITE estimated trip generation accounts for more delivery truck trips than the proposed Project is expected to generate. It's estimated that no more than 3 delivery trucks per day (6 daily delivery truck trips) will visit the site. All delivery trucks would enter the site via the Building "A" gated entrance. The stacking analysis focuses on entering delivery truck and passenger vehicle trips.

PROJECT TRIP DISTRIBUTION

Project-generated traffic was distributed onto the study-area roadway system based on existing traffic patterns in the study-area and our knowledge of the residential, employment, commercial centers and existing in and surrounding the City of Irvine. Project trips were distributed and assigned to the local street system based on the percentages presented in Table 2.

Table 2
Project Trip Distribution

Route	Origin/Destination	Percentage
Warner Avenue e/o Project Driveway	East	50%
Warner Avenue w/o Project Driveway	West	50%
Total:		100%

INTERSECTION OPERATIONS

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operation and LOS F indicating poor operation. The City of Irvine considers LOS E as the acceptable standard in the Irvine Business Complex (IBC).

Existing intersection traffic volumes were obtained from traffic count data collected in October of 2025 (attached). Counts were conducted during the AM peak commuter period (7:00 - 9:00 AM) and PM peak commuter period (4:00 - 6:00 PM). The peak 1-hour volumes were then identified for the analysis.

Existing + Project Conditions

Operational levels of service for the unsignalized Warner Avenue/Project Driveway intersection were calculated using the "Highway Capacity Manual" 7th Edition unsignalized intersection methodology. Levels of service were calculated for the study-area intersection assuming the Existing + Project traffic volumes illustrated on Figure 2 (attached). Tables 3 and 4 present the Existing + Project level of service forecasts.

**Table 3
Existing + Project Levels of Service – AM Peak Hour**

Intersection	Existing + Project	
	Veh. Delay	LOS
Project Driveway/Warner Avenue	16.8 sec.	LOS C

**Table 4
Existing + Project Levels of Service – PM Peak Hour**

Intersection	Existing + Project	
	Veh. Delay	LOS
Project Driveway/Warner Avenue	33.8 sec.	LOS D

The data presented in Tables 3 and 4 show that the Project Driveway/Warner Avenue intersection is forecast to operate in the LOS C - D range during the AM and PM peak hours respectively with Existing + Project traffic, which meet the City's LOS E operating standard.

SITE ACCESS AND CIRCULATION

As illustrated on the Project site plan, access to the on-site parking area would be provided by the existing driveway. Vehicles would enter via the existing driveway and proceed to the Fletcher Jones warehouse buildings.

Gate Access Stacking Analysis

Gate stacking at the Building "A" and Building "B" access gates was evaluated to ensure adequate storage lengths are provided and vehicle queues do not overflow into the public right-of-way or obstruct on-site circulation. Delivery trucks and passenger vehicles will utilize both gates. The gated entries will be closed at all times with access provided via a card reader or intercom. An exterior intercom speaker will allow truck drivers to enter via the Building "A" gate. An interior intercom speak will allow truck drivers to exit via the Building "B" gate.

The gate stacking analysis was performed based on procedures outlined in the "Entrance - Exit Design for Major Parking Facilities" (Robert Crommelin, 1972). The Crommelin

methodology applies a distribution statistical methodology where vehicle reservoir needs (queuing) at a site can be determined for a given traffic volume and service rate of the proposed gate device. The traffic intensity is determined based on the volumes of inbound traffic and the gate design capacities. Traffic intensity is the ratio between the average arrival rate (peak-hour inbound volumes) and the gate service rate, which results in the length (22 feet per passenger car vehicle) necessary for adequate reservoir space.

Service rate capacities were based on review of the "Entrance - Exit Design and Control for Major Parking Facilities" (Crommelin, 1972) methodology; however, the lowest entering maximum hourly capacity is 175 vehicles/hour for a coin operated gate. City staff recommend using service rates of 140 vehicles/hour and 340 vehicles/hour. However, because Project will not service that number of vehicles in an entire day, ATE used 60 vehicles/hour. ATE provided a more conservative analysis, an entering maximum hourly capacity of 60 vehicles/hour assumes a truck/passenger vehicle arrival would take up to one minute for security check-in. Using a higher service rate would result in shorter vehicle queues at the entry gates, given the estimated trip generation. A 95 percent confidence interval was used to determine the queue that is not exceeded five times out of 100 intervals.

Table 5 summarizes the access gate queuing analysis for each driveway for a "worst-case" scenario assuming 100% of delivery trucks (3 daily) enter via Building "A" gate and only passenger vehicles enter via Building "B" gate. As shown in Table 5, the gated entrances provide approximately 105 feet of storage length (as illustrated on Figure 3) for Building "A" and 125 feet of storage length (as illustrated on Figure 4) for Building "B". Which is sufficient to accommodate the forecasted queue lengths of 25 and 65 feet (one delivery truck) respectively during the peak hours.

Table 5
Gate Access Inbound Stacking Analysis

Gate/Peak Hour	Inbound Demand Flow (veh./hr.)	Service Lanes	Service Rate Capacity (veh./hr./ln.)	Utilization Factor	Queue Length (feet)	Storage Length (feet)	Adequate Storage Provided
<u>Driveway "A"</u>							
AM Peak Hour	11	1	60	0.18	65'	105'	Yes
PM Peak Hour	5	1	60	0.08	65'	105'	Yes
<u>Driveway "B"</u>							
AM Peak Hour	2	1	60	0.03	25'	125'	Yes
PM Peak Hour	1	1	60	0.02	25'	125'	Yes

As noted, only the Building "A" gate will allow delivery truck entry access. The queuing analysis is performed assuming 65 feet of queue per vehicle to accommodate a 60-foot-long California Legal Design Vehicle 60' Radius truck. Therefore, an inbound truck will occupy 65 feet of the available 105-foot storage length for the Building "A" gated entrance. It is projected that the proposed development will have 1 inbound delivery truck during the AM peak hour and 1 inbound delivery truck during the PM peak hour. Thus, an inbound delivery truck is expected no more than 1 per hour during the AM peak hour and PM peak hours. Given an expected delivery schedule of 3 delivery trucks per day, it is unlikely that there would be a conflict between a delivery truck attempting to enter the Building "A" gated entrance, while a second delivery truck is attempting to gain access to the site via the Warner Avenue driveway, but in this unlikely event the second delivery truck will need to queue either in the southbound left-turn lane or in the northbound through/right-turn travel lane. As illustrated on Figure 3, two passenger vehicles traveling behind an inbound truck at the Building "A" gated access would not effect through traffic on Warner Avenue.

Figure 4 illustrates the vehicle stacking for the Building "B" gated entrance. As shown on Figure 4, up to 6 passenger vehicles can queue prior to the gated entrance. It is projected that the proposed development will have 2 inbound passenger vehicles during the AM peak hour and 1 inbound passenger vehicle during the PM peak hour. Thus, an inbound vehicle is expected every 30 minutes during the AM peak hour and only 1 expected during the PM peak hour. The Project Warner Avenue driveway allows for both delivery trucks and passenger vehicles to queue without interfering with through traffic on Warner Avenue. As illustrated on Figure 4 there is sufficient storage to accommodate entering vehicle queues without obstructing entering vehicles or adversely impacting on-site circulation. As noted, employee parking is provided within the gated area.

Figure 5 illustrates the vehicle stacking for both Building "A" and Building "B" gated entrances. As shown on Figure 5, up to one delivery truck and 6 passenger vehicles can queue prior to the gated entrances. It is projected that the proposed development will have 13 inbound vehicles during the AM peak hour and 6 inbound vehicle during the PM peak hour. Thus, 3 inbound vehicles is expected every 15 minutes during the AM peak hour and less than 2 expected every 15 minutes during the PM peak hour. The Project Warner Avenue driveway allows for both delivery trucks and passenger vehicles to queue without interfering with through traffic on Warner Avenue. As illustrated on Figure 5 there is sufficient storage to accommodate entering vehicle queues without obstructing entering vehicles or adversely impacting on-site circulation.

Vehicle Queue Overflow Management

The data presented above indicates that delivery and passenger vehicle queues would be accommodated in the on-site stacking lanes provided. The study identifies the maximum theoretical queues that could be accommodated without interfering with the external street operations of Warner Avenue. As illustrated on Figures 3 and 4, 1 delivery truck and up to 6 passenger vehicles can queue prior to the gated entrance. The site design would accommodate a queue of approximately 6 passenger vehicles extending to the south without interfering with Warner Avenue.

The following traffic management measure should be considered if the peak queues extend to more than 6 passenger vehicles.

- To prevent Project traffic from queuing along Warner Avenue, though unlikely, it is recommended that the Building "B" gated entrance remain open during operating hours.

SUMMARY

The Project is proposing to add security fencing with manual automated gates, electric vehicle charging pedestals, infrastructure for a car wash canopy. The Project site will not generate any visitor traffic as it's for employee use only. The site is intended for preparing new vehicles for delivery to auto dealerships in Southern California. The process at this site is as follows:

- Cars arrive from being shipped overseas from sea transports
- Cars are inspected, and lightly serviced if needed
- Vendors install/calibrate specialty parts, as needed
- Cars are washed on site, then photographed

Once prepped, vehicles are transported to their respective dealerships.

Access to the Project site will be provided via an existing driveway connection to Warner Avenue. Two gated entry points on-site are proposed as part of the development application. Delivery trucks and passenger vehicles will utilize both gates. The gated entries will be closed at all times with access provided via a card reader or intercom. An exterior intercom speaker will allow truck drivers to enter via the Building "A" gate. An interior intercom speak will allow truck drivers to exit via the Building "B" gate.

The Warner Avenue/Project Driveway intersection is forecast to operate in the LOS C - D range during the AM and PM peak hours with Existing + Project traffic, which meet the City's LOS E operating standard in the IBC.

The queuing analysis found that there is sufficient storage space for vehicle access to both Building "A" and Building "B". The site design would accommodate a queue of up to one

delivery truck and 6 passenger vehicles prior to the gated entrances without interfering with the flow of traffic along Warner Avenue. The following active traffic management measure should be considered if the peak queues extend to more than 6 passenger vehicles.

- To prevent Project traffic from queuing along Warner Avenue, though unlikely, it is recommended that the Building "B" gated entrance remain open during operating hours.

Associated Transportation Engineers,

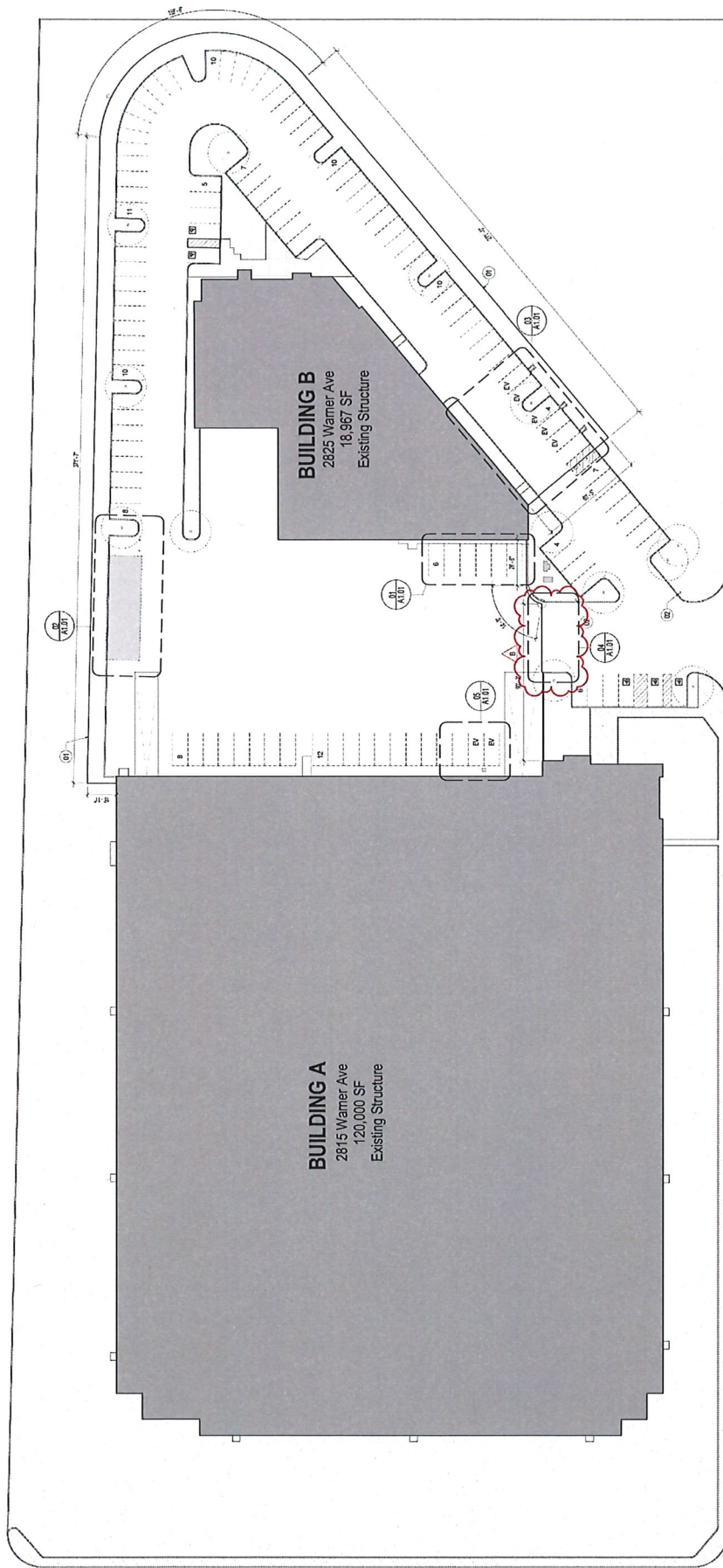


By: Richard L. Pool, P.E.
President



RLP/DFN

Attachments: Figures 1 through 5
Traffic Counts
Gate Operation Details provided by Client
Synchro LOS Worksheets



NOT TO SCALE

FIGURE 1

PROJECT SITE PLAN

ASSOCIATED
TRANSPORTATION
ENGINEERS



GM-ATE#25076

Building "A"

Building "B"

Building A Entrance

Building B Entrance

Warner Avenue

1415(1009) →

← (7) 3

← (1) 7

← (2) 8

← 5(11)

← (6) 3

← (401) 829

1(2) →

LEGEND

←(XX)XX - (AM)PM Peak Hour Volume



NOT TO SCALE

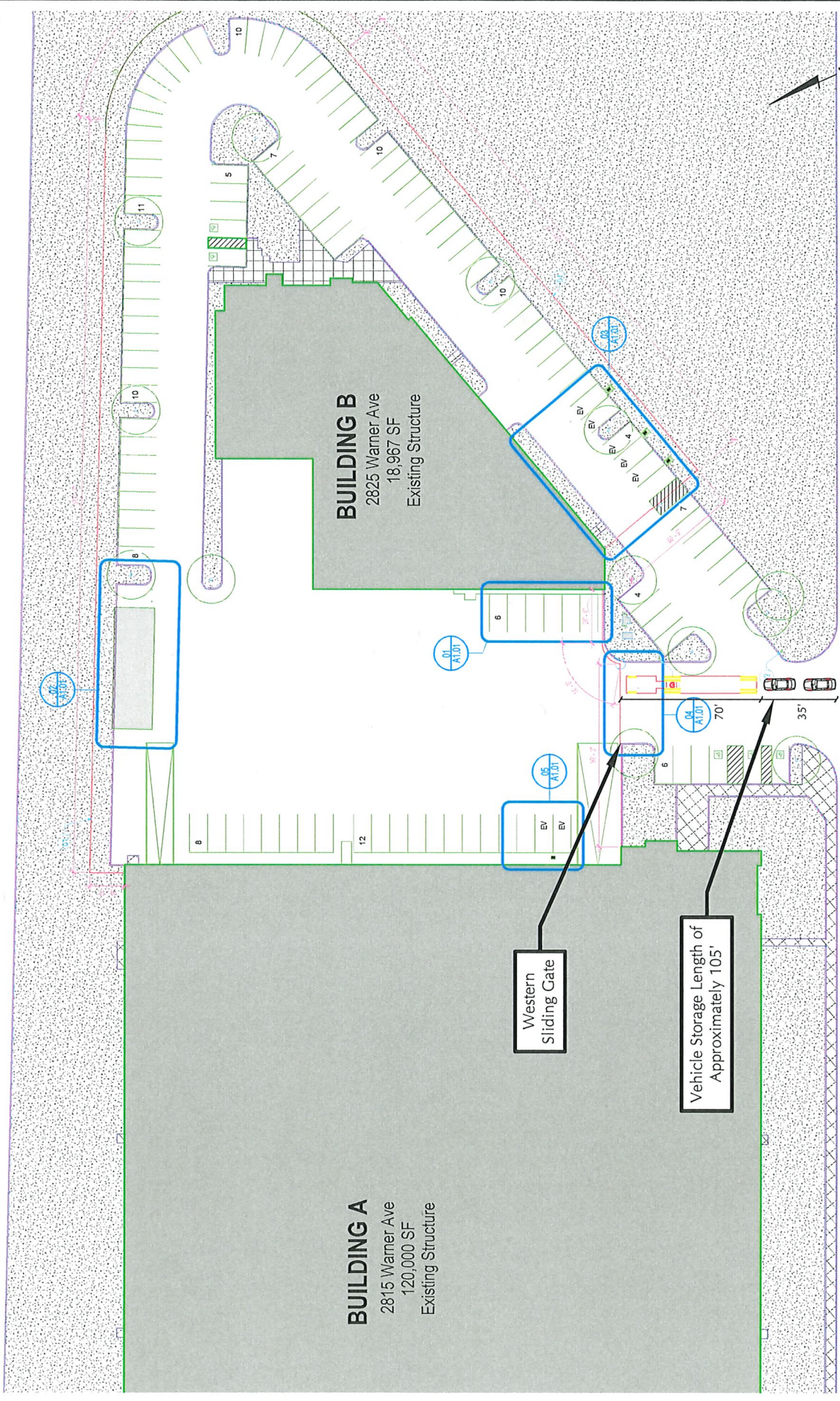
FIGURE 2

EXISTING + PROJECT DRIVEWAY VOLUMES

GM-ATE#25076

ASSOCIATED
TRANSPORTATION
ENGINEERS





NOT TO SCALE

FIGURE 3

VEHICLE STACKING AT ENTRY GATE FOR BUILDING A

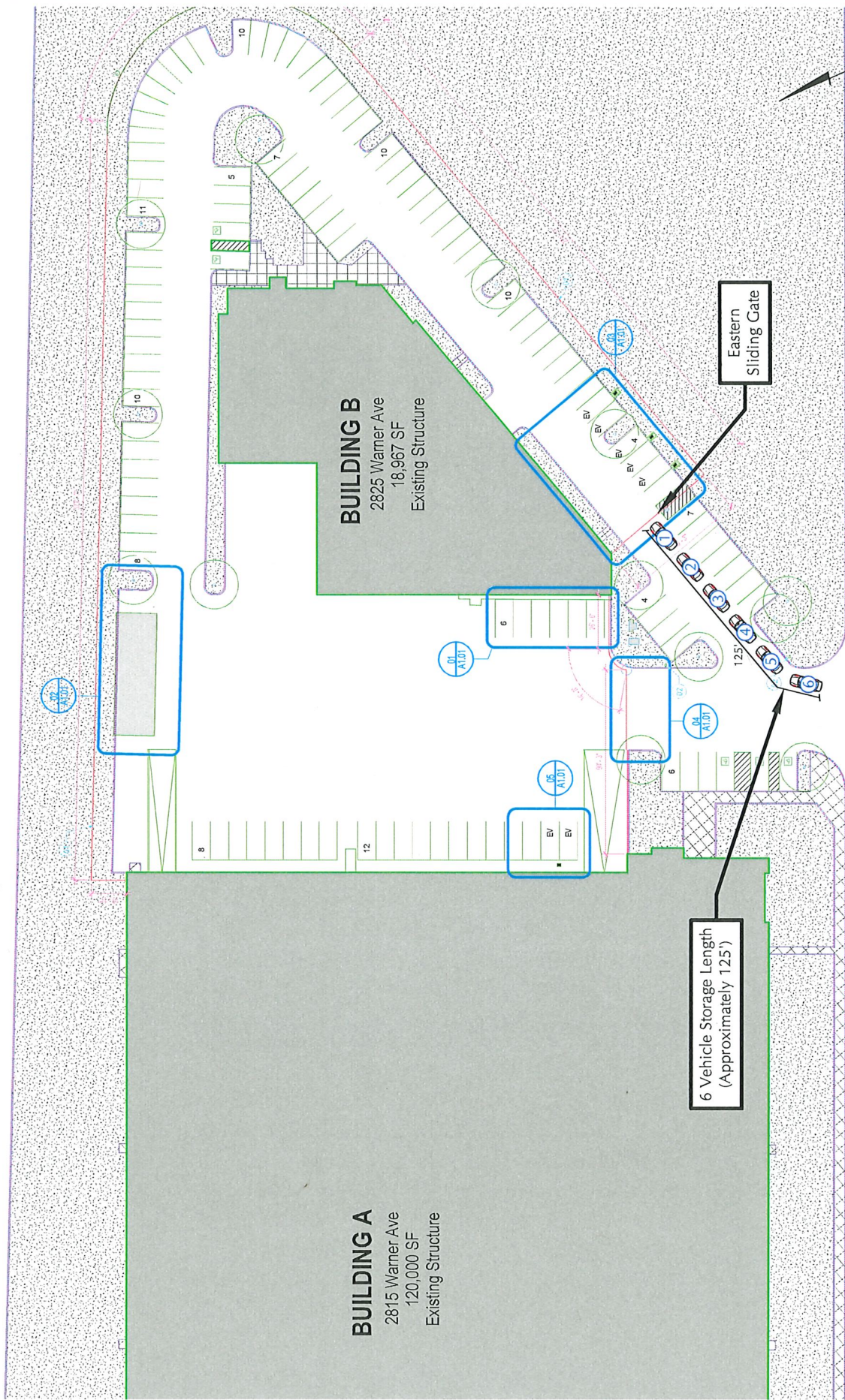
GM-ATE#25076

BUILDING A
 2815 Warner Ave
 120,000 SF
 Existing Structure

BUILDING B
 2825 Warner Ave
 18,967 SF
 Existing Structure

Western Sliding Gate

Vehicle Storage Length of
 Approximately 105'



NOT TO SCALE

FIGURE 4

GM-ATE#25076

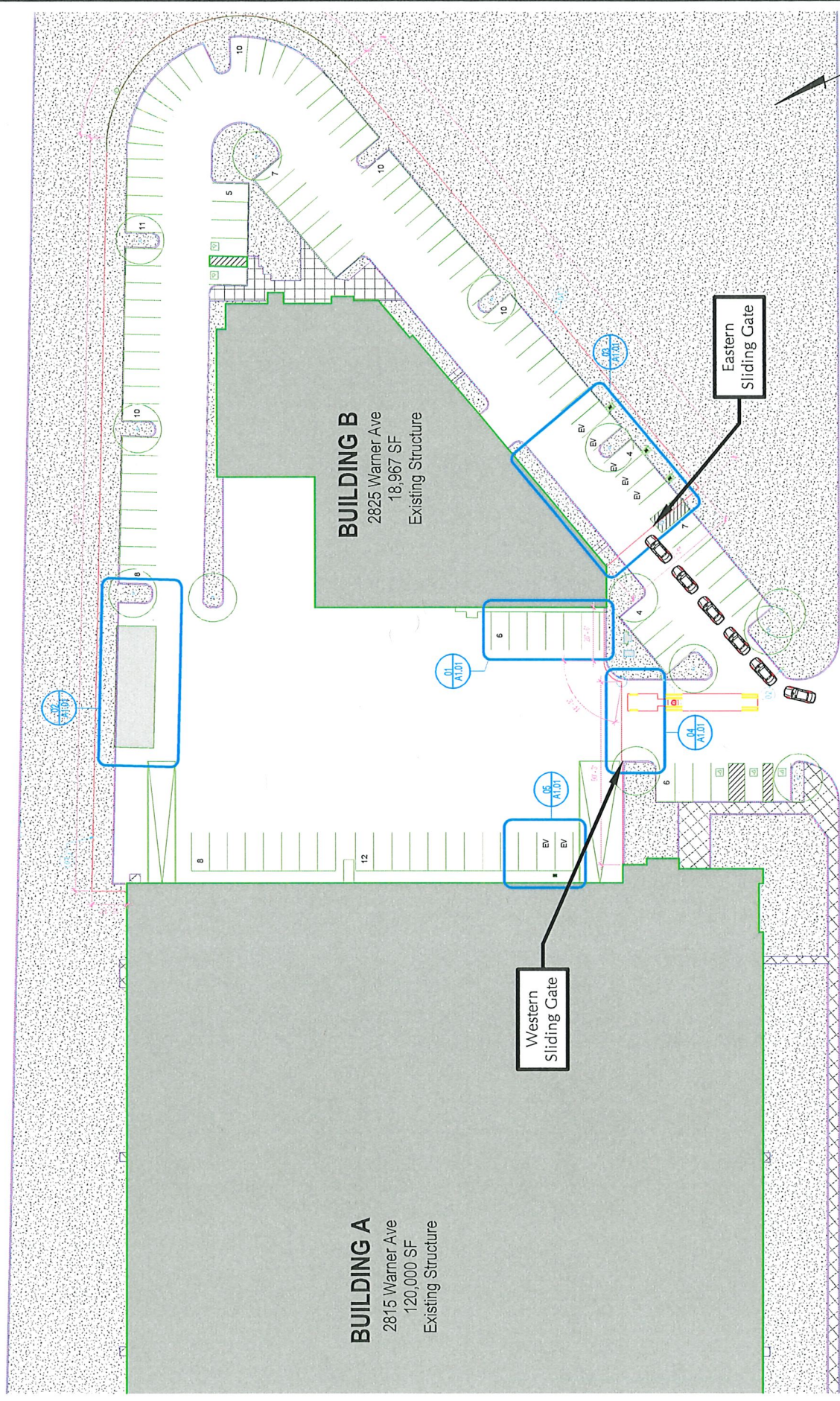
VEHICLE STACKING AT ENTRY GATE FOR BUILDING B

BUILDING A
 2815 Warner Ave
 120,000 SF
 Existing Structure

BUILDING B
 2825 Warner Ave
 18,967 SF
 Existing Structure

6 Vehicle Storage Length
(Approximately 125')

Eastern Sliding Gate



NOT TO SCALE

FIGURE 5

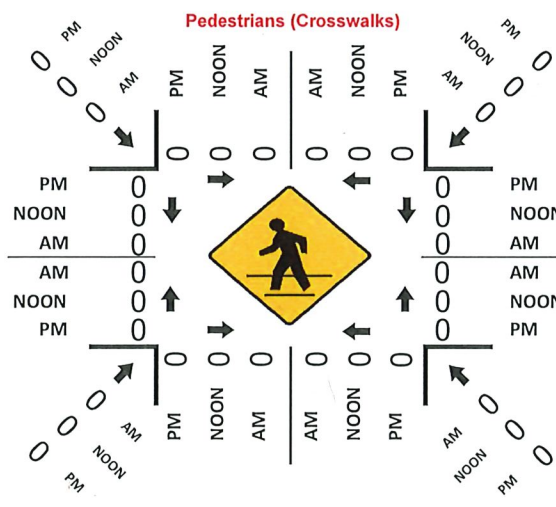
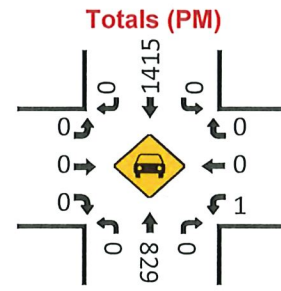
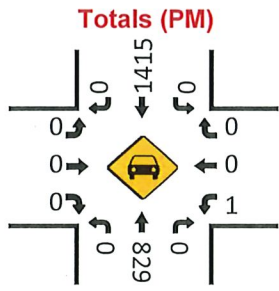
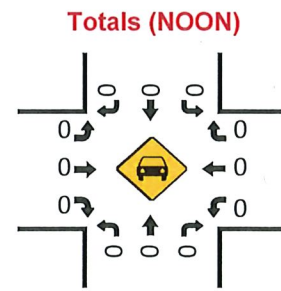
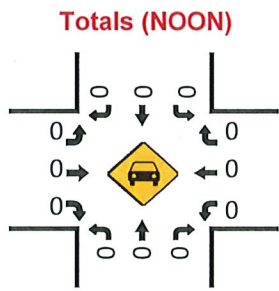
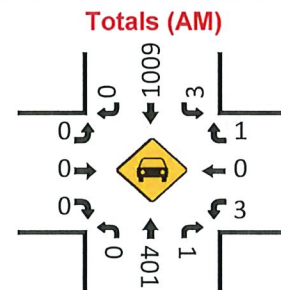
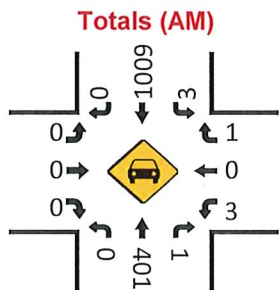
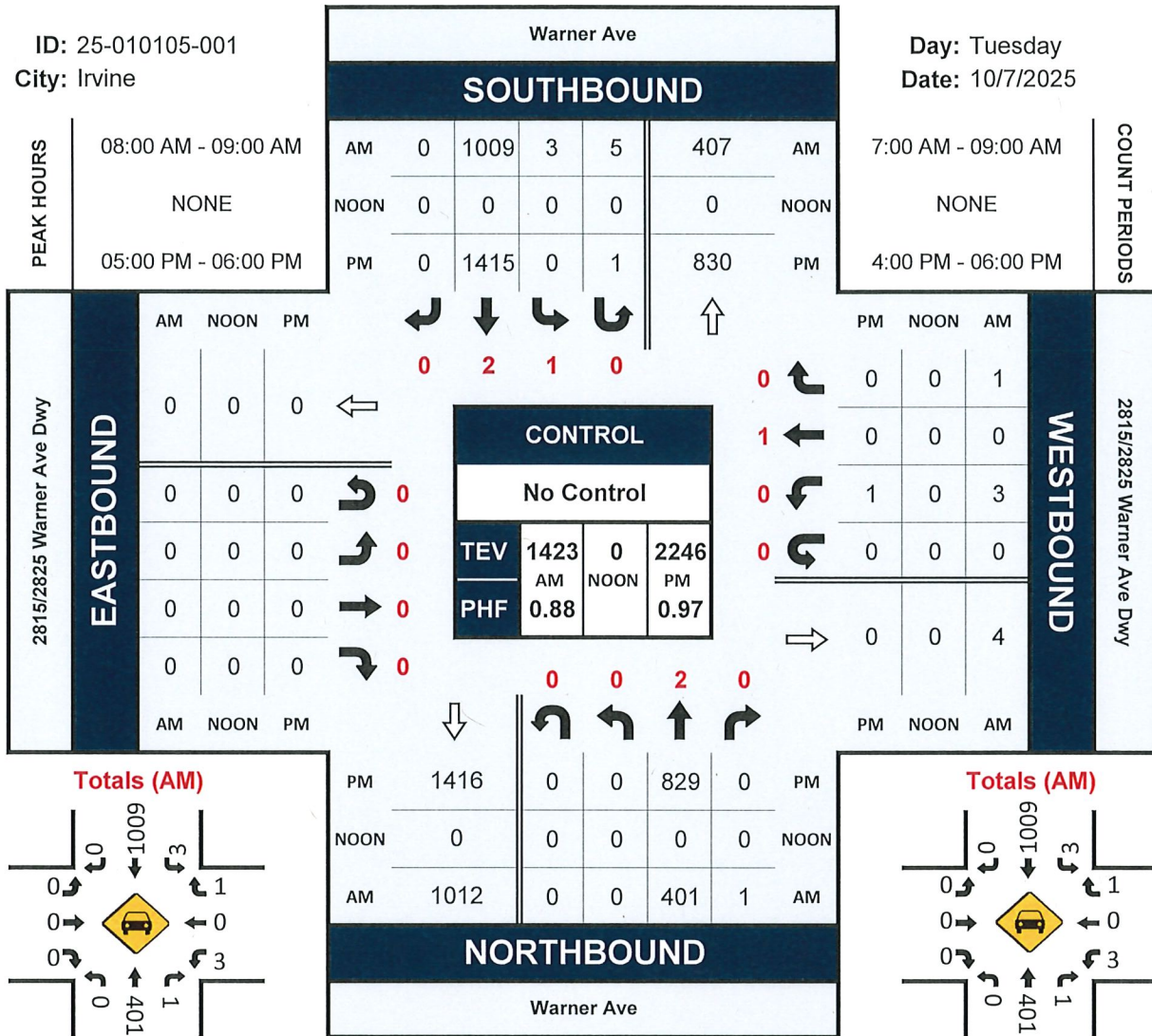
VEHICLE STACKING AT BOTH ENTRY GATES

Warner Ave & 2815/2825 Warner Ave Dwy

Peak Hour Turning Movement Count

ID: 25-010105-001
City: Irvine

Day: Tuesday
Date: 10/7/2025



Darryl Nelson

From: James Spence <James_Spence@gensler.com>
Sent: Friday, January 09, 2026 9:59 AM
To: Darryl Nelson
Subject: Warner PDI - Stacking Study Comments

Hi Darryl,

Answers from our discussion yesterday provided below. I'll send an email to Claire today.

1. Describe the existing use. Is the project site currently occupied? Include a breakdown of office and warehouse.
 - a. **The existing use is a storage warehouse for a paper company. The current site is not occupied.**
 - b. **Building A**
 - i. **Office: 4,982sf**
 - ii. **Warehouse: 115,019sf**
 - c. **Building B**
 - i. **Office: 7,984sf**
 - ii. **Warehouse: 10,983sf**
2. Both Building A and Building B gates will be card reader operated? Or would Building A have a "direction-info needed gate" which would mean truck drivers utilize an intercom to speak with security staff for access through the gate? Confirm.
 - a. **Building A Gate: Card reader operated on both sides. Exterior will also include an intercom speaker for truck drivers to enter.**
 - b. **Building B Gate: Card reader operated on both sides. Interior will also include an intercom speaker for truck drivers to exit.**
3. To be consistent with what is coded in ITAM, apply ITE Land Use Code 140 - Manufacturing trip rates.
 - a. **Gensler to contact City to discuss.**
4. Confirm this is the anticipated operational schedule. If so, this would be reflected on Table 1 if you choose to reflect the actual truck trips based on operational schedule and the project will be conditioned to these number of trips (1 AM, 1 PM, and 6 daily truck trips).
 - a. **Confirmed.**

Best,

James Spence, AIA
Associate
+1 214.866.3162 Direct
+1 214.273.1500 Main

Gensler

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑	↑↑		↔	
Traffic Vol, veh/h	7	1009	401	6	2	1
Future Vol, veh/h	7	1009	401	6	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	0	-	0	-	
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1097	436	7	2	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	442	0	-	0	1003 221
Stage 1	-	-	-	-	439 -
Stage 2	-	-	-	-	564 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	114	-	-	-	239 783
Stage 1	-	-	-	-	617 -
Stage 2	-	-	-	-	533 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	114	-	-	-	237 783
Mov Cap-2 Maneuver	-	-	-	-	237 -
Stage 1	-	-	-	-	613 -
Stage 2	-	-	-	-	533 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	16.78
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1114	-	-	-	309
HCM Lane V/C Ratio	0.007	-	-	-	0.011
HCM Ctrl Dly (s/v)	8.3	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑↑	↑↑		↑	
Traffic Vol, veh/h	3	1415	829	3	8	7
Future Vol, veh/h	3	1415	829	3	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	0	-	0	-	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1538	901	3	9	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	904	0	-	0	1678 452
Stage 1	-	-	-	-	903 -
Stage 2	-	-	-	-	776 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	748	-	-	-	86 555
Stage 1	-	-	-	-	356 -
Stage 2	-	-	-	-	415 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	748	-	-	-	85 555
Mov Cap-2 Maneuver	-	-	-	-	85 -
Stage 1	-	-	-	-	354 -
Stage 2	-	-	-	-	415 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	33.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	748	-	-	-	141
HCM Lane V/C Ratio	0.004	-	-	-	0.115
HCM Ctrl Dly (s/v)	9.8	-	-	-	33.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4