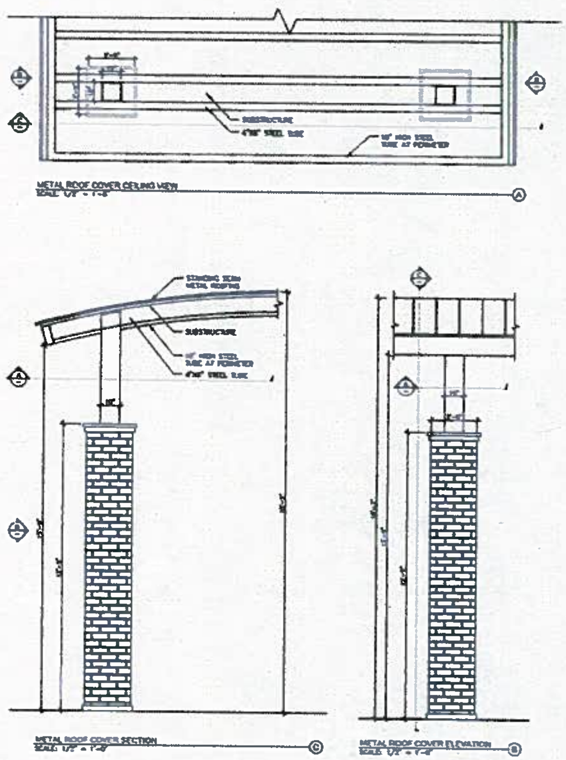


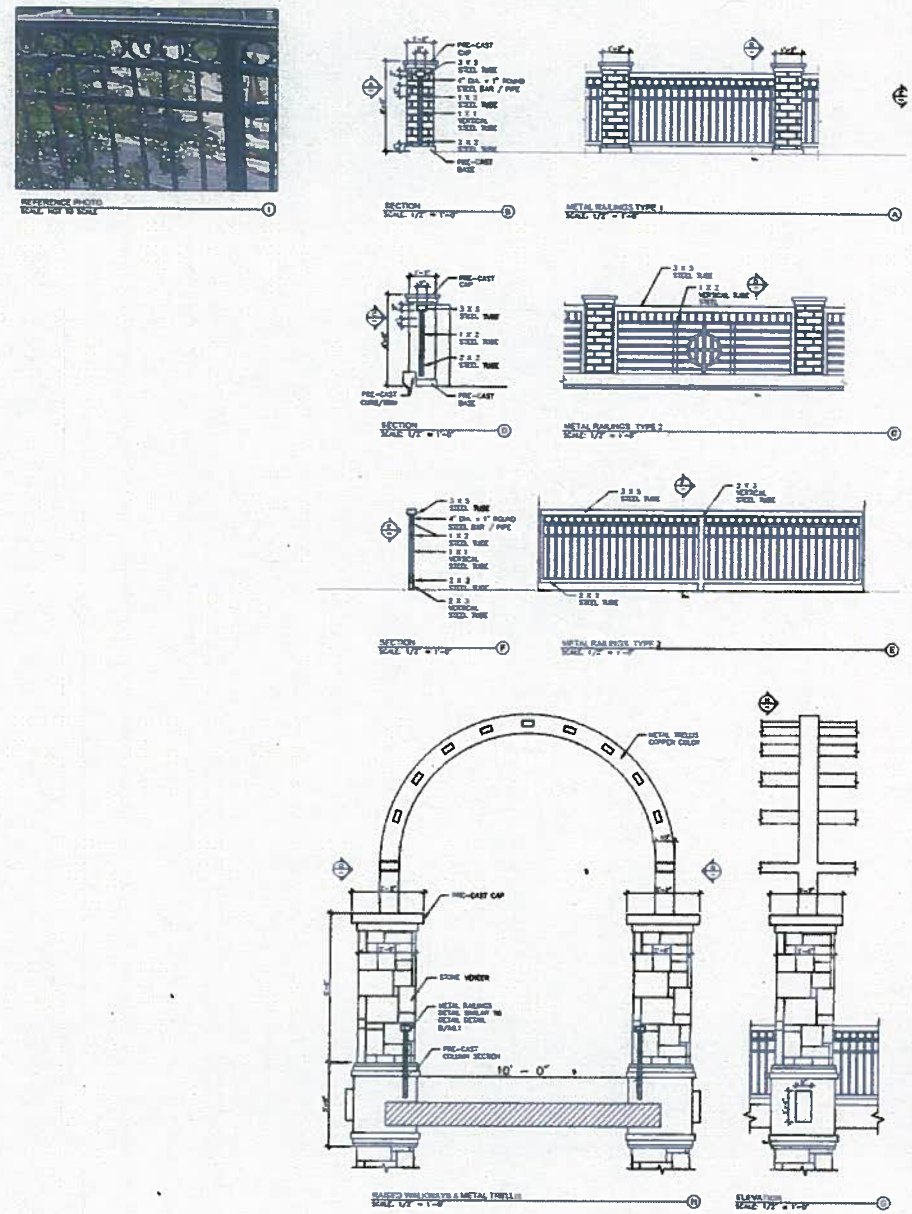
METAL ROOF COVER CEILING VIEW
SCALE: 1/2" = 1'-0"

METAL ROOF COVER SECTION
SCALE: 1/2" = 1'-0"

METAL ROOF COVER ELEVATION
SCALE: 1/2" = 1'-0"

GENERAL NOTES
1. SEE BUILDING ELEVATION SHEETS FOR MATERIALS AND COLORS TYP., UNLESS NOTED OTHERWISE

METAL ROOF COVERING 2



REFERENCE PHOTO
SCALE: NOT TO SCALE

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

METAL RAILINGS TYPE 1
SCALE: 1/2" = 1'-0"

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

METAL RAILINGS TYPE 2
SCALE: 1/2" = 1'-0"

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

METAL RAILINGS TYPE 3
SCALE: 1/2" = 1'-0"

RAISED WALKWAYS & METAL TRELLIS
SCALE: 1/2" = 1'-0"

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

GENERAL NOTES
1. SEE BUILDING ELEVATION SHEETS FOR MATERIALS AND COLORS TYP., UNLESS NOTED OTHERWISE

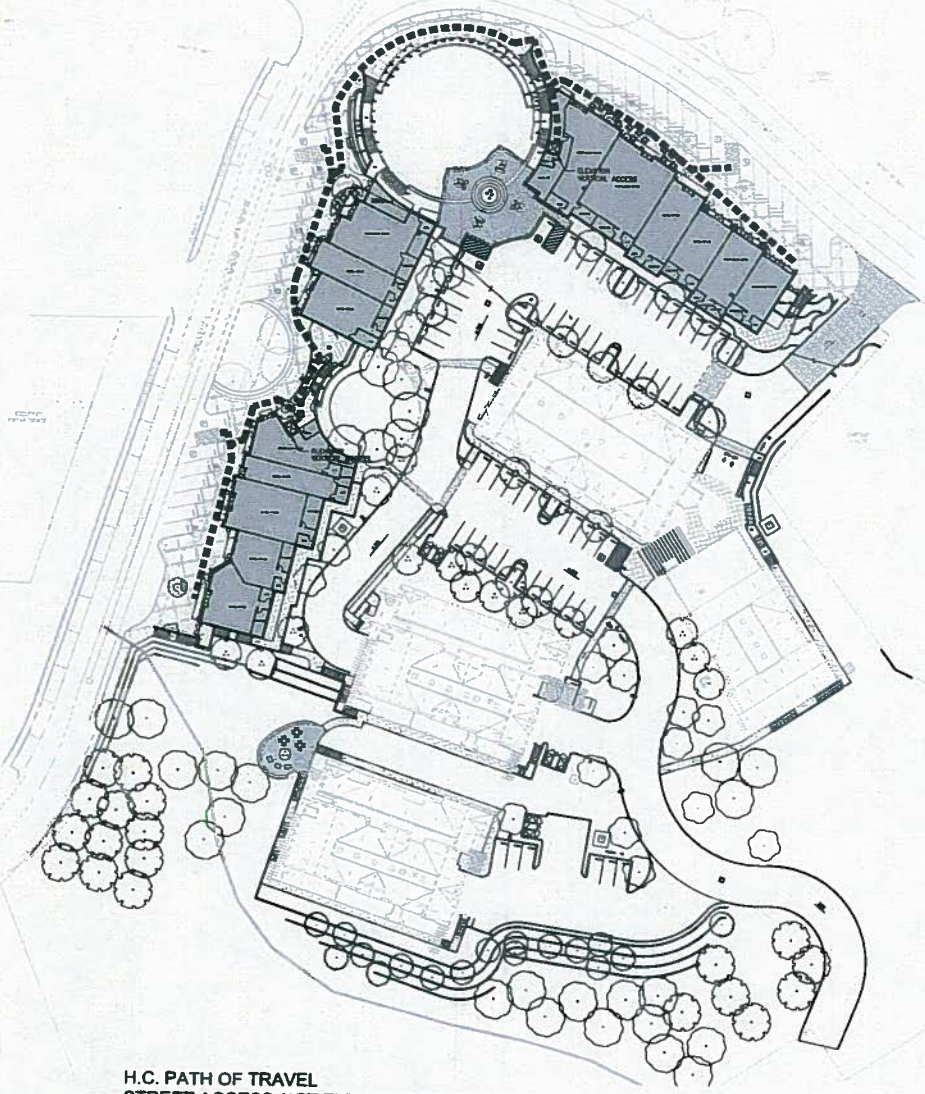
TRELLIS AND HANDRAILS 1

CORNERSTONE

C-011956

Heathcote & Associates
Architecture
3396 Willow Lane
Westlake Village
California Suite 200
Phone 805-497-4700

A8.1
DETAILS



H.C. PATH OF TRAVEL
STREET ACCESS (1ST FLR. BLDG. #1, #2 & #3)

REFERENCE SITE PLAN

1

CORNERSTONE

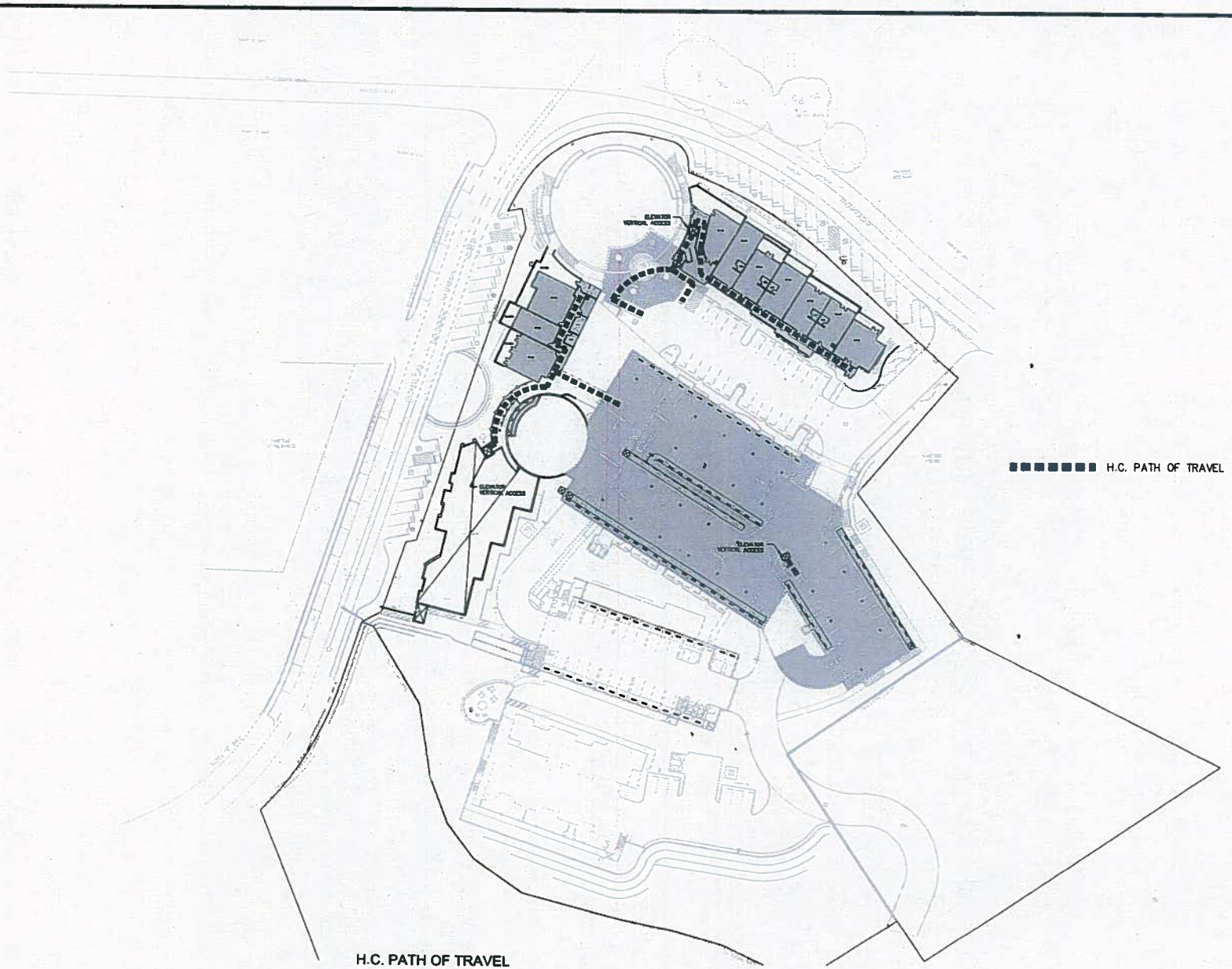
AGOURA HILLS, CALIFORNIA

AGOURA ROAD

LICENSED ARCHITECT
C-011856
STATE OF CALIFORNIA

Heathcote & Associates
Architecture
3398 Willow Lane
Westlake Village
California Suite 200
Phone 805-497-4700

H.C. 1



REFERENCE SITE PLAN

1

CORNERSTONE

AGOURA HILLS, CALIFORNIA

AGOURA ROAD

Heathcote & Associates

Architecture

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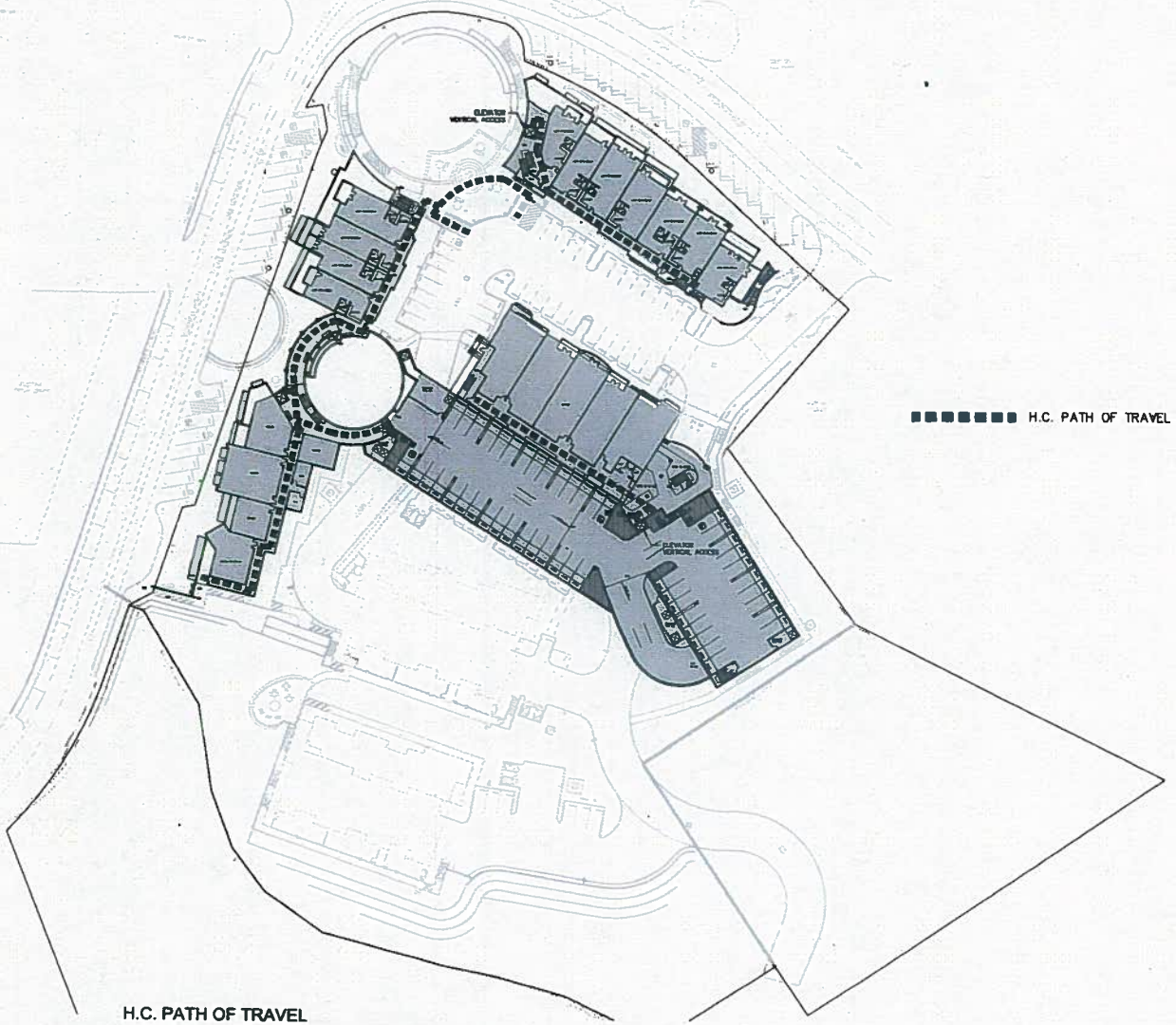
Westlake Village
California Suite 200
Phone 805-497-4700

H.C. 2



H.C. PATH OF TRAVEL
(2ND FLR. BLDG. #1) (3RD FLOOR #2 &#3)

REFERENCE SITE PLAN

1

CORNERSTONE

ARDURA HILLS, CALIFORNIA

ARDURA ROAD

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Architecture

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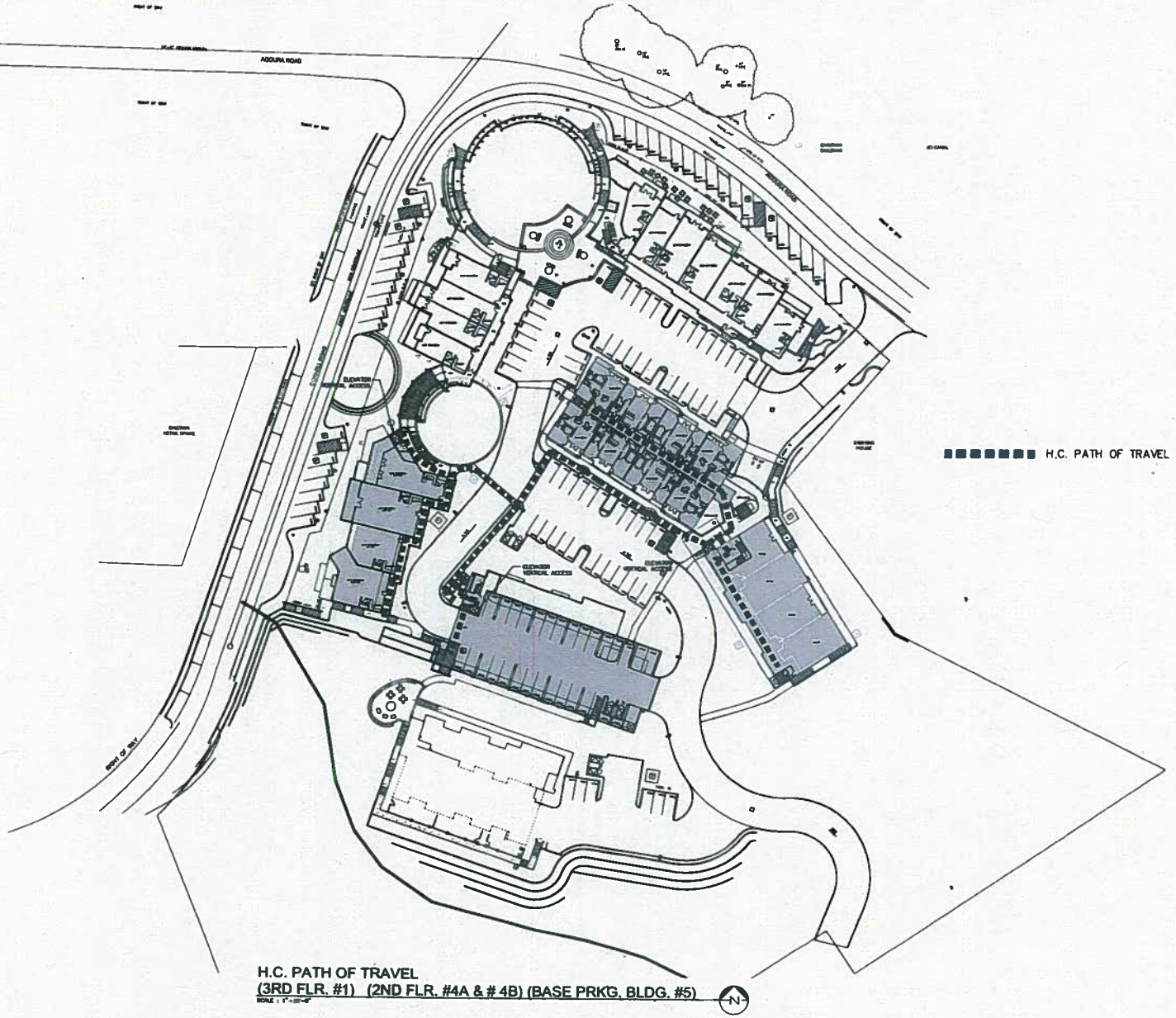
H.C. 3



H.C. PATH OF TRAVEL
(3RD FLR. #1) (2ND FLR. #4A & # 4B) (BASE PRKG. BLDG. #5)

REFERENCE SITE PLAN

1

CORNERSTONE

AGOURA HILLS, CALIFORNIA

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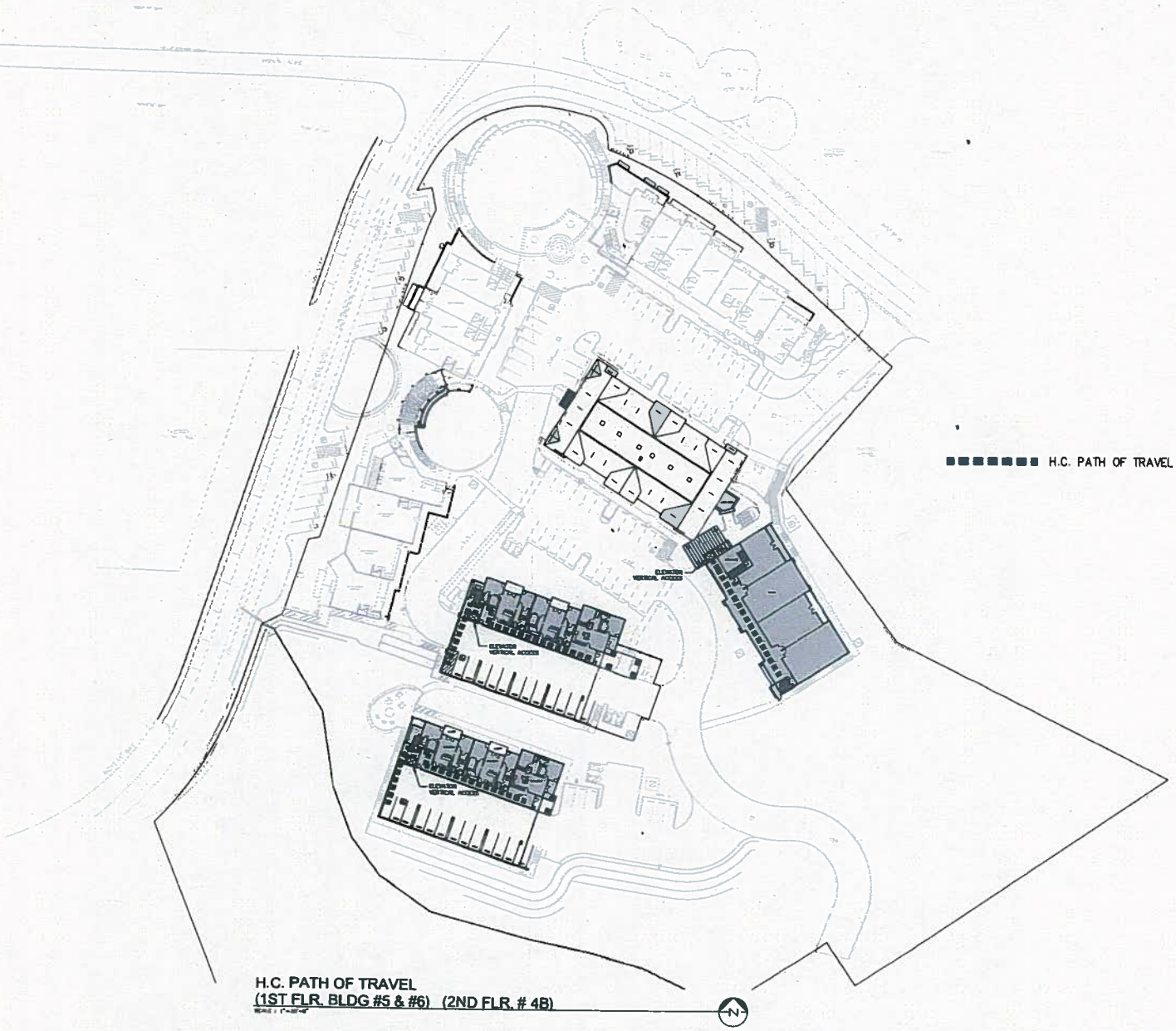
H.C. 4



H.C. PATH OF TRAVEL
(1ST FLR. BLDG #5 & #6) (2ND FLR. # 4B)

REFERENCE SITE PLAN

1

CORNERSTONE

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AGOURA ROAD

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Architecture

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Westlake Village
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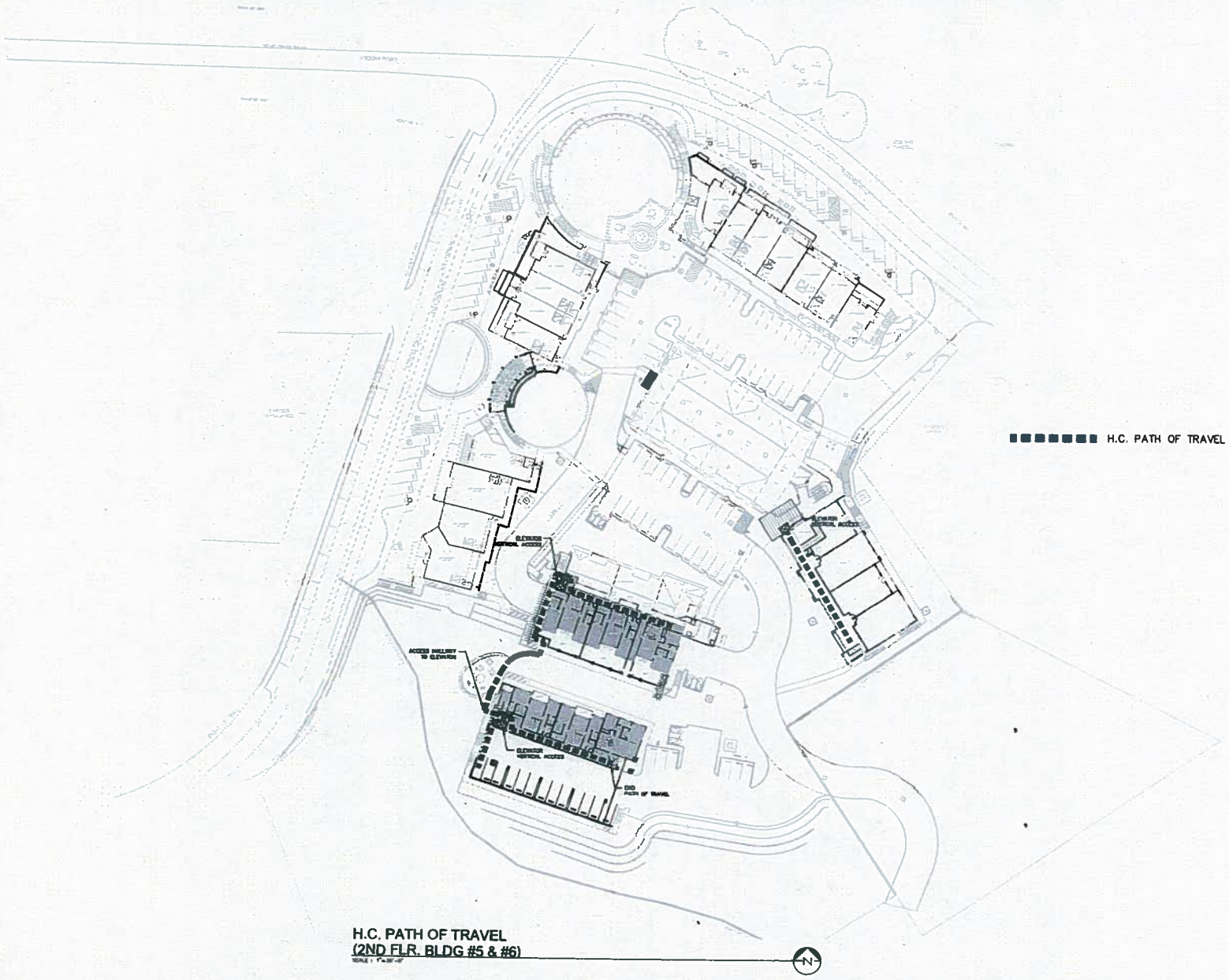
H.C. 5



H.C. PATH OF TRAVEL
(2ND FLR. BLDG #5 & #6)

REFERENCE SITE PLAN

1

CORNERSTONE

AGOURA HILLS, CALIFORNIA

AGOURA ROAD

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STATE OF CALIFORNIA

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Westlake Village
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H.C. 6

JOB NAME:

CORNERSTONE BLD01_2_3_REVI.A32
REPORT FOR: STEVE LEE
REPORT BY: ERNIE LEGASPI/APPLICATIONS ENGINEER
MOUNTING HT.: SEE DRAWING
DATE:11/10/2008

DISCLAIMER

LUMINAIRE DATA IS OBTAINED ACCORDING TO IES PROCEDURES UNDER CONTROLLED LABORATORY CONDITIONS. FIELD RESULTS MAY DIFFER FROM COMPUTER PREDICTIONS DUE TO MANY UNCONTROLLABLE FACTORS SUCH AS: LINE VOLTAGE VARIATIONS, LAMP PERFORMANCE, AND JOBSITE CONDITIONS.

STATISTICAL AREA SUMMARY

LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PARKING A	2.97	10.8	1.1	2.70	9.80
PARKING B	3.78	10.2	1.0	3.78	10.20
STALL 1	3.88	15.1	0.9	4.29	16.78
STALL 2	3.99	8.1	0.9	4.33	9.00
STALL 3	4.00	9.9	1.1	3.80	9.00
STAIR 1	2.69	9.0	0.2	13.45	45.00
STAIR 2	2.64	7.2	0.3	8.80	24.00
STAIR 3	2.85	7.6	0.2	14.25	38.00

LUMINAIRE SCHEDULE

SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	DESCRIPTION
	8	D	SINGLE	9500	0.800	SEE SECTION 2 ON SHEET E2
	4	E	SINGLE	16000	0.800	SEE SECTION 1 ON SHEET E2
	5	F	DOUBLE	16000	0.800	SEE SECTION 1 ON SHEET E2
	22	G	SINGLE	1000	0.800	SEE SECTION 1 ON SHEET E4
	28	H 70hps	SINGLE	6300	0.800	SEE SECTION 2 ON SHEET E4
	37	J	SINGLE	900	0.800	SEE SECTION 3 ON SHEET E4
	13	S	SINGLE	20000	0.800	SEE SECTION 1 ON SHEET E3
	2	W	SINGLE	16000	0.800	SEE SECTION 1 ON SHEET E2

CORNERSTONE

AGOURA ROAD
AGOURA HILLS, CALIFORNIA

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C-011856
STATE OF CALIFORNIA

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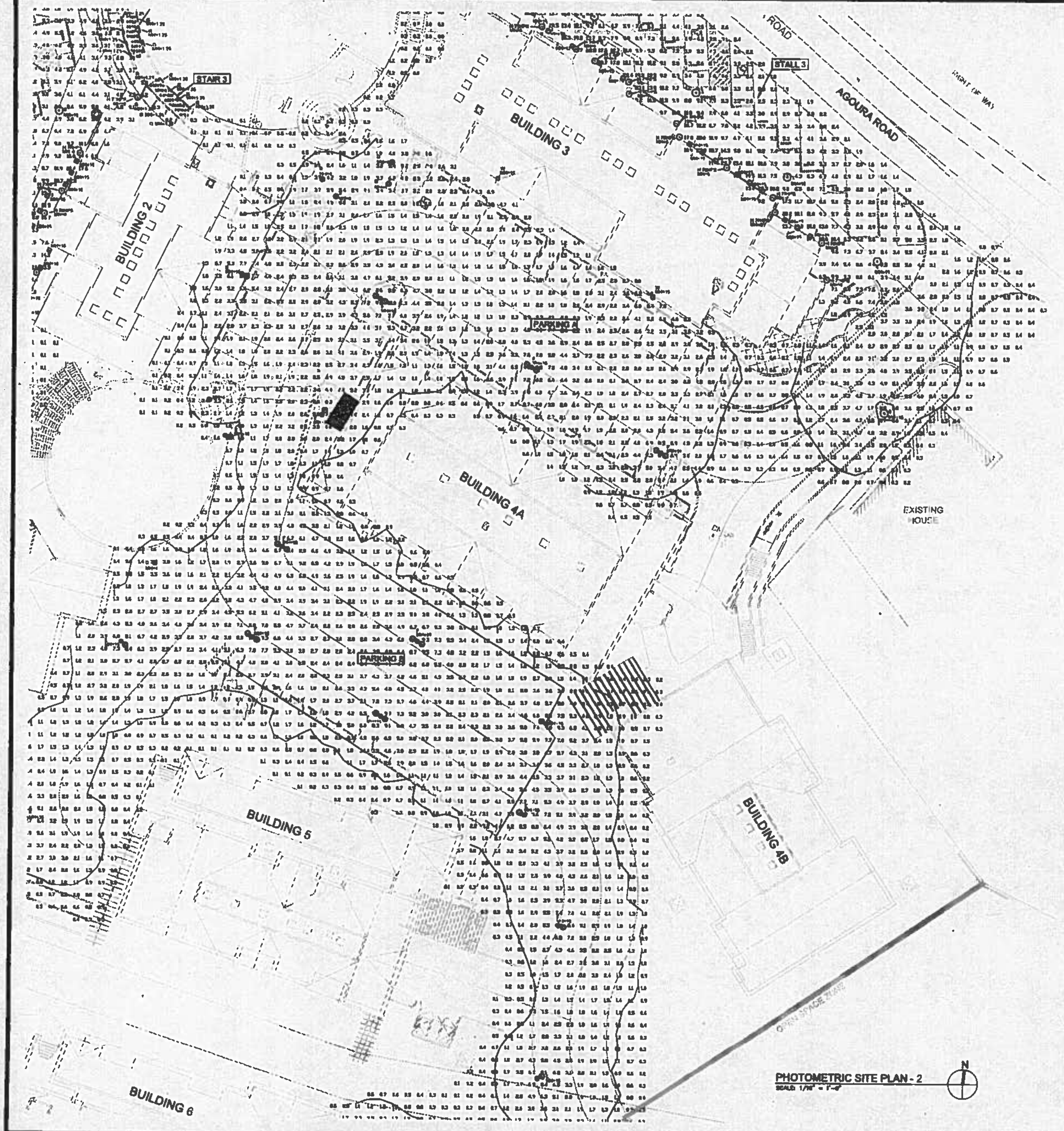
Westlake Village
California Suite 200
Phone 805-497-4700

SHEET
E1.1
PHOTOMETRIC SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION



PHOTOMETRIC SITE PLAN - 2
SCALE: 1/16" = 1'-0"

JOB NAME:

CORNERSTONE BLD01_2_3_REVLA32
REPORT FOR: STEVE LEE
REPORT BY: ERIK LEBASPI/APPLICATIONS ENGINEER
MOUNTING HT.: SEE DRAWING
DATE:11/10/2008

DISCLAIMER

LUMINAIRE DATA IS OBTAINED ACCORDING TO IES PROCEDURES UNDER CONTROLLED LABORATORY CONDITIONS. FIELD RESULTS MAY DIFFER FROM COMPUTER PREDICTIONS DUE TO MANY UNCONTROLLABLE FACTORS SUCH AS: LINE VOLTAGE VARIATIONS, LAMP PERFORMANCE, AND JOBSITE CONDITIONS.

STATISTICAL AREA SUMMARY

LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PARKING A	2.97	10.0	1.1	2.70	9.09
PARKING B	3.70	10.2	1.0	3.70	10.20
STALL 1	3.88	15.1	0.9	4.29	16.78
STALL 2	3.90	8.1	0.9	4.33	9.00
STALL 3	4.05	9.9	1.1	3.68	9.00
STAIR 1	3.09	9.0	0.2	15.45	45.00
STAIR 2	2.94	7.2	0.3	9.80	24.00
STAIR 3	2.85	7.6	0.2	14.25	38.00

LUMINAIRE SCHEDULE

SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	DESCRIPTION
	6	D	SINGLE	9500	0.800	SEE SECTION 2 ON SHEET E2
	6	E	SINGLE	16000	0.800	SEE SECTION 1 ON SHEET E2
	9	F	DOUBLE	16000	0.800	SEE SECTION 1 ON SHEET E2
	22	G	SINGLE	1800	0.800	SEE SECTION 1 ON SHEET E4
	28	H 70deg	SINGLE	6300	0.800	SEE SECTION 2 ON SHEET E4
	37	J	SINGLE	900	0.800	SEE SECTION 3 ON SHEET E4
	13	S	SINGLE	29000	0.800	SEE SECTION 1 ON SHEET E3
	2	B	SINGLE	16000	0.800	SEE SECTION 1 ON SHEET E2

REVISIONS

DRAWING INFO
DATE
NOVEMBER, 2008
SCALE
JOB NO.

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CORNERSTONE

AGOURA ROAD
AGOURA HILLS, CALIFORNIA

LICENSED ARCHITECT
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STATE OF CALIFORNIA

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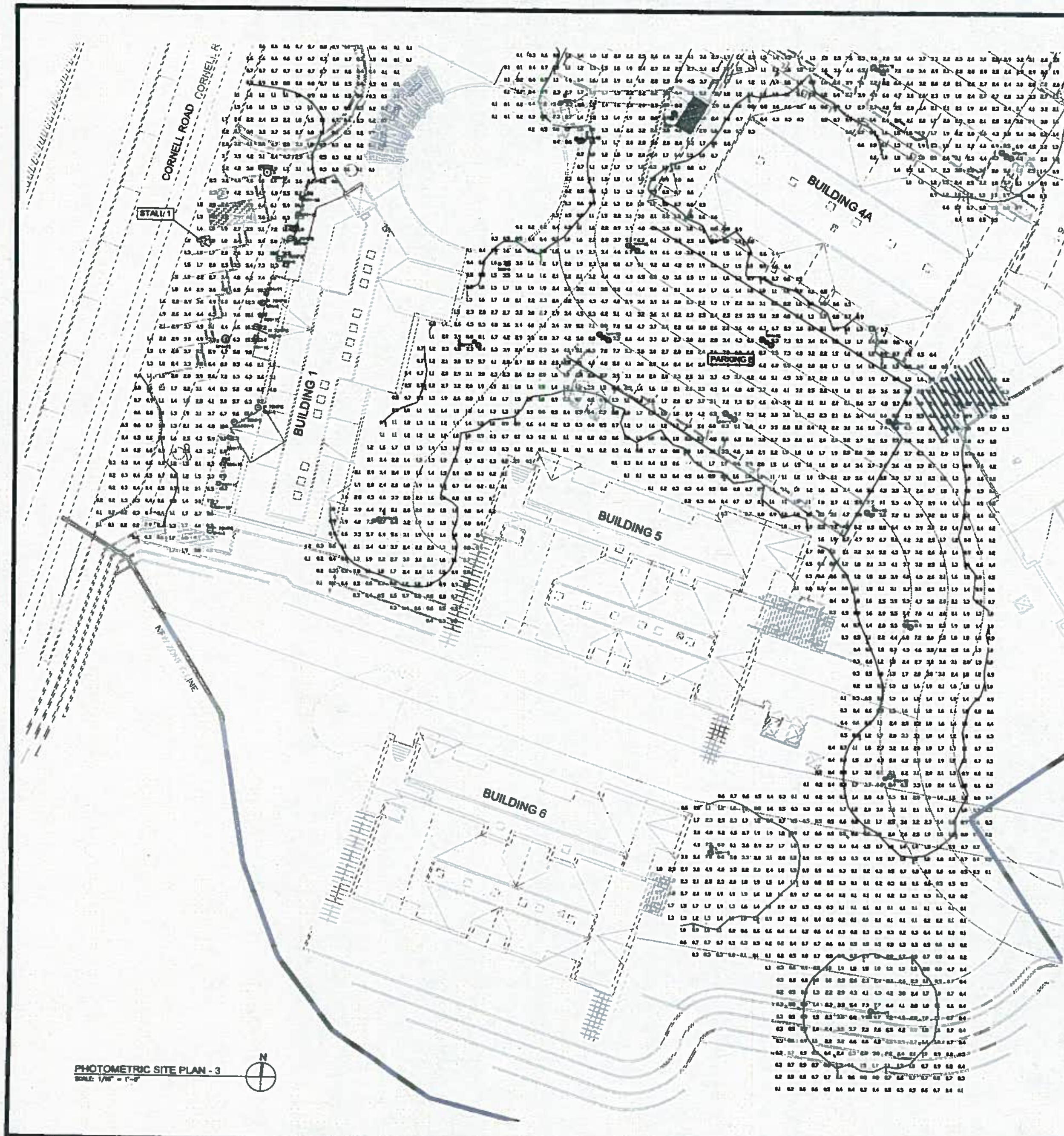
Westlake Village
California Suite 200
Phone 805-497-4700

SHEET
E1.2
PHOTOMETRIC SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION



PHOTOMETRIC SITE PLAN - 3
SCALE: 1/16" = 1'-0"

JOB NAME:
CORNERSTONE BLDG1_2_3_REV1.A32
REPORT FOR: STEVE LEE
REPORT BY: ERNIE LEGASPI/APPLICATIONS ENGINEER
MOUNTING HT.: SEE DRAWING
DATED 11/10/2008

DISCLAIMER
LUMINAIRE DATA IS OBTAINED ACCORDING TO IES PROCEDURES UNDER CONTROLLED LABORATORY CONDITIONS. FIELD RESULTS MAY DIFFER FROM COMPUTER PREDICTIONS DUE TO MANY UNCONTROLLABLE FACTORS SUCH AS LINE VOLTAGE VARIATIONS, LAMP PERFORMANCE, AND AMBIENT CONDITIONS.

STATISTICAL AREA SUMMARY					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PARKING A	2.97	10.0	1.1	2.70	9.09
PARKING B	3.70	10.2	1.0	3.70	10.20
STALL 1	3.86	13.1	0.9	4.29	14.70
STALL 2	3.90	8.1	0.9	4.33	9.00
STALL 3	4.50	9.9	1.1	2.63	9.00
STAIR 1	3.09	9.0	0.2	15.45	45.00
STAIR 2	2.94	7.2	0.3	9.80	24.00
STAIR 3	2.85	7.8	0.2	14.25	39.00

LUMINAIRE SCHEDULE						
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	DESCRIPTION
	6	D	SINGLE	9500	0.800	SEE SECTION 2 ON SHEET E2
	3	E	SINGLE	16000	0.800	SEE SECTION 1 ON SHEET E2
	8	F	DOUBLE	16000	0.800	SEE SECTION 1 ON SHEET E3
	22	G	SINGLE	1500	0.900	SEE SECTION 1 ON SHEET E4
	28	H 70deg	SINGLE	8,100	0.800	SEE SECTION 2 ON SHEET E4
	37	J	SINGLE	900	0.800	SEE SECTION 3 ON SHEET E4
	13	S	SINGLE	21000	0.800	SEE SECTION 1 ON SHEET E3
	2	B	SINGLE	16000	0.800	SEE SECTION 1 ON SHEET E2

REVISIONS

DRAWING INFO
COMPUTER FILE
DATE
NOVEMBER, 2008
SCALE
JOB NO.

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CORNERSTONE
AGOURA ROAD
AGOURA HILLS, CALIFORNIA

LICENSED ARCHITECT
C-011856
STATE OF CALIFORNIA

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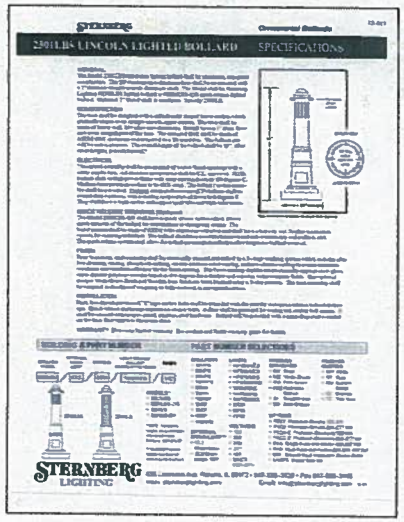
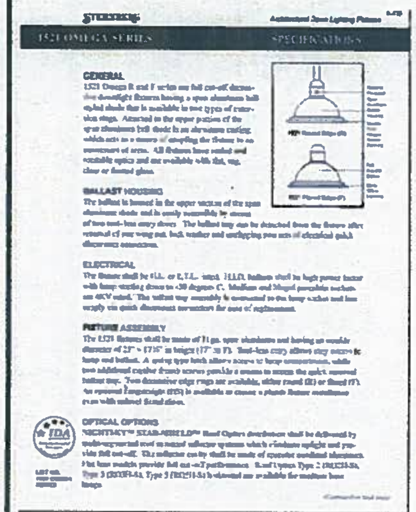
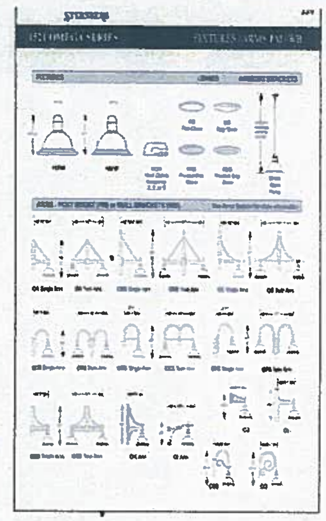
Westlake Village
California Suite 200
Phone 805-497-4700

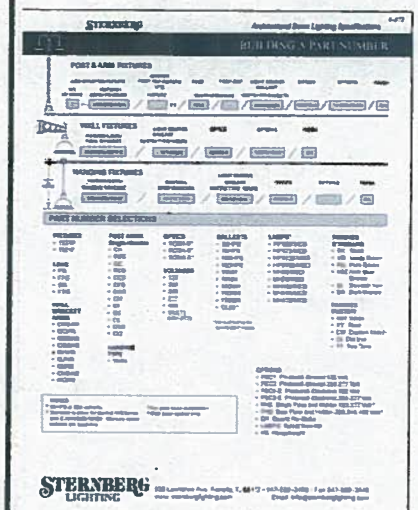
SHEET
E1.3
PHOTOMETRIC SITE PLAN

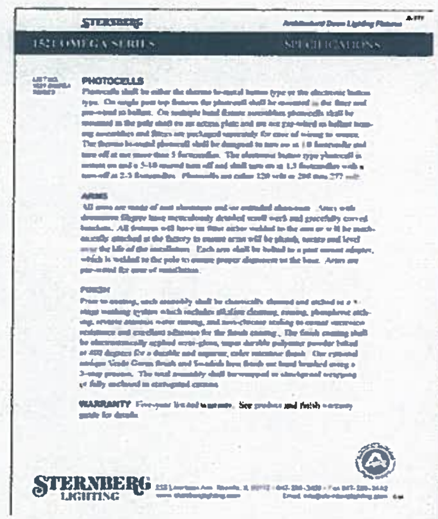
PRELIMINARY NOT FOR CONSTRUCTION











LIGHT TYPE "D"

LIGHT TYPE "W"

OMEGA SERIES

LIGHT TYPE "E"

OMEGA SERIES

MANUFACTURER: STERNBERG

LIGHT TYPE "F"

OMEGA SERIES

MANUFACTURER: STERNBERG

LIGHTING FIXTURE TYPE D | 2

LIGHTING FIXTURE TYPE E & W | 1

CORNERSTONE

AGOURA ROAD

AGOURA HILLS, CALIFORNIA

C-011856

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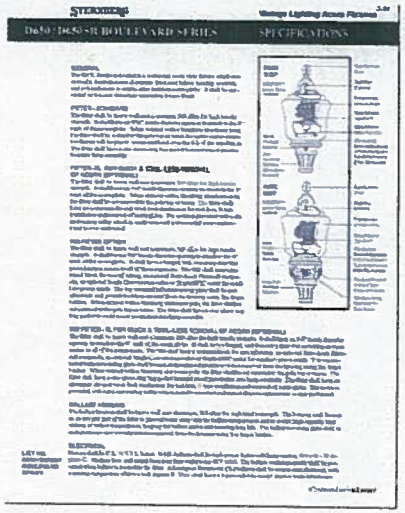
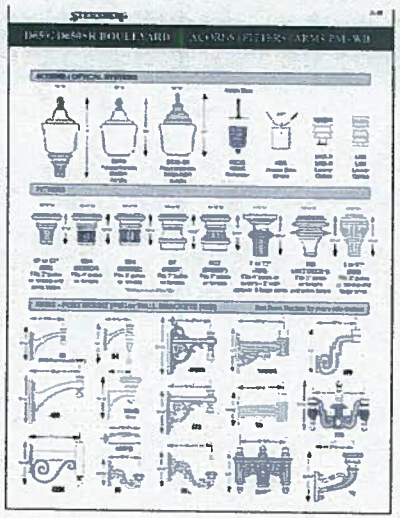
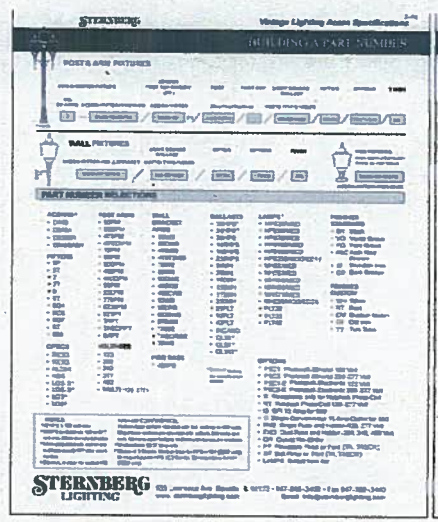
PRELIMINARY NOT FOR CONSTRUCTION

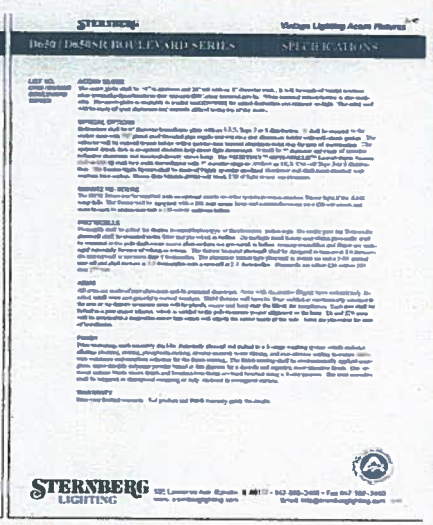
SHEET

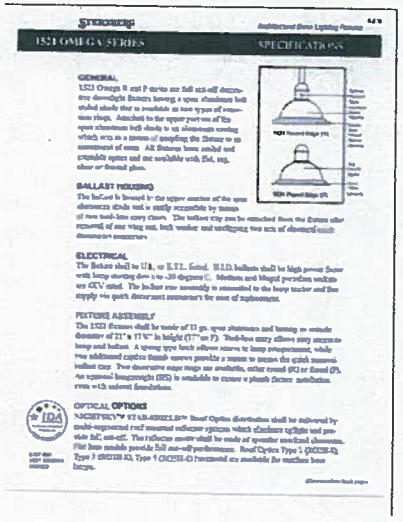
E2

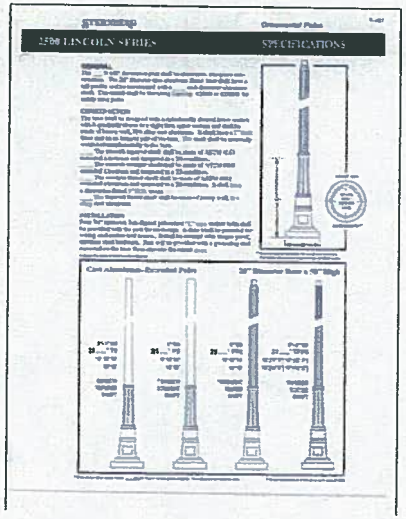


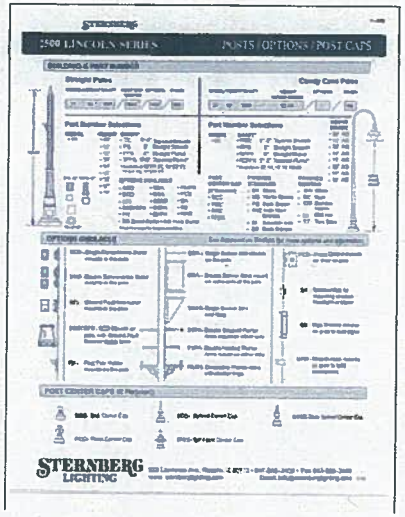












LIGHT TYPE "S"

LIGHTING FIXTURE TYPE S

1

CORNERSTONE

AGOURA HILLS, CALIFORNIA

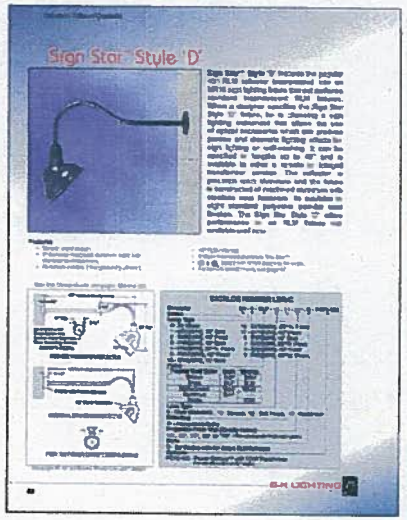
AGOURA ROAD

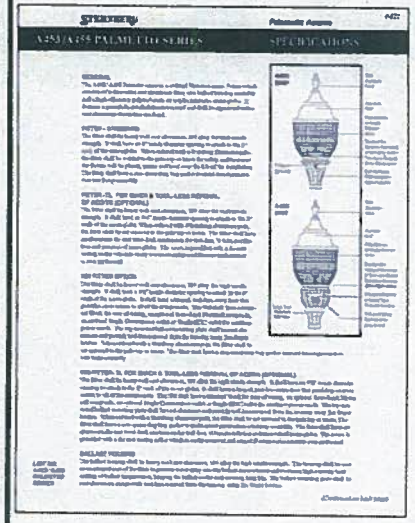
LICENSED ARCHITECT
C-011856
STATE OF CALIFORNIA

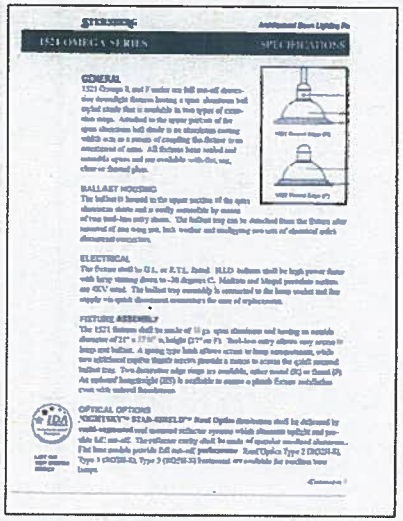
Heathcote & Associates
Architecture
1186 Willow Lane
Westlake Village
California 91362
Phone 805-497-4700

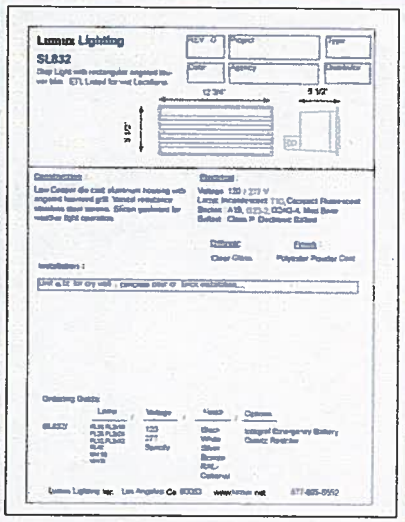
SHEET
E3
LIGHTING CUT SHEETS

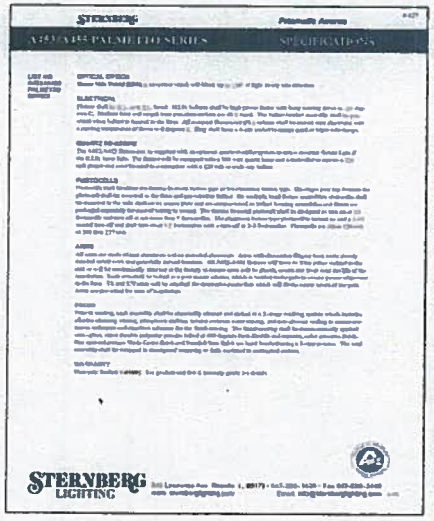
PRELIMINARY NOT FOR CONSTRUCTION











LIGHT TYPE "J"

LIGHT TYPE "H"

LIGHT TYPE "G"

LIGHTING FIXTURE TYPE J | 3

LIGHTING FIXTURE TYPE H | 2

LIGHTING FIXTURE TYPE G | 1

CORNERSTONE
AGOURA HILLS, CALIFORNIA
AGOURA ROAD

LICENSED ARCHITECT
C-011856
REN 8/31/08
STATE OF CALIFORNIA

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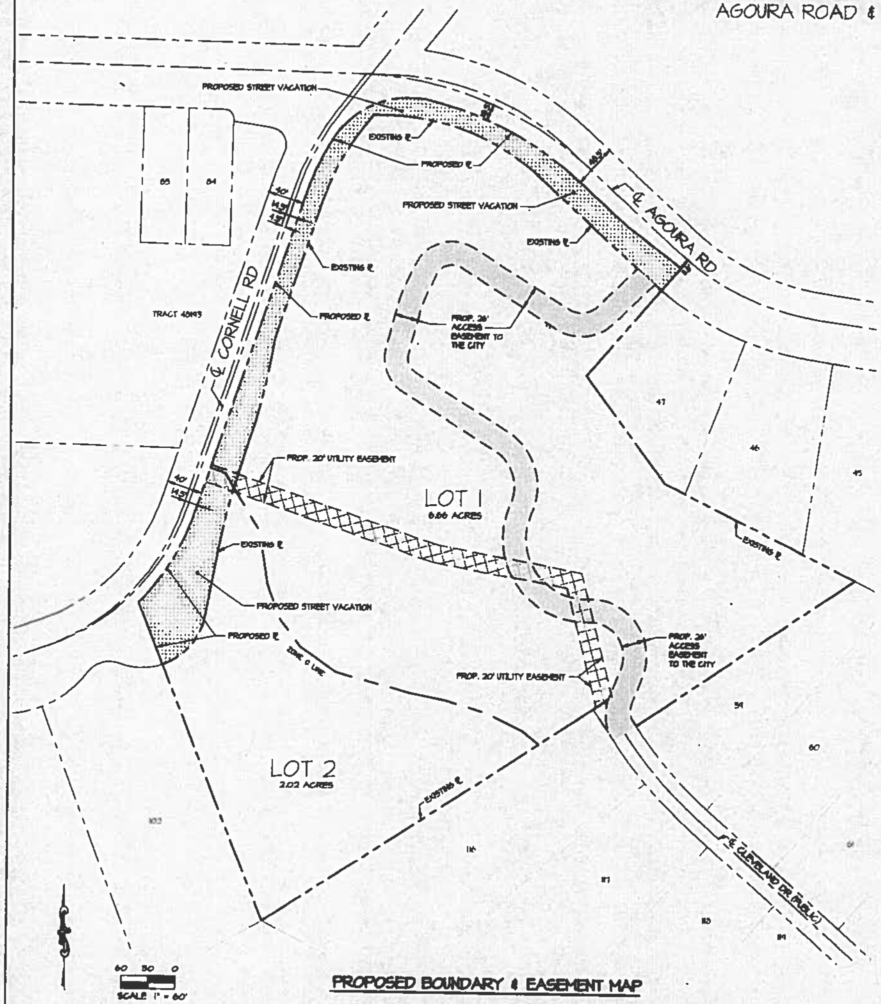
SHEET
E4
SEE SHEET INDEX

PRELIMINARY NOT FOR CONSTRUCTION

TENTATIVE PARCEL MAP 70559
CORNERSTONE

AGOURA ROAD & CORNELL ROAD



PROPOSED BOUNDARY & EASEMENT MAP

CONSTRUCTION NOTES

1. CONSTRUCT DRIVEWAY PER TYPICAL SECTION ON SHEET 4.
2. CONSTRUCT ROAD PER CORNELL ROAD TYPICAL SECTION ON SHEET 4.
3. CONSTRUCT ROAD PER AGOURA ROAD TYPICAL SECTION ON SHEET 4.
4. CONSTRUCT HANDICAP RAMP.
5. EXISTING POWER POLE, STREET SIGN & TELEPHONE MANHOLE TO BE REMOVED OR RELOCATED. EXISTING UTILITIES SHALL HAVE A MINIMUM CLEARANCE OF 30" FROM THE NEAREST FACE OF THE OBJECT TO THE PROPOSED EDGE OF PAVEMENT.
6. CONSTRUCT CURB OPENING CATCH BASIN.
7. INSTALL CATCH BASIN FILTER INSERT "FLOGARD+PLUS" PER KRISTAR ENTERPRISES, INC. PRODUCT.
8. RECONSTRUCT EX. DRIVEWAY ENTRANCE TO LVMWD FACILITY. PERMISSION FROM FACILITY OWNER IS REQUIRED.

NPDES REQUIREMENT KEY

A. ALL TRASH ENCLOSURES TO BE FULLY COVERED.

B. ALL CB'S TO BE MARKED "DO NO DUMP - DRAINS TO OCEAN".

PROJECT NARRATIVE

1. THE PROPOSED PROJECT CONSISTS OF 24 EXISTING LOTS AND PROPOSES TO CONSOLIDATE INTO 2 LOTS.
2. THE PROPOSED SUBDIVISION IS A PROJECT AS DEFINED IN SECTION OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT.
3. THIS PROJECT REQUEST A STREET VACATION OF CORNELL ROAD & AGOURA ROAD AS SHOWN HEREON, AND ALSO THE VACATION OF CLEVELAND DRIVE WITHIN THE BOUNDARY PROPERTY AS SHOWN ON SHEET 2.
4. A PROPOSED 26' ACCESS EASEMENT AND 20' UTILITY EASEMENT WILL BE CREATED FOR THE USE OF ANY FUTURE DEVELOPMENT OF THE REMAINING LOTS.
5. ALL EXISTING EASEMENTS WITHIN THE PROPERTY BOUNDARY WILL BE QUITCLAIMED AS SHOWN ON SHEET 2.

SITE SUMMARY

EXISTING USE: VACANT LAND

SITE AREA

EXISTING GROSS = 323,561 SQ. FT. = 7.43 ACRES
PROPOSED GROSS (LOTS 1 & 2) =
377,410 SQ. FT. = 8.88 ACRES
LOT 1 = 290,300 SQ. FT. = 6.86 AC.
LOT 2 (ZONE 0) = 87,691 SQ. FT. = 2.02 AC.
CLEVELAND DRIVE VACATION = 25,006 SQ. FT. = 0.57 ACRES
CORNELL ROAD VACATION = 0.46 ACRES
AGOURA ROAD VACATION = 0.22 AC.

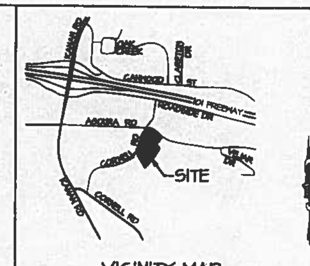
EARTH QUANTITIES

CUT: 15,000 CU. YDS. FILL: 2300 CU. YDS.
EXPORT: 12,300 CU. YDS.

NOTE:

THE EARTHWORK SUMMARY IS PROVIDED AS COURTESY AND CONVENIENCE TO THE CONTRACTOR AND ARE APPROXIMATE ONLY. BECAUSE OF VARIABLES SUCH AS SHRINKAGE, STRIPPING, COMPACTION, ETC., DEVIATION FROM CALCULATED QUANTITIES CAN BE EXPECTED. CONTRACTOR SHALL DETERMINE FOR HIMSELF THE QUANTITY OF EARTH MOVING THAT WILL BE REQUIRED TO ROUGH GRADE THIS JOB. IT IS UNDERSTOOD THAT THE CONTRACTOR'S BID PRICE FOR ROUGH GRADING THIS JOB IS BASED ON THE CONTRACTOR'S OWN EARTHWORK ESTIMATE AND INCLUDES PROVISIONS FOR ANY IMPORT OR EXPORT REQUIRED TO BRING THE JOB TO A FINISH GRADE CONDITION.

SHEET INDEX



VICINITY MAP
NTS

UTILITIES:

GAS	SOUTHERN CALIFORNIA GAS CO. 800.421.2200
ELECTRIC	SOUTHERN CALIFORNIA EDISON CO. 800.655.4555
TELEPHONE	AT&T 800.310.2355
WASTE	G.I. INDUSTRIES 818.251.2100
CABLE TV	CHARTER CABLE 800.964.4844
	TIME WARNER 888.892.2253
WATER	LAS VIRGENES MUNICIPAL WATER DISTRICT 818.251.2100

ZONING

EXISTING: SPECIFIC PLAN
PROPOSED: SPECIFIC PLAN

BENCH MARK

LA COUNTY BM DY 10002
L&T IN S CB 20FT S/O C/L AGOURA RD & 575FT W/O CORNELL RD 1FT E/O W END OF BRIDGE #245
ELEV: 843.828 (MALIBU 1990)

OWNER/DEVELOPER

AGOURA AND CORNELL ROADS, LP
22145 SHERMAN WAY SUITE #105
CANOGA PARK, CALIFORNIA 91303
888.274.5051
ATTN: DORON GELFAND

ARCHITECT

HEATHCOTE & ASSOCIATES
3346 WILLOW LANE SUITE 200
WESTLAKE VILLAGE, CALIFORNIA 91361
805.497.4700
ATTN: GARY HEATHCOTE

ENGINEER

DTR ENGINEERING
1643 MESA VERDE AVE, SUITE 150
VENTURA, CA 93003
805.676.1533

ISABELLA DO VAL GAMBLE — DATE
RCE 60224
EXP. 09/30/15

TITLE SHEET

APN: 2061-029-008 THRU 017 & 25, 2061-029-024 & 2061-030-001 THRU 013 & 17

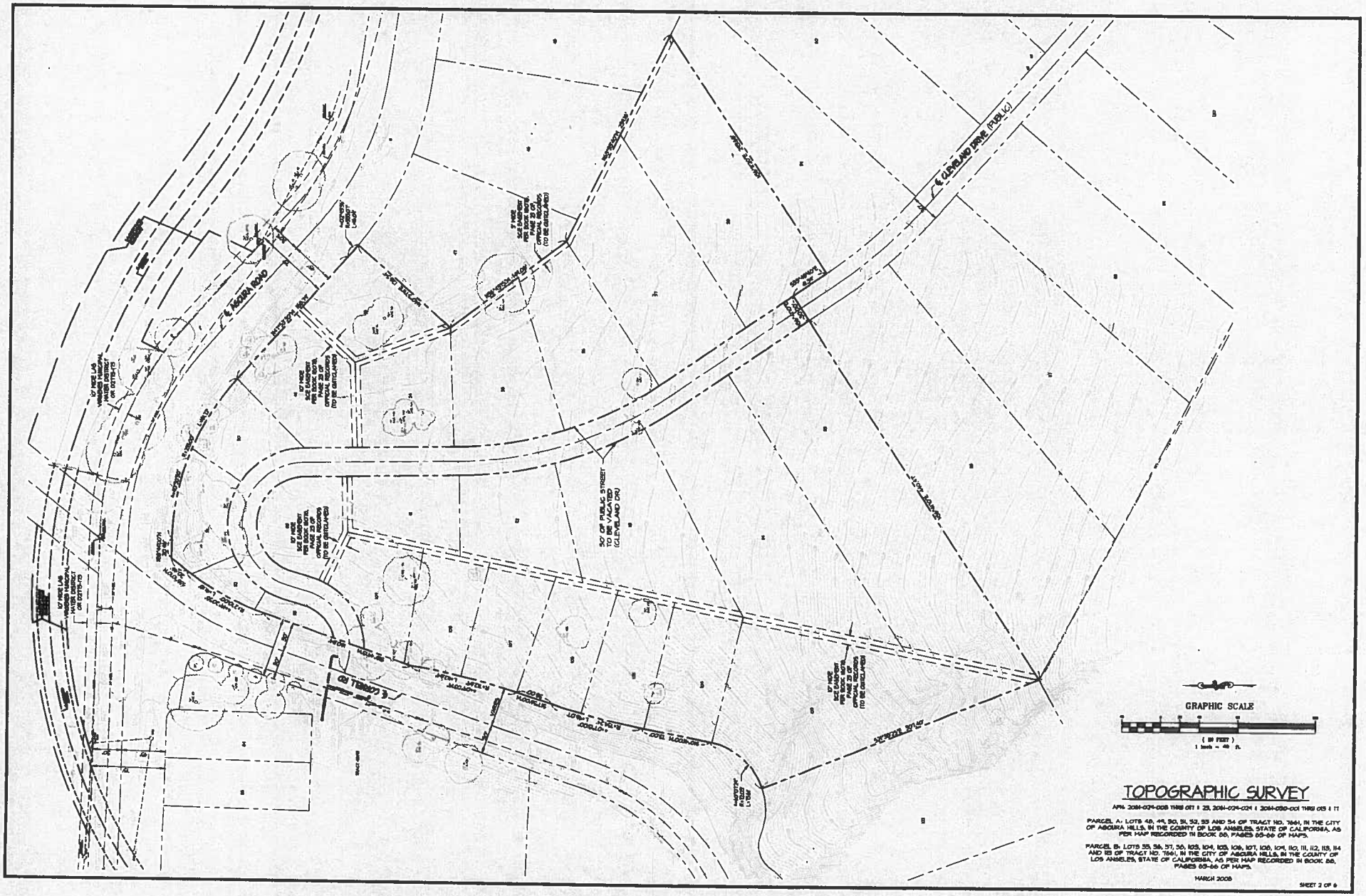
TENTATIVE PARCEL MAP 70559

CITY OF AGOURA HILLS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

PARCEL A: LOTS 48, 49, 50, 51, 52, 53 AND 54 OF TRACT NO. 7661, IN THE CITY OF AGOURA HILLS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 63-66 OF MAPS.

PARCEL B: LOTS 55, 56, 57, 58, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114 AND 115 OF TRACT NO. 7661, IN THE CITY OF AGOURA HILLS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 63-66 OF MAPS.

MAY 2015
JOB 3305
SHEET 1 OF 6



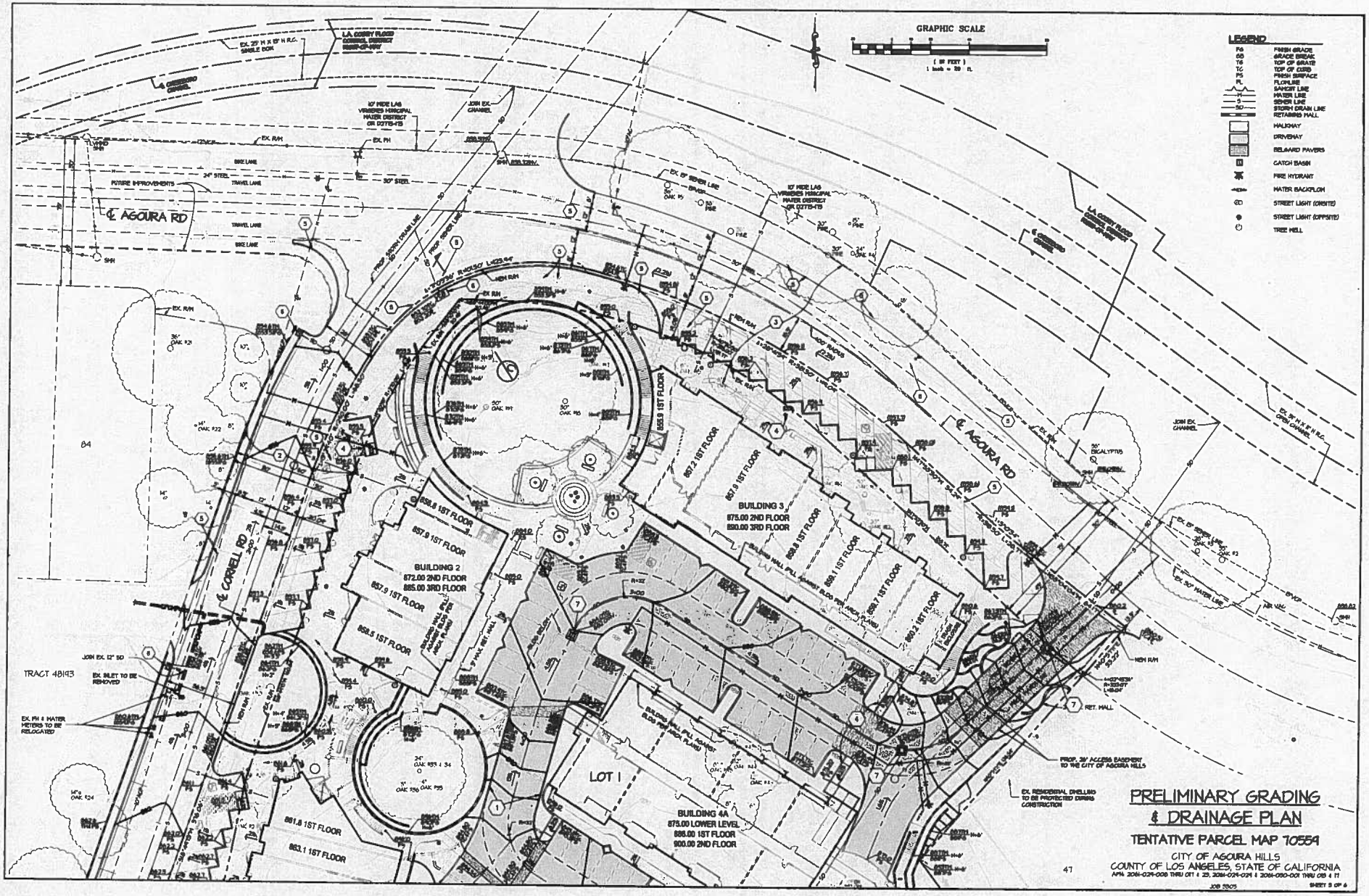
TOPOGRAPHIC SURVEY

APN: 2061-024-008 THRU 017 & 23, 2061-024-024 & 2061-030-001 THRU 015 & 17

PARCEL A: LOTS 48, 49, 50, 51, 52, 53 AND 54 OF TRACT NO. 7861, IN THE CITY OF AGOURA HILLS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 65-66 OF MAPS.

PARCEL B: LOTS 55, 56, 57, 58, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114 AND 123 OF TRACT NO. 7861, IN THE CITY OF AGOURA HILLS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 65-66 OF MAPS.

MARCH 2008



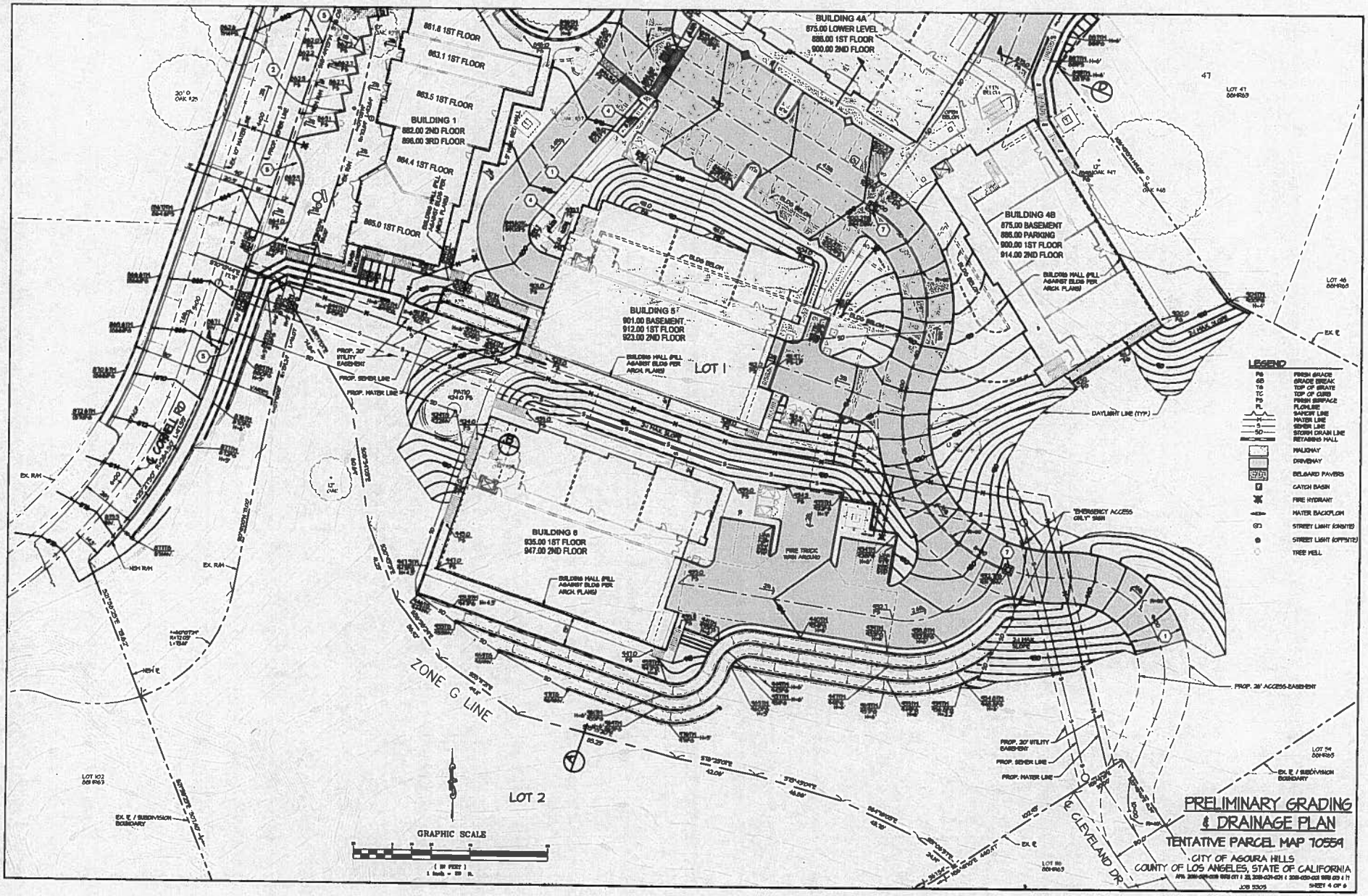
PRELIMINARY GRADING & DRAINAGE PLAN

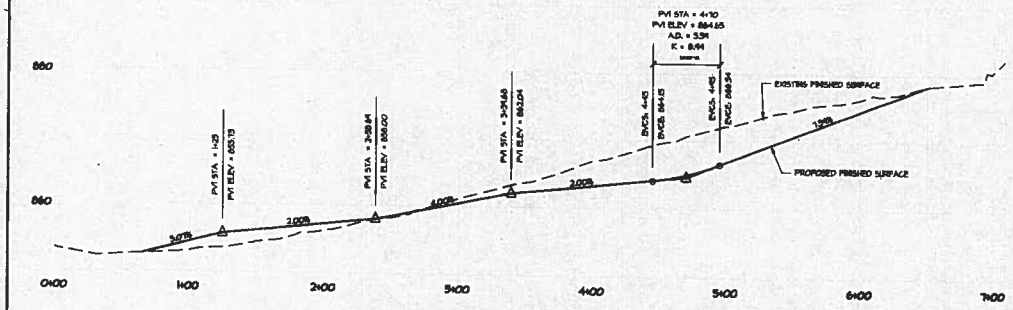
TENTATIVE PARCEL MAP 70554

CITY OF AGOURA HILLS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
APN: 2061-029-008 THRU 011 & 23, 2061-024-024 & 2061-050-001 THRU 018 & 11

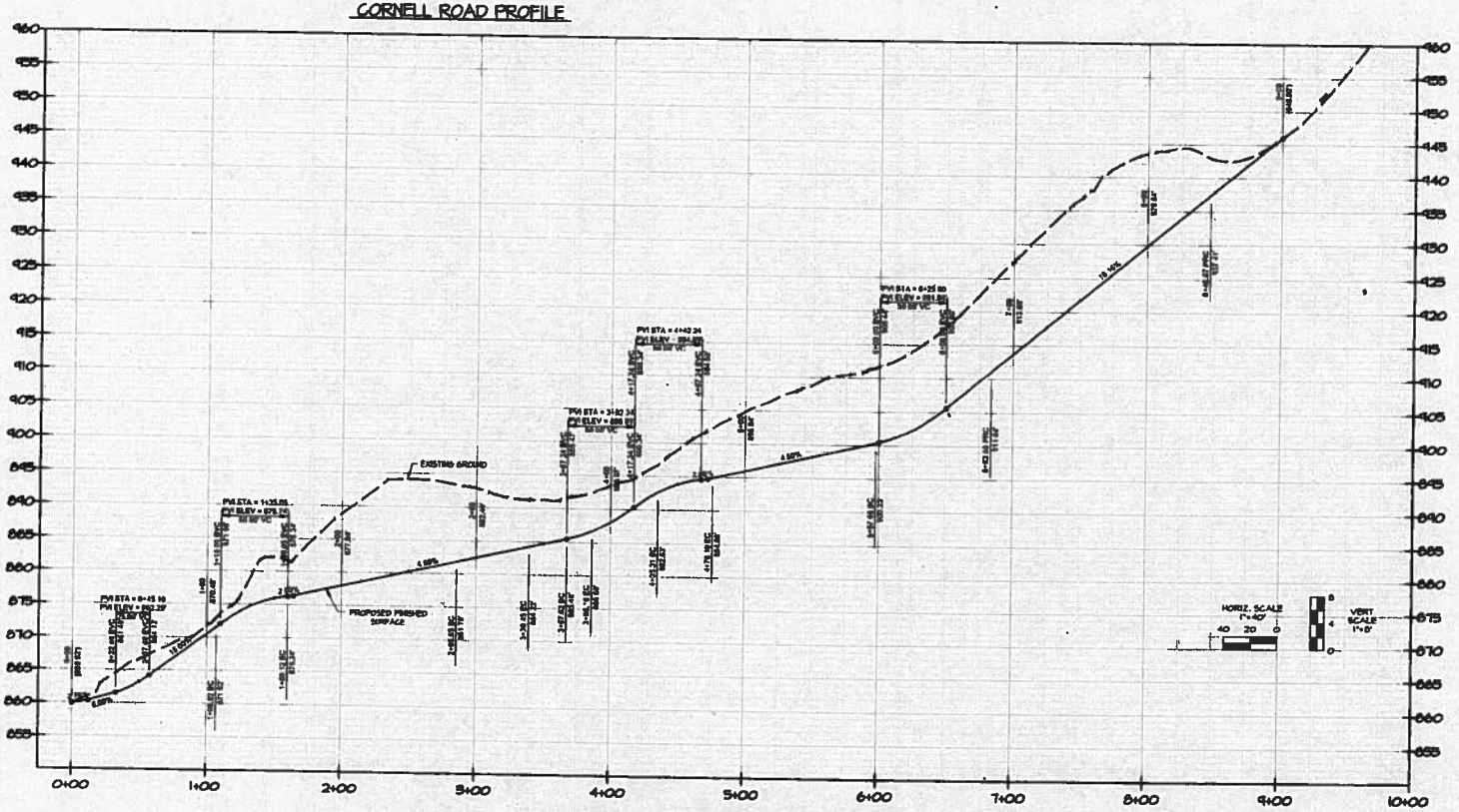
JOB 5505

SHEET 3 OF 6


BUILDING 4A
875.00 LOWER LEVEL
895.00 1ST FLOOR
900.00 2ND FLOOR
861.8 1ST FLOOR
863.1 1ST FLOOR
863.5 1ST FLOOR
BUILDING 1
882.00 2ND FLOOR
896.00 3RD FLOOR
864.4 1ST FLOOR
865.0 1ST FLOOR
BUILDING 4B
875.00 BASEMENT
895.00 PARKING
900.00 1ST FLOOR
914.00 2ND FLOOR
BUILDING 5
901.00 BASEMENT
912.00 1ST FLOOR
923.00 2ND FLOOR
LOT 1
BUILDING 6
935.00 1ST FLOOR
947.00 2ND FLOOR
LOT 2
CORRELL RD
CLEVELAND DR
ZONE G LINE
PROP. 20' UTILITY EASEMENT
PROP. SEWER LINE
PROP. WATER LINE
PROP. 28' ACCESS-EASEMENT
DAYLIGHT LINE (TYP.)
"EMERGENCY ACCESS ONLY" SIGN
FIRE TRUCK TURN AROUND
BUILDING WALL (FILL AGAINST BLDG PER ARCH. PLANS)
LEGEND
FINISH GRADE
GRADE BREAK
TOP OF GRATE
TOP OF CURB
FINISH SURFACE FLOWLINE
GARDEN LINE
WATER LINE
SEWER LINE
STORM DRAIN LINE
RETAINING WALL
WALKWAY
DRIVEWAY
BELGARD PAVERS
CATCH BASIN
FIRE HYDRANT
WATER BACKFLOW
STREET LIGHT (ONSITE)
STREET LIGHT (OFFSITE)
TREE WELL
GRAPHIC SCALE
PRELIMINARY GRADING & DRAINAGE PLAN
TENTATIVE PARCEL MAP 70559
CITY OF AGOURA HILLS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
JOB 3309
SHEET 4 OF 6



CORNELL ROAD PROFILE



MAIN DRIVEWAY PROFILE

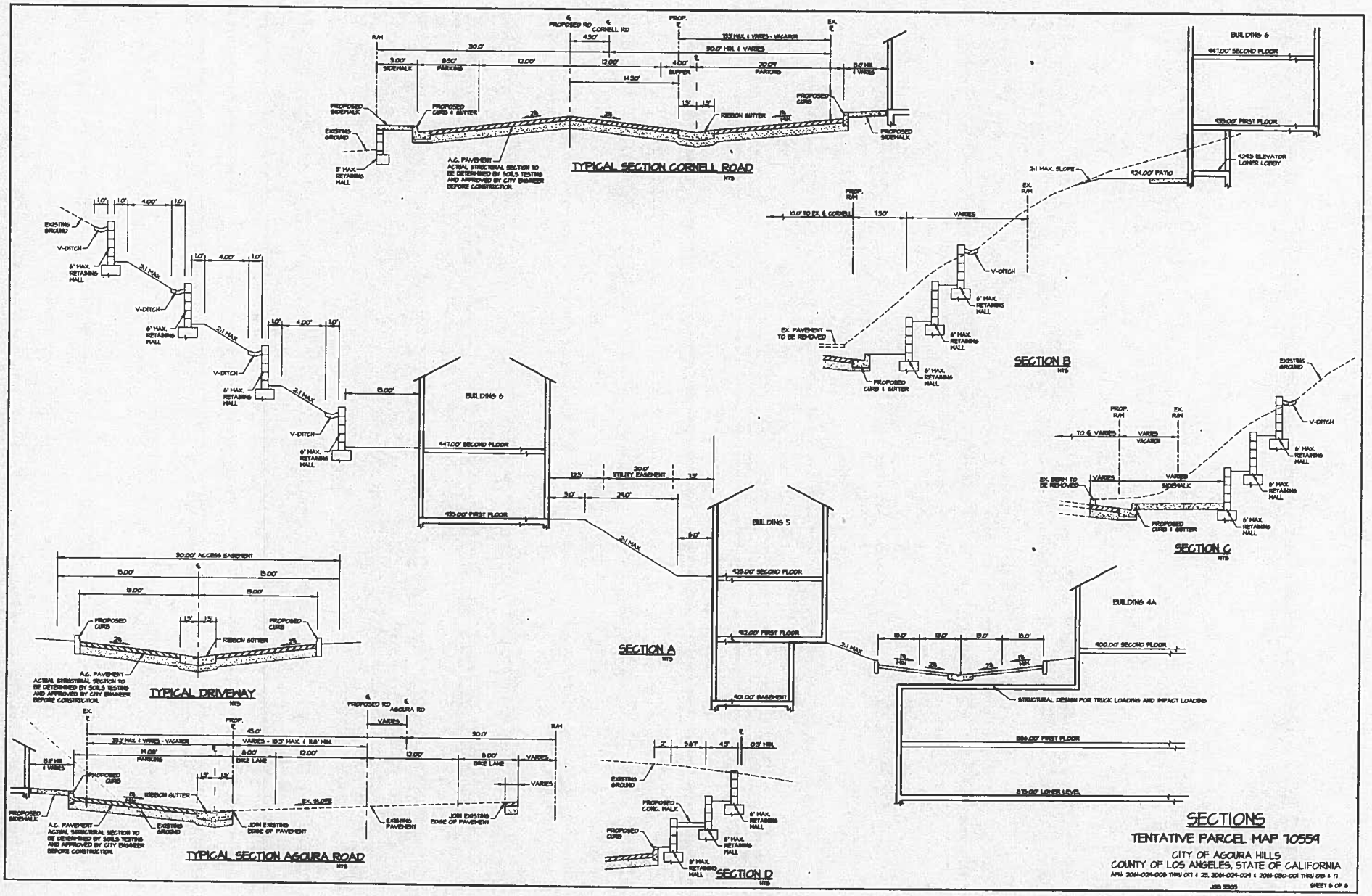
CORNELL ROAD & MAIN DRIVEWAY PROFILE

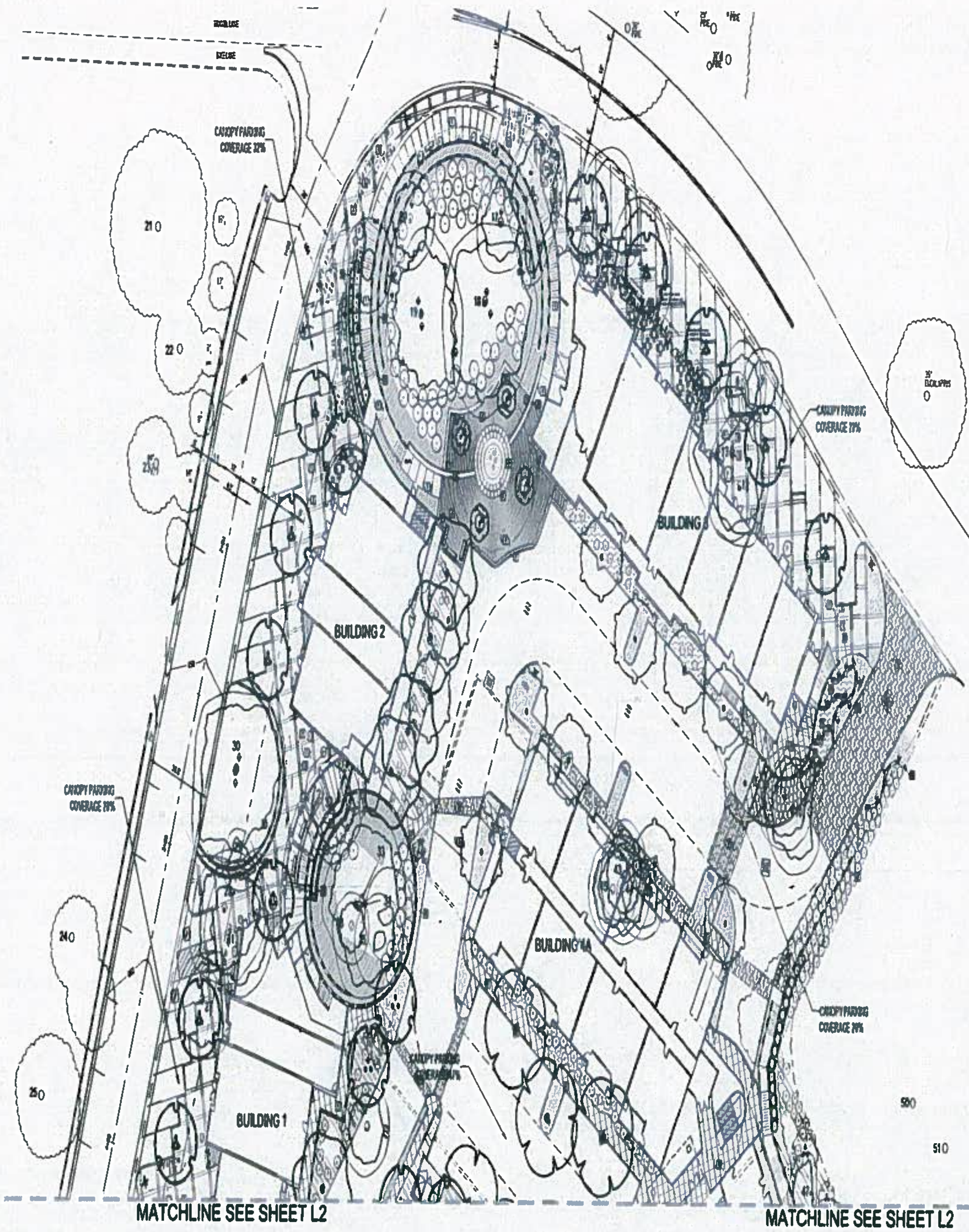
TENTATIVE PARCEL MAP 70559

CITY OF AGOURA HILLS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
APNs 2084-024-005 THRU 011 & 23, 2084-024-024 & 2084-030-001 THRU 005 & 11

JOB 3505

SHEET 5 OF 6


TYPICAL SECTION CORNELL ROAD
NTS
TYPICAL DRIVEWAY
NTS
TYPICAL SECTION AGOURA ROAD
NTS
SECTION A
NTS
SECTION B
NTS
SECTION C
NTS
SECTION D
NTS
BUILDING 6
BUILDING 5
BUILDING 4A
SECTIONS
TENTATIVE PARCEL MAP 70559
CITY OF AGOURA HILLS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
APN: 2061-024-008 THRU 011 & 25, 2061-021-024 & 2061-050-001 THRU 015 & 17
JOB 2309
SHEET 6 OF 6

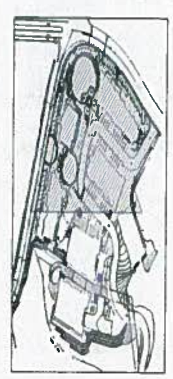


LEGEND OF MATERIALS

1	COLORED CONCRETE PATTERN: SAWCUT COLOR: SCOFIELD LIMESTONE C-39	8	BELGARD PAVERS PATTERN: MEGA BERGERAC COLOR: BELLA
2	ACID STAIN CONCRETE PATTERN: SAWCUT COLOR: SCOFIELD COFFEE PATINA CS-13	9	STUCCO WALL FINISH: SMOOTH TROWEL COLOR: TO MATCH BUILDING
3	ACID STAIN CONCRETE BUTTON COLOR: SCOFIELD PADRE BROWN CS-2	10	WALL WITH HORIZ. BELT STRIP LEDGER STONE
4	6"x6" BELGARD PAVERS TEXTURE: TUMBLED COLOR: TOSCANA BLEND	11	18" HIGH SEATWALL W/ OKLAHOMA FLAGSTONE VENEER PRE-CAST CAP COLOR: SONSERRO BUFF
5	COLORED CONCRETE PATTERN: SAWCUT COLOR: SCOFIELD SONSERRO BUFF C-25	12	3' HIGH BLACK IRON RAILING
6	OKLAHOMA FLAGSTONE SIZE: 3'X2'		
7	12"X12" BELGARD PAVER COLOR: TOSCANA BLEND		

LEGEND OF SYMBOLS

	RETAINING WALL		TRASH RECEPTACLE
	PLANTER WALL		POT
	STREET LIGHT (OFF SIGHT)		LANDSCAPE LIGHTING
	STREET LIGHT (ON SIGHT)		TREE GRATE
	CATCH BASIN		TABLE AND CHAIRS
	FIRE HYDRANT		BAR-B-QUE
	WATER BACKFLOW		
	BENCH		



KEY MAP

SCALE: 1"=20'-0"

L1 of 8

PRELIMENARY SITE PLAN

CORNERSTONE
AGOURA ROAD, AGOURA HILLS, CALIFORNIA

NOT FOR CONSTRUCTION

JAMES DEAN ASLA
LANDSCAPE ARCHITECT / PLANNER
996 Lawrence Drive, Suite 205
Newbury Park, CA
91320 805.498.9922

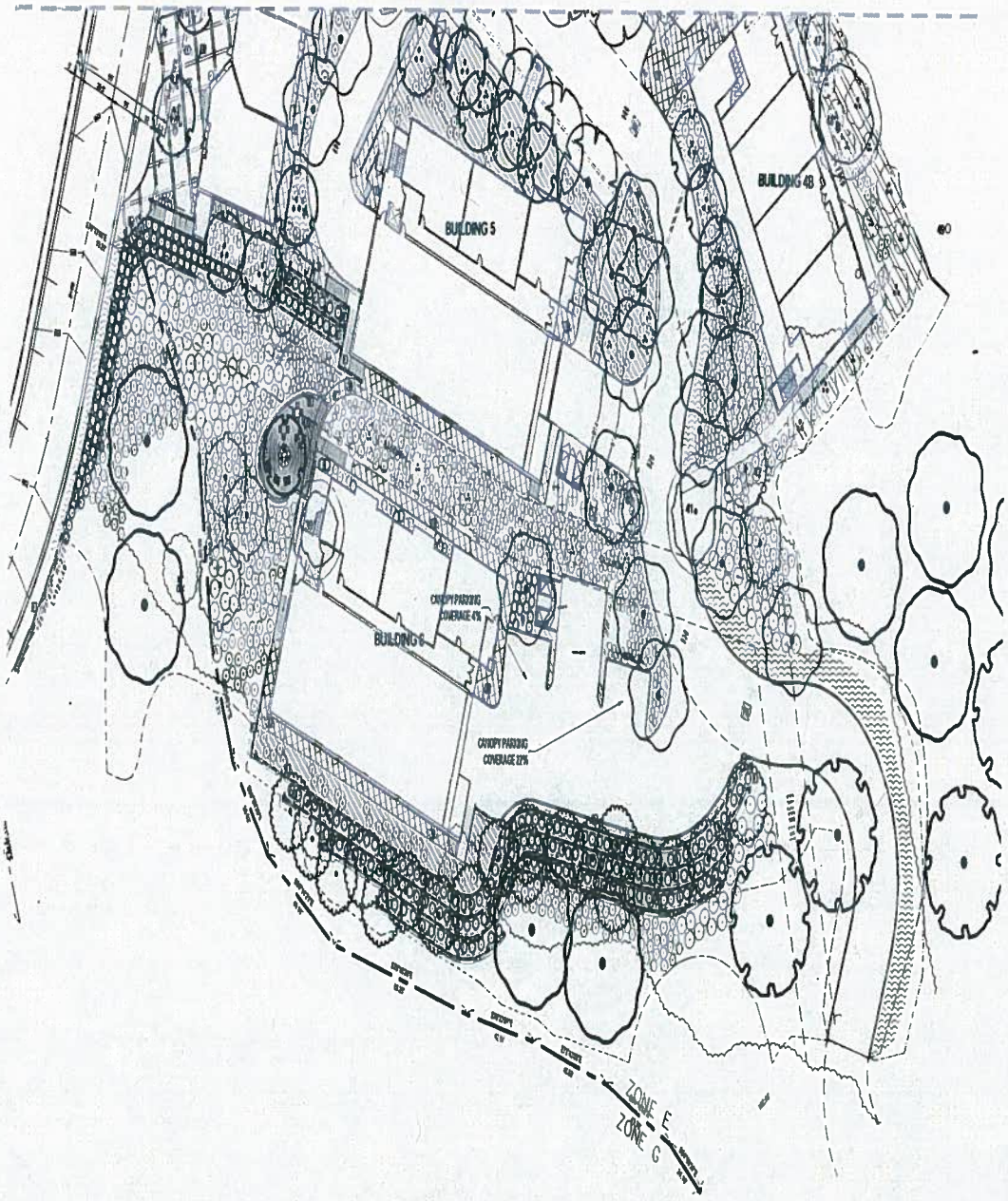
REVISIONS:

DATE: 1-15-04
PRINT DATE:

CORNERSTONE

PRELIMENARY SITE PLAN L1 of 8

MATCHLINE SEE SHEET L1



SCALE: 1"=20'-0"

L2 of 8

PRELIMENARY SITE PLAN

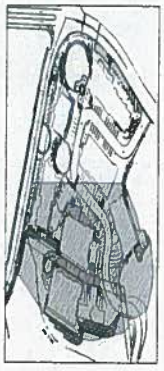
CORNERSTONE
AGOURA ROAD, AGOURA HILLS, CALIFORNIA

LEGEND OF MATERIALS

1	COLORED CONCRETE PATTERN: RANDOM COLOR: BOWERS LIMESTONE C-29	8	BELGARD PAVERS PATTERN: MEGA HERRINGBONE COLOR: BELLA
2	ACID STAIN CONCRETE PATTERN: RANDOM COLOR: BOWERS COPPER PATINA CS-43	9	STUCCO WALL FINISH: SMOOTH TROWEL COLOR: TO MATCH BUILDING
3	ACID STAIN CONCRETE BUTTON COLOR: BOWERS FRENCH BRONZE CS-2	10	WALL WASHINGTON CREAM STRIP LEDGER STONE
4	6"X6" BELGARD PAVERS TEXTURE: TUMBLED COLOR: TOSCANA BLEND	11	16" HIGH RETAINING W/ CALIFORNIA FLAGSTONE VENEER PRE-CAST CAP COLOR: BOWERS BUFF
5	COLORED CONCRETE PATTERN: RANDOM COLOR: BOWERS SOUTHERN BUFF C-25	12	3' HIGH BLACK IRON FENCE
6	CALIFORNIA FLAGSTONE SIZE: 2'X2'		
7	12"X12" BELGARD PAVER COLOR: TOSCANA BLEND		

LEGEND OF SYMBOLS

RETAINING WALL	TRASH RECEPTACLE
PLASTER WALL	POT
STREET LIGHT (OFFSHOOT)	LANDSCAPE LIGHTING
STREET LIGHT (CROSSHOOT)	TREE GRATE
CATCH BASIN	TABLE AND CHAIRS
FIRE HYDRANT	BARBECUE
WATER BACKFLOW	
BENCH	



KEY MAP

NOT FOR CONSTRUCTION

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996 Lawrence Drive, Suite 205
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91320
805.498.9922

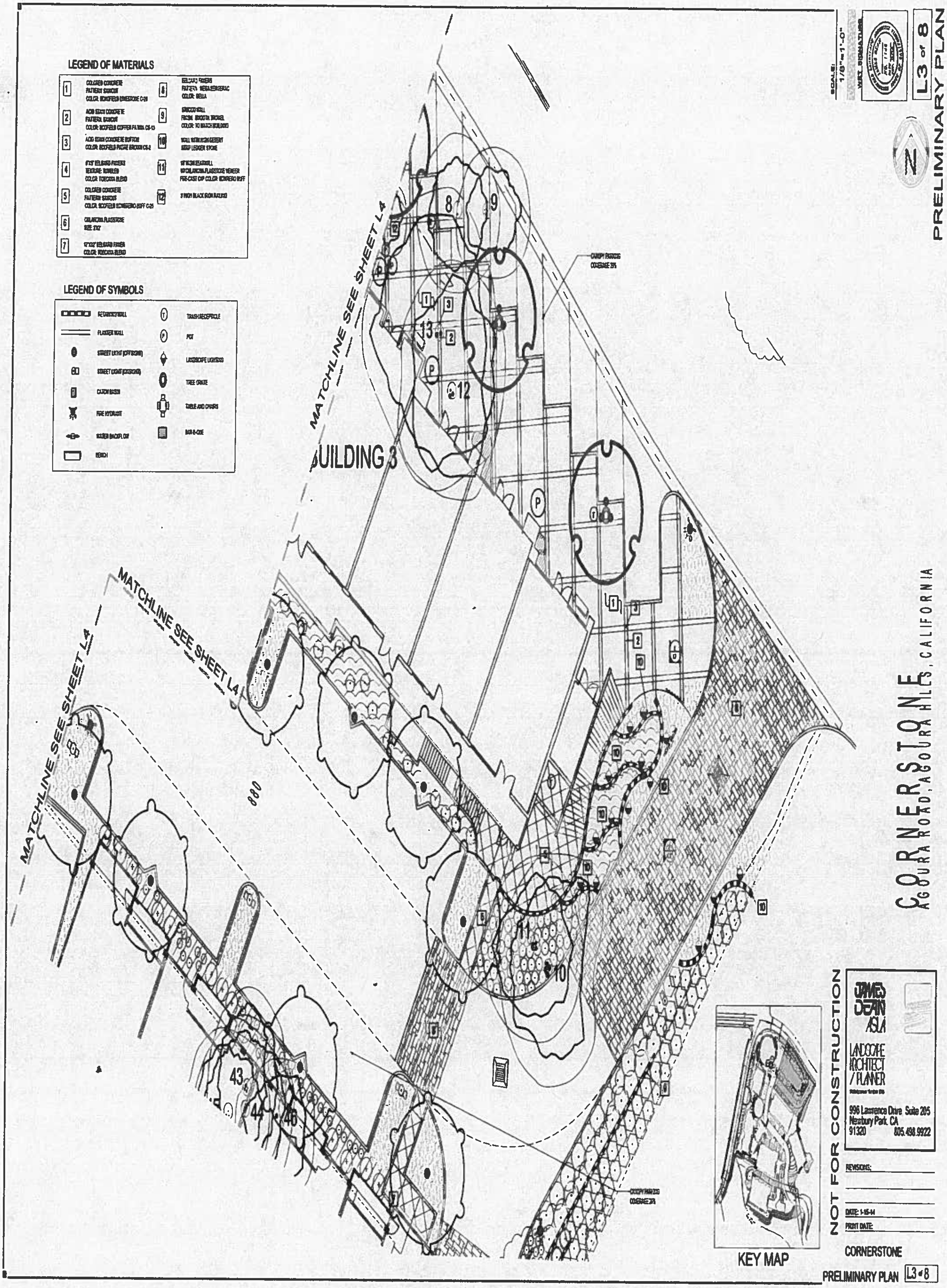
REVISIONS

DATE: 1-15-14

PRINT DATE:

CORNERSTONE

PRELIMENARY SITE PLAN L2 of 8


LEGEND OF MATERIALS
LEGEND OF SYMBOLS
MATCHLINE SEE SHEET L4
MATCHLINE SEE SHEET L4
MATCHLINE SEE SHEET L4
BUILDING 3
CORNERSTONE
AGOURA ROAD, AGOURA HILLS, CALIFORNIA
PRELIMINARY PLAN
L3 of 8
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JAMES DEAN ASLA
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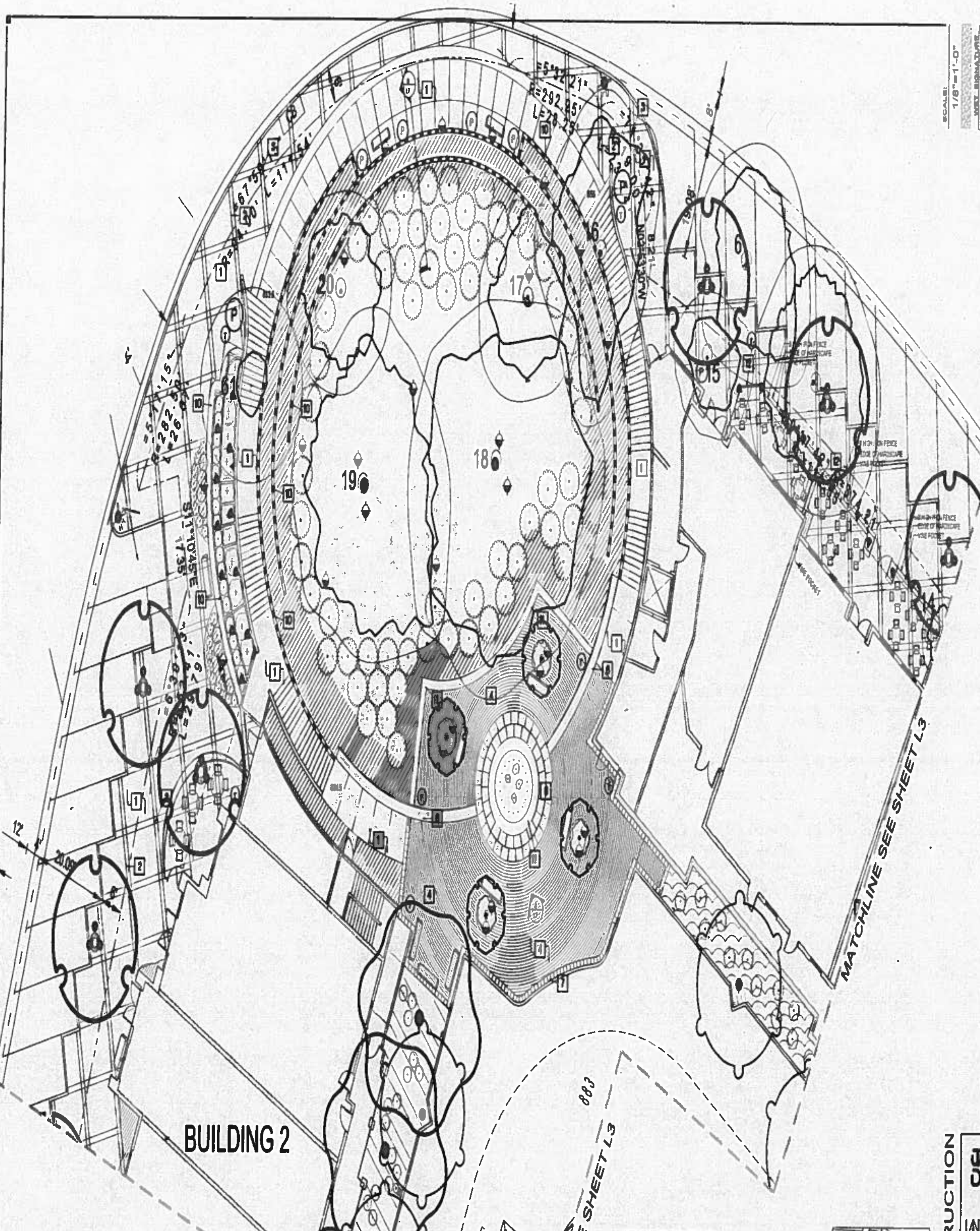
Newbury Park, CA
91320 805.498.9922
REVISIONS:
DATE:
PRINT DATE:
KEY MAP
CORNERSTONE
PRELIMINARY PLAN L3 of 8

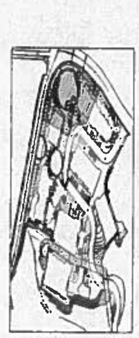


LEGEND OF MATERIALS

1	COLORED CONCRETE PATTERN: SAWCUT COLOR: SCOFIELD LIMESTONE C-20
2	ACID STAIN CONCRETE PATTERN: SAWCUT COLOR: SCOFIELD COPPER PATINA CS-13
3	ACID STAIN CONCRETE [illegible] COLOR: SCOFIELD [illegible] BROWN CS-2
4	[illegible] BELGARD PAVERS TEXTURE: TUMBLED COLOR: TOSCANA BLEND
5	COLORED CONCRETE PATTERN: SAWCUT COLOR: SCOFIELD SOMBRERO BUFF C-25
6	OKLAHOMA FLAGSTONE SIZE: 2'X2'
7	12"X12" BELGARD PAVER COLOR: TOSCANA BLEND
8	BELGARD PAVERS PATTERN: MEGA BERGERAC COLOR: BELLA
9	STUCCO WALL FINISH: SMOOTH TROWEL COLOR: TO MATCH BUILDING
10	WALL WITH [illegible] STRIP LEDGER STONE
11	18" HIGH SEATWALL W/ OKLAHOMA FLAGSTONE VENEER PRE-CAST CAP COLOR: SOMBRERO BUFF
12	3' HIGH BLACK IRON RAILING

LEGEND OF SYMBOLS

- RETAINING WALL
- PLANTER WALL
- STREET LIGHT (OFF SIGHT)
- STREET LIGHT (ON SIGHT)
- CATCH BASIN
- FIRE HYDRANT
- WATER BACKFLOW
- BENCH
- TRASH RECEPTACLE
- POT
- LANDSCAPE LIGHTING
- TREE GRATE
- TABLE AND CHAIRS
- BAR-B-QUE



KEY MAP

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

L4 of 8

PRELIMINARY PLAN

CORNERSTONE
AGOURA ROAD, AGOURA HILLS, CALIFORNIA

NOT FOR CONSTRUCTION

JAMES DEAN ASLA
LANDSCAPE ARCHITECT / PLANNER
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805.498.9922

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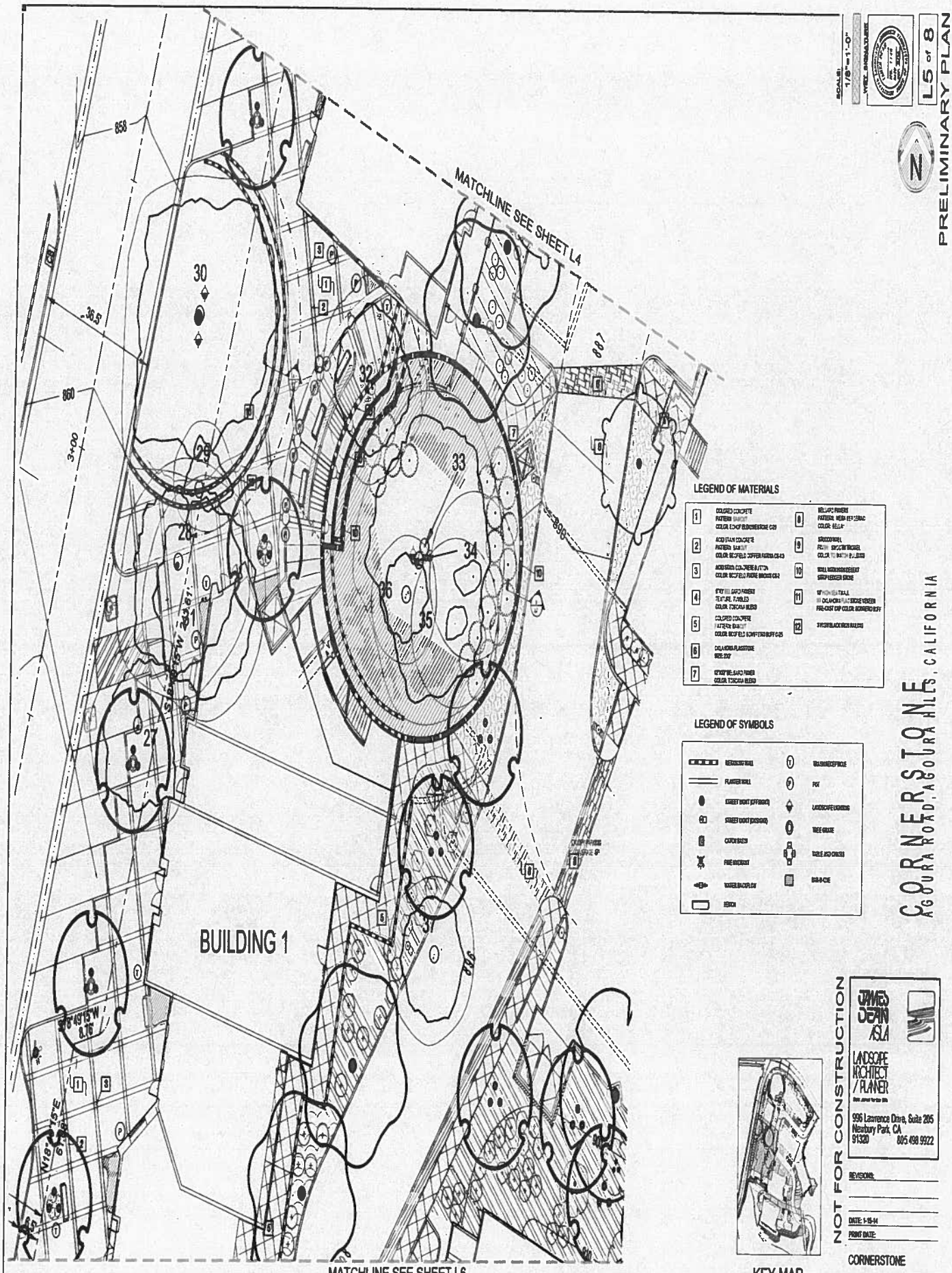
CORNERSTONE

PRELIMINARY PLAN L4 of 8



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

L5 of 8

PRELIMINARY PLAN

N

CORNERSTONE

AGOURA ROAD, AGOURA HILLS, CALIFORNIA

NOT FOR CONSTRUCTION

JAMES DEAN ASLA
LANDSCAPE ARCHITECT / PLANNER
996 Lawrence Drive, Suite 205
Newbury Park, CA 91320
805 498 9922

REVISIONS:

DATE: 1-15-14

PRINT DATE:

CORNERSTONE

PRELIMINARY PLAN L5 of 8

MATCHLINE SEE SHEET L5

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

L6 of 8

PRELIMINARY PLAN

CORNERSTONE

AGOURA ROAD, AGOURA HILLS, CALIFORNIA

LEGEND OF SYMBOLS

LEGEND OF MATERIALS

KEY MAP

NOT FOR CONSTRUCTION

JAMES DEAN ASLA

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Newbury Park, CA
91320 805-498-9922

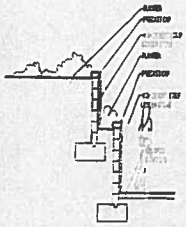
REVISIONS

DATE: 1-15-14

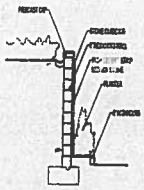
PRINT DATE

CORNERSTONE

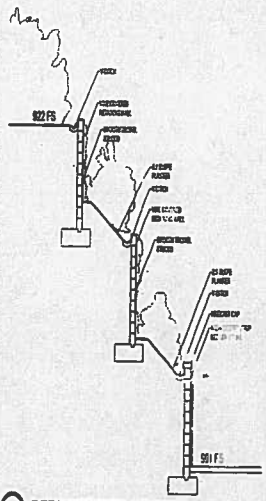
PRELIMINARY PLAN L6 of 8



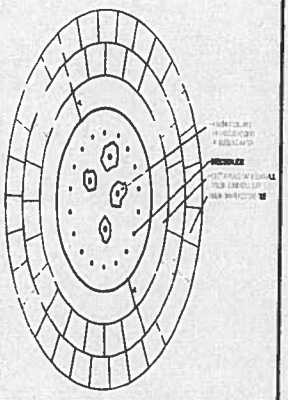
A OAK TREE WELL RETAINING WALLS
SCALE: 1/4"=1'-0"



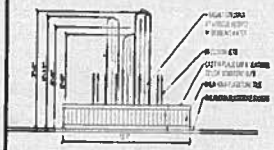
B OAK TREE WELL RETAING WALL
SCALE: 1/4"=1'-0"



C RETAINING WALL SECTION
SCALE: 1/4"=1'-0"

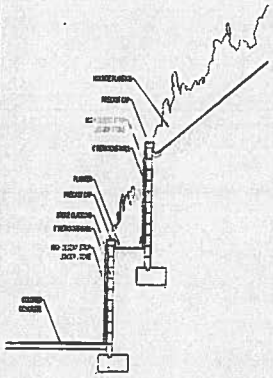


PLAN VIEW

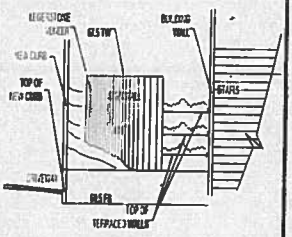


ELEVATION

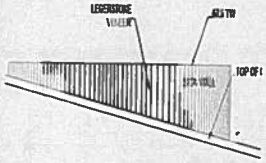
G CORNER PLAZA FOUNTAIN
SCALE: 1/4"=1'-0"



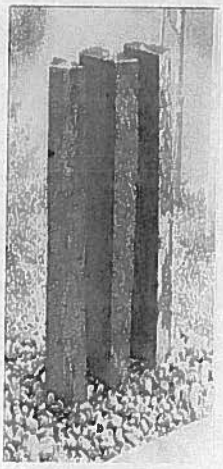
D CORNER PLAZA RETAINING WALLS
SCALE: 1/4"=1'-0"



E ENTRY WALL FROM AGOURA RD
SCALE: 1/4"=1'-0"



F ENTRY WALL FROM DRIVEWAY
SCALE: 1/4"=1'-0"



BASALT COLUMN SAMPLE IMAGE

SCALE: VARIES

JWET SIGNATURE

L7 of 8

SECTIONS

CORNERSTONE

AGOURA ROAD, AGOURA HILLS, CALIFORNIA

NOT FOR CONSTRUCTION

JAMES DEAN ASLA
LANDSCAPE ARCHITECT / PLANNER
999 Lawrence Drive, Suite 205
Newbury Park, CA 91320
805.498.9922

REVISIONS

DATE 1-15-14

PRINT DATE

CORNERSTONE

SECTIONS L7 of 8

PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	SIZE	QTY
	CER CAN	Cercis canadensis / Eastern Redbud Standard	24"box		19
	HET ARB	Heteromeles arbutifolia / Toyon	24"box		19
	LAG TUS	Lagerstroemia hybrids 'Tuscarora' / Crape Myrtle Coral Pink	24"box		4
	LOP CON	Lophostemon confertus / Brisbane Box	24"box		17
	PYR ARI	Pyrus calleryana 'Aristocrat' TM / Aristocrat Flowering Pear	24"box		28
	QUE AGR	Quercus agrifolia / Coast Live Oak	Selected	1 gal, 5 gal, 15 gal,	8
	QUE LOB	Quercus lobata / Valley Oak	15 gal	1 gal, 5 gal, 15 gal, 24	7
	RHU SUM	Rhus lancea / African Sumac	36"box		7

SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	QTY
	ARC HOM	Arctostaphylos densiflora 'Howard McMinn' / Howard McMinn Manzanita	1 gal	21
	CEA HOR	Ceanothus griseus horizontalis / Carmel Creeper	1 gal	215
	CEA CO2	Ceanothus hybrid 'Concha' / Concha Ceanothus	1 gal	7
	CER MES	Cercis occidentalis / Multi-Trunk Western Redbud	5 gal	24
	CIS CRI	Cistus crispatus 'Marley Rose' / Rockrose	1 gal	304
	CON SAB	Convolvulus sabatius / Ground Morning Glory	1 gal	38
	ESC MEM	Escallonia 'Newport Dwarf' TM / Dwarf Escallonia	5 gal	165
	HEM HYB	Hemerocallis hybrid / Daylily	1 gal	537
	HET ARB	Heteromeles arbutifolia / Toyon	15 gal	6
	MAH REP	Mahonia repens / Creeping Mahonia	1 gal	58
	NAN GUL	Nandina domestica 'Gulf Stream' TM	5 gal	51
	PER SPI	Perovskia atriplicifolia 'Blue Spires' / Russian Sage	1 gal	389
	PIT TEN	Pittosporum tenuifolium 'Golf Ball'	5 gal	151
	SAL LEU	Salvia leucantha / Mexican Bush Sage	1 gal	359

VINE/ESPALIER	CODE	BOTANICAL NAME / COMMON NAME	CONT	QTY
	DIS SCA	Distictis buccinatoria / Scarlet Trumpet Vine	5 gal	29
	GEL SEM	Gelsemium sempervirens / Carolina Jessamine	5 gal	33
	PAR TRI	Parthenocissus tricuspidata / Boston Ivy	1 gal	71

GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
	MYO PAR	Myoporum parvifolium / Trailing Myoporum	flat	12" o.c.	11,646 sf
	ROS LOC	Rosmarinus officinalis 'Lockwood de Forest' / Dwarf Rosemary	flat	18" o.c.	5,411 sf
	TRA JAS	Trachelospermum jasminoides / Star Jasmine	flat	12" o.c.	6,163 sf

SCALE: NA

L8 of 8

PLANTING SCHEDULE

CORNERSTONE
AGOURA ROAD, AGOURA HILLS, CALIFORNIA

NOT FOR CONSTRUCTION

JAMES DEAN ASLA
LANDSCAPE ARCHITECT / PLANNER
596 Lawrence Drive Suite 205
Newbury Park CA 91320
805 498 9922

REVISIONS:

DATE: 1-15-14

PRINT DATE:

CORNERSTONE

PLANTING SCHEDULE L8 of 8

ATTACHMENT 13

(Shared Parking Study and
Parking Management Plan)

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WALKER
PARKING CONSULTANTS

Walker Parking Consultants
606 S. Olive Street, Suite 1100
Los Angeles, CA 90014

Voice: 213.488.4911
Fax: 213.488.4983
www.walkerparking.com

August 14, 2014

Ms. Erika Iverson
Planning Associate
Rosenheim & Associates, Inc.
21550 Oxnard Street, Suite #780
Woodland Hills, CA 91367

Re: *Shared Parking Study & Parking Management Plan*
Cornerstone Mixed Use Development
Agoura Hills, CA

Dear Ms. Iverson,

Thank you for passing along the City's comments related to Walker's Shared Parking Study and Parking Management Plan for the proposed Cornerstone Mixed-Use Project. We have provided the response to specific comments within the body of this letter (below). All comments noted as addressed within the body of the report, are incorporated within the attached document.

Comment #1 (page 3)
Figure 1 -has been adjusted

Comment #2 (page 3)
Table 1 - provides the same breakdown of office/retail/restaurant as the traffic impact analysis. No action required.

Comment #3 (page 6)
The second paragraph is taken directly from the AVSP, and is therefore accurate. We believe that the City is requesting additional context, and therefore text will be added. We will add, "The allowance for reduced parking for mixed-use is in itself keeping shared parking in consideration and justified by shared parking calculations up to a maximum of 25%". (added to the 3rd paragraph on that page)

Comment #4 (page 11)
Table 3 - This is a common request from cities as there is a misunderstanding between policy tools (minimum parking requirements) and projection tools (parking demand ratios). Please note that the shared parking model utilizes data points from actual hourly observations from throughout the US over a number of years. The base ratios are developed as a statistical reduction of those many observations to provide a ratio for various user groups (i.e. employees, visitors, etc.) of the same land use with an 85th percentile reliability. The percentage hourly adjustments are provided for each of these user groups (not a single land use ratio), as a comparison to the peak parking demand ratio. Again, these percentages are based on statistical reduction of the same data set

to maintain a correlated and consistent source for projecting demand (See ULI *Shared Parking*).

The City's ratios are presented as minimum parking requirements for a given land use (not by user group), and offer no claim to accuracy for projecting actual parking demand – they are minimum requirements. There is also no study or data set to support these minimum requirements as tools to accurately project parking demand. It is important to understand that minimum requirements are policy tools and not projection tools. The City's requirements also do not correlate with the hourly percentage reductions because they are not from the same data source, and therefore would not provide a sound basis for analysis or evaluation.

Comment #5 (page 13)
Table 4 – Although office buildings reach their peak activity (and parking presence) during the weekday daytime, there is a period between noon and 1PM when lunch typically occurs. Office lunchtimes result in a small reduction (10%, or 90% of peak) for office employees who drive off-site for lunch or lunch meetings in resaurants, etc. There is a very significant reduction in office visits (85% reduction, or 15% of peak). From a practical standpoint, meetings tend not to be scheduled during the lunch period, and observations used to develop this adjustment to the hourly ratio support that idea.

Comment #6 (page 13)
Table 4 – The total of 139 spaces is accurate as it combines community shopping center customers (52), family restaurant customers (85), and office visitors (2) for a total of 139 spaces. Upon review of Table 4, we realized that Table 4 and Table 5 each had a row hidden in the subtotals for resident parking. We have replaced Tables 4 and 5 to include that number in the subtotals – which does not impact the overall total, is it added the hidden row all along.

Comment #7 (page 16)
If valet or attendant assist parking is selected by the developer/owner as the means to alleviate the intermittent parking shortfall, a stacking plan should be provided by the developer as a condition of approval. Otherwise, this is an academic exercise at cost to the developer/owner.

Please let me know if you have further needs related to this study, comments, or response.

Sincerely,

WALKER PARKING CONSULTANTS

Ezra D. Kramer

Ezra D. Kramer
Parking Consultant

EDK:edk

INTRODUCTION

Walker Parking Consultants ("Walker") was retained by Rosenheim & Associates, Inc. ("RAA") to perform a Shared Parking Study and Parking Management Plan for the proposed Cornerstone Mixed-Use Project in Agoura Hills, CA. The following report details our understanding of the project, project methodology, and findings.

BACKGROUND

In March 2008, a Shared Parking Study prepared by Associated Transportation Engineers ("ATE") was submitted to the City of Agoura Hills for the Cornerstone Mixed-Use Project. Subsequently, the City of Agoura Hills contacted Walker Parking Consultants ("Walker") to perform a Peer Review of the ATE Shared Parking Study. The Peer Review was provided in August 2008, which suggested revisions should be made to the ATE study. ATE provided a response to the Peer Review in November 2008. Shortly thereafter, a meeting including City staff, Rosenheim & Associates, Inc. ("RAA"), ATE and Walker took place to resolve any outstanding issues. After conferring with City staff, Walker delivered a final Peer Review memorandum in January 2009, which provided recommendations to revise the Shared Parking Study to meet City preparation standards for methodology. One recommendation was to provide a Parking Management Plan to identify appropriate methods to be used to offset any anticipated parking shortfalls that may occur from time to time.

In October 2013, Walker was contacted by RAA requesting a Parking Management Plan for Cornerstone. Walker inquired as to whether the Shared Parking Study had been revised per the recommendations provided within the 2008/2009 Peer Review. The Shared Parking Study was not revised but would need to be revised not only to meet City requirements, but also to provide meaningful data points to inform the Parking Management Plan. Suggested remediation methods must consider the quantity and frequency of any parking shortfall. Therefore, Walker has prepared the following Shared Parking Analysis and Parking Demand Management Plan. The report answers the following questions:

- Based on the current program how is parking demand anticipated to be generated?
- Is the proposed parking supply adequate to meet or exceed the projected demand?
- If not, how could the periods when parking supply is inadequate be managed effectively?

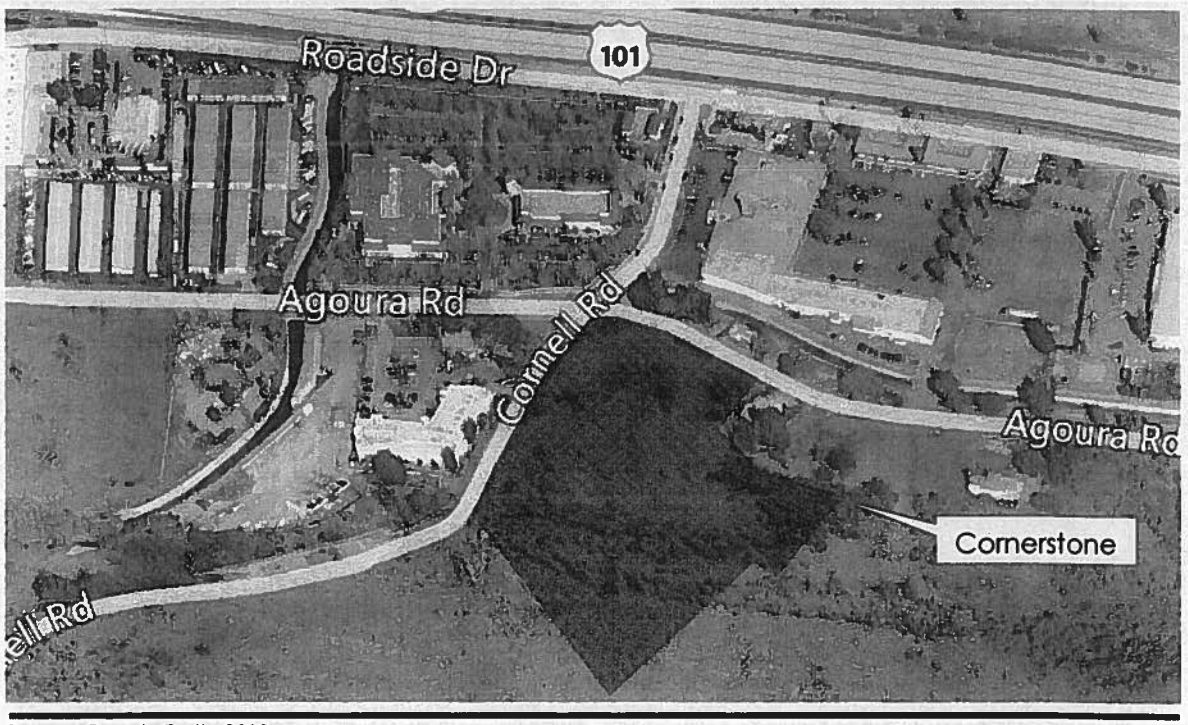
PROJECT AREA

The project area for this engagement includes the Cornerstone Mixed-Use Project site, which is bounded by Agoura Road to the north, Cornell Road to the west, designated green space to the south, and a residence to the east. The following figure, Figure 1, highlights the project area within the surrounding market. Figure 2 provides a more detailed view of the project site. Site plans are provided within the appendices.

Figure 1: Market Area

Source: Google Earth, 2013.

Figure 2: Project Site



Source: Google Earth, 2013.

REPORT ORGANIZATION AND METHODOLOGY

This report contains two main sections, 1) a quantitative analysis of parking requirements, parking demand generation, and parking adequacy, and 2) a discussion of parking demand management techniques appropriate for the site based on results of the quantitative analysis.

QUANTITATIVE ANALYSIS

The AVSP sets a lower limit on any shared parking analysis for developments within the AVSP area. The lower limit is equal to the zoning code minimum parking requirements for residential parking, plus 75% of the zoning code minimum parking requirements for non-residential parking. We will perform this calculation to set our lower limit. A shared parking study will show different results, as this is simply a lower limit imposed by the City.

Walker will quantify the parking demand generated by Cornerstone utilizing the methodology provided within the Urban Land Institute ("ULI") publication, *Shared Parking, 2nd Edition*. Estimates of the future parking supply are provided by Heathcote & Associates, the project architect, and are considered reasonable and reliable. Pairing these proposed future conditions we will determine on-site parking adequacy.

PARKING MANAGEMENT PLAN

The final step in any shared parking study is to develop and recommend a parking management plan to ensure that shared parking will occur as the quantitative analysis shows, or to alleviate shortfalls though management practices is possible. The recommended parking management plan will encourage the efficient use of the on-site parking supply and suggest other options if necessary. Other options include implementing transportation demand management ("TDM") strategies, active on-site management, as well as shifting some users off-site to a nearby parking supply.

QUANTITATIVE ANALYSIS

The quantitative analysis is based on the proposed future conditions for Cornerstone. Heathcote & Associates have provided proposed land use quantities and parking supply layout and counts. RAA provided assumptions regarding the mix of land uses to better define the program for this study.

PARKING SUPPLY

The parking supply proposed to serve Cornerstone consists of enclosed (subterranean) parking, surface parking, and on-street parking. The enclosed parking will consist of 175 standard and 8 ADA spaces for a total of 183 spaces. The surface parking will consist of 64 standard and 3 ADA spaces, for a total of 67 spaces. Spaces set aside for residents will be signed and controlled as required within the AVSP.

On-street parking will be added along Agoura Road and Cornell Road. Site plans show 17 parallel on-street spaces across Cornell Road, 13 standard and 4 ADA angled spaces along the near side of Cornell Road, 15 standard and 2 ADA angled spaces along the near side of Agoura Road. Although these spaces will not be owned by Cornerstone, the City has indicated that these spaces can be used to offset the parking demand projected for the site within the Shared Parking Study. The on-street spaces will consist of 45 standard and 6 ADA spaces, for a total of 51 spaces.

The overall total for the parking supply serving Cornerstone are 284 standard and 17 ADA spaces, for a total of 301 spaces.

PROGRAM DATA

The program data for Cornerstone was provided in two stages; site plans were provided on November 5, 2013, and assumptions on land use breakdown were provided on December 18, 2013. The information provided proposed land uses, and layouts for the parking supply. The proposed program for the site is summarized in the following table.

Table 1: Program Data

Project Component	Size
Retail	23,013 SF
Restaurant	11,000 SF
Office	34,905 SF
Residential	
Studio Lofts	15 Units
2-Bedroom Apts.	20 Units

Source: Rosenheim & Associates, 2013.

CITY BASED PARKING REQUIREMENTS

The City of Agoura Hills adopted a specific plan for the area surrounding and including Cornerstone, the Agoura Village Specific Plan ("AVSP"). AVSP was instituted to spur redevelopment, and create a more vibrant village setting by encouraging increased density and a mix of land uses that share parking within each ownership parcel and with those nearby. These changes would allow for a more efficient use of land by lowering the total parking demand during peak periods, as well as the required onsite parking demand by applying the theory of shared parking. Since the institution of the AVSP, several land owners and developers have brought forth new development or redevelopment plans.

The AVSP states the following regarding shared parking for mixed-use developments:

> Mixed Use Parking
> When a project contains a vertical mix of uses composed of retail commercial or office uses with residential and/or office use above in the same building, the non-residential portion of the mixed use building may be eligible to receive a reduction in the parking requirements established by this Specific Plan of up to 25 percent, subject to approval of a ADVP. The number of required parking spaces may be reduced subject to the following:
>
> 1. Submittal of a parking demand study conducted by a licensed traffic engineer or other traffic professional acceptable to the City, and
> 2. Agreement to participate in the formation of a future parking assessment district or fee.

Therefore the first step is to calculate the required parking under the Zoning Ordinance (no shared parking). For the non-resident portion of the project, the minimum requirement cannot go below 75% of the calculated non-residential parking requirement for the site. Note that this is just a lower limit but does not impact the shared parking analysis in any other way than to cap the possible reduction. The allowance for reduced parking for mixed-use is, in itself, keeping shared parking in consideration and justified by shared parking calculations up to a maximum of 25%.

The restaurant square footage provided in the program data is for the entire restaurant. The City of Agoura Hills zoning code calculates parking requirements based on seating area. We assume that 60% of the total area will be designated as the customer area, which results in 6,600 SF of seating area.

The program data provided by RAA is used in to calculate the floor using the program data, and the restaurant seating area assumption.

Table 2: Limit of Shared Parking Reduction

Project Component	Size	City Parking Ratio	Parking Requirement
Retail	23,013 SF	4 spaces/1000 SF	92 spaces
Restaurant	6,600 SF (a)	15 spaces/1000 SF	99 spaces
Office	34,905 SF	3.33 spaces/1000 SF	116 spaces
Residential			
Studio Lofts	15 Units	1.0 spaces/Unit	15 spaces
2-Bedroom Apts.	20 Units	2.0 spaces/Unit	40 spaces
Guests	35 Units	0.5 space/Unit	18 spaces
TOTAL REQUIRED PARKING			380 spaces
Spaces Available for Reduction			325 spaces
Possible Reduction			25%
Minimum Spaces Required for Non-residents (b)			244 spaces
Minimum Spaces Required for entire development			299 spaces

(a) Assumes 60% of restaurant space is devoted to patrons to calculate City
(b) Shared Parking study may reduce parking requirement to this amount

Source: Rosenheim & Associates, City of Agoura Hills, 2013.

A goal of the AVSP is to help guide development in the specific plan area and in doing so create an area within the City that has a traditional downtown ambiance with pedestrian activity and outward facing development that runs fluidly from one development to the neighboring development. One hope is that once people are out of their cars, those cars can stay parked and people can walk throughout the area to shop, dine, etc. With this in mind, the mix of land uses at Cornerstone work extremely well from a shared/joint parking standpoint with neighboring developments. Both the Whizin Center (across Agoura Road) and Agoura Oaks (diagonal across both Agoura Road and Cornell Road) contain land uses that peak on the weekend evenings, which is opposite the parking needs for office space.

The next step is to prepare a shared parking study that is acceptable to the City.

SHARED PARKING APPROACH

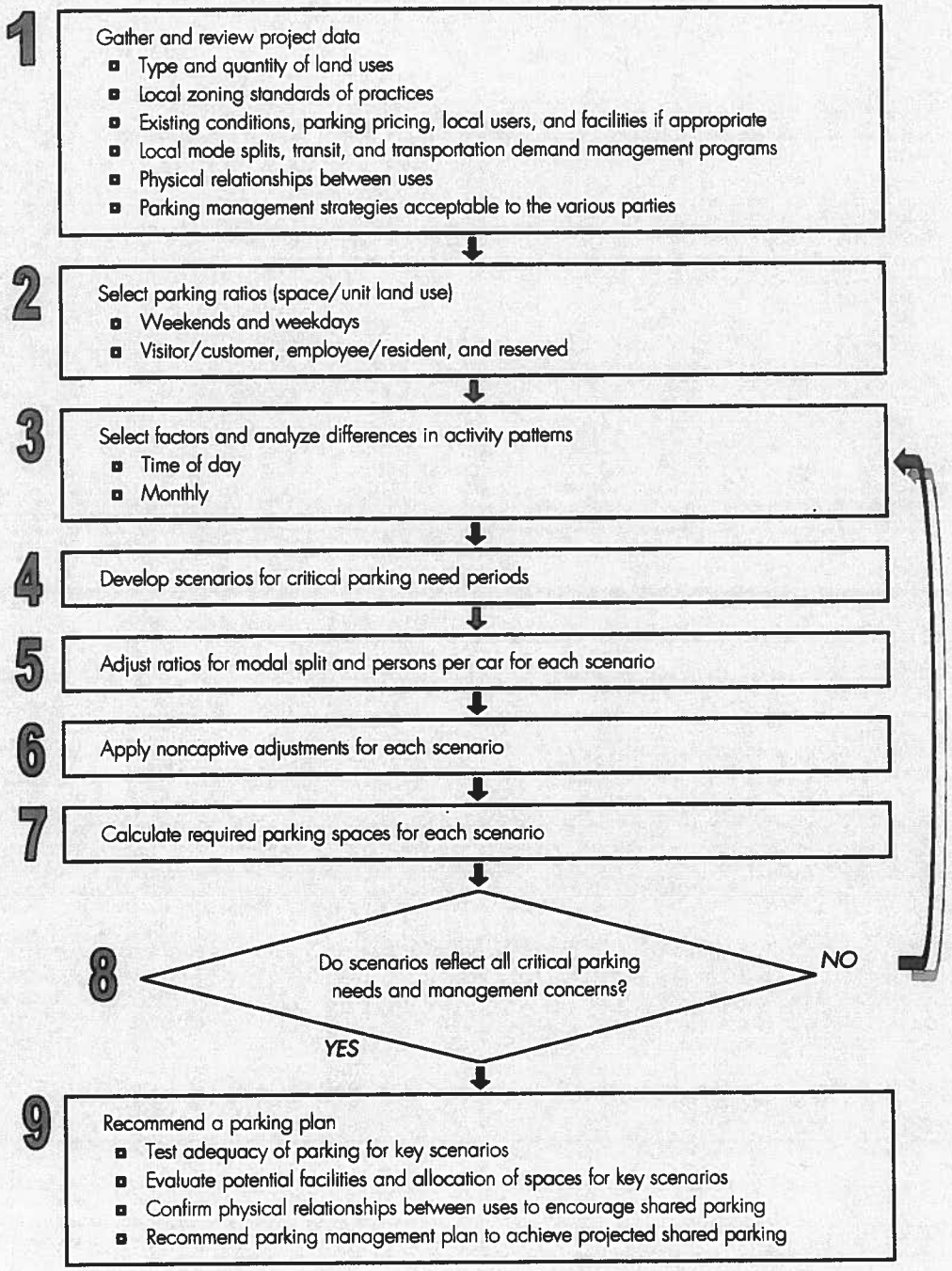
Shared parking is based on the use of a single parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

The key goal of a shared parking analysis is to quantify the number of parking spaces that is adequate to support a mix of land uses within a development from a commercial standpoint without requiring the wasteful construction of an excessive number of parking spaces, many of which will remain unused.

Shared parking considers the types, quantities and user groups of land uses for a development, as well as site and market specific characteristics. The analysis begins with those quantities being multiplied by parking generation ratios. Adjustments (Modal Split and Noncaptive) for each user group are then applied for morning, afternoon, and evening time periods based on a site and market analysis. Further adjustments are applied based on hourly and monthly activity factors for each user group. The shared parking model is structured to identify a peak parking demand period for both weekday and weekend conditions. Figure 3 outlines the ULI Shared Parking Methodology.

Figure 3: ULI Shared Parking Methodology



Source: Shared Parking, 2nd Edition, 2005.

SHARED PARKING STUDY

Because we are using a computer model to identify the peak periods, the order of steps is slightly different than that of Figure 3. Modal split and noncaptive adjustments are made before any time of day or month of year adjustments are applied. If we were not using a computer model we would need to calculate several peak periods using hourly and monthly adjustments, then test each by applying modal split and noncaptive adjustments. The model eliminates the need to calculate and test several periods as this is calculated internally within the model. The model generates the peak weekday and weekend periods and overall parking demand as the output.

Within the parking industry there are a few publications that provide statistical data regarding parking demand generation, but only the Urban Land Institute's *Shared Parking* provides a recommended methodology along with data sets for projecting shared parking demand. Through discussions with the City of Agoura Hills, we have determined that the ULI methodology for projecting shared parking demand is the preferred method. Therefore, we use the ULI-approved base parking ratios and ULI-approved monthly/hourly adjustments.

1) DATA COLLECTION

The first step in the study is to understand the development itself, its geographic surroundings, and the demographics of residents, patrons and employees of the land uses on site. The program data for these developments is provided in Table 1. Other information that may be useful when developing our peak parking scenario includes:

- The site is located on Agoura Road, which is a major east-west corridor with available transit. Agoura Road is also located parallel to the 101 Freeway.
- Employees of Cornerstone may opt to utilize one of three bus routes that run along Agoura Road; this option should be included in the overall modal split (means of transportation to work).
- Along the 101 Freeway several DOT Park and Ride lots exist which allow coworkers the opportunity to rideshare/carpool to save on gas, and vehicle wear and tear.
- Parking for residents will be held separate from any shared supply, but resident guest parking would be within the shared supply.
- The site plan is set, so striped parking stall count will not change. Any parking shortfall would be mitigated through parking demand management strategies.

2) PARKING BASE RATIOS:

We elected to utilize the ULI Shared Parking base ratios, which vary slightly from those found in the City's municipal code; however, it is important to remain consistent in the ratios that are used because the hourly and monthly adjustments are also based on these ULI base ratios. ULI developed base ratios for each user group for a given land use for both a peak weekday and a peak weekend period. The ULI base ratios were developed through study of several isolated development land uses. These isolated developments offer no transit, and also have no proximate land use that could share

the attached parking supply and therefore, skew the base ratios. These ratios can be found in Table 3.

Table 3: Base (Unshared) Parking Ratios, Weekday & Weekend

	Weekday		Weekend		
Land Use/User Group	Visitor	Employee	Visitor	Employee	Unit
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Residential Shared, Rental	0.15	1.57	0.15	1.57	/unit
Office <25,000sq ft	0.30	3.50	0.03	0.35	/ksf GFA
Office 25k to 100k sq ft	weighted average based on size				/ksf GFA
Office = 100k	0.25	3.15	0.03	0.32	/ksf GFA

Source: Walker Parking Consultants, 2013.

3) MODAL SPLIT ADJUSTMENT

Modal split considers the mode of transportation that patrons and employees would use to arrive at the development. Walker utilizes data provided by the US Census Bureau for the means of transportation to work to adjust modal split for employees. The Census Bureau data indicates that roughly 89% of workers employed in Agoura Hills drive a vehicle to their place of work. Site considerations, like the availability of transit and availability of parking, as well as economic factors for differing employee types such as the cost of gas, and general vehicle maintenance are also used to gauge this adjustment. The site is located along a major corridor which offers bus service. In all the modal split adjustment for this site considers pedestrian, bicycle, bus, train/bus, carpool and drop-off's as alternative to a single-occupant vehicle being parked on site. We believe that an 11% reduction is appropriate for office employees, in accordance with the Census Bureau data. For both retail and restaurant these employees typically travel shorter distances and could be dropped off as an additional mode split. Typical demographics for these positions also suggest potentially younger employees, with lower vehicle ownership. Therefore the adjustment for the retail and restaurant employees was input at 25%.

As for a patron modal split, there is transit availability, but we do not believe that the types of land uses present are conducive to many patrons arriving via transit. Some of the activity could come from employees of nearby developments, which supports a small reduction – we assume a 5% reduction during the daytime but no reduction in the evening or weekends. The on-site retail is considered service retail, and could also serve employees of surrounding developments, and drop-off. In addition, those having a meal at a nearby site may also opt to walk across the street to the theater. Considering these possibilities we believe that a 5% reduction in patron parking generation for retail, restaurant, and theater uses would be appropriate.

We have taken no adjustments for any of the residential parkers – residents or guests. Because the resident supply will not be shared the adjustment is set at 0. For guests, it is generally unlikely that these trips occur frequently during the day, when transit use is

more prevalent. And given the bulk of guest activity occurs when residents are home in the afternoon, it is likely that guests drive to the site versus using alternative means.

4) NON-CAPTIVE ADJUSTMENT

A non-captive adjustment takes into account any crossover in user groups that does not necessarily adjust that user's length of stay (if not a reserved parking space). For instance, an employee or group of employees of the office or retail space could have lunch or dinner at one of the on-site restaurants during a break. In this case the employee(s) would create activity for the restaurant without generating any additional demand for parking. The opportunity for a noncaptive effect at this site is somewhat fairly good because of the mix of long-term user groups and destinations such as retail and restaurants. Therefore we have been conservative and assumed only a 10% noncaptive adjustment for the restaurant and retail space while the office space is active within the model which decreases in the evening and on the weekend. The result is a reduction of 16 vehicles between both the restaurant space and retail space and that would come from roughly 154 onsite employees (office, restaurant and retail) – this means that on average just over 1 in 10 employees frequent on-site retail or restaurant daily, which is a reasonable assumption.

5) CHRONOLOGICAL FACTORS

i) Time of Day Factors
The time of day adjustment takes into account that most land uses will vary in activity and parking generation throughout the day. For instance, only a fraction of peak parking demand for office employees will be present during weekends, especially during the evening, allowing for the alternate use of these parking spaces during non-office hours (potentially sharing with nearby land uses if desired).

ii) Monthly Factors
Monthly factors adjust each user group at the development based on activity and sales trends for that land use. Walker utilized ULI-provided monthly factors for the office space, retail space, and restaurants.

6) PEAK PARKING CALCULATION

Peak parking demand for Cornerstone is projected by applying ULI and Walker monthly and hourly occupancy factors to each use. This results in approximately 250 discrete time periods being examined.

The program data supplied, ULI-provided ratios and adjustment factors, and Walker's professional opinion for modal split and noncaptive adjustments result in the parking demand projections found in Table 4 (weekday) and Table 5 (weekend).

Table 4: Peak Shared Parking Demand, Weekday

Weekday Land Use/User Group	Unadj Demand	Month Adj December	Pk Hr Adj 12:00 PM	Non Captive Daytime	Drive Ratio Daytime	Demand December 12:00 PM
Community Shopping Center (<400 ksf)	67	100%	90%	90%	95%	52
Employee	16	100%	100%	100%	75%	12
Family Restaurant	99	100%	100%	90%	95%	85
Employee	17	100%	100%	100%	75%	13
Residential Guest	5	100%	20%	100%	100%	1
Residential Reserved	55	100%	100%	100%	100%	55
Office 25k to 100k sq ft	10	100%	15%	100%	100%	2
Employee	121	100%	90%	100%	89%	97
Subtotal Customer/Guest Spaces	176					139
Subtotal Employee Spaces	154					122
Subtotal Resident Spaces	60					56
Total Parking Spaces	390					317
					% reduction	19%

Source: Walker Parking Consultants, 2013.

Table 5: Peak Shared Parking Demand, Weekend

Weekend Land Use/User Group	Unadj Demand	Month Adj December	Pk Hr Adj 12:00 PM	Non Captive Daytime	Drive Ratio Daytime	Demand December 12:00 PM
Community Shopping Center (<400 ksf)	74	100%	85%	95%	100%	60
Employee	18	100%	100%	100%	75%	14
Family Restaurant	140	100%	100%	95%	100%	133
Employee	25	100%	100%	100%	75%	19
Residential Guest	5	100%	20%	100%	100%	1
Residential Reserved	55	100%	100%	100%	100%	55
Office 25k to 100k sq ft	1	100%	90%	100%	100%	1
Employee	12	100%	90%	100%	95%	10
Subtotal Customer/Guest Spaces	215					194
Subtotal Employee Spaces	55					43
Subtotal Resident Spaces	60					56
Total Parking Spaces	330					293
					% reduction	11%

Source: Walker Parking Consultants, 2013.

7) PEAK PARKING SCENARIO

Given the program data, site and market considerations, the shared parking study produces a peak period for weekday parking generation of 317 total spaces at 12:00PM in December (only the period prior to Christmas). This is due to fewer vacations for office employees during this period, and an uptick in retail occurring during that period.

FINDINGS: PARKING ADEQUACY

Parking adequacy is a measure of whether the parking supply can adequately provide for the parking demand generated at the development. The proposed parking supply according to provided plans is 301 spaces. Therefore, we tested for adequacy based on a 301-space parking supply. Given the parking supply of 301 spaces, and a projected peak parking demand of 317 spaces, the current plans result in a parking shortfall of roughly 16 spaces. The weekend peak period is also December at 12:00PM and is 293 spaces, which is lower than the proposed supply – which suggests all weekend periods will have sufficient parking supply.

We also reviewed the peak weekday period for other months to test whether the shortfall would occur only in a single month, or whether it would be more prolific. We found that the November peak is the next highest projected demand at 298 spaces, which is below the planned parking supply.

Table 6: Comparison of Months

Weekday Peak	Jan	Feb	Mar	Apr	May	Jun	Jul
Land Use/User Group	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM
Community Shopping Cer	27	28	31	31	32	33	31
Employee	9	9	9	9	9	9	9
Family Restaurant	65	65	72	70	73	73	75
Employee	12	12	13	13	13	13	13
Residential Guest	1	1	1	1	1	1	1
Residential Reserved	55	55	55	55	55	55	55
Office 25k to 100k sq ft	5	5	5	5	5	5	4
Employee	108	108	108	108	108	108	102
Customer	98	99	109	107	111	112	111
Employee	129	129	130	130	130	130	124
Reserved	55	55	55	55	55	55	55
Total Demand	282	283	294	292	296	297	290
Less Than Peak	35	34	23	25	21	20	27

Weekday Peak	Aug	Sep	Oct	Nov	December	Late Dec
Land Use/User Group	11:00 AM	11:00 AM	11:00 AM	11:00 AM	12:00 PM	12:00 PM
Community Shopping Cer	34	31	32	35	52	41
Employee	9	9	9	10	12	11
Family Restaurant	76	69	73	71	85	80
Employee	13	13	13	13	13	13
Residential Guest	1	1	1	1	1	1
Residential Reserved	55	55	55	55	55	55
Office 25k to 100k sq ft	4	5	5	5	2	1
Employee	102	108	108	108	97	78
Customer	115	106	111	112	140	123
Employee	124	130	130	131	122	102
Reserved	55	55	55	55	55	55
Total Demand	294	291	296	298	317	280
Less Than Peak	23	26	21	19	0	37

Source: Walker Parking Consultants, 2013.

Similarly, we tested the peak month to see how prolonged the shortfall would be over the course of the day. We find that only 11:00AM, 12:00PM, and 1:00PM are projected to have a parking shortfall, so the period throughout the day is minimal. The shortfall would only occur for 3 hours per weekday for the first 3 weeks of December, therefore any parking management plan addressing a parking shortfall only needs to account for those limited time periods.

Table 7: Peak Month Hourly Comparison

December Weekday Land Use/User group	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM
Community Shopping Center (<400 ksf)	1	3	9	17	32	43	52
Employee	1	2	5	9	10	11	12
Family Restaurant	21	42	51	63	72	76	85
Employee	6	10	11	11	13	13	13
Residential Guest	-	1	1	1	1	1	1
Residential Reserved	55	55	55	55	55	55	55
Office 25k to 100k sq ft	-	-	2	6	10	5	2
Employee	3	32	81	102	108	108	97
Customer	22	46	63	87	115	125	140
Employee	10	44	97	122	131	132	122
Reserved	55	55	55	55	55	55	55
TOTAL DEMAND	87	145	215	264	301	312	317

December Weekday Land Use/User group	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Community Shopping Center (<400 ksf)	57	57	57	54	49	51
Employee	12	12	12	12	11	13
Family Restaurant	76	42	38	38	63	75
Employee	13	13	10	10	12	14
Residential Guest	1	1	1	1	2	3
Residential Reserved	55	55	55	55	55	55
Office 25k to 100k sq ft	5	10	5	2	1	1
Employee	97	108	108	97	54	27
Customer	139	110	101	95	115	130
Employee	122	133	130	119	77	54
Reserved	55	55	55	55	55	55
TOTAL DEMAND	316	298	286	269	247	239

December Weekday Land Use/User group	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Community Shopping Center (<400 ksf)	48	41	32	19	6	-
Employee	13	12	10	5	2	-
Family Restaurant	75	75	56	52	47	24
Employee	14	14	12	9	9	5
Residential Guest	5	5	5	5	4	3
Residential Reserved	55	55	55	55	55	55
Office 25k to 100k sq ft	-	-	-	-	-	-
Employee	11	8	3	1	-	-
Customer	128	121	93	76	57	27
Employee	38	34	25	15	11	5
Reserved	55	55	55	55	55	55
TOTAL DEMAND	221	210	173	146	123	87

Source: Walker Parking Consultants, 2013.

PARKING MANAGEMENT PLAN

The final step in any shared parking study is to develop and recommend a parking management plan to ensure that shared parking will occur as the quantitative analysis shows, or to alleviate shortfalls though management practices is possible. The recommended parking management plan will encourage the efficient use of the on-site parking supply and suggest other options if necessary. A parking plan should evaluate:

- Whether the included on-site and on-street parking will be adequate,
- How potential shortfalls would be offset,
- How the spaces are allocated for each user group,
- Whether the site design will allow for intuitive parking area segregation, or
- What signage and time/user restrictions may be necessary,
- Whether walking distances are reasonable,
- Whether a fee for parking would be employed (as this may shift demand off site), and
- Whether parking access controls will be used on the site.

The Shared Parking Study provides an answer to the first question – parking is adequate under most conditions but will require mitigations during weekdays in December.

The most feasible parking management options to address the parking shortfall during the 3-hour period on weekdays in early December include:

- Utilization of attendant-assist or valet staff to "stack" park vehicles for the 3-hour period from 11:00AM until 2:00PM on weekdays for the first 3 weeks of December. A stacking plan would be required by the City showing how these additional spaces would be supplied if using un-striped spaces.
- Utilization of valet staff to park vehicles within the resident parking supply for the 3-hour period from 11:00AM until 2:00PM on weekdays for the first 3 weeks of December. A striping plan would not be required because striped spaces would be used. Only 20 spaces could be used within the resident supply because 55 spaces are required for the 35 units, and one of the required spaces for each multifamily dwelling unit shall be an assigned space.
- Procurement of off-site parking during weekday daytimes preceding Christmas in December. Proof of the agreement would be required by the City.

The parking allocations will be discussed in greater depth within the following parking plan. It is important to note that while allocations are a tool for testing capacity, and limiting access to spaces that need to be protected, they also can limit how flexible a parking supply is for users and may impact shared parking. The parking supply allocated to residents should be protected and possibly using access controls, but other user groups should be encouraged to utilize the most appropriate supply.

This site is fairly small, so intuitive design for the parking supply is not as critical as it can be in a larger environment. Still, users unfamiliar with the site should be provided the most accessible spaces. At Cornerstone those are the surface and on-street spaces

because they are easiest to find, and to orient with the final destination in mind. The way that the space count and locations work out can be allocated in such a way that the parking supply lines up appropriately with demand. Similarly walking distances are not an issue at this site based on Southern California climate and the size of the site.

There have been no discussions of paid parking at the site, and I don't believe it is typical in Agoura Hills aside from events at the Whizin's Center. On these evenings it may be beneficial to set up paid parking and validations for dining within Cornerstone's restaurants simply to protect the supply for appropriate users.

The following list provides program data and nearby parking supply for each building:

- Buildings 1-3 (15 Residential Units, 10,572SF Office, 10,261SF Office/Retail, 23,597SF Retail/Restaurant)
- Surface Parking near Buildings 1-3: 20 STD, 2 ADA

- On-street Supply (Primarily serving Buildings 1-3)
- Agoura Road: 15 STD, 2 ADA
- Cornell Road: 30 STD, 4 ADA

- Building 4(a) and 4(b) (8 Residential Units, 24,488SF Office)
- Subterranean Supply: B2 = 79 STD + 2 ADA, B1 = 45 STD + 3 ADA
- Surface Parking near Building 4(a) & 4(b): 25 STD, 1 ADA

- Building 5 (6 Residential Units)
- Subterranean Supply: B2 = 29 STD + 1 ADA, B1 = 11 STD + 1 ADA
- Surface Parking near Building 5: 13 STD

- Building 6 (6 Residential Units)
- Subterranean Supply: B1 = 11 STD + 1 ADA
- Surface Parking near Building 6: 6STD

PARKING MANAGEMENT PLAN – TYPICAL CONDITIONS

Walker reviewed current program data noting location, projecting parking demand quantity, and user group characteristics to develop a reasonable parking plan for typical conditions.

LONG-TERM USERS

Parking supply serving residents should be signed accordingly for their sole use. These spaces may be in a protected area, so signage at the entry to that area would be appropriate versus providing signs for each stall. Access control equipment is generally used in this type of setting to provide additional safety and security for any resident goods stored within the parking supply. Fifty-five spaces would be set aside for this user group at all times.

Office employees should be asked to park in the subterranean supply. During the peak period this user group is projected to generate 108 vehicles. Retail and Restaurant employees should be encouraged to park there as well, dependent upon availability. During the peak period this combined user group is projected to generate 25 vehicles.

The subterranean supply is a less obvious to first-time visitors and therefore should be utilized by those who are most familiar with the site – employees and residents.

SHORT-TERM USERS

Surface parking and on-street parking should be made available to visitors and guests to the extent possible. This will also create a more lively development as pedestrian activity will be visible within and surrounding Cornerstone.

Residential guests will be expected to park within the shared parking supply as well. Their parking activity levels throughout the day mirror residents, but at a much lower rate. This user group would likely utilize the underground parking vacated by the office employees, and should be encouraged to do so with signage or policies noted to residents. This would leave the rest of the parking supply available for other short-term users (specifically retail and restaurant patrons and office visitors).

Office visitors would be on-site during business hours only. Typically the activity levels for this user group ramp up a bit later than office employees, and begin to wind down earlier as well. The lunch period generally has a lull in activity for this user group because business meetings are generally not scheduled during this time. This user group would use surface parking and on-street parking.

IMPLEMENTATION

Signage should be placed around Cornerstone suggesting a 3-4 hour time limit within the surface parking to encourage turnover without being too restrictive in case of a meeting plus lunch scenario, etc. No such signage should exist in the subterranean parking supply because it is intended for long-term parkers. The intent is to keep residents and employees parked within supply that is appropriate for these long-term parkers and leaving surface spaces available for short-term users. These policies should be provided to residential tenants and employees to inform them of user restrictions.

Decals should be issued to the following user groups – each with their own color; Residents, Office Employees, Retail/Restaurant Employees. The decals would be used to identify those parking in inappropriate supply – repeat offenders would be notified that they are in violation of policies and that their parking benefit may be suspended, or vehicle may be towed.

Under normal conditions the parking supply should be allocated as follows:

- The parking supply beneath Building 6 would accommodate the parking demand generated by those residential units and no more.