

PLANNING DEPARTMENT

DATE: June 20, 2019

TO: Planning Commission

APPLICANT: FW CA - Twin Oaks Shopping Center, LLC
915 Wilshire Boulevard, Suite 2200
Los Angeles, CA 90017

CASE NOS.: SPR-01462-2018, OAK-01463-2018, VAR-01581-2019, SIGN-01464-2018, & MOD-01626-2019

LOCATION: 5827 Kanan Road (A.P.N. 2051-006-140)

REQUEST: Request for approval of a Site Plan/Architectural Review application to demolish a 1,571 square-foot Starbucks coffee shop and rebuild a new 2,240 square-foot one-story Starbucks coffee shop with a drive-through lane in the Twin Oaks Shopping Center; an Oak Tree Permit to remove three (3) oak trees and encroach in the protected zone of three (3) other on-site oak trees; a Sign Permit to install new building- and ground-mounted signage, and amend the shopping center's sign program for a proposed color change; a Sign Modification to include an additional menu board and increase the size of a menu board; a Variance to encroach in the front landscape planter by more than 50 percent of its length and reduce its width to less than the 10-foot minimum width; and to make a finding of exemption under the California Environmental Quality Act (CEQA).

ENVIRONMENTAL DETERMINATION: Exempt from CEQA per Sections 15301, 15302, and 15311 of the CEQA Guidelines.

RECOMMENDATION: Staff recommends the Planning Commission approve Site Plan/Architectural Review Case No. SPR-01462-2018, Oak Tree Permit Case No. OAK-01463-2018, Variance Case No. VAR-01581-2019, Sign Permit Case No. SIGN-01464-2018, and Sign Modification

Case No. MOD-01626-2019, subject to conditions, and find that the project is exempt from CEQA pursuant to CEQA Guidelines Sections 15301, 15302, and 15311, based on the findings of the attached Draft Resolutions.

ZONING DESIGNATION: Commercial Shopping Center–Mixed-Use Zoning District (CS-MU)

GENERAL PLAN

DESIGNATION: Commercial Shopping Center–Mixed-Use (CS-MU)

I. PROJECT BACKGROUND AND DESCRIPTION

The applicant and property owner, Regency Centers, is requesting to demolish the existing 1,571 square-foot free-standing Starbucks coffee shop building located at 5827 Kanan Road, and rebuild a 2,240 square-foot new Starbucks coffee shop in its place with a drive-through lane. The project is part of the 10.37-acre Twin Oaks shopping center that is located at the northwest corner of Kanan Road and Thousand Oaks Boulevard. The shopping center is zoned Commercial Shopping Center-Mixed Use (CS-MU).

The shopping center site is bordered by Kanan Road to the east, beyond which is the Town and Country multi-family residential development, and on the south by Thousand Oaks Boulevard, beyond which is the Agoura Meadows shopping center. To the west of the shopping center site is a County Flood Control channel, and beyond that are multi- and single-family residential developments. The shopping center shares access with the adjacent Agoura Hills City Mall shopping center to the north.

The shopping center is made up of multiple parcels that comprise a main retail building and four smaller freestanding buildings, one of which is the Starbucks' building. The building is located at the northeast corner of the shopping center bordered by Kanan Road, from which it is served by two driveways. Starbucks and the neighboring Yum Yum Donut buildings are on a single parcel of 43,252 square feet.

Previously, Regency Centers received approval from the Planning Commission on February 15, 2018 to remodel the overall shopping center (Site Plan/Architectural Review Case No. SPR-01437-2017). On October 10, 2018, a Lot Line Adjustment was approved to adjust the parcel lines to encompass the Yum Yum Donut and Starbucks buildings with associated parking for a 43,252 square-foot parcel. Construction of the remodel is nearly complete.

The owners are now requesting, at the request of the Starbucks Company, a Site Plan/Architectural Review to demolish the coffee shop instead of remodeling its exterior per the 2018 SPR application, which approved the overall center's remodel. The current proposal is to demolish the existing one-story building of

1,571 square feet instead, and replace it with a 2,240-square-foot, one-story building, including a drive-through lane. This phased remodel process was intended to minimize disruption to the businesses in the center. The adjacent parking lot would be reconfigured slightly to accommodate a drive-through lane and queueing spaces in the parking lot. The modifications to the site also include removing three (3) oak trees and encroaching in the protected zone of three (3) additional oak trees, for which the applicant is seeking an Oak Tree Permit.

A Variance is being sought to encroach into the minimum twenty (20)-foot required front landscape planter bordering Kanan Road due to the drive-through lane. Under Section 9654.4 of the Municipal Code, the Planning Commission may approve an encroachment of up to ten (10) feet of parking space within the minimum twenty (20)-foot landscape planter where it can be adequately demonstrated that the encroachment is necessitated due to on-site design constraints. However, the applicant is requesting to exceed the ten (10) feet discretionary encroachment. In this case, the applicant is seeking to reduce the depth of the landscape planter to less than 10 feet. Therefore, a Variance is required.

A Sign Permit is being requested to install new signage, and revise the design criteria of the shopping center's approved Sign Program, as well as a Sign Modification to add an additional menu board and increase the size of one of the menu boards by twenty (20) percent.

The parking lot serving Starbucks would generally retain its existing layout, with some modifications for a drive-through lane, vehicular circulation and parking space orientation. Further discussion of the parking lot is found in Item C, page 7 herein (Planning/Circulation).

II. STAFF ANALYSIS

The shopping center is built on a parcel zoned Commercial Shopping Center-Mixed Use (CS-MU). The goal of the CS-MU zone is to encourage a high level of architecture and site design quality, providing a positive experience to residents and visitors, fostering economic vitality, and serving as a center of neighborhood identity and activity. Per the CS-MU zoning district development standards, renovation projects in that district shall integrate and promote pedestrian activity, including pathway connections and pedestrian amenities. The project includes a new building, new outdoor seating/eating areas, new off-site adjacent trash enclosures, new pedestrian connections between buildings and the public right-of-way, and modification to the parking lot to incorporate a drive-through lane and other related parking improvements. The project's consistency with development standards is summarized below:

	Existing	Proposed	Allowed/ Required
Shopping Center Dimensions			
Total Site Size	10.37 acres 451,717.2 SF	10.37 acres 451,717.2 SF	20,000 sq.ft. min.
Shopping Center Building Square Footage			
Main shopping center building	88,365	88,365 (no change)	N/A
Building A bank	3,367	3,367 (no change)	N/A
Building B bank	3,750	3,750 (no change)	N/A
Building C Yum Yum Donut	1,286	1,286 (no change)	N/A
Building D Starbucks	1,571	2,240 (+669)	N/A
TOTAL	98,339 sq.ft.	99,008 sq.ft.	N/A
Shopping Center Bldg. Coverage			
All buildings (including Starbucks)	21.7%	21.9%	50% max.
Shopping Center Parking			
Overall Center Spaces	420	426	1/250 sq.ft.
Subject Parcel Size	26,113 sq.ft.	43,252 sq.ft.	20,000 sq.ft.
Subject Parcel Bldg. Coverage (Yum Donuts & Starbucks)			
	6.6%	8.15%	50% max.
Subject Building Setbacks			
Front (East)	25 ft.	22 ft.	20 ft.min.
Side (North)	100 ft.	100 ft.	0 ft. min.
Side (South)	140 ft.	120 ft.	0 ft. min.
Rear (West)	45 ft.	45 ft.	Bldg. Height = 20 ft. 6 in. min.
New Building Height			
Starbucks	18 ft. 6 in.	20 ft. 6 in.	35 ft. max.
Subject Parcel Required Parking			
Starbucks	6 spaces	9 spaces	1/250 or 8.96 spaces
Yum Donut	5 spaces	5 spaces	1/250 or 4.80 spaces

	Existing	Proposed	Allowed/ Required
Subject Parcel Landscape Coverage			
Square Footage	N/A	11,192 sq.ft. (26%)	15% min.
Subject Parcel Parking Lot Landscape Coverage			
Square Footage	N/A	3,438 sq.ft.	
Ratio	N/A	20%	15% min.
Parcel Shade Canopy Coverage			
Starbucks Site Area	N/A	69%	50% min.

A. Site Plan and Buildings

The new, one-story building would be placed in the same general location but would be 669 square feet larger, extended on the south side. The interior space would accommodate a large seating area, serving counter and service areas. Public access into the building would be provided on the west elevation facing the shopping center, with an exit on the south elevation facing the parking lot.

The parking lot serving the new Starbucks would generally have the same layout as existing with some modifications related to the drive-through lane, vehicular circulation and orientation of parking spaces. Item C, page 7 herein (Parking/Circulation) provides further discussion of the parking lot and access.

The drive-through lane would encroach in the required minimum 20-foot wide landscape planter along the Kanan Road property frontage. The Zoning Code (Section 9654.5.B) requires maintaining a 20-foot wide planter over at least 50 percent of the frontage length with a ten (10) foot encroachment in the remaining 50 percent of the length. In this case, the 20 feet would be maintained for only 43.4 percent. Furthermore, the landscape planter width would be reduced to less than the minimum ten-foot width with seven (7) feet seven (7) inches over a length of 35 feet, to allow the drive-through radius turn. This would reduce the planting area beyond what the Zoning Ordinance permits and would require a Variance. As required by Section 9654.5 of the Municipal Code, the reduction in landscape area due to the drive-through lane encroachment will be substituted with an equal amount of additional landscaping elsewhere in the project area with larger planters to support additional new ground covers and trees.

The new building footprint of 2,240 square feet, along with the adjacent Yum Yum Donuts building of 1,286 square feet, would occupy 8.6 percent of the total parcel area, consistent with the maximum allowed 50-percent building coverage. The new square footage adds less than 0.2 percent to the building coverage of the entire center, which is currently 21.9 percent. The new building's height of 20 feet, six (6) inches, is below the maximum allowed 35 feet. The building's front

(east side) and rear yard (west side) setbacks are 22 and 45 feet, respectively, consistent with the minimum 20 feet required. There is no minimum required side yard setback, however, the building's south side setback would be 120 feet, and the north side 140 feet.

The project includes expanding the building toward the south side, adding outdoor seating to the south and more to the west side of the building, pedestrian paths around the building to connect with the Yum Yum Donuts building, and maintaining the decorative pedestrian crossing between the new Starbucks building and the main retail building of the shopping center. The seating area would be on a color concrete surface on the perimeter of the oak tree canopy. An elevated wood plank pedestrian path would lead to the paver-clad crosswalks to the west and north. Moveable outdoor furniture including clusters of three (3) to (4) tables and chairs is provided for the outdoor eating areas, which will be separated from drive-aisles on a slightly elevated pad and will be fenced in. The walkway around the Starbucks and Yum Yum Donuts buildings will comply with accessibility requirements. The path will connect to the public sidewalk along Kanan Road.

The proposed building design incorporates the same gooseneck barn light fixtures on the facades, similar to the rest of the shopping center. Soffit lights are also proposed under the building canopies to light the paths. The parking lot light poles in proximity to the new building have recently been upgraded as part of the shopping center remodel, and the project proposes no changes to them. The addition of building façade lights both building-mounted and recessed in the canopy would not create additional substantial light or glare, and the minimum foot-candle standard of 1.0 at property line would continue to be met to ensure no light spillover. The building illumination will not exceed one (1)-foot candle measured at the property lines of the center.

B. Architectural Design

The applicant proposes a more contemporary building style. The building would be constructed as a one-story structure with a flat roof. Half of the roof would be built with one additional element, a vertical standing seam metal parapet to screen the roof-mounted equipment at a 20.5-foot height, with the other half of the roof remaining flat at a 15.5-foot height. A maximum 35-foot height is allowed. All the sides of the buildings are enhanced with a bronze metal awning instead of the existing shopping center cantilevering fascia to protect the windows and doors from sun exposure. The building would have the same materials as the rest of the shopping center for continuity, which include gray stucco, and concrete plank siding. All materials would be non-reflective. The gray color scheme remains subdued, and blends in with the surrounding developments. Large expanses of windows are proposed on all sides of the building. The bronze metal awning is a new element introduced in this project.

As a design and landscape feature, vertical bronze "green screens" that are attached to the ground to allow vines to grow would be placed along two

elevations of the four building elevations to match the green screen design currently installed in the rest of the shopping center. Other amenities include metal bronze decorative fencing around the outdoor seating area, and the existing transformer located at the southwest corner of the building and along the drive-aisle. The trash enclosure now proposed to serve the new Starbucks and Yum Yum Donuts would be constructed behind the center's main building, along the rear (north) drive-aisle. Since it is to be located on a different parcel, the project is conditioned (Condition No. 20 of Attachment A, Exhibit A) to provide for an access easement for use of the trash enclosure by both Starbucks and Yum Yum Donut, in the event the project parcel would be sold separately from the shopping center's parcels.

The project was presented to the Architectural Review Panel, which suggested breaking-up the length of the proposed decorative fence along the drive-through lane by using pilasters. The applicant revised the fence accordingly and added climbing landscaping to screen headlights and provide additional vertical landscaping on the edges of the front (east) landscape planter.

Overall, staff finds the project complies with the City Architectural Design Standards & Guidelines Section IV entitled the "Human Equation" addresses the development and remodeling of commercial projects. The Guidelines encourage the use of outdoor seating, trellis covers, and landscape design elements and pedestrian paths, which is also a requirement of Municipal Code Section 9343.10. The project satisfies the requirement by providing outdoor gathering areas on the west and south sides of the new building and demarcated walking paths between buildings and the street. Furthermore, the building is designed with wide overhangs to protect customer seating from the weather. Landscaping is provided to screen the transformer equipment box and along the edges of the outdoor seating/dining areas to improve the customers' experience. The pedestrian circulation is improved around both buildings by using dedicated textured paths and connecting them to the main shopping centers buildings and public sidewalks.

C. Parking/Circulation

Prior to its remodeling, the entire shopping center provided 420 parking spaces to meet the tenants' demand. During the remodeling, the applicant restriped the parking spaces adjacent to the store fronts from 60 degree angle to a 90 degree angle spaces, which added 11 new parking spaces; one additional parking space was added to the rear of the main building for a total of 432 spaces for the overall center. The proposed parking redesign adjacent to the Starbucks building proposes to reduce the number of spaces by 6 spaces, for a net 426 parking spaces for the overall center or a surplus of six (6) spaces, three (3) of which will be allocated to the Starbucks as a result of the increase in floor area. The other three (3) spaces are considered surplus to the entire shopping center.

The parking lot would no longer be directly accessible from the Kanan Road driveway, south of the building, in order to avoid queuing of vehicles in the

driveway. Rather, access would be re-routed via the existing north-south internal driveway bordering the Starbucks parking lot and the center's main building. Parking stalls would replace the space used for the former drive aisle. The drive-aisle into the project area would be one-way, and the parking spaces would be restriped and oriented at a 60-degree angle. The drive-aisle would be 20-foot wide, wider than the 14-foot minimum required, allowing vehicles to pass those queuing in the new drive-through lane.

The drive-through lane would be sited to the east of the building, between the building and a landscaped planter along Kanan Road, and would terminate along the northern side of the building, between Starbucks and Yum Yum Donuts. The drive-through lane would connect with a west-east oriented internal driveway. A cross walk is proposed at the terminus of the drive-aisle, and the project has been conditioned to provide a pedestrian crossing sign at this intersection to increase pedestrian safety (Condition No. 53 of Attachment A, Exhibit A). The location of the drive-through lane was selected to maintain the required number of parking spaces adjacent to the building and preserve a mature oak tree on the west side of the building. Additional 90-degree angled parking spaces, including accessible spaces, would be added along the building's south elevation to replace those removed by the drive-through lane.

The applicant submitted a Traffic Impact Analysis (TIA) prepared by Linscott Law & Greenspan (March 29, 2018, revised June 18, 2018, July 25, 2018, August 29, 2018 and January 22, 2019) and is included as Attachment H. The Report assesses potential traffic impacts from the project on the surrounding roadway system, as well as on-site traffic operations on-site, including with the drive-through lane. Although the project will generate 20 additional trips entering and 20 additional trips exiting the site in the AM peak hour and the same amount of trips in the PM peak hour distributed at three on-site driveways within the shopping center, the project would not result in significant traffic impacts per the City's Traffic Analysis Guidelines at the signalized intersection (Kanan/Thousand Oaks) and at non-signalized intersections (Kanan/private driveways). The traffic analysis notes that the drive-through lane would allow for the queueing of nine (9) cars. Five (5) additional vehicles could queue in the project area parking lot for a maximum queueing length of 14 spaces. Three (3) parking spaces on the southernmost row of spaces nearest the drive-through lane would be designated for employees use only in order to minimize conflicts between parked and queueing vehicles. The project is conditioned accordingly (Condition No. 52 of Attachment A, Exhibit A).

D. Signage

As part of the prior shopping center remodel application, the Planning Commission approved a sign program to revise the center's signage. The sign program was created to establish design criteria to upgrade the ground-mounted and building signs, and coordinate their installation with the newly remodeled facades. The sign program criteria were based on the Sign Ordinance requirements for a retail tenant and the design preferences of the ownership of

the shopping center. Briefly, the design criteria required building-mounted signs to be halo-lit aluminum channel letters in five (5) possible colors (blue, green, black, burgundy and bronze) for tenants with no registered trademarks, and with a maximum letter thickness and lighting temperature. The font style was left to the discretion of the tenants. Trademark fonts and colors were allowed in addition to the sign program's colors. The Sign Ordinance criteria required a maximum square footage of 1:1 ratio and the length of the sign could not exceed 65 percent of the length of the tenant frontage. In regard to the letter size, the signs have five criteria: (1) the lineal length of each tenant space; (1:1 ratio); (2) the maximum length of the sign as a percentage of the tenant frontage (65 percent); (3) the distance of the tenant space from the front property line (+/- 100 feet); (4) the maximum height of the letters (24 to 36 inches); and (5) the maximum area allocated for a sign (80 percent of the height of the building fascia).

One 48 square-foot monument sign on each street frontage was built with an internally lit aluminum, double-sided box painted to match the new center's colors with pushed through white letters for each tenant's name. Decorative metal oak leaves were applied on the sides and each face and on the sides of the monument signs.

The applicant is requesting different criteria for the new Starbucks building, which are summarized in the table below.

Center Sign Criteria	Current Criteria	Proposed Criteria
• Letter type	Channel Letters	Channel Letters
• Letter size	1:1 ratio	1:1 ratio
• Letter height	Restricted	Not Restricted
• Letter material	Aluminum	Plexiglas
• Proportion ¹	65%	65%
• Number of signs ¹	Primary & Secondary	Primary + Secondary
• Letter thickness	1.5 inches	3 inches
• Illumination	Halo	Internal
• LED/Kelvin	White LED/3500 K	White LED/3500 K
• Color	Blue, Green, Bronze, Black Burgundy or Trademark	All except Bronze to be replaced by White
• Method of attachment	Pin-mounted	Various methods of attachment
• Font	Flexible or Trademark	Flexible
• Logos	Maximum 20% of total signage square footage	Maximum 20% of total signage square footage

¹ Per the Sign Ordinance

With respect to the building-mounted signs, the applicant is proposing one 28.8 square-foot primary sign on the south elevation above the canopy, 14 square feet of secondary signage on the Kanan Road side, and one other 10 square-foot secondary sign on the west side of the building near the public entry as allowed per the Sign Ordinance. The applicant is requesting that the south side of the building, be considered the primary elevation for sign purposes.

The signs will be built out of 3-inch deep Plexiglas channel letters attached to the top of the canopy and illuminated with a warm (3500K) white LED. The letters will be internally lit instead of halo lit. The applicant proposes to use white for the letters and its logo with white and green graphics. The color white, if not dictated by the registered trademark, was not part of the five colors approved with the sign program. The applicant is requesting that this color be one of the five approved colors to replace the bronze color that was not used by any of the tenants during the remodeling phase.

With respect to the ground-mounted signs, the Sign Ordinance allows fast serve businesses to install two (2) 30-square-foot menu boards, in addition to building-mounted signs, and up to five (5) directional signs to direct traffic in and around the site. The Project includes three (3) proposed menu boards and two (2) directional signs, in the landscape planters adjacent to the drive-through lane. The menu boards would be located in the new island adjacent to the drive-through lane, but the project is conditioned to place them closer to the building to allow more queueing capacity (Condition No. 51 of Attachment A, Exhibit A). The parking lot directional signs would be located south of the building, at the entry of the drive-through, and near the exit.

Section 9655.11 of the Municipal Code permits the Planning Commission to approve minor modifications to the size and number of new or existing signs where the applicant is trying to achieve a specific design effect. In this instance, the additional menu is installed to improve the drive-through operation and give customers a list of seasonal items in advance of their actual order and comprehensive list of menu items. The smaller pre-order menu board makes the combined square footage of all three (3) menu boards smaller than if two larger ones were proposed (57 sqft. instead of 60 sqft.). The directional signs comply with the maximum allowed height of three (3) feet and the maximum three (3) square-foot face. The request is summarized below. Findings for the Sign Modifications are provided in Section G.

Center Sign Criteria	Current Sign Program	Proposed Project Signs	Allowed per Sign Ordinance
Monument sign	Two (2) for the entire center	None	One (1) per frontage
Size	48 sq.ft.	None	48 sq.ft.

Material/Color	Aluminum/Grey	None	
Center Sign Criteria	Current Sign Program	Proposed Project Signs	Allowed per Sign Ordinance
Directional sign	None	2	5
Size	None	(1) @ 2'5" x 1' 3" x 3' high (1) @ 2'1" x 1'3" x 3' high	3 sq.ft x 3' high
Material/Color	None	Aluminum/Bronze/Grey	
Menu Boards	None	3	2
Size	None	(1) @ 36 sq.ft. (1) @ 12 sq.ft. (1) @ 9 sq.ft.	(2) @ 30 sq.ft each
Total		57 sq.ft.	60 sq.ft.

E. Oak Trees

The City Oak Tree Consultant has reviewed the Oak Tree Report prepared by Seven Elk Ranch Design Inc. (March 26, 2018, revised May 15, 2019), and concurs with the findings. The Oak Tree Report is included as Attachment I. The Report evaluated six (6) protected oak trees, including four (4) Valley Oaks, and two (2) Coast Live Oaks as shown on the landscape plans. The project would require the removal of three (3) Valley Oaks (#2483, 2484, and 2485) for the drive-through lane and the encroachment in the protected zone and canopy of one large Valley Oak (#2486) for construction of the building, planters, and outdoor seating on the west side of the Starbucks building, and two other smaller Coast Live Oaks (#2487 and 2489) for the parking lot improvements. Although the encroachment in the protected zone of the smaller oak trees is proposed, their planters will be enlarged by this project. The encroachment in the protected zone of the larger tree to the west, however, is 26.5% due to the expanded outdoor seating and walking area. As mitigation, the applicant proposes to build the walkway elevated above the ground so as to minimize the impacts to the roots, and the limit the access to seating to the area covered with concrete. The loss of canopy caused by the removal of the three (3) Valley Oak Trees would be mitigated by planting twelve (12) oak trees on-site, plus two (2) large "signature" oak trees for a total of fourteen (14) oak trees to be planted adjacent to the Starbucks and Yum Yum Donuts buildings, and at the corner of Kanan Road/Thousand Oaks Boulevard. Specifically, the project is conditioned (Condition No. 71 of Attachment A, Exhibit A) to require the planting of a minimum of three (3), 36-inch box, six (6) 24-inch box, and three (3) 15-gallon oak trees, with an additional two (2) larger mature trees with a minimum 13-inch caliper size as mitigation for the tree removal. Although not included as mitigation for this project, the applicant also planted five (5) additional oak trees during the center's remodel phase.

F. Landscaping

The landscape plans include larger planting areas in the southerly parking lot serving the Starbucks building. The parcel landscape coverage would be increased from 15 percent to 25 percent, while the minimum required is 15 percent (Zoning Code Section 9343.11). The percentage of parking lot landscaping would be increased from 15 to 17 percent, with the minimum requirement being 15 percent (Zoning Code Section 9654.5.B). The landscape plans include 14 new mitigation oak trees as mentioned above, as well as a variety of shrubs and ground cover to replace the existing grass. Proposed species include Manzanita, Creeping Barberry, Island Alum, two varieties of sage, Coffeeberry, Evergreen Currant, Matilija Poppy, Pine Muhly and Moonshine Yarrow. Vines are proposed at the base of the fencing along the drive-through aisle to screen the headlights of the vehicles in queue, and soften the appearance of the metal fence. The Toyon species, which grows to 20-25 feet high, is proposed along the Kanan Road frontage to provide adequate buffer from the roadway. The maximum height is below the existing power lines. The City's Landscape Consultant recommends that the number of Toyon species be reduced in favor of an additional variety of shrubs in this area to include more native plants. Therefore, a condition has been incorporated (Condition No. 57 of Attachment A, Exhibit A) for the applicant to provide additional shrub and other species, including natives, to create a more aesthetically pleasing plant palette along Kanan Road.

The approved landscape plans for the overall shopping center incorporate a meandering decomposed granite path along the Kanan Road frontage, including the frontage of this property. A pathway was previously installed. However, this feature would be removed along the Starbucks frontage for the length of the drive-through aisle. There is not sufficient space between the drive-through aisle and Kanan Road sidewalk to also accommodate the path, especially due to the requested encroachment into the landscaped planter in this same area.

The project is conditioned (Condition Nos. 55 through 69 of Attachment A, Exhibit A) to provide detailed landscape and irrigation plans, and demonstrate compliance with the water efficient landscape ordinance.

G. Variance and Modification

The applicant requests approval of a Variance to encroach in the landscape planter along the Kanan Road frontage of more than 50 percent of the width of the new parcel (56.6 percent) and to reduce its depth to less than 10 feet over 35 feet. If the Variance is approved, the depth would be seven (7) feet seven (7) inches to allow a drive-through lane to be constructed. The Planning Commission only has authority to approve up to ten (10) feet of parking space encroachment within the landscape planter, absent a variance. Although the drive-through lane is not a structure, the lane is considered an encroachment in the landscape planter, and reduces the ability to provide a wider landscaped buffer along the front of the commercial property as viewed from an arterial road

(Kanan Road). As proposed, the site plan makes a better use of the area by balancing the square footage allocated to people versus cars. The location of the drive-through lane was selected to avoid interference with the shopping center traffic, further encroachments in the mature oak tree's canopy and protected zone to the west, and the customers' outdoor space. The encroachment in the front planter represents 9.7 percent of the length of the frontage of the new parcel or 4.2 percent of the entire shopping center length of the frontage along Kanan Road. Additional landscaping is being provided elsewhere in the project area for a total of 26 percent whereas 15 percent is required, and 17 percent in the parking lot alone instead of the required 15 percent. The new drive-through lane will be screened by a fence with growing vines and new trees all along Kanan Road. Although the width of the planter is reduced, there will be more space to plant low shrubs to develop into a denser landscaped area. Overall, the reduction from 10 feet to 7 feet 7 inches, and the encroachment increase from fifty (50 percent) to fifty-six and 6/10 percent (56.6%) will have minimal impacts on the property frontage from an aesthetic standpoint as viewed from Kanan Road. Attachment B includes draft findings of approval for the Variance Request. The applicant's Variance Burden of Proof is attached as Attachment D.

The applicant is requesting a Sign Modification for the purpose of allowing an additional menu sign and to increase the square footage of the sign area of one of the ground-mounted signs. Section 9655.9.2. of the Sign Ordinance permits drive-through establishments, in addition to the basic signage entitlement of a commercial building, two (2) menu/reader boards for a total of 30 square feet each and seven (7) foot maximum height. In this case, the project proposes to install three (3) menu boards instead of two (2) with one menu board 20 percent larger than the other two (2) signs. There is a 12 square-foot pre-order menu board, at the beginning of the queueing to help customers decide on their orders, in addition to a nine (9) square-foot digital order screen near a larger 36 square-foot menu board, which displays the customers final order before the customer is directed to the pick up window. Despite the requested increase, all three menu boards total 57 square feet in sign face area, which is less than the maximum allowed 60 square feet. These types of ordering units are becoming more frequent in the fast-food/drive-through industry. As a result, the request is less square footage of sign area than the Sign Ordinance would otherwise permit. Similar requests have been approved by the Director and the Planning Commission in the past. The applicant designed the landscape planter to accommodate the three (3) signs and to provide sufficient landscaping and screening without causing vehicle line-of-sight issues. The sign request does not reduce any other development standards for the project. Further, the request does not impact the rest of the shopping center. Staff is recommending that two of the three menu boards be placed as close as possible to the building in order to maximize the number of queueing vehicles in the drive-through lane (Condition No. 51 of Attachment A, Exhibit A). With the added condition, the project will remain consistent with the objectives of the Zoning Ordinance. The efficiency of the queue and safety of pedestrians and drivers are the reasons staff is

supporting the signage request. Attachment B includes draft findings of approval for the Sign Modification request. The applicant's Sign Modification Burden of Proof is attached as Attachment D.

H. General Plan Consistency

Staff finds the project will be consistent with the following applicable General Plan goals and policies:

Goal LU-2: City of Diverse Uses. A mix of land uses that meets the diverse needs of Agoura Hills residents, offers a variety of employment opportunities, and allows for the capture of regional population and employment growth.

- *Policy LU-2.2 Retail Services. Provide for and encourage the development of a broad range of uses in Agoura Hills' commercial centers that reduce the need to travel to adjoining communities and that capture a greater share of local spending.*

The project complies with Goal LU-2 and Policy LU-2.2 by providing a revitalized retail use with expanded services that will attract customers and encourage local spending.

Goal LU-13. Well-Designed and Attractive Districts. Retail centers and corridors that are well-designed and attractive, providing a positive experience for visitors and community residents, and fostering business activity.

- *Policy LU-13.1. Enhanced Design Character. Encourage renovation, infill, and redevelopment of existing commercial centers and corridors to improve architectural design (e.g. facade improvements), reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and the character of the street frontage and associated streetscape.*
- *Policy LU-13.2 Architecture and Site Design. Ensure that new development and the renovation, addition, or remodel of existing buildings in existing commercial centers and corridors complement existing uses and exhibit a high level of architectural and site design quality in consideration of the following principles:*
 - *Seamless connections and transitions with existing buildings, in terms of building scale, elevations, and materials*
 - *Incorporation of signage that is integrated with the buildings' architectural character and provides meaningful identification*
 - *Landscaping contributing to the appearance and quality, and reducing the heat-island effect, of development*

- *Clearly delineated pedestrian connections between business areas, parking areas, and to adjoining neighborhoods and districts by such elements as paving treatment, pedestrian paths through parking lots, landscape way-finding signage*
- *Incorporation of plazas and expanded sidewalks to accommodate pedestrian, outdoor dining, and other activities*

The proposed 20-foot-six (6)-inch high, 2,240 square-foot building would be of similar scale to the existing 18-foot-six(6)-inch high, 1,571 square-foot Starbucks building. The building is designed in keeping with the freestanding buildings in the overall shopping center in that it is a one-story building with similar square footage as the other free-standing buildings, and uses the same colors and materials as the main shopping center building, creating a unified design. The building contains the same green screens as the center's main retail building. The proposed signage is adapted to the new building and style of architecture. Although the proposed signage is different from the shopping center sign program, it is monochromatic and complements the architectural style and color scheme of the building. The signs serve to direct customers to the building. The project would maintain safe pedestrian circulation around the building, and from the building to other locations in the shopping center, as well as to the Kanan Road sidewalk. The project would provide a larger outdoor seating area than currently exists and it will be sufficiently distanced from the street. The new trees would provide shading in the parking lot, which will reduce the heat island effect caused by the asphalt. The existing turf on the east side of the building would be replaced by mostly native, drought-tolerant landscaping, creating a more naturalistic appearance consistent with the center.

Goal LU-27: Community-Serving Shopping Centers. Improvements of the economic vitality of the existing commercial shopping centers and re-positioning as a focal point of neighborhood identity, activity, and socialization.

- *Policy LU-27.1: Development Improvements. Work with property owners to promote the upgrade of shopping centers for pedestrian activity and events, including such elements as:*
 - Expanded sidewalks along building frontages and incorporation of a public plaza containing benches, trash receptacles, trees and plantings, public art, and other amenities
 - Outdoor-oriented uses such as restaurants
 - Pedestrian corridors connecting parking areas with buildings that are clearly defined by paving materials, landscape lighting; and well-designed way finding signage
 - Site landscape that contributes to the aesthetic and economic value of the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions

- *Policy LU-27.3. Compatibility with Residential Neighborhoods. Require that the edges of the shopping centers be designed to avoid noise, lighting, odor, and truck delivery and unloading impacts on adjoining residential neighborhoods.*

The project involves rebuilding a single-occupant retail store in an existing shopping center. The remodel would incorporate pedestrian amenities, such as outdoor seating/dining areas, and improved pedestrian connections that would link the new building to other areas in the shopping center and to Kanan Road, making it more inviting and safer for non-motorized users. The site improvements would minimize the impacts of the development by providing more shade canopy coverage to reduce the heat island effect. The additional landscaping and height of the plantings will screen the building, and will create a buffer between the public outdoor spaces and shopping center traffic, as well as screening the project from Kanan Road. The drive-through aisle queueing lane will allow for parking access and pedestrian circulation to be provided with designated paths.

The distance between the building and off-site residential developments is maintained, thereby limiting the impacts of the operation's related noise onto residences. The relocation of the trash enclosures causes the sanitary truck circulation to be further away from the multi-family residences across Kanan Road; thereby helping in controlling noise. The truck delivery is to occur in the same location on the south side of the building, but is not expected to generate additional noise. The sound system of the menu boards is conditioned to comply with the maximum noise levels established by the Noise Ordinance and adjustable upon field verification (Condition No. 19 of Attachment A, Exhibit A). The light impacts of queueing vehicles' headlights is screened by a landscaped fence and the drive-through lane terminus is turned away from the residences, therefore, as proposed, the new project remains compatible with the existing developments.

I. Environmental Review

The project has been reviewed pursuant to the California Environmental Quality Act (CEQA), and has been determined to be Categorically Exempt from the CEQA Guidelines per Sections 15301, 15302, and 15311. CEQA Guidelines Section 15301 consists of additions to existing structures of fifty (50 percent) of the floor area of the structures before the addition, or 2,500 square feet, whichever is less. This exemption would address the additional floor space being proposed to the existing Starbucks structure. CEQA Guidelines Section 15302 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. CEQA Guidelines Section 15311 consists of the replacement of minor accessory structures, including on-premise signs. No significant environmental impacts are expected from development of this project. No exception to this

categorical exemption applies as set forth in Section 15300.2 of the CEQA Guidelines, including but not limited to, subsection (c), which relates to unusual circumstances that could have a significant effect on the environment.

III. RECOMMENDATION

Based on the foregoing analysis, staff recommends that the Planning Commission approve Site Plan/Architectural Review Case No. SPR-01462-2018, Oak Tree Permit Case No. OAK-01463-2018, Variance Case No. VAR-01581-2018, Sign Permit Case No. SIGN-01464-2018, and Sign Modification Case No. MOD-01626-2019, subject to the conditions of approval, and find that the project is exempt from CEQA pursuant to CEQA Guidelines Sections 15301, 15302, and 15311.

IV. ATTACHMENTS

- Attachment A: Draft SPR/OAK Resolution with Conditions
- Attachment B: Draft VAR Resolution with Conditions
- Attachment C: Draft SP/MOD Resolution with Conditions
- Attachment D: Applicant's Variance and Sign Modification Burdens of Proof
- Attachment E: Vicinity Map
- Attachment F: Reduced Copies of the Architectural, Grading and Landscape Plans, Renderings and Color and Materials Board
- Attachment G: Starbucks Signage with Revised Center's Sign Program
- Attachment H: Project's Traffic Impact Analysis
- Attachment I: Project's Oak Tree Report
- Attachment J: Public Comment Letters

Case Planner: Valerie Darbouze, Associate Planner

ATTACHMENT A

RESOLUTION NO. 19-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING SITE PLAN/ARCHITECTURAL REVIEW CASE NO. SPR-01462-2018 AND OAK TREE PERMIT CASE NO. OAK-01463-2018 FOR THE RECONSTRUCTION OF A STARBUCKS COFFEE SHOP LOCATED AT 5827 KANAN ROAD; AND MAKING A FINDING OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS, CALIFORNIA, HEREBY FINDS, RESOLVES, AND ORDERS AS FOLLOWS:

Section I. An application was duly filed by FW CA - Twin Oaks Shopping Center, LLC , with respect to the real property located at 5827 Kanan Road (Assessor's Parcel No. 2051-006-140), requesting approval of a Site Plan/Architectural Review (Case No. SPR-01462-2018) to demolish and rebuild a Starbucks building with a drive-through lane, and a request for an Oak Tree Permit (Case No. OAK-01463-2018) to remove three (3) oak trees, and encroach in the protected zone of three (3) other, on-site oak trees during the construction (the "Project").

Section II. The Project is a request to rebuild a 2,240 Starbucks coffee shop and add a drive-through lane and is exempt from the California Environmental Quality Act (CEQA), per CEQA Guidelines Sections 15301 and 15302. CEQA Guidelines Section 15301 consists of additions to existing structures of fifty percent (50%) of the floor area of the structures before the addition of 2,500 square feet, whichever is less. This exemption addresses the additional floor space of approximately 669 square feet being added to the reconstructed Starbucks building. CEQA Guidelines Section 15302 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same size, purpose and capacity as the structure replaced. The Project would not result in significant impacts to the environment. No exception to this categorical exemption applies as set forth in Section 15300.2 of the CEQA Guidelines, including, but not limited to, subsection (c), which relates to unusual circumstances that could have a significant effect on the environment.

Section III. The Planning Commission of the City of Agoura Hills considered the applications at a public hearing held on June 20, 2019, at 6:30 p.m. in the City Hall Council Chambers, City Hall, 30001 Ladyface Court, Agoura Hills, California. Notice of the time, date, place and purpose of the aforesaid hearing was duly given and published as required by state law.

Section IV. Evidence, both written and oral, including the staff report and supporting documentation, was presented to and considered by the Planning Commission at the aforesaid public hearing.

Section V. Site Plan Review. Based upon the evidence presented at the hearing, including the staff report and oral and written testimony, the Planning Commission finds, pursuant to Section 9677.5 of the Agoura Hills Zoning Ordinance, that:

A. The proposed use, as conditioned, is consistent with the objectives and provisions of the Zoning Ordinance and the purposes of the land use district in which the use is located, and will comply with each of the applicable provisions of the Zoning Ordinance. The property's zoning designation of Commercial Shopping Center-Mixed Use District (CS-MU) allows for retail uses. The Project complies with the requirements of the CS-MU zone relative to use, lot coverage, building height and setback, and parking. Public amenities are provided to address the human component of the shopping center such as outdoor seating/eating areas. Pedestrian connections are provided by way of accessible path and new walkways around the building and between buildings. Although the landscape frontage is reduced, it is allowed per an approved Variance and additional landscaping is provided elsewhere on-site.

B. The proposed use, as conditioned, and the manner in which it will be operated or maintained, will not be detrimental to the public health, safety, or general welfare. The buildings will be remodeled to comply with the Building Code. The proposed use is consistent with the Zoning Ordinance standards with respect to site layout, lighting, and operational standards. The Project provides for vehicular and pedestrian access in and out of the property. The drive-through lane is placed so as to not interfere with the pedestrian circulation and the vehicular circulation throughout the shopping center. The parking layout is designed such that it serves principally the Starbucks building and provides an internal circulation separate from the traffic of the shopping center. The architectural improvements of the buildings preserves light, air, and privacy of the adjacent uses in that the building height and mass remains the same as existing, and therefore, does not impact the adjacent properties. Marked pedestrian paths are added on the property to facilitate safe circulation, away from the drive-through lane.

C. The proposed use, as conditioned, will not conflict with the character and design of the buildings and surrounding area, and is compatible with the surrounding properties. The design of the proposed Project will provide a desirable environment for its occupants, as well as for its neighbors. The new building is aesthetically of good composition, materials, textures, and colors and remains in keeping with the style of the shopping center recent renovation. The replacement building is compatible with the City's low intensity development style, which allows the building site coverage, and the height of the building to remain as required by the CS-MU zone. The Project is architecturally compatible with the shopping center with the use of similar colors and materials, while maintaining its own identity like the other free-standing buildings. The Project updates the landscaping increasing the on-site tree canopy, and enlarging and refurbishing existing planters. Both the architecture and the landscape contribute to the natural setting of the City. The lighting is upgraded with more efficient fixtures to match those used as part of the shopping center remodeling. The design includes a balanced mix of on-site pedestrian and vehicle zones.

D. The proposed use, as conditioned, will comply with each of the applicable regulatory provisions of the Zoning Ordinance with the exception of the Variance request for a reduced property frontage landscape planter width. The building tenant remains the same and is a permitted use in the CS-MU. The 8.15% building lot coverage is less than the 50 percent allowed in the CS-MU zone. The front, rear, and side building setbacks comply with the zone's minimum setback distances to the new property line. The building height is within two (2) feet of the existing building height, and remains consistent with the CS-MU allowed maximum height. The site layout allows for pedestrian amenities, such as outdoor resting areas and separated pedestrian paths.

E. The Project, as conditioned, is consistent with the City's General Plan Goal LU-2, Policy LU-2.2, Goal LU-13, Policies LU-13.1 and LU-13.2, and Goal LU-27, Policies LU-27.1, and 27.3 by providing a revitalized retail use with expanded services that will attract customers and encourage local spending. The building is designed in keeping with the freestanding buildings in the overall shopping center in that it is a one-story building with similar square footage as the other free-standing buildings, and uses the same colors and materials as the main shopping center building, creating a unified design. The proposed signage is adapted to the new building and style of architecture. The signage is monochromatic and complements the architectural style and color scheme of the building. The project maintains safe pedestrian circulation around the building, and from the building to other locations in the shopping center, as well as to the Kanan Road sidewalk. The project provides a larger outdoor seating area than currently exists and sufficiently distanced from the street. The new trees provide shading in the parking lot, which will reduce the heat island effect caused by the asphalt. The landscaping is mostly native, drought-tolerant, which creates a more naturalistic appearance consistent with the center. The distance between the building and off-site residential developments is maintained, thereby limiting the impacts of the operation's related noise, lighting and other activities onto residences.

F. The Project, as conditioned, preserves and enhances the particular character and assets of the surrounding area and its harmonious development. The building design, along with the outdoor spaces and landscape improvements will be an aesthetic improvement of the center. The architectural style, although more modern, incorporates natural or muted colors on siding to match the renovated shopping center, but maintains its own identity like the other free-standing buildings. The Project's site design is consistent with the zoning district standards, particularly with regard to the pedestrian amenities, which include outdoor seating and protected pedestrian paths. The Project merely increases the existing building lot coverage and the drive-through business continues to provide efficient vehicular circulation on its own parcel and does not affect the circulation throughout the shopping center nor the shopping center to the north.

Section VI. Architectural Review. Based upon the evidence presented at the hearing, including the staff report and oral and written testimony, the Planning Commission finds, pursuant to Section 9677.7.G. of the Agoura Hills Zoning Ordinance, that:

A. The Project, as conditioned, is consistent with the City's General Plan Goal LU-2, Policy LU-2.2, Goal LU-13, Policies LU-13.1 and LU-13.2, and Goal LU-27, Policies LU-27.1, and 27.3 providing a revitalized retail use with expanded services that will attract

customers and encourage local spending. The building is designed in keeping with the freestanding buildings in the overall shopping center in that it is a one-story building with similar square footage as the other free-standing buildings, and uses the same colors and materials as the main shopping center building, creating a unified design. The proposed signage is adapted to the new building and style of architecture. The signage monochromatic and complements the architectural style and color scheme of the building. The project provides a larger outdoor seating area than currently exists and sufficiently distanced from the street. The building provides large expanses of windows to allow views of the outdoor spaces.

B. The design and location of the development and proposed improvements, as conditioned, and their relationship to existing or proposed developments and traffic in the vicinity thereof is such that it will not impair the desirability of investment or occupation in the neighborhood; it will not unreasonably interfere with the use and enjoyment of existing developments in the vicinity thereof; and it will not create traffic hazards or congestion. The placement of the building, the circulation adjacent to it and the drive-through aisle maintain safe vehicular on-site circulation. The access parking area serving the coffee shop is through an interior drive-aisle, the alignment and drive-aisle is designed such that the queueing is not expected to overflow onto the shopping center parking, Kanan Road, or into the adjacent shopping center. The site provides more identifiable walkways to lead to the building.

C. The proposed use, as conditioned, is in keeping with the character of the surrounding neighborhood, and is not detrimental to the harmonious, orderly, and attractive development contemplated by the Zoning Ordinance and the General Plan of the City. The Project is architecturally compatible with the shopping center in that it includes the same materials and colors as the center, while maintaining its own architectural style like the other free-standing buildings. The building low-profile including its height and building coverage remains close to the original building footprint and height. The use of the space around the building is maximized in that it provides for a drive-through lane while providing additional outdoor eating areas, well-defined walkways, and green spaces. Access and traffic circulation into and out of the shopping center remains the same and further protected.

D. The design of the proposed development, as conditioned, provides a desirable environment for its occupants, as well as for the Project's neighbors, because the Project is aesthetically of good composition, materials, textures, and colors. The new building blends in with the surrounding buildings with an overall muted color scheme, small building mass and subdued lighting while keeping its own identity like the other free-standing buildings. The coffee shop in combination with its drive-through service is designed with a balanced indoor and outdoor use of the property, and serves a larger customer base. The site layout incorporates attractive design features, landscaping, and pedestrian amenities, such as seating areas and rustic pedestrian paths.

E. The Project, as conditioned, complies with all applicable requirements of the district, including those pertaining to height, setbacks, building coverage, architectural style, lighting, and parking. Retail uses are permitted in the CS-MU zone, and with the

modifications, is able to continue operating locally. The new coffee shop building with its drive-through aisle allows the tenant Starbucks to remain, and continue to serve the community.

F. The overall development of the subject property is designed to ensure the protection of the public health, safety, and general welfare. The new building is built to comply with the most recent Building Code requirements, including those for accessibility inside and outside the building. The parking lot is redesigned to accommodate safe queueing of the vehicles using the drive-through service and the parking spaces striped to Code. There will be no access changes from Kanan Road into the shopping center, and proposed on-site improvements allow for safe vehicular and pedestrian circulation by directing the entry into the coffee shop parking lot and drive-through, away from the main center's driveway.

Section VII. Oak Tree Permit. Based upon the evidence presented at the hearing, including the staff report and oral and written testimony, the Planning Commission finds for the Oak Tree Permit, pursuant to Section 9657.5(C) and the Oak Tree Preservation Guidelines of the Agoura Hills Zoning Ordinance, that:

Per the Project Oak Tree Report, the Project involves the removal of three (3) Valley Oak trees (#2483, 2484, and 2485) which impede the access of the drive-through lane. The Project also requires encroaching into the protected zone of one (1) large Valley Oak tree (#2486) for the construction of the building, planters, and outdoor seating on the west side of the Starbucks building, and two (2) smaller coast live oak trees (#2487 and 2488) in order to modify the parking.

Removal Findings.

- A. The three (3) Valley Oak trees must be removed in order to accommodate the proposed development of the subject property. The drive-through lane was placed to minimize impacts to the center's traffic circulation and impacts onto adjacent tenants as well as a heritage oak tree on the west side of the building, and as such, requires the removal of three planted oak trees.
- B. The proposed construction and use will be accomplished without endangering the health of the remaining trees on the shopping center's property. The removal is limited to three (3) oak trees. The removal will not endanger the health of the remaining oak trees as long as the conditions of approval are enforced, which include supervising and monitoring the unearthing of the three adjacent oak trees with hand tools and/or small equipment, and fence-protecting remaining trees during construction.
- C. The three (3) trees removed to accommodate the Project will not result in soil erosion through the diversion or increased flow of surface waters, which cannot be satisfactorily mitigated. The Project's building pad remains at the same elevation as previously and additional planting is provided in the immediate surroundings of the

drive-through to catch surface waters. The drainage is improved by directing the flows into a 58-foot long underground chamber below the drive-through lane.

- D. The removal of three (3) oak trees is necessary because their continued existence, under current conditions, precludes the reasonable and efficient use of the property for a use otherwise permitted on that parcel, and to the permitted density. Preservation of the three (3) oak trees would preclude re-aligning an allowed drive-through aisle to serve Starbucks without negatively impacting on-site traffic flow and queueing of vehicles.

Encroachment Findings.

- A. The protected zone of one (1) large Valley Oak tree and two (2) smaller Coast Live Oak trees must be encroached upon in order to accommodate the proposed development of the subject property, including the new building and the new parking layout. These encroachments are both permanent and temporary, and as such a monitoring of both and existing trees is required as part of the Project's approval.
- B. The proposed construction and use will be accomplished without endangering the health of the remaining trees on the shopping center's property. The encroachment is limited to three (3) trees during the Project's construction phase. The encroachment will not endanger the health of the remaining oak trees because no other oak tree is located in close proximity to the Project construction zone.

Section VIII. Based on the aforementioned findings, the Planning Commission hereby approves Site Plan/Architectural Review Case No. SPR-01462-2018, and Oak Tree Permit Case No. OAK-01463-2018, subject to the conditions of approval, attached herein as Exhibit A, with respect to the property described in Section I hereof.

Section IX. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and this certification to be entered in the Book of Resolutions of the Planning Commission of the City.

PASSED, APPROVED, and ADOPTED this 20th day of June 2019, by the following vote to wit:

AYES:	(0)
NOES:	(0)
ABSENT:	(0)
ABSTAIN:	(0)

John Asuncion, Chairperson

ATTEST

Dave Ward, Secretary

EXHIBIT A

CONDITIONS OF APPROVAL (Case Nos. SPR-01462-2018 & OAK-01463-2018)

PLANNING DEPARTMENT

1. This decision, or any aspect of this decision, can be appealed to the City Council within fifteen (15) days from the date of action, subject to filing applicable forms and related fees.
2. The approval of these permits shall not be effective for any purpose until the applicant/property owner has agreed in writing that he is aware of, and accepts, all conditions of these permits with the Planning Department.
3. Except as modified herein, the approval of this action is limited to and requires complete confirmation with the approved Architectural, Landscape and Grading Plans.
4. All exterior materials used in this project shall be in conformance with the material samples submitted and approved as a part of this permit.
5. It is hereby declared to be the intent that if any provision of this permit is held or declared invalid, the permit shall be void and the privileges granted herein shall lapse.
6. It is further declared and made a condition of this action that if any condition herein is violated, the permits shall be suspended and the privileges granted hereunder shall lapse; provided that the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty (30) days.
7. All requirements of the Zoning Ordinance and of the specific zoning designation of the subject property must be complied with unless set forth in the permits or on the approved Site Plan.
8. No occupancy shall be granted for any new building until all conditions of approval have been complied with as determined by the Planning Director.
9. The applicant shall obtain all required construction permits from the Building and Safety Department.
10. Unless this permit is used within two (2) years from the date of approval, Case Nos. SPR-01462-2018 & OAK-01463-2018 shall expire. A written request for a one (1) year extension may be considered prior to the expiration date.

11. The Applicant, and property owner(s), and their successors in interest, shall indemnify, defend and hold harmless the City, its officials, officers, agents and employees (collectively "Indemnitees") from and against any and all claims, actions, lawsuits, damages, losses and liabilities arising or resulting from the granting of this approval by the City or the exercise of the rights granted by this approval. This indemnification obligation shall include, but not be limited to, paying all fees and costs incurred by legal counsel of the City's choice in representing the Indemnitees in connection with any such claims, actions or lawsuits, any expert fees, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such claim, action or lawsuit. The City shall promptly notify Applicant and property owners of any claim, action, or proceeding and the City shall reasonably cooperate in the defense. In the event such a legal action is filed, the City shall estimate its expenses for litigation. Applicant or property owners shall deposit such amount with the City or enter into an agreement with the City to pay such expenses as they become due. Applicant and property owners shall reimburse the City, and each of the Indemnitees for any and all legal expenses and costs incurred by it in enforcing the indemnity herein provided. Although the Applicant is the real party in interest in an action, the City may, at its sole discretion, participate in the defense of the action, but such participation shall not relieve the Applicant of any obligation under this condition.
12. Las Virgenes Unified School District fee shall be paid at a rate in effect when the fee is paid. The current rate is \$0.61 per square foot.
13. The applicant shall pay to the City the applicable General Plan Update Recovery Fee prior to the issuance of a Building Permit. The current fee is \$1.41/\$1,000 of building valuation. Actual fees will be determined at the time of building permit issuance.
14. The applicant shall pay to the City any applicable fees owed to the City for the purposes of this application prior to review of any plans for plan check by the Building and Safety Department.
15. No construction work or repair work shall be performed outside the hours of 7:00 a.m. to 7:00 p.m. or any Sunday or Holiday.
16. Bicycle racks shall be provided at a ratio of one (1) for every 25 parking spaces on the parcel or to accommodate a minimum of two (2) bicycles, whichever is greater. The location of bicycle racks shall be approved by the Community Development Director.
17. The applicant shall submit a final photometric plan with light fixtures specifications during the plan check process to demonstrate compliance with the maximum illumination permitted at all property lines.

18. Enhanced pavement shall be provided at the two (2) pedestrian crossing locations shown on the Landscape Plan.
19. The audio component of the order menu boards shall be equipped with level controls and set at a volume that ensures the project complies with the Noise Ordinance as approved by the Community Development Director, and subject to site inspection and verification prior to occupancy.
20. The applicant shall cause an easement to be recorded against the parcel referred to as Assessor Parcel Number 2051-006-141 (the "Servient Parcel") in favor of the parcel referred to as Assessor Parcel Number 2051-006-140 (the "Dominant Parcel") that grants the Dominant Parcel perpetual access to the off-site trash enclosure located on the Servient Parcel, which will serve the current and future tenants of the buildings on the Dominant Parcel (currently occupied by Starbucks and Yum Yum Donuts).
21. Upon approval and use of Site Plan/Architectural Review Case No. SPR-01462-2018 and Oak Tree Permit Case No. OAK-01463-2018 for the demolition and reconstruction of the same building that was the subject of the Site Plan/Architectural Review Case No. SPR-01437-2017 and Oak Tree Permit Case No. OAK-01438-2017, the latter entitlements shall be of no further force and effect.
22. The applicant shall install screen fencing around the project area during the construction phase prior to any demolition and/or grading activities.

BUILDING AND SAFETY DEPARTMENT

23. All exterior materials used for eaves, sidings, porch, patio, decks, canopies, carport and other similar structures must comply with the Very High Fire Hazard Severity Zone (VHFHSZ) as outlined in Chapter 2 of Article VIII in the Agoura Hills Municipal Code.
24. The plans shall note that all new or replaced windows will be tempered on at least one side of the dual pane, or a 20-minute rated window or glass blocks as required per 2016 California Building Code and 2017 Los Angeles County Fire Code, and the building shall be constructed as such.
25. This project shall be subject to the 2016 California Building, Mechanical, Plumbing, Electrical, Energy, Green Building Codes and Agoura Hills Municipal Code.
26. Fire Sprinklers are required for all new structures per Section 903.2, Article VIII of the Agoura Hills Municipal Code.
27. A soils report is required to be submitted to the Building and Safety Department for this project during the plan check process.

28. As part of the permitting process and prior to permit issuance, two (2) complete sets of construction plans, including Structural, Floor Plan, Mechanical, Electrical, Plumbing, Energy Plans, plans shall be submitted to Building and Safety Department for plan review and approval. These conditions are based on concept plans and do not constitute a final Building and Safety approval. Detailed construction plans shall be submitted for a final approval.
29. The applicant shall provide curb ramps and detectable warnings where required per chapter 11B of the 2016 California Building Code. This includes the curb ramps required at the end of the drive thru where pedestrians can cross.
30. The applicant shall provide curb ramp for the loading zone aisle. If a curb ramp is provided, the ramp must meet all accessibility regulations.

PUBLIC WORKS/ENGINEERING DEPARTMENT

31. Prior to permitting, all required plans and studies shall be prepared by a Registered Professional Engineer in the State of California, and submitted to the City Engineer for review and approval.
32. For all work within the public right-of-way, the applicant shall obtain an Encroachment Permit. Prior to issuance of any permits, all improvement plans, which include but are not limited to, street, water, sewer, storm drain, lighting, signing and striping, etc. shall be reviewed and approved by the City Engineer. Water plans shall be designed to meet Las Virgenes Municipal Water District (LVMWD) standards and contain a signature block for the City Engineer. All associated fees and securities shall be based upon completed Engineering Cost Estimate forms, approved by the Engineering Department. Forms are available for download from the City's website at www.ci.agoura-hills.ca.us.
33. Prior to permitting, the applicant shall pay the applicable Transportation Impact Fees (TIF) to the City of Agoura Hills at a rate then in effect. The current rate is \$6.68 per square foot of new building area.
34. All existing street and property monuments within or abutting this project site shall be preserved consistent with AB1414. If during construction of on-site or off-site improvements monuments are damaged or destroyed, the applicant shall retain a licensed land surveyor or civil engineer to reset those monuments per City's Standards and file the necessary information with the County Recorder's office.
35. Detailed on-site utility information shall be shown on the grading plan, which includes, but is not limited to, backflow prevention devices, exact location of laterals water meter size and location, invert elevations and grades for all

- gravity lines. The grading plan will not be approved by the Engineering Department until this detailed utility information is included on the plans.
36. The grading plan shall show location(s) of all Oak trees, if any, within the vicinity of the site. The applicant shall adhere to all requirements pertaining to Oak trees as outlined in the City's Oak Tree Consultant's Conditions of Approval, if any.
 37. Prior to permitting, the applicant shall submit a soils/geology report to the project engineer for review and approval in accordance with Government Code, Section 66434.5 as required by the City Engineer.
 38. Prior to permitting, the project shall obtain a permit from the Los Angeles County Health and Fire Departments, and Las Virgenes Municipal Water District.
 39. Building Permits shall not be issued until graded building pad(s) have been certified for compaction and elevation to the City's satisfaction. The applicant shall contact the Engineering Department at 818.597.7322 for approved City certification forms.
 40. This property is within the LVMWD service area. The applicant shall make arrangements with LVMWD for those services and provide the City with proof that all LVMWD fees have been paid.
 41. This project shall use existing laterals, whenever provided, for connection to the public sewer system.
 42. All water facilities shall be designed to comply with all LVMWD requirements. Final plans must be reviewed and approved by LVMWD and the City of Agoura Hills.
 43. The applicant shall submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California, in accordance with the Los Angeles County Hydrology Manual. Additional drainage facilities or portions of the site/grading plan may need to be altered as a result of the findings of this study.
 44. Prior to the approval of the Grading Plan and issuance of Grading Permits, an Erosion and Sediment Control Plan (ESCP) shall be submitted to and approved by the Engineering Department. The Erosion and Sediment Control Plan shall specifically identify the Best Management Practices (BMPs) that will be implemented on this project, during construction, to reduce the discharge of sediment and other pollutants into the City's storm drain system. Said plan shall ensure, among other things, that the following minimum requirements are effectively implemented at all construction sites:

- a. Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMPs;
 - b. Construction-related materials, wastes, spills, or residues shall be retained at the project site to avoid discharge to the streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
 - c. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site;
 - d. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes and covering erosion susceptible slopes.
45. Prior to the approval of the Grading Plan and issuance of Grading Permit, a completed Low Impact Development (LID) Plan shall be submitted to and approved by the Engineering Department. The LID Plan shall comply with the requirements of the LID Ordinance and Los Angeles County LID Standards Manual. The LID Plan shall include the following information
- Identification of whether the proposed project is a Designated or Non-Designated Project.
 - If the proposed project is a Designated Project, identification of the project category.
 - Feasibility of infiltration including a percolation report as part of a geotechnical report prepared by a geotechnical engineer.
 - Source control measure(s) proposed to be implemented
 - Calculation of the SWQDv.
 - Discussion on whether stormwater runoff harvest and use is feasible.
 - Stormwater quality control measure(s) proposed to be implemented.
 - Discussion of how the applicable water quality standards and total maximum daily loads (TMDLs) will be addressed (off-site mitigation projects only).
 - Proposed hydromodification controls and calculations (if necessary).
 - Proposed maintenance plan (if necessary).
46. Prior to the issuance of a Certificate of Occupancy, all remaining fees/deposits required by the Engineering Department must be paid in full.
47. Prior to the issuance of a Certificate of Occupancy, the applicant's Engineer shall submit a set of MYLAR, Record Drawings (as-built), for off-site improvements, to accurately reflect the constructed improvements. This set of Record Drawings reflecting all change orders during the construction, must be submitted to the City via City's inspection prior to scheduling of final inspection for acceptance of the improvements. No final inspection will be scheduled and subsequently no release of securities, posted for the project if any, will take place unless MYLAR, Record Drawings (As-built), satisfactory to the City, are submitted, and approved by the City Engineer.

48. Prior to the issuance of a Certificate of Occupancy, the applicant shall record a covenant agreeing to the continued storm water maintenance with the Los Angeles County using City-approved forms.
49. Any monuments damaged as a result of construction, shall be reset to the City's satisfaction.
50. Upon receiving the Title Report, if conflicts/issues arise regarding recorded documents over property, applicant shall take all measures necessary, as directed by the City Engineer, to resolve said conflicts/issues. All conditions are to be complied with to the satisfaction of the City Engineer in accordance with the applicable provisions of the Agoura Hills Municipal Code.

TRAFFIC

51. The Applicant shall provide for the following on-site traffic improvements, subject to review and approval by the City Traffic Engineer and Community Development Director:
 - The applicant shall add arrow symbol pavement marker and "DRIVE THRU" pavement marker adjacent to Site Plan compact parking space "1." The arrow and text shall be aligned to the right side of the driveway aisle to discourage drive-thru vehicles from blocking the driveway aisle and allowing for circulation within the parking lot.
 - The applicant shall add left-edge traffic stripe to delineate drive-thru lane from parking lot circulation lane. The traffic stripe shall begin at drive-thru lane entrance and extend west and terminate north of Site Plan compact parking space "1". The drive-thru lane shall be 11' wide.
 - The applicant shall install the menu order screen and 5 panel menu board further north from their current location in the site plan, to where the grass meets the patio on the site plan. The pre-menu board can be moved north to maintain existing offset between pre menu and menu.
 - The applicant shall submit an image of the proposed "ADA and Traffic Yield" sign being proposed at the drive-thru exit, for review and approval by the City Traffic Engineer.
 - In the event the number of vehicles queued for the drive-thru exceeds the capacity of the dedicated drive-thru lane, the applicant shall submit a draft Vehicle Queue Overflow Management plan that describes operational strategies and traffic control devices that shall be approved by the City Engineer and implemented by the applicant upon approval. The purpose of operational strategies is to expedite the ordering process

and eliminate the drive-thru queue surplus as quickly as possible. The purpose of the traffic control devices is to create additional storage length for the queue surplus and delineate drive-thru traffic from on-site circulation providing access to walk-in customers and emergency vehicles. Potential operational strategies and traffic control devices could include, but are not limited to:

- Placement of temporary traffic control devices (i.e. traffic cones);
 - Identification of overflow parking onsite; and
 - Use of handheld wireless ordering equipment.
52. The three (3) parking spaces (identified as parking spaces nos. 1,2, and 3 on the site plan) located in the southernmost row of parking spaces along the along the shopping center driveway where the drive-through queueing is expected to occur shall be reserved for employees or long term parking to avoid conflict with queueing vehicles.
53. The applicant shall place a pedestrian crossing warning sign at the end of the drive-through lane to alert motorists of potential pedestrian crossing. The sign location shall be indicated on the site, landscape and grading plans.
54. The applicant shall Install sign and arrow pavement marker at exit only driveway to restrict vehicles from entering. The sign location shall be indicated on the site, landscape and grading plans

LANDSCAPE

55. Final Landscape Plans shall substantially conform to the Landscape Conceptual Plans prepared by VanAtta Associates dated March 22, 2019, as approved by the City of Agoura Hills Planning Commission.
56. Planting design along Kanan Road and at the base of the screen fence along the drive-through lane shall provide a mix of plants arranged informally. The Project shall include a minimum of four different native plants.
57. Quantity of *Heteromeles arbutifolia* / Toyon proposed along Kanan Road shall be reduced to seven (7) units, and spaced to provide for random placement secondary accent shrubs (in addition to the *Lepichinia*). Toyon is to be maintained in tree form to provide screening of the building.
58. Final location and installation of proposed paved surfaces, accessory structures, walls and fences, landscape features and other site improvements shall conform to approved architectural, landscape and grading plans.

59. Prior to the approval of a grading permit, the applicant shall submit three (3) sets of Final Landscape Plans for review by the City Landscape Consultant and approval by the Planning Director. A California Landscape Architect with current license shall prepare, stamp and sign the plans. The Plans shall be submitted with a copy of the following approved plans: Architectural Site Plan, Building Elevations and Final Grading Plan. Conditions of Approval shall also be submitted with the Landscape and Irrigation Plans. The Planting and Irrigation Plans shall meet the requirements of the State Model Water Efficient Landscape Ordinance and Division 8, Chapter 6, Article IX of the Agoura Hills Municipal Code. The final Landscape Plans shall include details, and specifications addressing, but not limited to, layout, planting, soil preparation, tree staking, guying, installation details and post installation maintenance.
60. At the time of the Final Landscape Plans submittal, the project Landscape Architect shall provide the City with written confirmation that he / she has reviewed the civil engineering drawings and that the Landscape Plan is not in conflict with the requirements of the National Pollutant Discharge Elimination System (NPDES) or Low Impact Development Standards (LID)
61. Planting Plans shall indicate the botanical name, the plant container sizes and spacing. The minimum size of trees shall be fifteen (15) gallon. The minimum size of shrubs shall be five (5) gallon except shrubs planted as groundcovers and or as accent planting, which may be one (1) gallon size. Plant sizes may be increased on some projects at the discretion of the Planning Director. Plant symbols shall depict 75 percent of the size of the plant at maturity. Palm trees are not permitted in the City of Agoura Hills. All plant material shall be compatible with Sunset's Climate Zone 18.
62. The Final Landscape Plans shall include the following:
 - a. A note stating, that the project Landscape Architect shall inspect and certify in writing that the landscape installation is in conformance with the approved Landscape Plans prior to final city inspection.
 - b. A table indicating the total square footage of the landscape area within the project.
63. The Final Irrigation Plans shall be provided separate from, but utilizing the same format as, the Planting Plans. The Final Irrigation Plans shall include calculations that demonstrate the irrigation design hydraulically works given the static and working design pressure of the system.
64. The approved landscape shall be continually maintained in a healthy state. Plants that die and plants that are damaged shall be immediately replaced with originally specified material.

65. Invasive non-native plants that can threaten the local wildland ecosystems are not permitted. These plants are listed in the California Invasive Plant Inventory published by the California Invasive Plant Council.
66. The Final Landscape Plan shall be approved by the Fuel Modification Unit of the County of Los Angeles Fire Department prior to the issuance of a building permit.
67. Landscape improvements, planting, and irrigation installation shall be subject to inspection and approval by the Planning Department prior to final Building Permit inspection.
68. No planting is allowed prior to the approval of the complete set of landscape plans signed by the City Oak Tree Consultant and the Planning Director.
69. Final placement of the specimen mitigation oak trees proposed at the southeast corner of the shopping center is to be approved by the City Landscape and Oak Tree Consultants. Existing trees that may impact the new specimen oak trees may be removed as a result of the new planting.

OAK TREES

70. All Specific and General Recommendations indicated in the Oak Tree Report (Greeley, March 26, 2018 and updated May 15, 2019), which is incorporated herein by reference, shall be implemented.
71. In accordance with the City of Agoura Hills Municipal Code (AHMC), protected oak trees shall be mitigated at 4:1 with the same species as the species that was removed using one 36-inch box oak tree, two 24-inch box oak trees, and one 15-gallon container (or larger). Based on the proposed oak tree impacts, this shall include a minimum of three (3) 15-gallon oaks, six (6) 24-inch box oaks, and three (3) 36-inch box oaks. The proposed sizes of mitigation trees shall be indicated on the project site plan. In addition, the cumulative caliper of the removed trees shall be replaced at 1:1; therefore, additional oak trees are required to be planted to comply with the City's 1:1 caliper requirement, which shall be accomplished with the planting of two (2) specimen oak trees with a 13-inch caliper size.
72. All mitigation trees shall be derived from a local nursery and be certified as disease- and pest-free. All mitigation tree shall be in excellent-to-good health and shall be inspected by the City's Oak Tree Consultant within 72-hours prior to planting.
73. Prior to the start of any work or mobilization at the site, protective fencing shall be installed at the Tree Protective Zone (TPZ) of the oak trees that are located adjacent to work activities. The applicant or their consulting arborist shall consult the City's Oak Tree Consultant to determine the exact fencing configuration and appropriate fencing material, and submit a fencing plan

subject to approval by the City's Oak Tree Consultant. The City's Oak Tree Consultant shall verify the installation of protective fencing prior to the start of construction activities.

74. The mitigation oak trees shall be monitored annually by a City-approved arborist for a 5-year monitoring period. The first annual monitoring report shall be submitted one-year following planting of mitigation trees and all subsequent monitoring reports shall be submitted annually thereafter. The City-approved arborist shall assess the overall health and physical condition of each tree on an annual basis and submit an annual monitoring report to the City's Oak Tree Consultant. If a mitigation tree dies during the 5-year monitoring period, the tree shall be replaced and monitored annually thereafter for five years. All mitigation oak trees shall be in good health, as determined by the monitoring arborist and City's Oak Tree Consultant, at the end of the 5-year monitoring period.
75. All oak trees located on the property, including those that would be planted, shall be maintained and preserved in perpetuity.
76. Any subsurface ground disturbance that will occur within the Tree Protective Zone (TPZ) of an oak tree shall be performed using only hand tools or small equipment under the direct supervision of the applicant's certified arborist.
77. The applicant shall provide a minimum of 48-hour notice to the City Oak Tree Consultant prior to the start of approved work within the Tree Protected Zone of any on-site and off-site oak tree.
78. No grading, scarifying or other soil disturbance shall be permitted within the portion of the Tree Protected Zone of any oak tree except as specifically required to complete the approved scope of work and in accordance with the approved Oak Tree Permit.
79. No vehicles, equipment, materials, spoil or other items shall be stationed within the Tree Protected Zone of any oak tree overnight.
80. No irrigation or ground cover shall be installed within the Tree Protected Zone of any oak tree unless specifically approved by the City Oak Tree Consultant and the Planning Director.
81. No pruning of live wood of an oak tree (including branches and roots) shall be permitted unless specifically authorized by the City Oak Tree Consultant and/or following an approved Oak Tree Permit. Any authorized pruning shall be performed by a qualified arborist under the direct observation of the applicant's oak tree consultant. All pruning operations shall be consistent with ANSI A300 Standards – Part 1 Pruning and the most recent edition of the International Society of Arboriculture Best Management Practices for Tree Pruning.

82. No herbicides shall be used within 100 feet of the dripline of any oak tree unless the program is first reviewed and endorsed by the City Oak Tree Consultant.
83. A three-inch layer of chipped bark mulch shall be applied throughout the soil ring surrounding all oak tree that will be planted on the property. The mulch shall be maintained, so that it remains at least one-foot away from the trunk of the tree to avoid excess moisture at the root crown. The mulch shall be replenished as necessary throughout the tree's establishment period.
84. The applicant's consulting arborist shall submit certification letters for all work completed within the Tree Protected Zone within ten (10) working days of the completion of said work. The letter(s) shall describe all work performed, methods utilized, monitoring performed and shall state whether such work was completed in accordance with the above conditions of approval.

SOLID WASTE MANAGEMENT

85. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused, or recycled, the applicant shall submit a "Waste Reduction & Recycling Plan" to the City for review and approval. The plan shall provide for a percent of the waste generated on the project to be diverted from the landfill, at the rate currently required by California Department of Resources Recycling and Recovery. Plans shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The plan shall be submitted to and approved by the Planning Department prior to issuance of a Building Permit. The plan shall include the following information: material type to be recycled, reused, salvaged, or disposed; estimated quantities to be processed, management method used, and destination of material including the hauler name and facility location. The City's Waste Reduction & Recycling Plan form or a similar format shall be used.
86. The project shall comply with the City's Waste Reduction & Recycling Plan and provide for the collection, recycling, and/or reuse of materials (i.e. concrete, wood, metal, cardboard, green waste, etc.) and document results during demolition and/or construction of the proposed project. After completion of demolition and/or construction, the applicant shall complete a Waste Reduction & Recycling Summary Report and provide legible copies of weight tickets, receipts, invoices or letters of verification for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, the applicant shall provide documentation, on the disposal facility's letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused and the project generating the discarded materials. The Waste Reduction & Recycling Summary Report shall be submitted to and approved prior to

issuance of a certificate of occupancy, or final inspection if issuance of a certificate of occupancy is not applicable.

87. The applicant shall arrange for materials collection during construction, demolition, and occupancy with a City permitted hauling company, or shall arrange for self-hauling to an authorized facility.

END

ATTACHMENT B

RESOLUTION NO. 19-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS CALIFORNIA, APPROVING VARIANCE CASE NO. VAR-01581-2019 IN CONNECTION WITH THE RECONSTRUCTION OF A STARBUCKS COFFEE SHOP TO ENCROACH IN THE FRONT LANDSCAPE PLANTER BY MORE THAN 50 PERCENT OF ITS LENGTH AND REDUCE ITS WIDTH TO LESS THAN 10 FEET FOR THE PROPERTY LOCATED AT 5827 KANAN ROAD; AND MAKING A FINDING OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section I. An application was duly filed by FW CA - Twin Oaks Shopping Center, LLC, with respect to the real property located at 5827 Kanan Road (Assessor's Parcel No. 2051-006-140), requesting approval of a Variance (VAR-01581-2019) for the construction of a drive-through lane to encroach in the front landscape planter by more than 50 percent of its length and reduce its width to less than 10 feet (the "Project") in connection with the reconstruction of a Starbucks coffee shop (Case No. SPR-01462-2018).

Section II. The Project includes a request to rebuild a Starbucks coffee shop with a drive-through lane, and is exempt from the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15302. This exemption consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Project would not result in significant impacts to the environment. No exception to this categorical exemption applies as set forth in Section 15300.2 of the CEQA Guidelines, including, but not limited to, subsection (c), which relates to unusual circumstances that could have a significant effect on the environment.

Section III. The Planning Commission of the City of Agoura Hills considered the applications at a public hearing held on June 20, 2019, at 6:30 p.m. in the Council Chambers, City Hall, at 30001 Ladyface Court, Agoura Hills, California. Notice of the time, date, place and purpose of the aforesaid hearing was duly given and published as required by state law.

Section IV. Evidence, both written and oral, including the staff report and supporting documentation, was duly presented to and considered by the Planning Commission at the aforesaid public hearing.

Section V. Variance. Based upon the evidence presented at the hearing, including the staff report and oral and written testimony, the Planning Commission finds, pursuant to Section 9676.2.E of the Agoura Hills Zoning Ordinance, that:

1. There are special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, in which the strict application of the Zoning Ordinance would deprive such property of privileges enjoyed by other property in the vicinity and under identical zoning classification. Encroachment in the front (east) landscape planter along Kanan Road is required to provide the drive-through lane on the east side of the new Starbucks building, resulting in a planter depth of less than ten (10) feet (seven (7) feet seven (7) inches). The encroachment in the front landscape planter is necessary to avoid further encroachment in the heritage oak tree's protected zone. This is because absent of the encroachment, the building and drive-through lane would have to be moved further west, and therefore in the oak tree protected zone. The location of the drive-through lane and reduced planter depth allow for vehicular queueing on-site without impeding parking and pedestrian access on-site and within the center. Various lengths and depths of encroachment in the landscape planter currently exist on the south side of this property, but also on other properties resulting in various planter widths.

2. The granting of the variance will not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone. The parcel is one segment of a longer adjacent property frontage of the center with landscape planter averaging 32 feet in width. The encroachment occurs on a relatively short segment of the overall shopping center street frontage. Although encroachment into the required landscape planter for the drive-through lane reduces the landscape coverage along the frontage, an equivalent amount of additional landscaping will be provided elsewhere on-site to compensate for the loss of this planting area. The Project is conditioned to provide trees and shrubs to provide canopies that would help screen the vehicles in the drive-through lane and building while not interfering with the power lines along Kanan Road.

3. The strict interpretation and enforcement of the provisions of the Zoning Ordinance would result in practical difficulty or unnecessary hardship inconsistent with the objectives of the Zoning Ordinance. The Zoning Ordinance permits the Planning Commission to reduce the minimum required planter frontage from twenty feet to ten feet. This Project would only reduce the planter frontage by an additional two feet, five inches beyond what the Planning Commission may approve without a Variance. The additional encroachment is important in order to accommodate a site layout that increases the efficiency of the parcel and maintains public safety for motorists and pedestrians. Although the Project adds a drive-through lane, it provides larger and aggregated outdoor eating areas and protected pedestrian paths to improve pedestrian circulation in and out of the site and throughout the shopping center. Sufficient landscaping is provided elsewhere on the property, in excess of the minimum requirement of the CS-MU District, to compensate for the loss of landscaping due to the encroachment.

4. The granting of the Variance will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements of the aesthetic value in the

vicinity. The encroachment of the drive-through lane in the landscape planter along Kanan Road preserves the pedestrian access within the property as well as to the building. The modifications to the site layout prevent conflicts between the shopping center traffic and traffic destined to the coffee shop. Landscaping provided on the site exceeds the Zoning Ordinance requirements. The Zoning Ordinance requires 15 percent on-site landscaping coverage and the Project provides 26 percent.

5. The granting of the Variance will be consistent with the character of the surrounding area. The view of this reduced size landscape planter along Kanan Road frontage will be minimized with planting of native trees and shrubs, consistent with the landscaping of the center.

Section VI. Based on the aforementioned findings, the Planning Commission hereby approves Variance Case No. VAR-01581-2019 subject to the attached conditions, with respect to the property described in Section I hereof.

Section VII. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his certification to be entered in the Book of Resolutions of the Planning Commission of the City.

PASSED, APPROVED, and ADOPTED this 20th day of June, 2019, by the following vote to wit:

AYES:	(0)
NOES:	(0)
ABSENT:	(0)
ABSTAIN:	(0)

John Asuncion, Chairperson

ATTEST

Dave Ward, Secretary

Exhibit A

CONDITIONS OF APPROVAL (Case No. VAR-01581-2019)

1. This decision, or any aspect of this decision, can be appealed to the City Council within fifteen (15) days from the date of Planning Commission action, subject to filing the appropriate forms and related fees.
2. This action shall not be effective for any purpose until the applicant has agreed in writing that the applicant is aware of, and accepts all conditions of this action with the Planning Department.
3. Except as modified herein, the approval of this action is limited to and requires complete conformation to the conditions of approval.
4. It is hereby declared to be the intent that if any provision of this action is held or declared to be invalid, the approval shall be void and the privileges granted hereunder shall lapse.
5. It is further declared and made a condition of this action that if any condition herein is violated, the approval shall be suspended and the privileges granted hereunder shall lapse; provided that the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty (30) days.
6. Unless the approval is used within two (2) years from the date of City approval, Case No. VAR-01581-2019 will expire. A written request for a one (1) year extension may be considered prior to the expiration date.
7. Variance Case No. VAR-01581-2019 is valid only in conjunction with Site Plan/Architectural Review Case No. SPR-01462-2018 and Oak Tree Permit Case No. OAK-01463-2018, and the approved conditions of approval therein. If Site Plan/Architectural Review Case No. SPR-01462-2018 and Oak Tree Permit Case No. OAK-1463-2018 are not approved, then the approval of Variance Case No. VAR-01581-2019 shall be null and void.
8. The Applicant, and property owner(s), and their successors in interest, shall indemnify, defend and hold harmless the City, its officials, officers, agents and employees (collectively "Indemnitees") from and against any and all claims, actions, lawsuits, damages, losses and liabilities arising or resulting from the granting of this approval by the City or the exercise of the rights granted by this approval. This indemnification obligation shall include, but not be limited to, paying all fees and costs incurred by legal counsel of the City's choice in representing the Indemnitees in connection with any such claims, actions or

lawsuits, any expert fees, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such claim, action or lawsuit. The City shall promptly notify Applicant and property owners of any claim, action, or proceeding and the City shall reasonably cooperate in the defense. In the event such a legal action is filed, the City shall estimate its expenses for litigation. Applicant or property owners shall deposit such amount with the City or enter into an agreement with the City to pay such expenses as they become due. Applicant and property owners shall reimburse the City, and each of the Indemnitees for any and all legal expenses and costs incurred by it in enforcing the indemnity herein provided. Although the Applicant is the real party in interest in an action, the City may, at its sole discretion, participate in the defense of the action, but such participation shall not relieve the Applicant of any obligation under this condition.

END

ATTACHMENT C

RESOLUTION NO. 19-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING SIGN PERMIT CASE NO. SIGN-01464-2018 TO INSTALL NEW BUILDING- AND GROUND-MOUNTED SIGNAGE, TO AMEND THE SHOPPING CENTER'S SIGN PROGRAM TO CHANGE ONE OF THE SHOPPING CENTER'S FIVE APPROVED SIGN COLORS FROM BRONZE TO WHITE, AND A SIGN MODIFICATION CASE NO. MOD-01626-2019 TO INCLUDE AN ADDITIONAL MENU BOARD AND INCREASE THE SIZE OF A MENU BOARD FOR A NEW STARBUCKS LOCATED AT 5827 KANAN ROAD; AND MAKING A FINDING OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section I. An application was duly filed by FW CA - Twin Oaks Shopping Center, LLC, with respect to the real property located at 5827 Kanan Road (Assessor Parcel No. 2051-006-140) requesting approval of a Sign Permit (Case No. SIGN-01464-2018) to install new building- and ground-mounted signage, to amend the shopping center's sign program to change one of the shopping center's five approved sign colors from bronze to white, and a Sign Modification (Case No. MOD-01626-2018) to include an additional menu board and increase the size of a menu board for a new drive-through Starbucks coffee shop ("the Project").

Section II. The Project includes the installation of new signs for a Starbucks coffee shop and is exempt from the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15311 (the construction or the placement of minor structures accessory to a commercial facility) particularly Subsection (a). The project, which involves the installation of building- and ground-mounted signs on a commercial property, would not result in significant impacts to the environment. No exception to this categorical exemption applies as set forth in Section 15300.2 of the CEQA Guidelines, including, but not limited to, subsection (c), which relates to unusual circumstances that could have a significant effect on the environment.

Section III. The Planning Commission of the City of Agoura Hills considered the application at a public hearing held on June 20, 2019, at 6:30 p.m. in the Council Chambers, City Hall, at 30001 Ladyface Court, Agoura Hills, California. Notice of the time, date, place and purpose of the aforesaid hearing was duly given and published as required by state law.

Section IV. Evidence, both written and oral, including the staff report and supporting documentation, was duly presented to and considered by the Planning Commission at the aforesaid public meeting.

Section V. Sign Permit Review. Based upon the evidence presented at the public hearing, including the staff report and oral and written testimony, the Planning Commission finds, pursuant to the Agoura Hills Municipal Code Section 9655.5.D, that:

A. The proposed signage is consistent with the General Plan and the provisions of the Zoning Ordinance in that the building-mounted signs and menu boards are integrated with the building's architecture, and provide clear, meaningful identification of the use. The building signage includes the colors of the sign program of the shopping center. The signs are of high quality and internally-lit in order to be legible at dawn and at dusk. The building signs provide meaningful identification for the tenant, without distracting from the architecture as called for in Policy LU-13.2 of the General Plan, especially as viewed from Kanan Road and Thousand Oaks Boulevard. The signs comply with the maximum permitted size for primary and secondary street frontages. The menu boards are consistent with the overall allowable size, style, and location for a drive-through facility, and are located, as conditioned, to allow for efficient ingress and egress.

B. The proposed building signage is legible under normal viewing conditions where the signs are to be installed. The placement of the internally-lit letters helps direct customers from the parking lot and drive-aisles. The signage is designed with a single line white upper case letters, either individually attached to the building or against a black background, to maximize legibility. The round logo is designed with a recognizable brand graphic without any text next to a small descriptive of the service provided at that location to better serve customers. The signage is at reasonable height to serve pedestrian customers as well as customers in vehicles. The menu boards are placed in a new landscape planter large enough to accommodate enough landscaping to help integrate the units into their surroundings. The new planting along the Kanan Road frontage and the fencing along the drive-through lane help screen the ground-mounted signs.

C. The location and design of the proposed signs and their size, shape, illumination, and color are compatible with the visual characteristics of the surrounding area so as not to cause depreciation of the value or quality of adjacent properties. The white internally lit letters are a continuation of the sign design approved in the adjacent shopping center to the north. The signs are monochromatic and are placed in an area on the façade so as to not conflict with the building architectural features. The method of attachment and placement allow future signs to be installed without changing the building construction. The largest sign is on the south building elevation, oriented toward an interior parking lot, thereby reducing off-site impacts.

D. The signs are consistent with the sign standards of the Sign Ordinance and the existing sign program by complying with the allowed number of colors, and the

signage is architecturally compatible and integrated with the building. The building-mounted signs will comply with the allowable size per the Sign Ordinance. The halo-illuminated signs provides for legibility at night. The menu boards are made with a bronze frame with a matching base to blend in with the bronze “green screens” and awnings. All other design elements, such as letter size, sign dimensions, materials, and type of installation comply with the Sign Ordinance, and are in keeping with the sign program’s intent to provide identification for the business, and to be compatible with the building architecture, except as described below.

E. The signs are consistent with the adopted Sign Design Guidelines in that the signs are integrated with the design of the building. Sufficient space was allocated for the placement of the new signage. The building-mounted signs are within the allowed dimensions and are in good proportion with the building area they are attached to and they do not interfere with the proposed architectural. The white font of the building-mounted signs and the bronze frames of the ground-mounted signs are compatible with the new building design and materials, and match the center’s monument signs. The monochromatic color of the signs is similar to the other monochromatic signs in the center. The design and locations of the signs allow for the easy substitution of future tenants signage.

Section VI. Sign Program. Based upon the evidence presented at the public hearing, including the staff report and oral and written testimony, the Planning Commission finds, pursuant to Agoura Hills Municipal Code Section 9655.6.E, that:

A. The sign program amendment complies with the purpose and overall intent of the Sign Ordinance in that the proposed changes would comply with the minimum and maximum development standards. It meets its intent by integrating the design of the signs with the design of the structure into a unified architectural statement and a means for defining common sign regulations for multi-tenant projects. The modifications to the shopping center’s sign program to substitute the bronze color for the white color and to internally illuminate the signs of the free-standing building instead of using halo illumination continue to comply with the Zoning Ordinance and the intent of the sign program. The signs are placed in an area on the one-story building created to accommodate signage, and at the same height as previously installed.

B. The sign program amendment accommodates future revisions that may be required because of changes in use or tenants. This amendment allows future tenants to place their own signage without making significant modifications to the building. The sign program continues to designate a maximum of five colors per the Sign Ordinance and the internal illumination helps provide a distinct identity to the free-standing building.

C. The sign program amendment complies with the standards of the Sign Ordinance in that the sign area, the number of signs, aesthetics, and the location and height of the signs enhances the overall development. The color change permitted for the Project provides for a well-designed sign program within the center while allowing

additional flexibility. The change will not cause inconsistencies because the bronze color that the white color replaces was not used during the remodeling. This sign program amendment enhances the aesthetics of the project by creating high quality signage for all building-mounted signs.

Section VII. Sign Modification. Based on the evidence presented at the public hearing, including the staff report and oral and written testimony, the Planning Commission finds, pursuant to Section. 9655.11C., 9676.2.B.3.g., and 9676.2.E. of the Agoura Hills Municipal Code, that:

A. Because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification. The project area was redesigned to accommodate a new drive-through lane bordered by a landscape planter wide enough to accommodate both the menu boards and the required landscaping. In order to operate the vehicular drive-through queueing more efficiently, three menu boards are needed for ordering purposes. The Sign Modification permits minor deviation from the Code to suit individual business needs without impacting adjacent properties. The placement of the menu boards does not impact the line-of-sight for motorists maneuvering into and out of the project area.

B. The granting of the Modification will not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated. Sign Modification and Variances have been approved in other shopping centers to fit tenants' needs and accommodate individual business operational requirements without affecting adjacent businesses. There is sufficient space to accommodate three menu boards in a landscape planter and therefore, this request does not grant special privileges above and beyond other similar uses.

C. The strict interpretation and enforcement of the provisions of the Zoning Ordinance would result in impractical difficulty or unnecessary hardship inconsistent with the objectives of the Zoning Ordinance. The combined square footage of all three units is less than what the maximum sign area allowed for two signs. The increased sign size is mitigated by the new landscaping along the property frontage, and along the drive-through lane and in the planter where the signs are located. The purpose of the sign is to improve operational drive-through traffic flow for the coffee shop.

D. The granting of the Modification will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements of the aesthetic value in the vicinity. Despite the additional sign and square footage, each sign complies with the City Building Code and will be compatible with the aesthetics of the building and overall site design. The signs are placed to increase the efficiency of the traffic flow in the project area and the drive-through queueing and do not block the line-of-sight of the vehicles maneuvering in and around the project area. No other development standards is being reduced to accommodate the proposed signs as the site layout made them an

integral part of the drive-through operation. The signs are monochromatic, simple in design, and minimally lit, and do not detract from the architecture of the building or adjacent properties, or distract users of nearby rights-of-way.

E. The granting of the Modification will be consistent with the character of the surrounding area. The additional menu board sign is lower than the maximum seven (7)-foot high sign allowed by the Sign Ordinance, as well as the combined square footage of all three (3) menu signs. The menu boards are built with the same bronze frame to match the building materials. Only two of the three menu boards will have printed that do not include digital displays, which maintains a more simplistic design.

F. The sign will not be detrimental to surrounding uses or properties or the community in general. The signs are contained on the property and will partially be screened by a fence and landscaping along the drive-through lane. The signs do not block the line-of-sight of motorists travelling in and out of the shopping center. The volume of the menu boards is adjustable, as approved by the City, to minimize on- and off-site impacts.

G. The approval of such modification is consistent with the purposes of the general plan and this part, the sign criteria set forth in Subsection 9655.D. and the adopted sign design guidelines.

Section VIII. Based on the aforementioned findings, the Planning Commission hereby approves Sign Permit Case No. SIGN-01464-2019 and Sign Modification Case No. MOD-01626-2019, subject to the conditions of approval, attached herein as Exhibit A, with respect to the property described in Section I hereof.

Section IX. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his certification to be entered in the Book of Resolutions of the Planning Commission of the City.

PASSED, APPROVED, and ADOPTED this 20th day of June, 2019, by the following vote to wit:

AYES: (0)
NOES: (0)
ABSTAIN: (0)
ABSENT: (0)

John Asuncion, Chairperson

ATTEST

Dave Ward, Secretary

Exhibit A

CONDITIONS OF APPROVAL (Case Nos. SIGN-01464-2018 & MOD-01626-2019)

1. This decision, or any aspect of this decision, can be appealed to the City Council within fifteen (15) days from the date of Planning Commission action, subject to filing the appropriate forms and related fees.
2. This action shall not be effective for any purpose until the applicant has agreed in writing that the applicant is aware of, and accepts all conditions of this action with the Planning Department.
3. Except as modified herein, the approval of this action is limited to and requires complete conformation to the approved sign plans and conditions of approval approved by the Planning Commission.
4. It is hereby declared to be the intent that if any provision of this action is held or declared to be invalid, the approval shall be void and the privileges granted hereunder shall lapse.
5. It is further declared and made a condition of this action that if any condition herein is violated, the Permit shall be suspended and the privileges granted hereunder shall lapse; provided that the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty (30) days.
6. Unless the approval is used within two (2) years from the date of City approval, Case Nos. SIGN-01464-2018 and MOD-01626-2019 will expire. A written request for a one (1) year extension may be considered prior to the expiration date.
7. The Applicant, and property owner(s), and their successors in interest, shall indemnify, defend and hold harmless the City, its officials, officers, agents and employees (collectively "Indemnitees") from and against any and all claims, actions, lawsuits, damages, losses and liabilities arising or resulting from the granting of this approval by the City or the exercise of the rights granted by this approval. This indemnification obligation shall include, but not be limited to, paying all fees and costs incurred by legal counsel of the City's choice in representing the Indemnitees in connection with any such claims, actions or lawsuits, any expert fees, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such claim, action or lawsuit. The City shall promptly notify Applicant and property owners of any claim, action, or proceeding and the City shall reasonably cooperate in the defense. In the event such a legal action is filed, the City shall estimate its expenses for litigation. Applicant or property owners shall deposit such amount with the City or enter into an agreement with the City to pay such expenses as they

become due. Applicant and property owners shall reimburse the City, and each of the Indemnitees for any and all legal expenses and costs incurred by it in enforcing the indemnity herein provided. Although the Applicant is the real party in interest in an action, the City may, at its sole discretion, participate in the defense of the action, but such participation shall not relieve the Applicant of any obligation under this condition.

8. No lights on or within any sign shall be illuminated after 11:30 p.m. or close of business each day, whichever occurs last.
9. The signs shall be maintained in a neat and attractive, well-maintained condition. The display surface of the signs shall be kept clean, and free from rust, cracking, peeling, corrosion or other states of disrepair.
10. The new sign lighting shall comply with the requirement of a maximum of one-foot candle of illumination measured at all property lines.
11. Prior to issuance of a certificate of occupancy, the noise level generated by the menu board speaker(s) is subject to the approval of the Community Development Director and compliance with the Zoning Ordinance, to minimize off-site impacts.
12. No flashing of the illumination shall be permitted.
13. The amendment to the sign program to substitute the bronze color to a white color, outside of the trademark colors, is applicable to all the buildings' signage in the Twin Oaks shopping center.
14. The internal illumination is restricted to the free-standing building addressed 5827 Kanan Road and may be substituted to halo lighting in the future.

END

ATTACHMENT D

Applicant's Variance Burden of Proof

1. That because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification;

The variance request is seeking relief from The Agoura Hills Municipal Code 9654.5 – Parking lot landscaping – states that a twenty-foot-wide fully landscaped planter shall be provided along the full property line adjacent to any public or private street or highway whenever the parking area abuts a public or private street with no less than 10 ft to the property line. The property has a large mature valley oak tree west of the building (50 ft in height as shown on the landscape plans). It was determined by the project arborist that to ensure the safety and survivability of this tree, the new Starbucks building shall be positioned as proposed in the architectural plans. In doing so, a reduction of the landscape planter is needed between the building's drive-thru lane and the city right of way (Kanan Rd.) to be less than the 10 ft requirement per code 9654.4 to ensure the safety of this existing mature valley oak tree. The proposed project calls for the demolition and move of building and adding a drive-thru, shifting the building footprint further to the east and into the landscape planter.

2. That the granting of the Variance will not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated;

Examination of the neighboring properties concludes that those located along Kanan Road have encroachments. Specifically, the Chase Bank pad located at 5695 Kanan Blvd. (southwest corner of Kanan Rd and Thousand Oaks Blvd), Bank of America pad located at 5667 Kanan Rd., and the Citibank building pad located at 5835 Kanan Rd. located just north of the Starbucks pad. All buildings along the Kanan Road stretch north of Thousand Oaks Blvd. will maintain a consistency in setback.

3. That the strict interpretation and enforcement of the provisions of the Zoning Ordinance would result in practical difficulty or unnecessary hardship inconsistent with the objectives of the Zoning Ordinance;

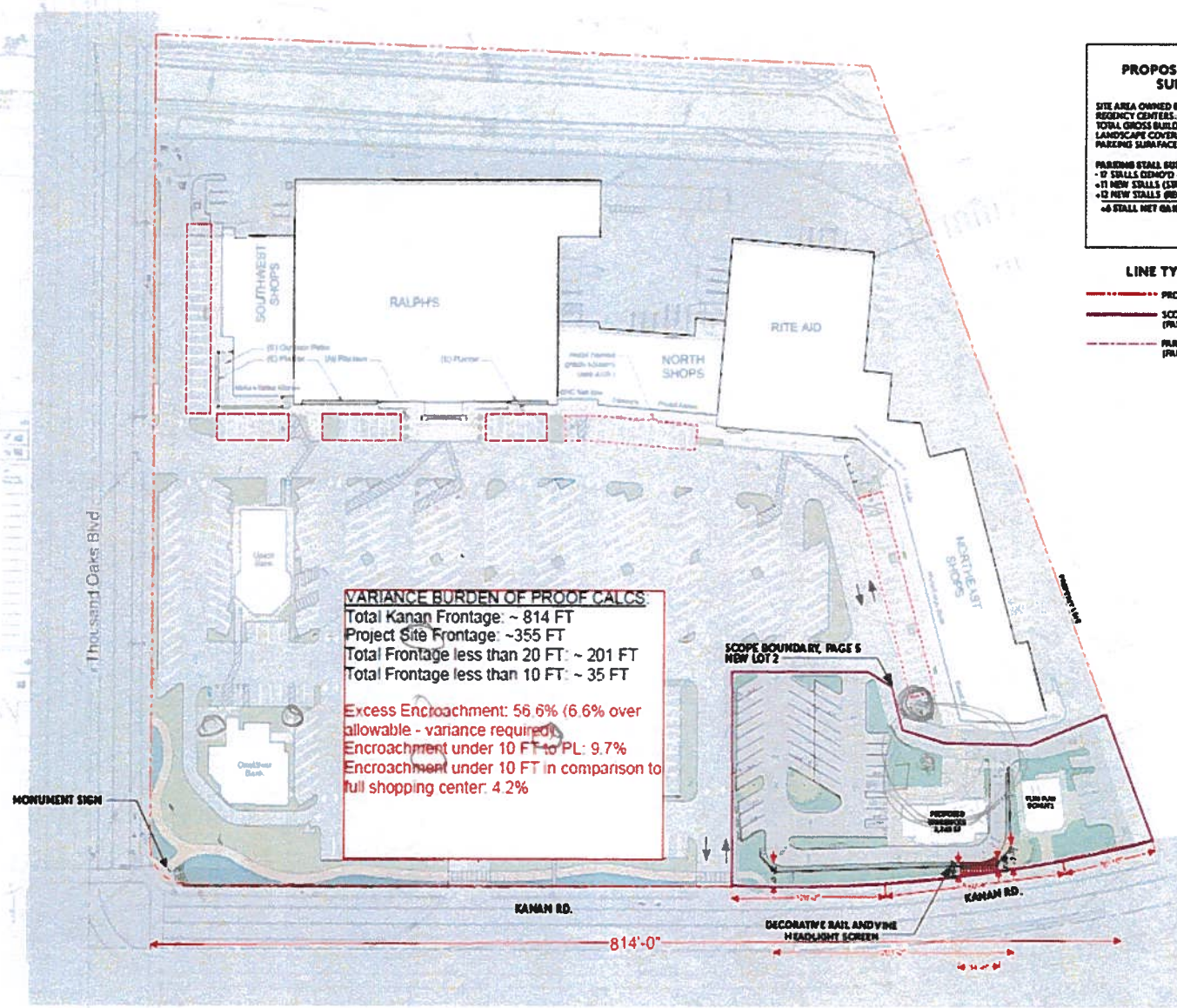
Strict interpretation of the zoning ordinance could be complied with, however, that would result in the removal of the large mature valley oak described in part 1. The goal is to successfully construct the building while maintaining the safety and health of the oak tree.

4. That the granting of the Variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements of the aesthetic value in the vicinity; and

The project will be consistent and less impactful than other commercial properties. With respect to public health and safety, the drive thru lane will have a decorative metallic fencing as well as fire resistant plans for screening headlights and glare, providing more screening than currently exists in the same portion of the parking lot.

5. That the granting of the Variance will be consistent with the character of the surrounding area.

The project's character will be consistent to the surrounding shopping center with respect to signage, landscaping, and lighting. The neighboring properties exhibit having such variance and thus will also be consistent.



PROPOSED PROJECT SUMMARY

SITE AREA OWNED BY
 REGENCY CENTERS, 16.17 AC. (461, 044 SF)
 TOTAL GROSS BUILDING SF: 194,000 SF
 LANDSCAPE COVERAGE 10.10% (NEW LOT 2)
 PARKING SURFACE AREA: 17,284 SF (NEW LOT 2)

PARKING STALL SUMMARY:

- 17 STALLS DEMO (SUNBURCK'S SCOPE)
- 11 NEW STALLS (SUNBURCK'S SCOPE)
- 12 NEW STALLS (RECONFIGURATION SCOPE)

+6 STALL NET GAIN

LINE TYPE LEGEND

- - - - - PROPERTY LINE
- SCOPE BOUNDARY, NEW LOT 2 (PARKING NET LOSS OF -7)
- - - - - PARKING RECONFIGURATION SCOPE (PARKING NET GAIN OF +12)

VARIANCE BURDEN OF PROOF CALCS.

Total Kanan Frontage: ~ 814 FT
 Project Site Frontage: ~355 FT
 Total Frontage less than 20 FT: ~ 201 FT
 Total Frontage less than 10 FT: ~ 35 FT

Excess Encroachment: 56.6% (6.6% over allowable - variance required)
 Encroachment under 10 FT to PL: 9.7%
 Encroachment under 10 FT in comparison to full shopping center: 4.2%

SCOPE BOUNDARY, PAGE 5
 NEW LOT 2

PROPOSED SIGNAGE (PAGE 18)

SUN PAVILION

814'-0"

DECORATIVE RAIL AND VINE HEADLIGHT SCREEN





City of Agoura Hills
30001 Ladyface CT
Agoura Hills, CA 91301
Attention: Planning Department

Re: Sign Program Amendment and Variance for of the Starbucks at Twin Oaks Shopping Center,

Description:

The Starbucks pad will receive a new buildings to match the upgraded center. Additionally the hardscape areas in front of the Starbucks building will be upgraded to create a desirable seating area to accommodate the increased pedestrian traffic that the center will attract after the remodel.

We would like to modify the existing Master Sign program (building specific) as follows:

Center wide:

- 1) Switch out the allowed color of bronze for the proposed white

5827 Kanan Rd. building specific:

- 1) Allow internally illuminated channel letters
- 2) Switch out the allowed color of bronze for the proposed white
- 3) Allow 3" thick letters and logos in order to accommodate internal illumination.
- 4) Allow a primary sign on the south side and a secondary sign on the east side
- 5) Allow an additional pre-menu sign. We are entitled to 2 at 30 sqft each, however the total square footage for the three proposed menu signs will be of 57 sqft. Smaller appearance of the boards will be much favorable for the overall look of the center.

Sincerely,

A handwritten signature in black ink, appearing to read "Anna Zolotareva", written over a horizontal line.

Anna Zolotareva
Manager of Tenant Construction

June 12, 2019

Date

4. That the granting of the Variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements of the aesthetic value in the vicinity; and

The signs are made out of not reflective materials and the sound level will be controllable.

The signs will not block the line of sight for the vehicles circulating in and out of the area.

- 5. That the granting of the Variance will be consistent with the character of the surrounding area.

The additional sign will not impact traffic on Kanan Rd also the pre-menu doesn't have sound, but it will help tremendously to the SB's customers with making their order decision quicker and it will help moving the traffic faster.

The boards are designed in keeping with architecture of the building and to blend with other structures and landscaping. The boards are lower than the sign ordinance allows and will be partially screened by the landscaping and fencing along the drive-thru.

END







ATTACHMENT E

City of Agoura Hills

Site Plan/Architectural Review - Case No. SPR-01462-2018, Oak Tree Permit - Case No. OAK-01463-2018, Variance Case No. VAR-01581-2019, Sign Permit - Case No. SIGN-01464-2018 & Sign Modification Case No. MOD-01626-2019



ATTACHMENT F

RETAIL DESIGN COLLABORATIVE

RE
DES
DES

TWIN OAKS SHOPPING CENTER

STARBUCKS PAD SCHEMATIC DESIGN

06.10.19

REGENCY CENTERS

DIRECTORY

OWNER/DEVELOPER

REGENCY CENTERS
915 WILSHIRE BOULEVARD, SUITE 2200
LOS ANGELES, CA 90017
ATTN: RAY KAYACAN
E-MAIL: Ray.Kayacan@regencycenters.com
TEL: (213) 553-2217

CITY OF AGOURA HILLS

30001 LADYFACE COURT
AGOURA HILLS, CA 91301

ARCHITECT OF RECORD

RETAIL DESIGN COLLABORATIVE
245 EAST 3RD STREET
LONG BEACH, CA 90802
ATTN: GARY KRENZ
E-MAIL: gary.krenz@rdcollaborative.com
TEL: (562) 628-8000
FAX: (562) 428-8005

LOS ANGELES COUNTY FIRE DEPARTMENT

FIRE STATION #46
4206 N CORNELL STREET, AGOURA HILLS, CA
91301
TEL: (818) 899-0610

LANDSCAPE ARCHITECT

VAI VAN ATTA ASSOCIATES, INC.
235 PALM AVENUE,
SANTA BARBARA, CA 93101
ATTN: WAYNE NEMEC
E-MAIL: wayn@vva-ta.com
TEL: (805) 730-7444 X 204

STRUCTURAL ENGINEER

COFFMAN ENGINEERS
16133 VENTURA BOULEVARD, SUITE 1010
ENCINO, CA 91436
ATTN: S.E. PAUL VAN BENSCHOTEN
E-MAIL: pvb@coffman.com
TEL: (818) 285-2450 x4104
FAX: (818) 285-2451

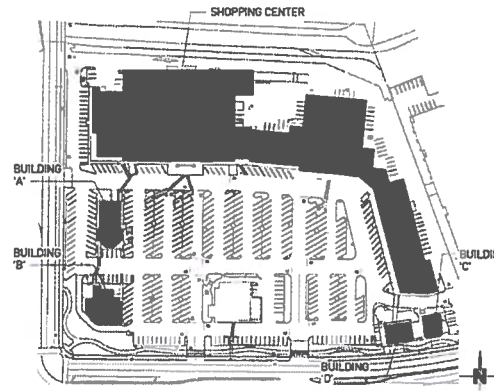
CIVIL ENGINEER

DRC ENGINEERING, INC.
160 S OLD RD., SUITE 210
ANAHEIM HILLS, CA 92808
ATTN: RENE VARGA
E-MAIL: rrv@DRC-ENG.com
TEL: (714) 685-6860x337
FAX: (714) 685-6861

STANDARD COMMENTS

1. ALL EXTERIOR MATERIALS USED FOR EAVES, SIDINGS, PORCH, PATIO, DECKS, CANOPIES AND OTHER SIMILAR STRUCTURES USED TO MEET THE VERY HIGH FIRE HAZARD SEVERITY ZONE (VHSZ) AS OUTLINED IN CHAPTER 5 OF ARTICLE VII IN THE AGOURA HILLS MUNICIPAL CODE.
2. A TWO PERCENT (2%) SLOPE AWAY FROM THE STRUCTURE FOR DRAINAGE (ON THE FIRST 5 FEET) ALL AROUND THE NEW STRUCTURE(S) SHALL BE PROVIDED.
3. ALL NEW OR REPLACED WINDOWS WILL BE TEMPERED ON AT LEAST ONE SIDE OF THE DUAL PANE OR A 20 MINUTE RATED WINDOW OR GLASS BLOCKS PER SECTION 704A.3.2.2 OF THE 2016 CALIFORNIA BUILDING CODE.
4. THIS PROJECT SHALL BE SUBJECT TO THE 2016 CALIFORNIA BUILDING, MECHANICAL PLUMBING, ELECTRICAL, ENERGY, GREEN BUILDING CODES AND AGOURA HILLS MUNICIPAL CODE.
5. FIRE SPRINKLERS WILL BE REQUIRED FOR ALL NEW STRUCTURES PER SECTION 903.2, ARTICLE VII OF THE AGOURA HILLS MUNICIPAL CODE 703.2.
6. A SOILS REPORT IS REQUIRED TO BE SUBMITTED TO THE BUILDING AND SAFETY DEPARTMENT FOR THIS PROJECT.
7. LOS ANGELES COUNTY FIRE DEPARTMENT APPROVAL WILL BE REQUIRED FOR ALL NEW STRUCTURES.
8. LOS ANGELES COUNTY INDUSTRIAL WASTE APPROVAL WILL BE REQUIRED FOR THIS PROJECT.
9. LOS ANGELES COUNTY HEALTH DEPARTMENT APPROVAL WILL BE REQUIRED FOR THIS PROJECT.

PROJECT SUMMARY



EXISTING PROJECT SUMMARY

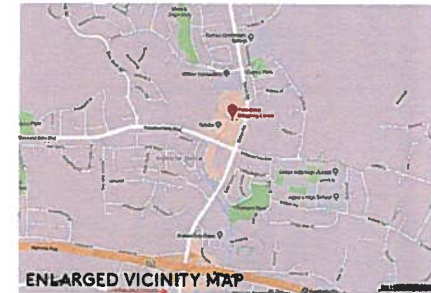
OVERALL SITE AREA	10.37 AC
SHOPPING CENTER	88,365 SF
BUILDING 'A'	3367 SF
BUILDING 'B'	3750 SF
BUILDING 'C'	1284 SF
BUILDING 'D'	1571 SF
TOTAL BUILDING AREA	98,339 SF
LANDSCAPE AREA	37,824 SF
PARKING SURFACE AREA	204,823 SF
LANDSCAPE COVERAGE RATIO	18.44%
CANOPY COVERAGE OVER PARKING	19.98%
PARKING COUNT	420 SPACES
BUILDING DESCRIPTION	
TYPE OF CONSTRUCTION	5B

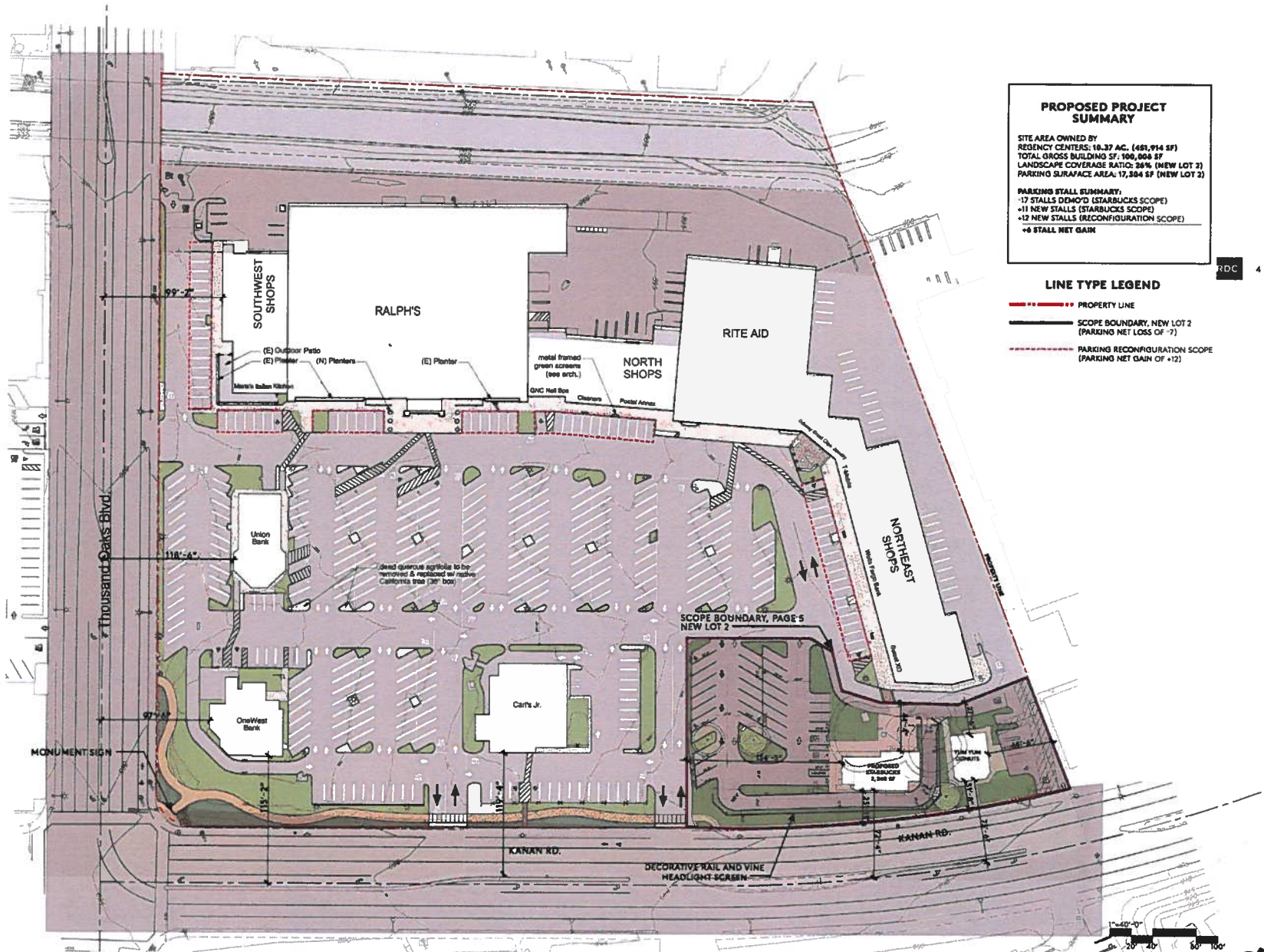
PROPOSED PROJECT SUMMARY

OVERALL SITE AREA	10.37 AC
SHOPPING CENTER	88,365 SF
BUILDING 'A'	3367 SF
BUILDING 'B'	3750 SF
BUILDING 'C'	1284 SF
BUILDING 'D'	2240 SF
TOTAL BUILDING AREA	99,008 SF
LANDSCAPE AREA	11,192 SF [NEW LOT 2]
PARKING SURFACE AREA	17,304 SF [NEW LOT 2]
LANDSCAPE COVERAGE RATIO	24% [NEW LOT 2]
CANOPY COVERAGE OVER PARKING	69% [NEW LOT 2]
PARKING COUNT	424 SPACES
BUILDING DESCRIPTION	
TYPE OF CONSTRUCTION	5B

SHEET INDEX

- 01 COVER SHEET
- 02 TITLE SHEET
- 03 EXISTING PROJECT SITE PLAN
- 04 PROPOSED PROJECT SITE PLAN
- 05 ENLARGED PROJECT SITE PLAN
- 06 HEADLIGHT GLARE IMPACT STUDY
- 07 SUV MANEUVERING STUDY
- 08 FLOOR PLAN
- 09 ROOF PLAN
- 10 WEST AND SOUTH ELEVATIONS
- 11 EAST AND NORTH ELEVATIONS
- 12 BUILDING SECTIONS AND WALL SECTION
- 13 PERSPECTIVE VIEWS
- 14 TRASH ENCLOSURE
- 15 COLOR, MATERIALS AND SPECIFICATIONS





PROPOSED PROJECT SUMMARY

SITE AREA OWNED BY
 REGENCY CENTERS: 16.37 AC. (461,914 SF)
 TOTAL GROSS BUILDING SF: 100,000 SF
 LANDSCAPE COVERAGE RATIO: 26% (NEW LOT 2)
 PARKING SURFACE AREA: 17,304 SF (NEW LOT 2)

PARKING STALL SUMMARY:
 -17 STALLS DEMO'D (STARBUCKS SCOPE)
 +11 NEW STALLS (STARBUCKS SCOPE)
 +12 NEW STALLS (RECONFIGURATION SCOPE)
 =+6 STALL NET GAIN

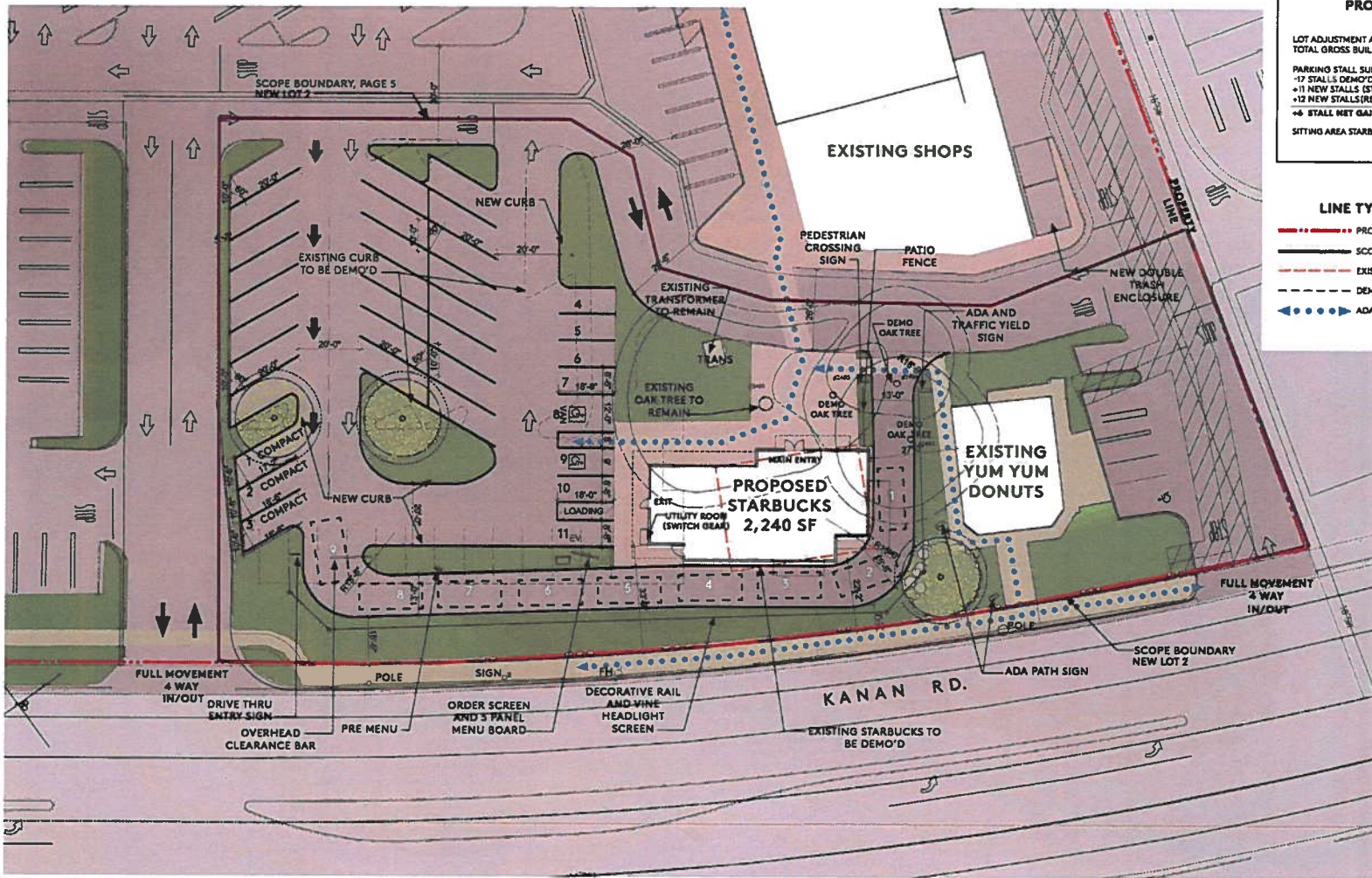
LINE TYPE LEGEND

- PROPERTY LINE
- SCOPE BOUNDARY, NEW LOT 2 (PARKING NET LOSS OF -7)
- - - - - PARKING RECONFIGURATION SCOPE (PARKING NET GAIN OF +12)

RDC 4

PROPOSED PROJECT SITE PLAN

CONCEPT PACKAGE



PROPOSED PROJECT SUMMARY

LOT ADJUSTMENT AREA: 43,253 SF
 TOTAL GROSS BUILDING SF: 2,240 SF

PARKING STALL SUMMARY:
 -17 STALLS DEMO'D (STARBUCKS SCOPE)
 +11 NEW STALLS (STARBUCKS SCOPE)
 +12 NEW STALLS (RECONFIGURATION SCOPE, SEE PG. 4)
 =6 STALL NET GAIN

SITTING AREA STARBUCKS: APPROX. 890 SF

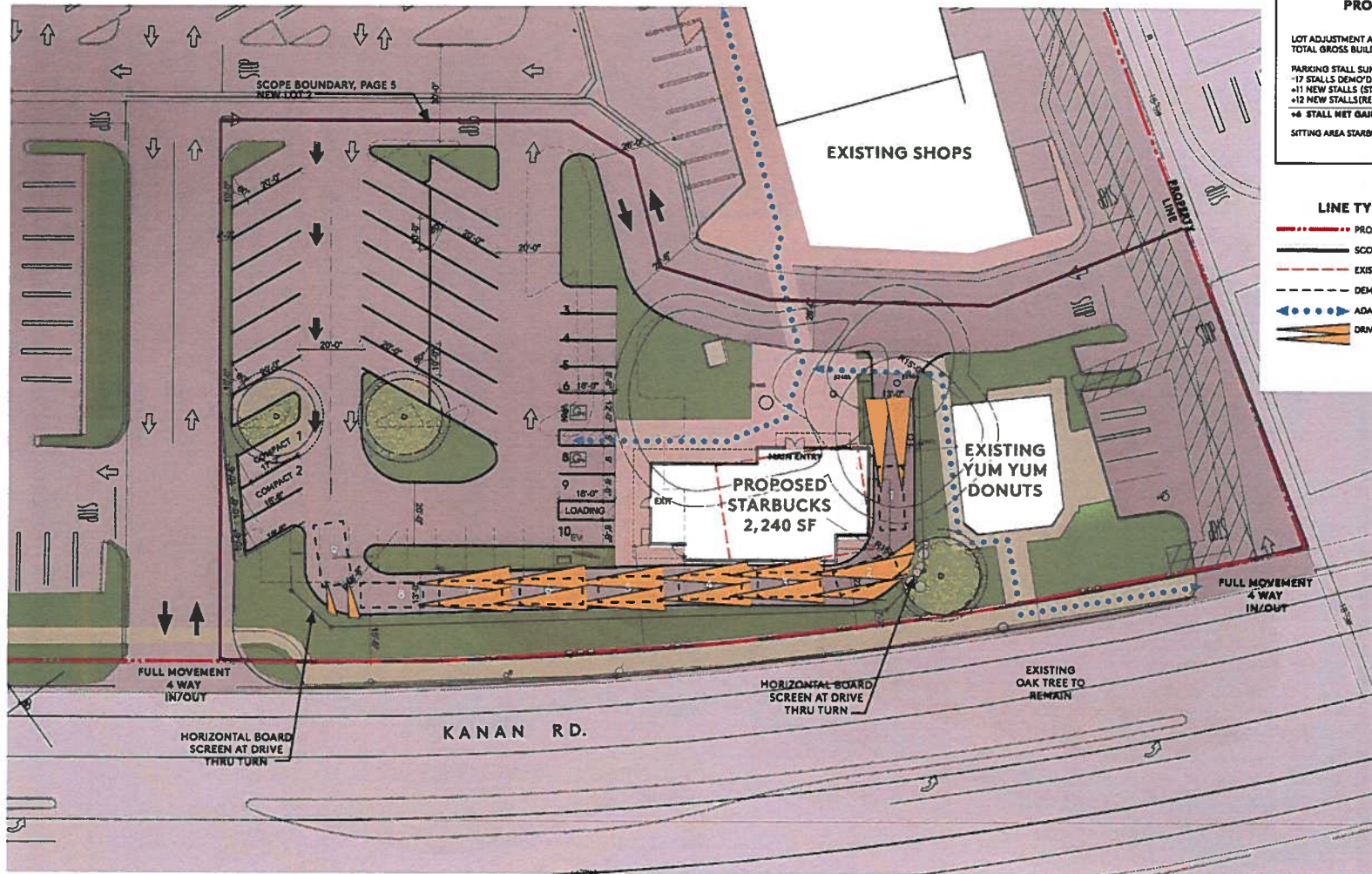
LINE TYPE LEGEND

- PROPERTY LINE
- SCOPE BOUNDARY, NEW LOT 2
- EXISTING STARBUCKS TO BE DEMO'D
- DEMO CURB
- ADA ACCESSIBLE PATH



ENLARGED PROJECT SITE PLAN

CONCEPT PACKAGE



PROPOSED PROJECT SUMMARY

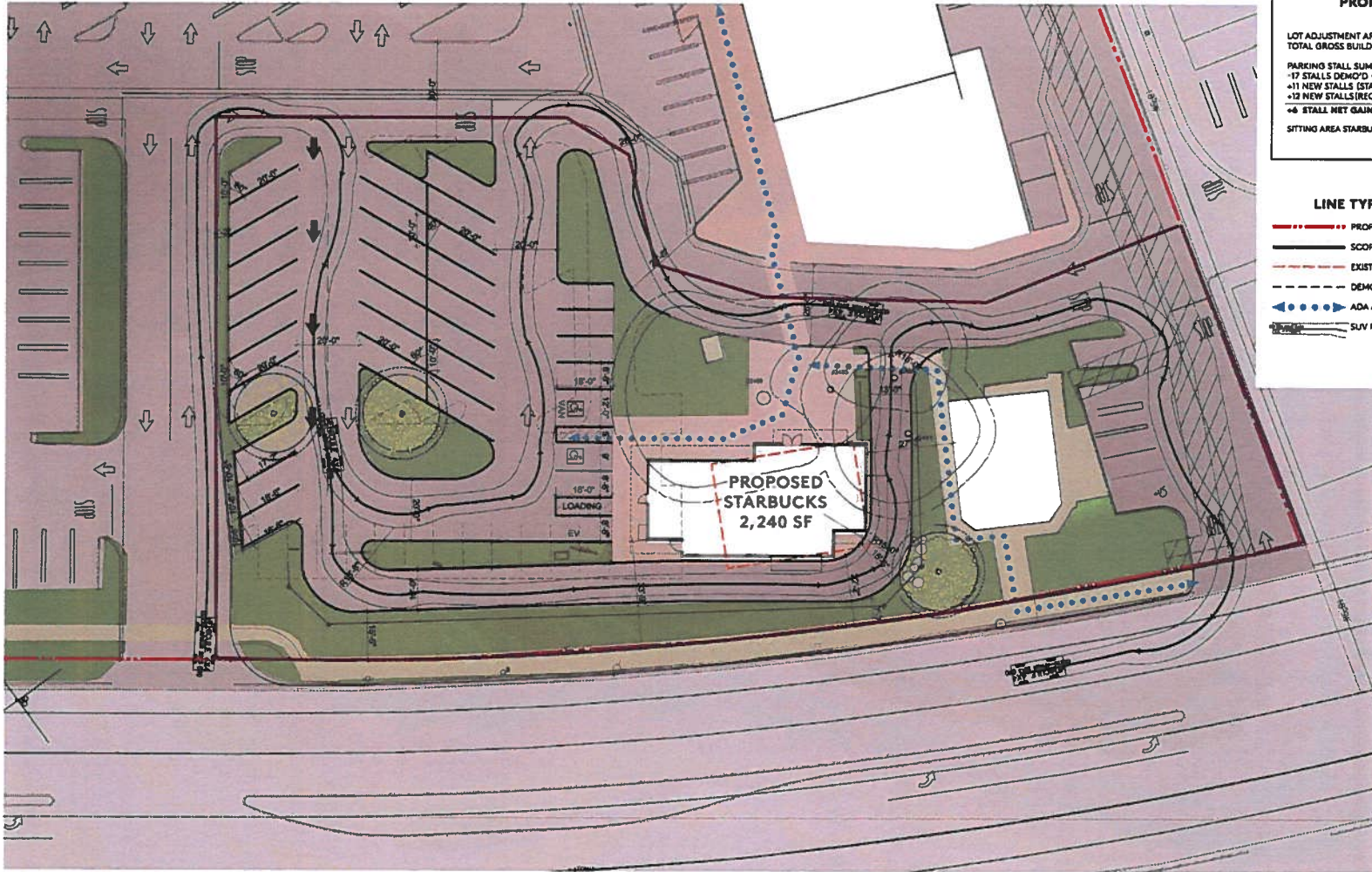
LOT ADJUSTMENT AREA: 43,282 SF
 TOTAL GROSS BUILDING SF: 2,240 SF

PARKING STALL SUMMARY:
 -17 STALLS DEMO'D (STARBUCKS SCOPE)
 +11 NEW STALLS (STARBUCKS SCOPE)
 +12 NEW STALLS (RECONFIGURATION SCOPE, SEE PG. 4)
 +6 STALL NET GAIN

SITTING AREA STARBUCKS: APPROX. 890 SF

- LINE TYPE LEGEND**
- PROPERTY LINE
 - SCOPE BOUNDARY, NEW LOT 2
 - - - EXISTING STARBUCKS TO BE DEMO'D
 - - - DEMO CURB
 - ... ADA ACCESSIBLE PATH
 - ▲ DRIVE THRU HEADLIGHTS





PROPOSED PROJECT SUMMARY

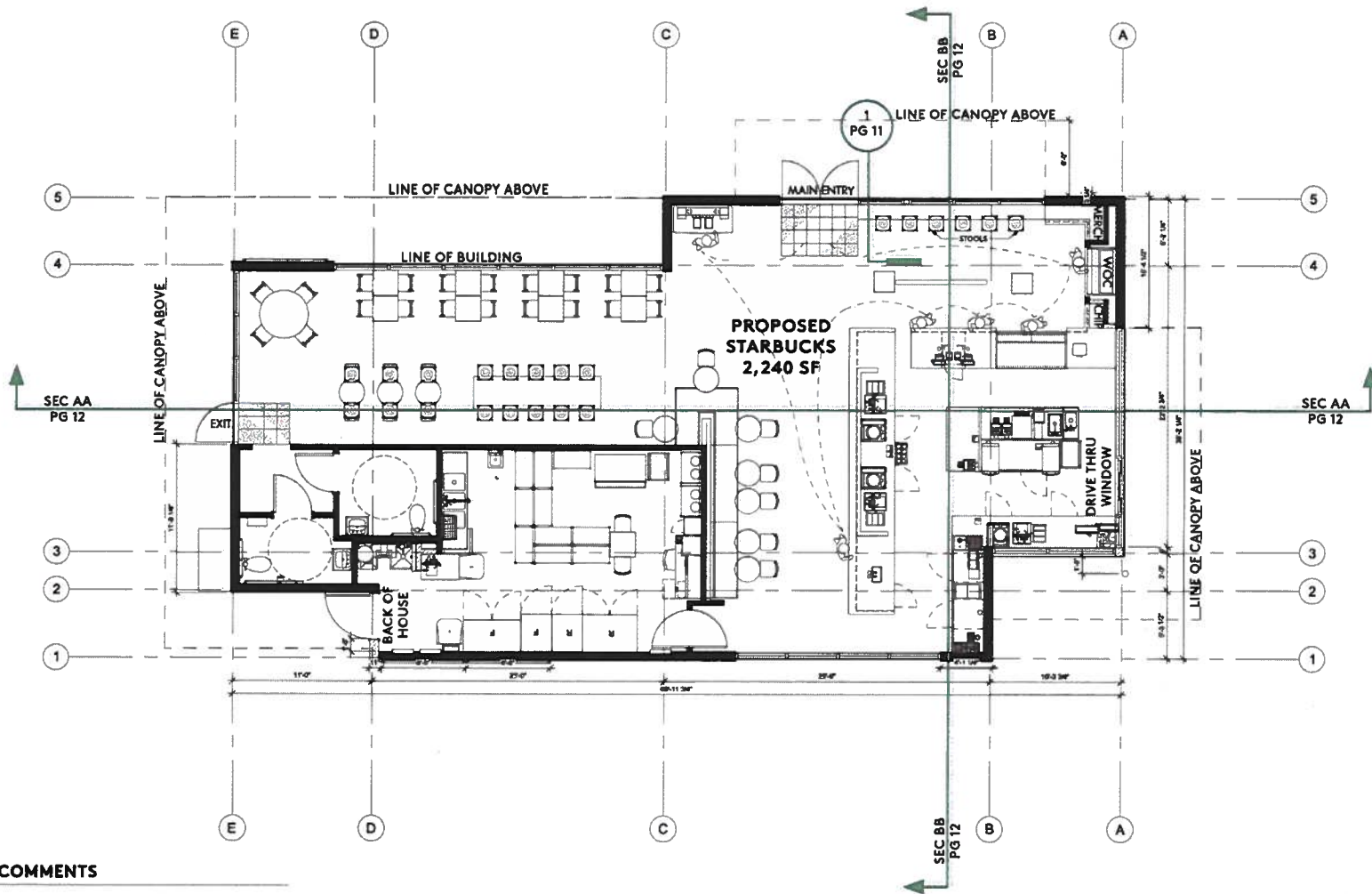
LOT ADJUSTMENT AREA: 43,252 SF
 TOTAL GROSS BUILDING SF: 2,240 SF

PARKING STALL SUMMARY:
 -17 STALLS DEMO'D (STARBUCKS SCOPE)
 +11 NEW STALLS (STARBUCKS SCOPE)
 +12 NEW STALLS (RECONFIGURATION SCOPE, SEE PG. 4)
 +6 STALL NET GAIN

SITTING AREA STARBUCKS: APPROX. 890 SF

LINE TYPE LEGEND

- PROPERTY LINE
- - - - SCOPE BOUNDARY, NEW LOT 2
- - - - EXISTING STARBUCKS TO BE DEMO'D
- - - - DEMO CURB
- ADA ACCESSIBLE PATH
- - - - SUV PATH



ROC 8

STANDARD COMMENTS

1. ALL EXTERIOR MATERIALS USED FOR EAVES, SIDINGS, PORCH, PATIO, DECKS, CANOPIES AND OTHER SIMILAR STRUCTURES NEED TO MEET THE VERY HIGH FIRE HAZARD SEVERITY ZONE (VHFHSZ) AS OUTLINES IN CHAPTER 2 OF ARTICLE VII IN THE AGOURA HILLS MUNICIPAL CODE.
2. A TWO PERCENT (2%) SLOPE AWAY FROM THE STRUCTURE FOR DRAINAGE (ON THE FIRST 5 FEET) ALL AROUND THE NEW STRUCTURE(S) SHALL BE PROVIDED.
3. ALL NEW OR REPLACED WINDOWS WILL BE TEMPERED ON AT LEAST ONE SIDE OF THE DUAL PANE, OR A 20 MINUTE RATED WINDOW OR GLASS BLOCKS PER SECTION 704A.5.2.2 OF THE 2014 CALIFORNIA BUILDING CODE.
4. THIS PROJECT SHALL BE SUBJECT TO THE 2016 CALIFORNIA BUILDING, MECHANICAL, PLUMBING, ELECTRICAL, ENERGY, GREEN BUILDING CODES AND AGOURA HILLS MUNICIPAL CODE.
5. FIRE SPRINKLERS WILL BE REQUIRED FOR ALL NEW STRUCTURES PER SECTION 903.2, ARTICLE VII OF THE AGOURA HILLS MUNICIPAL CODE 903.2.

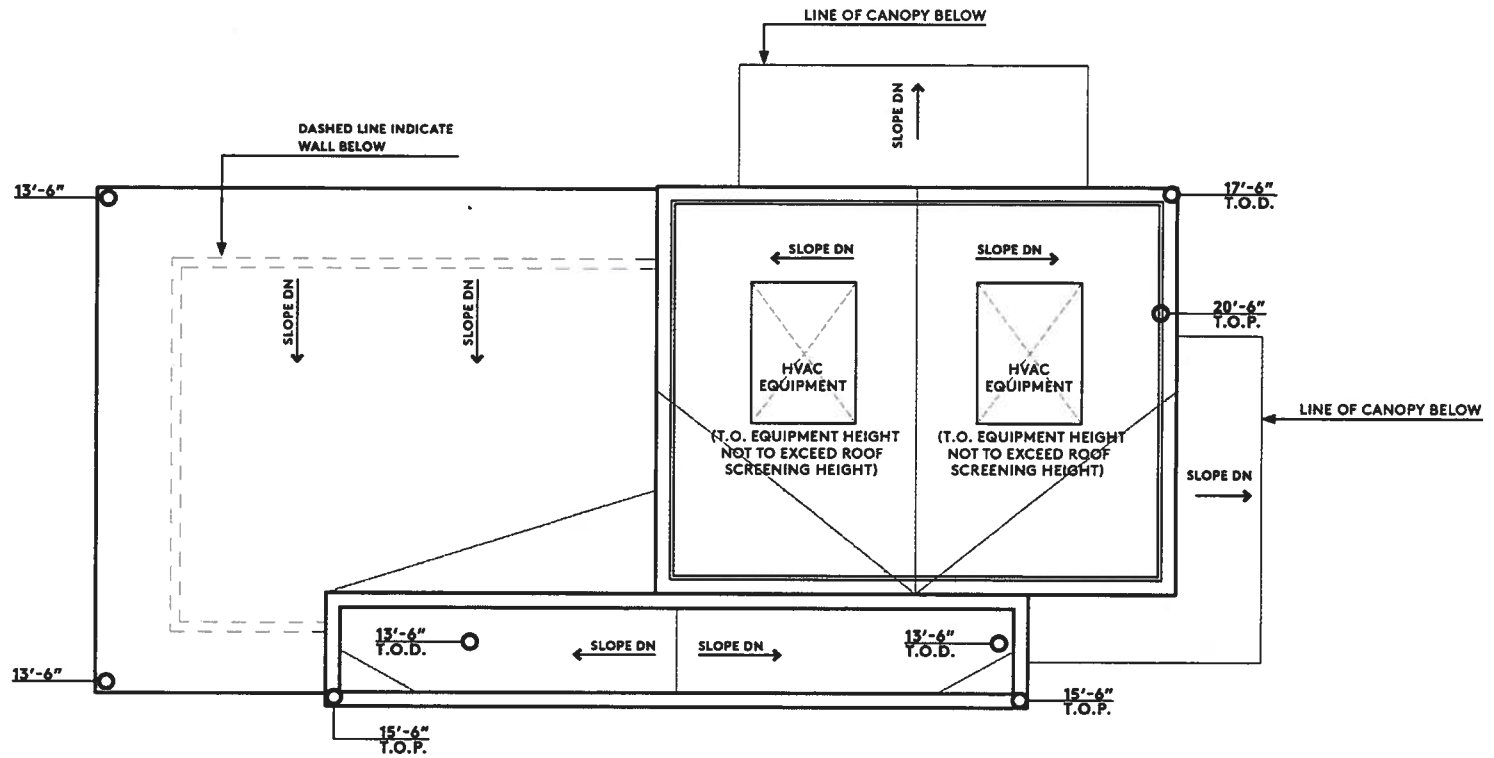
NOTE: REFER TO BUILDING ELEVATIONS FOR COLOR AND MATERIALS, PG. 10 AND 11.



FLOOR PLAN

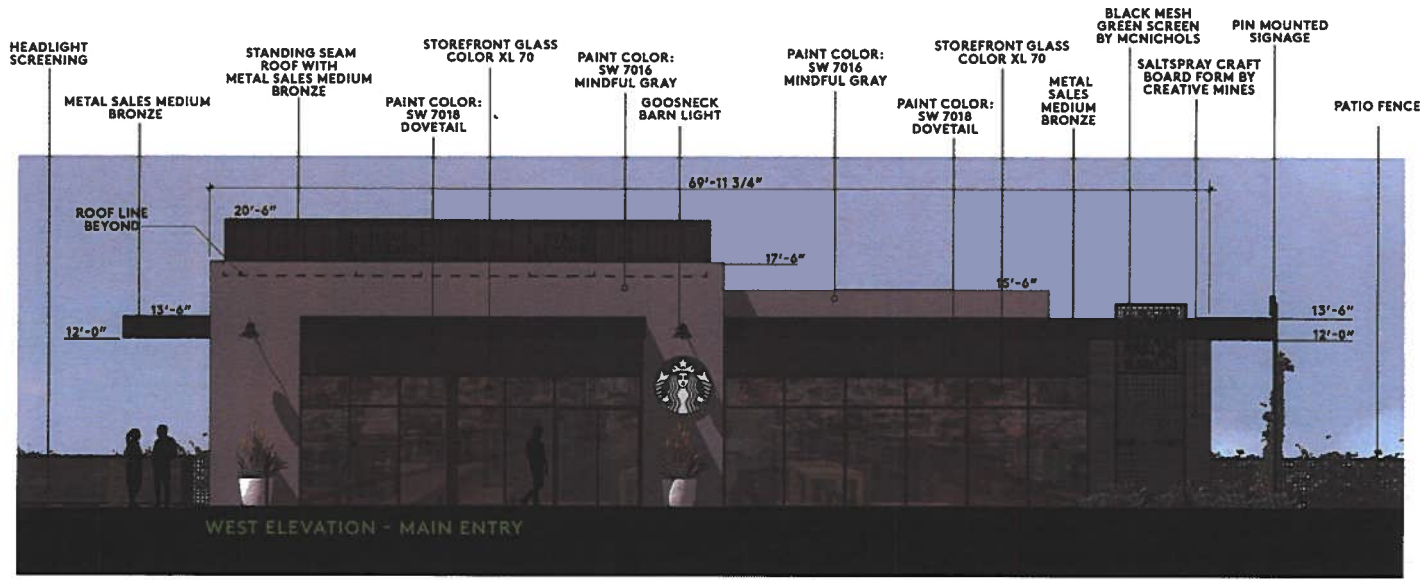
CONCEPT PACKAGE



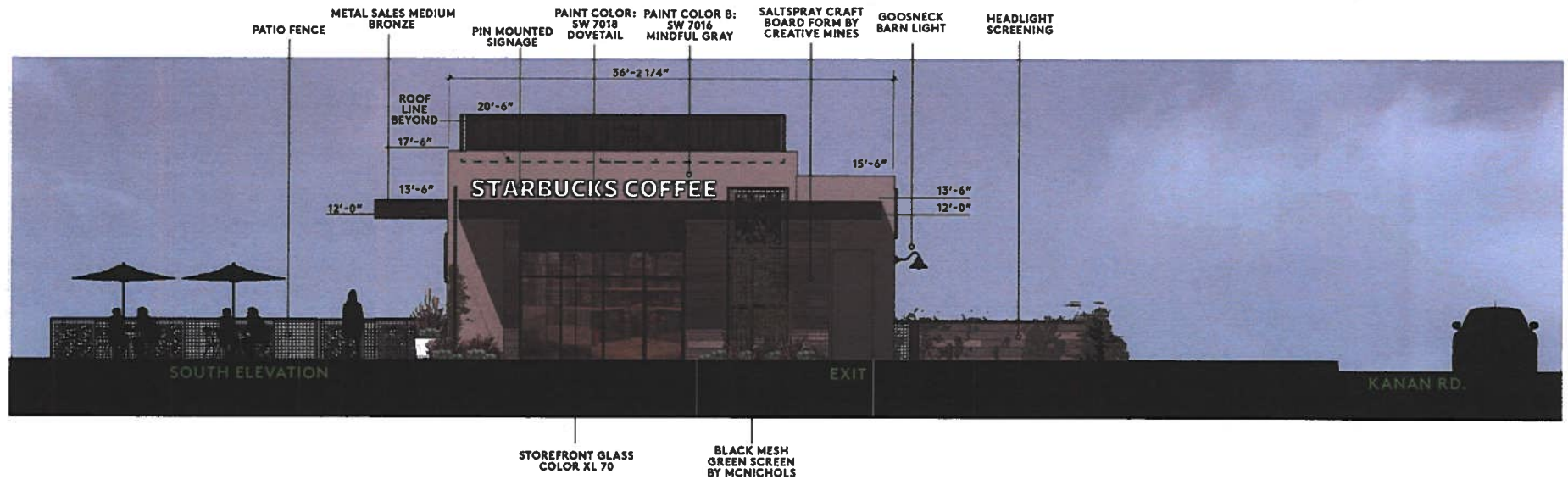


NOTE: REFER TO BUILDING ELEVATIONS FOR COLOR AND MATERIALS, PG. 10 AND 11.

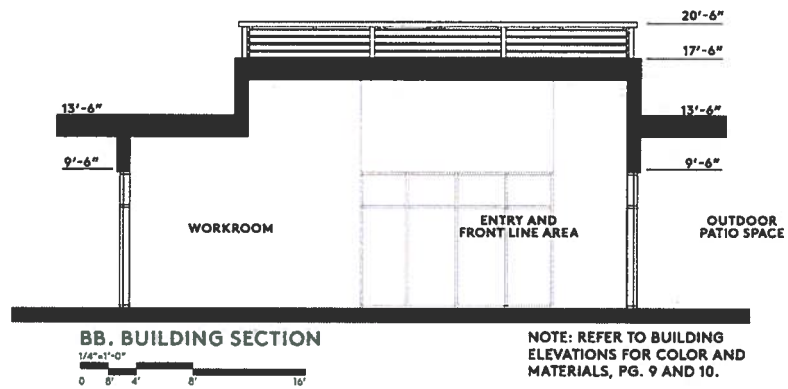
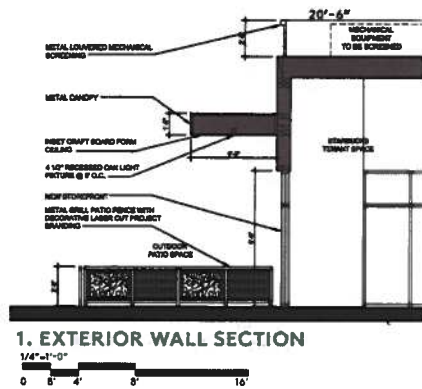
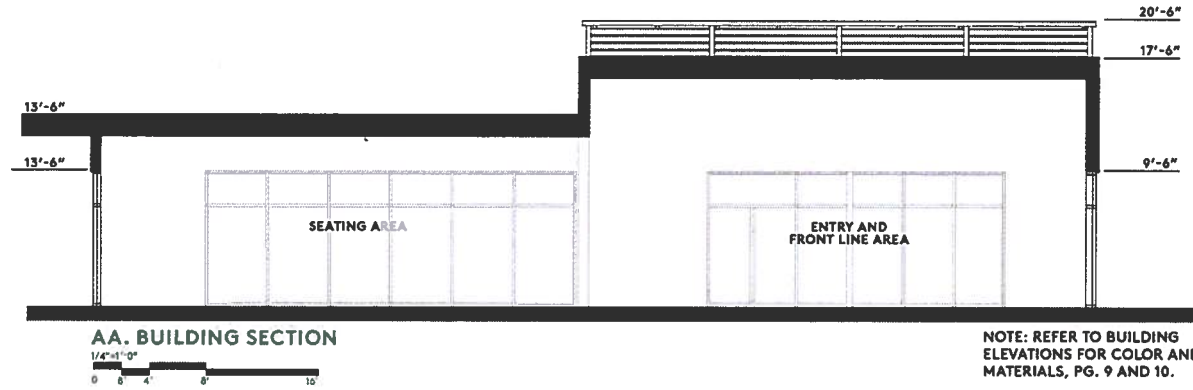




RDC 10



WEST AND SOUTH ELEVATIONS



BUILDING SECTIONS AND WALL SECTION



1. ENTRY VIEW FROM SURFACE PARKING



2. VIEW FROM SHOPS

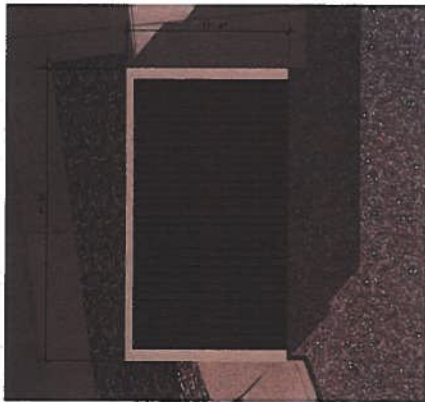
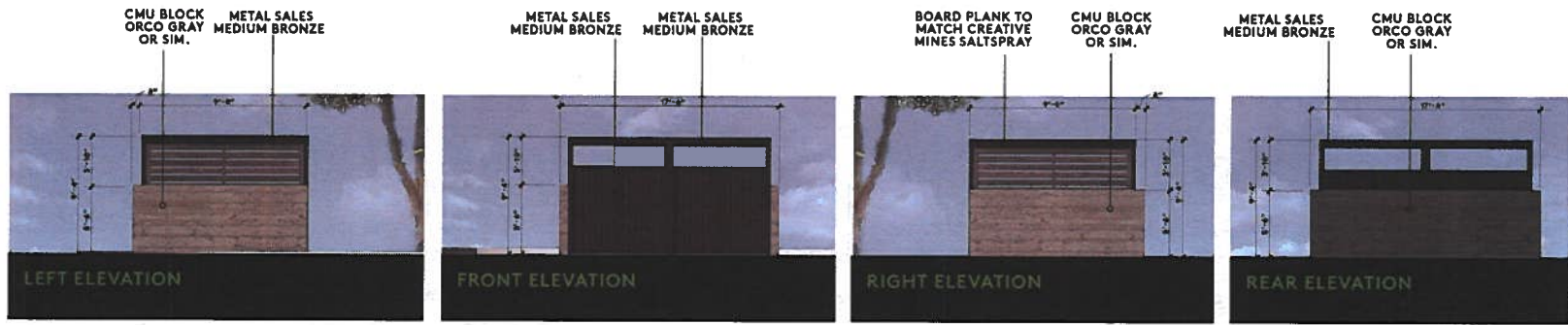


3. VIEW ALONG KANAN RD.



4. VIEW OF DRIVE THRU WINDOW





PLAN



PERSPECTIVE VIEW



GN1: GOOSENECK BARN LIGHT



GOOSENECK BARN LIGHT
 MANUFACTURER: HI-LITE
 17 INCH OVERALL; 17"D X 11"H; 23" EXTENSION
 BACKPLATE: 4.75"D

RC1: RECESSED CANNED LIGHT



RECESSED CANNED LIGHT
 MANUFACTURER: INTENSE LIGHTING
 DIAMETER: 4.5" Ø 8" O.C.
 COLOR: WHITE

GREEN SCREEN



GREEN SCREEN - 4'W X 15'H
 MANUFACTURER: MCHNCHOLS
 PRODUCT: QUALITY ECO MESH PANEL 2"X 2" MESH
 COLOR: GALVANIZED BLACK

COLOR, MATERIALS AND SPECIFICATIONS

LOT 2 OF CERTIFICATE OF COMPLIANCE NO. 01509-2018 RECORDED OCTOBER 15, 2018 AS INSTRUMENT NO. 20181047461 OF OFFICIAL RECORDS

DEMOLITION NOTES

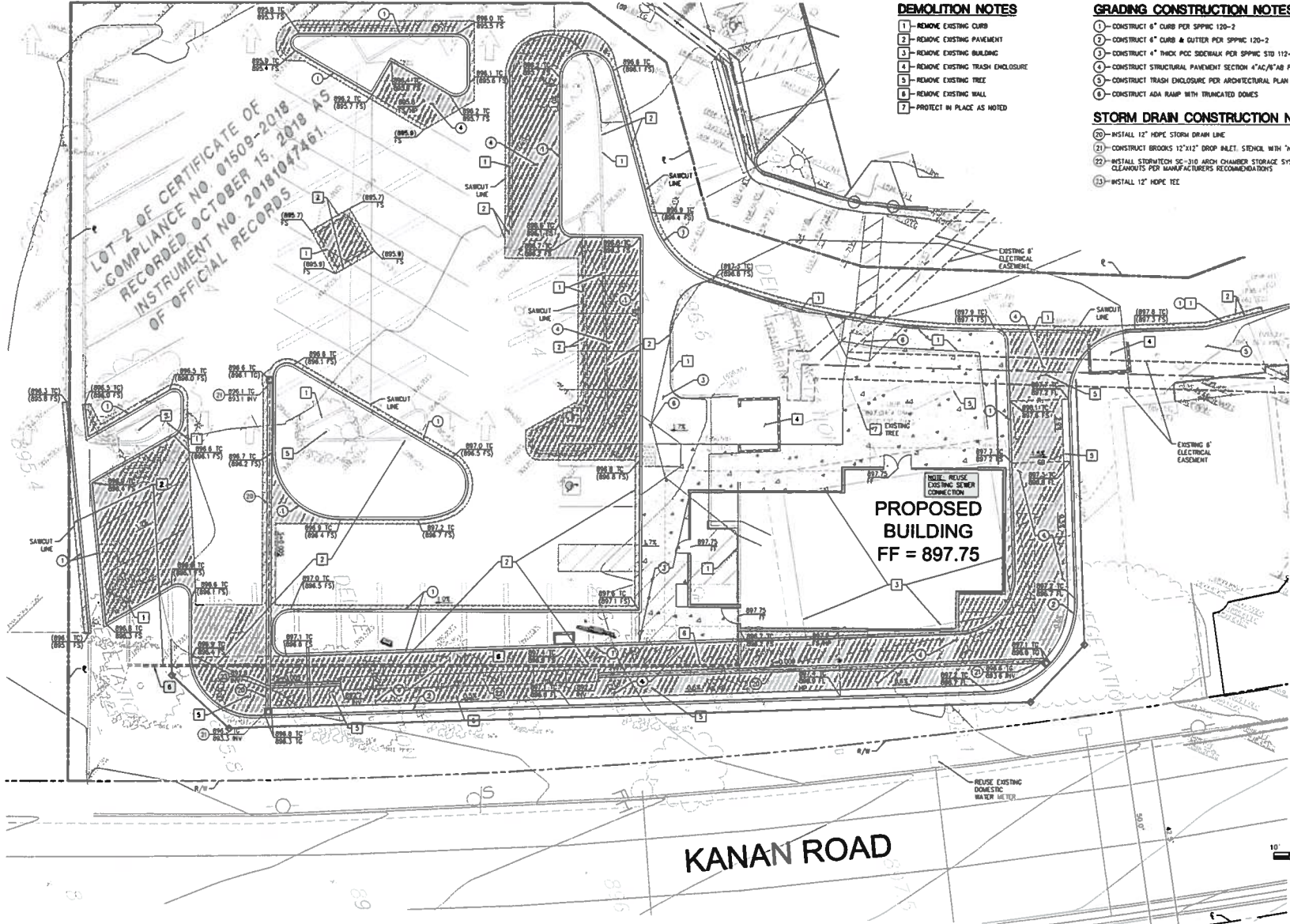
- 1- REMOVE EXISTING CURB
- 2- REMOVE EXISTING PAVEMENT
- 3- REMOVE EXISTING BUILDING
- 4- REMOVE EXISTING TRASH ENCLOSURE
- 5- REMOVE EXISTING TREE
- 6- REMOVE EXISTING WALL
- 7- PROTECT IN PLACE AS NOTED

GRADING CONSTRUCTION NOTES

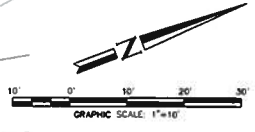
- 1- CONSTRUCT 6" CURB PER SPHPC 120-2
- 2- CONSTRUCT 4" CURB & GUTTER PER SPHPC 120-2
- 3- CONSTRUCT 4" THICK POC SIDEWALK PER SPHPC STD 112-2
- 4- CONSTRUCT STRUCTURAL PAVEMENT SECTION 4" AC/A" AB PER SOLS REPORT
- 5- CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLAN
- 6- CONSTRUCT ADA RAMP WITH TRUNCATED DOMES



STORM DRAIN CONSTRUCTION NOTES

- 20- INSTALL 12" HOPE STORM DRAIN LINE
- 21- CONSTRUCT BROOKS 12"x12" DROP ALET. SLOPE WITH "NO DRAMPING DRAINS TO OCEAN"
- 22- INSTALL STORMTECH SC-310 ARCH CHAMBER STORAGE SYSTEM, H=16" WITH CLEARWATS PER MANUFACTURERS RECOMMENDATIONS
- 23- INSTALL 12" HOPE IPE



KANAN ROAD



		PREPARED BY: 		CITY OF AGOURA HILLS APPROVAL _____ DATE _____				CONCEPTUAL GRADING PLAN	
		PROJECT ENGINEER: _____ DATE: _____		REVIEWED BY: _____ DATE: _____		68965 RICE NO. _____		9/29/20 EXP. DATE _____	
REVISION #	SYMBOL	DESCRIPTION OF CHANGE		APPROVED	DATE			SHEET 1 OF 1 <small>CITY OF AGOURA HILLS DWG. NO.</small>	

EXISTING LANDSCAPE PROJECT SUMMARY

LANDSCAPE AREA	37,824 SF
PARKING SURFACE AREA	204,823 SF
LANDSCAPE COVERAGE RATIO	18.46%
CANOPY COVERAGE OVER PARKING	19.98%
PARKING COUNT	420 SPACES

PROPOSED LANDSCAPE PROJECT SUMMARY

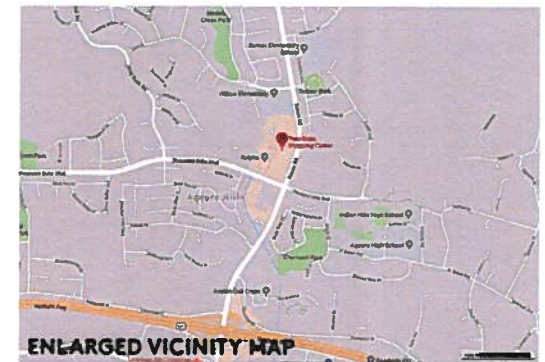
LANDSCAPE AREA	11,192 SF (NEW LOT 2)
PARKING SURFACE AREA PAVING	17,304 SF (NEW LOT 2)
LANDSCAPE COVERAGE RATIO	26% (NEW LOT 2)
CANOPY COVERAGE OVER PARKING	69% (NEW LOT 2)
PARKING COUNT	426 SPACES

PARKING CALCULATIONS

PARKING AREA	17,304 SF (NEW LOT 2)
CANOPY COVERAGE	12,087 SF = 69%
LANDSCAPED AREA	3,438 SF = 20%

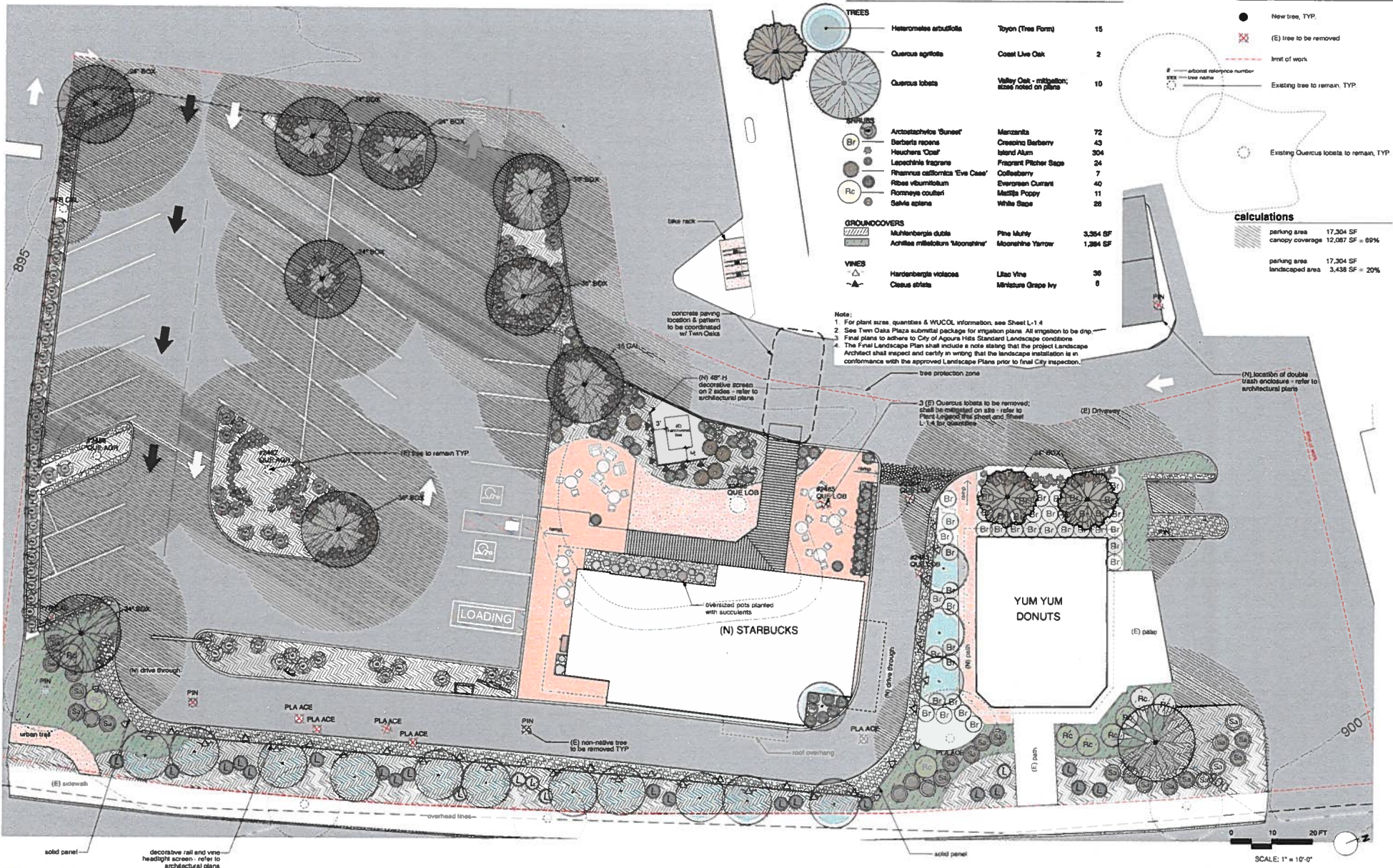
SHEET INDEX

L-1.0	STARBUCKS LANDSCAPE TITLE SHEET
L-1.1	STARBUCKS LANDSCAPE PLANTING PLAN
L-1.2	STARBUCKS LANDSCAPE HARDSCAPE PLAN
L-1.3	STARBUCKS LANDSCAPE MATERIAL IMAGES
L-1.4	STARBUCKS LANDSCAPE PLANT IMAGES
L-1.5	STARBUCKS FUEL MODIFICATION PLAN



STARBUCKS LANDSCAPE TITLE SHEET

CONCEPT PACKAGE L-1.0



plant legend

Number	Botanical Name	Common Name	Quantity
TREES			
15	<i>Heteromeles arbutifolia</i>	Tyon (Tree Form)	15
2	<i>Quercus agrifolia</i>	Coast Live Oak	2
10	<i>Quercus lobata</i>	Valley Oak - mitigation; sizes noted on plans	10
SHRUBS			
72	<i>Arctostaphylos 'Bunsel'</i>	Manzanita	72
43	<i>Berberis repens</i>	Crossing Berberry	43
304	<i>Heuchera 'Coral'</i>	Island Alum	304
24	<i>Lepachne fragrans</i>	Fragrant Pitcher Sage	24
7	<i>Rhamnus californica 'Eve Case'</i>	Coffeeberry	7
40	<i>Ribes viburnifolium</i>	Evergreen Currant	40
11	<i>Romneya coulteri</i>	Mistle Poppy	11
28	<i>Salvia splena</i>	White Sage	28
GROUNDCOVERS			
3,254 SF	<i>Muhlenbergia dubia</i>	Pine Muhly	3,254 SF
1,284 SF	<i>Achillea millefolium 'Moonshiner'</i>	Moonshiner Yarrow	1,284 SF
VINES			
36	<i>Hardenbergia violacea</i>	Lilac Vine	36
8	<i>Celastrus strita</i>	Miniature Grape Ivy	8

plan legend

- New tree, TYP.
- ⊗ (E) tree to be removed
- limit of work
- # arborist reference number
- use name
- Existing tree to remain, TYP.
- Existing Quercus lobata to remain, TYP.

calculations

parking area	17,304 SF
canopy coverage	12,087 SF = 69%
parking area	17,304 SF
landscaped area	3,438 SF = 20%

- Note:**
- 1 For plant sizes, quantities & WUCOL information, see Sheet L-1.4
 - 2 See Twin Oaks Plaza submittal package for irrigation plans. All irrigation to be drip.
 - 3 Final plans to adhere to City of Agoura Hills Standard Landscape conditions.
 - 4 The Final Landscape Plan shall include a note stating that the project Landscape Architect shall inspect and certify in writing that the landscape installation is in conformance with the approved Landscape Plans prior to final City inspection.

SITE AMENITIES



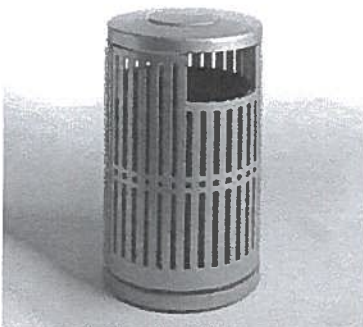
bike racks



bistro seating



bench



trash + recycling bins (color + finish to match seating + benches)

CONTAINER GARDENS



bold textural container plantings



artful arrangement of various sized pots



cactus and succulent containers

MATERIALS PALETTE



1. stabilized decomposed granite



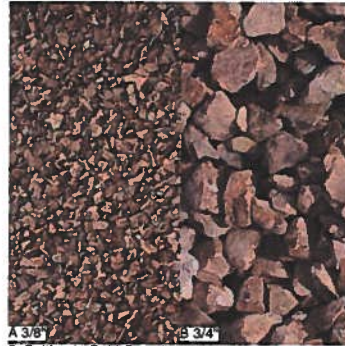
2. integral color concrete w/ leaf imprints



3. composite lumber boardwalk

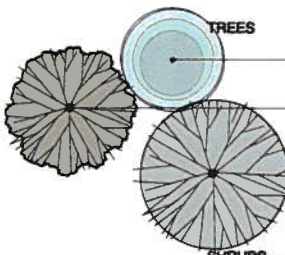


4. wavy pavers @ pedestrian crossings



A 3/8" B 3/4"
5. California Gold Gravel

plant legend



Symbol	Botanical Name	Common Name	Container Size	Quantity	WUCOLS
TREES					
	<i>Heteromeles arbutifolia</i>	Toyon (Tree Form)	24" box	15	VL
	<i>Quercus agrifolia</i>	Coast Live Oak	24" box	2	VL
	<i>Quercus lobata</i>	Valley Oak - mitigation; sizes noted on plans	24" box	10	M
SHRUBS					
	<i>Arcostaphylos 'Sunset'</i>	Manzanita	5 gal	72	L
	<i>Berberis repens</i>	Creeping Barberry	1 gal	43	L
	<i>Heuchera 'Opal'</i>	Island Alum	1 gal	304	L
	<i>Lepechinia fragrans</i>	Fragrant Pitcher Sage	1 gal	24	L
	<i>Rhamnus californica 'Eve Case'</i>	Coffeeberry	5 gal	7	VL
	<i>Ribes viburnifolium</i>	Evergreen Currant	5 gal	40	VL
	<i>Romneya coulteri</i>	Matilija Poppy	5 gal	11	VL
	<i>Salvia aplan</i>	White Sage	1 gal	26	VL
GROUNDCOVERS					
	<i>Muhlenbergia dubia</i>	Pine Muhly	1 gal @ 24"	3,354 SF	L
	<i>Achillea millefolium 'Moonshine'</i>	Moonshine Yarrow	4" pots @ 1	1,384 SF	L
VINES					
	<i>Hardenbergia violacea</i>	Lilac Vine	5 gal	36	L
	<i>Cissus striata</i>	Ministure Grape Ivy	5 gal	6	M

Note:
The final landscape plans shall provide details and specification addressing but not limited to layout, planting, soil preparation, tree staking, guying, installation details and post installation maintenance.

LANDSCAPE CHARACTER



Valley Oak



Toyon



Evergreen Currant



Sunset Manzanita



Coffeeberry



Creeping Barberry



Lilac Vine



Fragrant Pitcher Sage



Pine Muhly

FUEL MODIFICATION PLAN NOTES

Zone A - Buffer Zone

- Extends 20 feet beyond the edge of any combustible structure, accessory structure, driveway or parking. Overhangs on other parts of the structure not contained within the zone shall require the approval of plant location on the approved plan.
- Irrigation by subsurface or manual systems shall be provided to landscape to maintain healthy vegetation and fire resistance.
- Landscaping and vegetation in the zone shall consist primarily of grass lawns, ground covers not exceeding 6 inches in height, and adequately spaced shrubs. The overall characteristics of the landscape shall provide adequate defensible space in a fire environment.
- Plants in Zone A shall be severely highly fire resistant and spaced appropriately. Species selection should be made referencing the Plant Selection Guidelines. Other species may be selected subject to approval. Prickly pear cactus (cholla) shall be limited to the actual perimeter of the structure in all zones unless based on the most current Plant Selection Guidelines available from the Fire Department.
- Large for shrub varieties or multi-trunk trees shall be avoided. Trees are generally not recommended within Zone A.
- Vines and climbing plants shall not be allowed on any combustible structure requiring notes.

Zone B - Irrigated Zone

- Extends from the southeast edge of Zone A to 100 feet from structure.
- Irrigation by subsurface or manual systems shall be provided to landscape to maintain healthy vegetation and fire resistance.
- Landscaping and vegetation in the zone shall consist primarily of grass lawns, ground covers, and adequately spaced shrubs and trees.
- Urban firewater approved. Ground covers shall be maintained at a height not to exceed 6 inches.
- Plants in Zone B shall be severely highly fire resistant and spaced appropriately. Species selection should be made referencing the Plant Selection Guidelines. Other species may be selected subject to approval.
- Vegetation in the zone may consist of mixed seeding native plants, adequately spaced ornamental shrubs and trees, or both. In all cases the overall characteristics of the landscape shall provide adequate defensible space in a fire environment.
- Irrigation systems are not required for the zone if a canopy variety of native plants (Native plants are generally not compatible with regular, unseasonal supplemental water).
- If trees, unless otherwise approved, shall be planted far enough from structures and Fire Department structures as to not overhang any structure or access of maturity.

Zone C - Medium Break Thinning Zone

- Extends from the southeast edge of Zone B to 200 feet from structure or to property line.
- Height of pruning and clearance not to be determined upon inspection. Required clearance may increase to the maximum allowed by the Fire Code as needed because of vegetation growth.
- Irrigation systems are not required for the zone if a canopy variety of native plants (Native plants are generally not compatible with regular, unseasonal supplemental water).
- Vegetation in the zone may consist of mixed seeding native plants, adequately spaced ornamental shrubs and trees, or both. There may also be regular landscape planting with ornamental or native species. In most exposure ridge coverage requirements of City or County agencies or other Landscape or Habitat ordinances. In all cases the overall characteristics of the landscape shall provide adequate defensible space in a fire environment.
- Plants in Zone C shall be spaced appropriately. Existing native vegetation shall be retained by pruning and removal of those species containing a fire risk. These species include, but are not limited to: Cholla, sage, yucca, and Joshua tree.
- Annual grasses and weeds shall be maintained at a height not to exceed 3 inches.
- Ground covering for existing native trees or groups of trees in 30 foot radius circles. This distance may increase or decrease depending on the shape, arrangement of the trees in relation to the structure, and the species of tree.

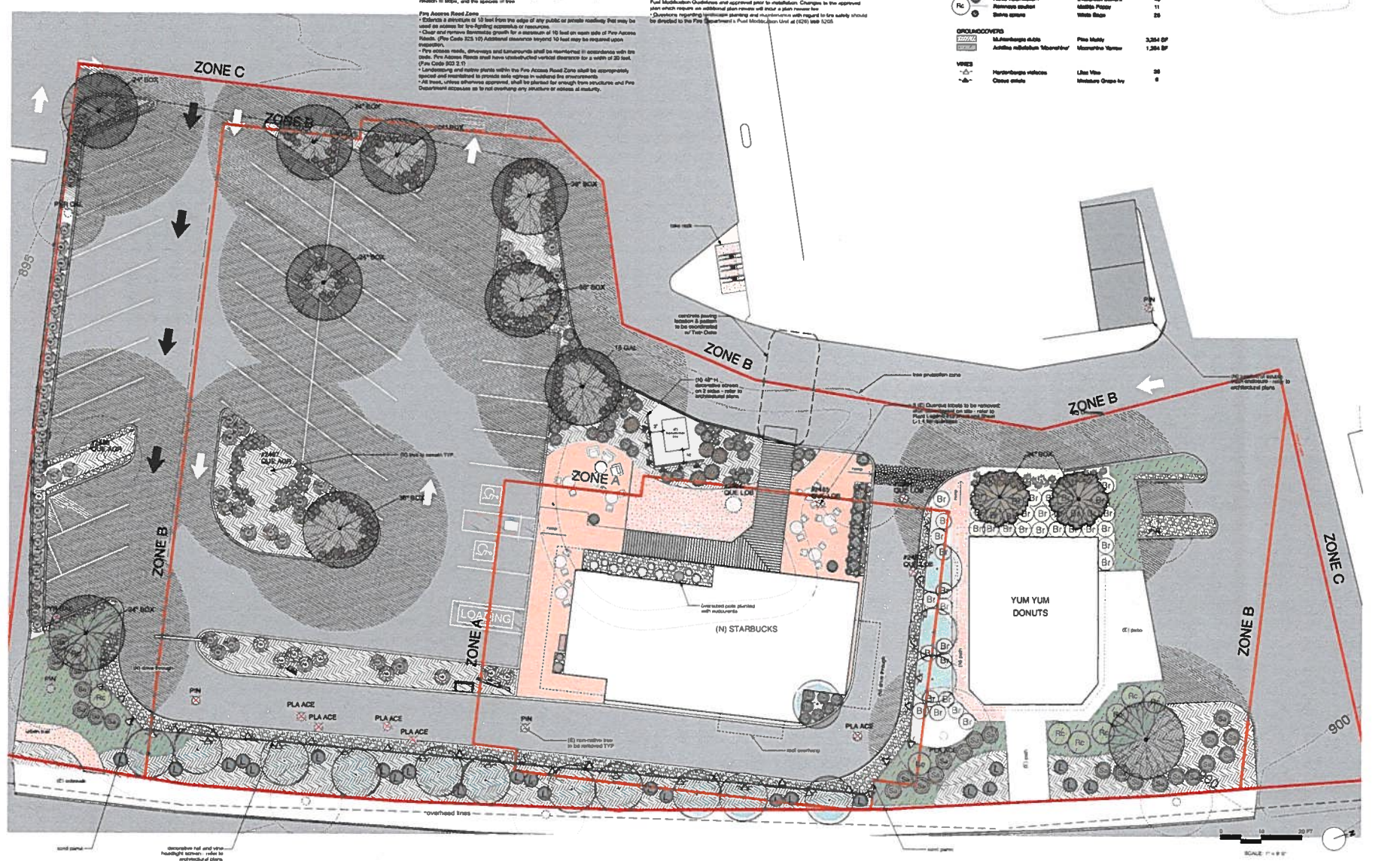
Fire Access Road Zone

- Extends a minimum of 10 feet from the edge of any public or private roadway that may be used as access for fire-fighting equipment or response.
- Clear and remove flammable growth for a minimum of 10 feet on each side of Fire Access Road. (Fire Code 325.105 Additional clearance beyond 10 feet may be required upon inspection.)
- Fire access roads, driveways and laneways shall be maintained in accordance with the code. Fire Access Roads shall have unobstructed vertical clearance for a width of 20 feet. (Fire Code 303.2.1)
- Landscaping and native plants within the Fire Access Road Zone shall be appropriately spaced and maintained to ensure safe access to vehicles fire emergency.
- All trees, unless otherwise approved, shall be planted far enough from structures and Fire Department structures as to not overhang any structure or access of maturity.

plant legend

Code	Botanical Name	Common Name	Quantity
Tr	Tridentia arborescens	Trident (Tree Fern)	18
Co	Carex aculeata	Carex Line Oak	8
Co	Carex aculeata	Valley Oak - irrigation, 200' radius of tree	10
Ar	Arctostaphylos 'Sunset'	Manzanita	72
Br	Banksia repens	Coastal Banksia	43
Br	Banksia 'Coral'	Woolly Banksia	304
Br	Banksia coccinea 'Sea Coral'	Peppercorn Paper Banksia	24
Rc	Rhus vitifolium	Evergreen Sumac	7
Rc	Rhus vitifolium	Manita Paper	40
Rc	Salvia canina	White Sage	26
Gr	Grass	Fire Ready	3,354 SF
Gr	Grass	Manzanita Variety	1,284 SF
Vs	Viburnum sp.	White Vib	38
Vs	Viburnum sp.	Manzanita Green Ivy	8

plan legend



SAMPLE PROPOSED MITIGATION OAK TREES

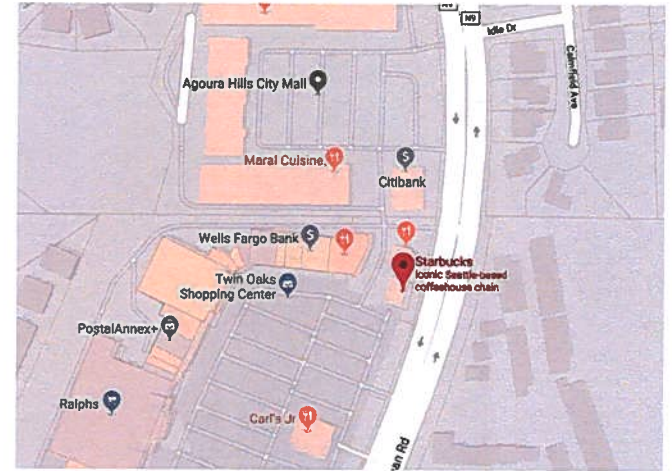
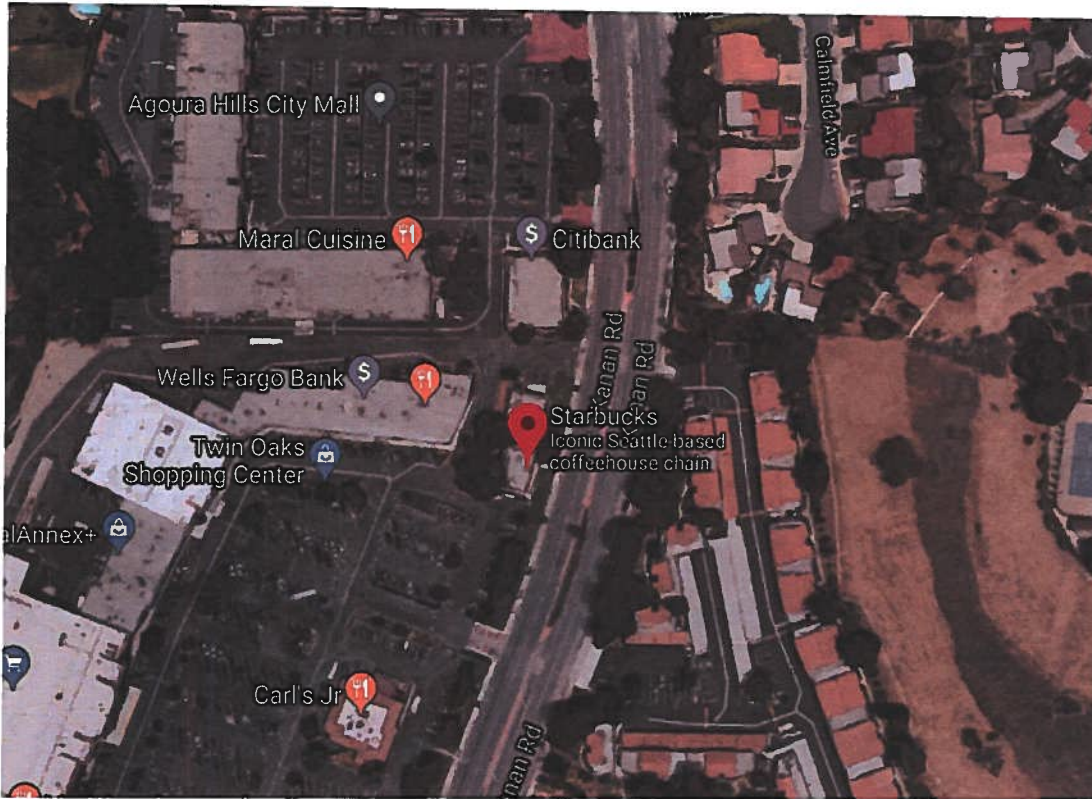


Quercus Agrifolia
84" 16-18' x 12-14'



Quercus Agrifolia
84" 16-18' x 12-14'

ATTACHMENT G



VICINITY MAP
Not To Scale

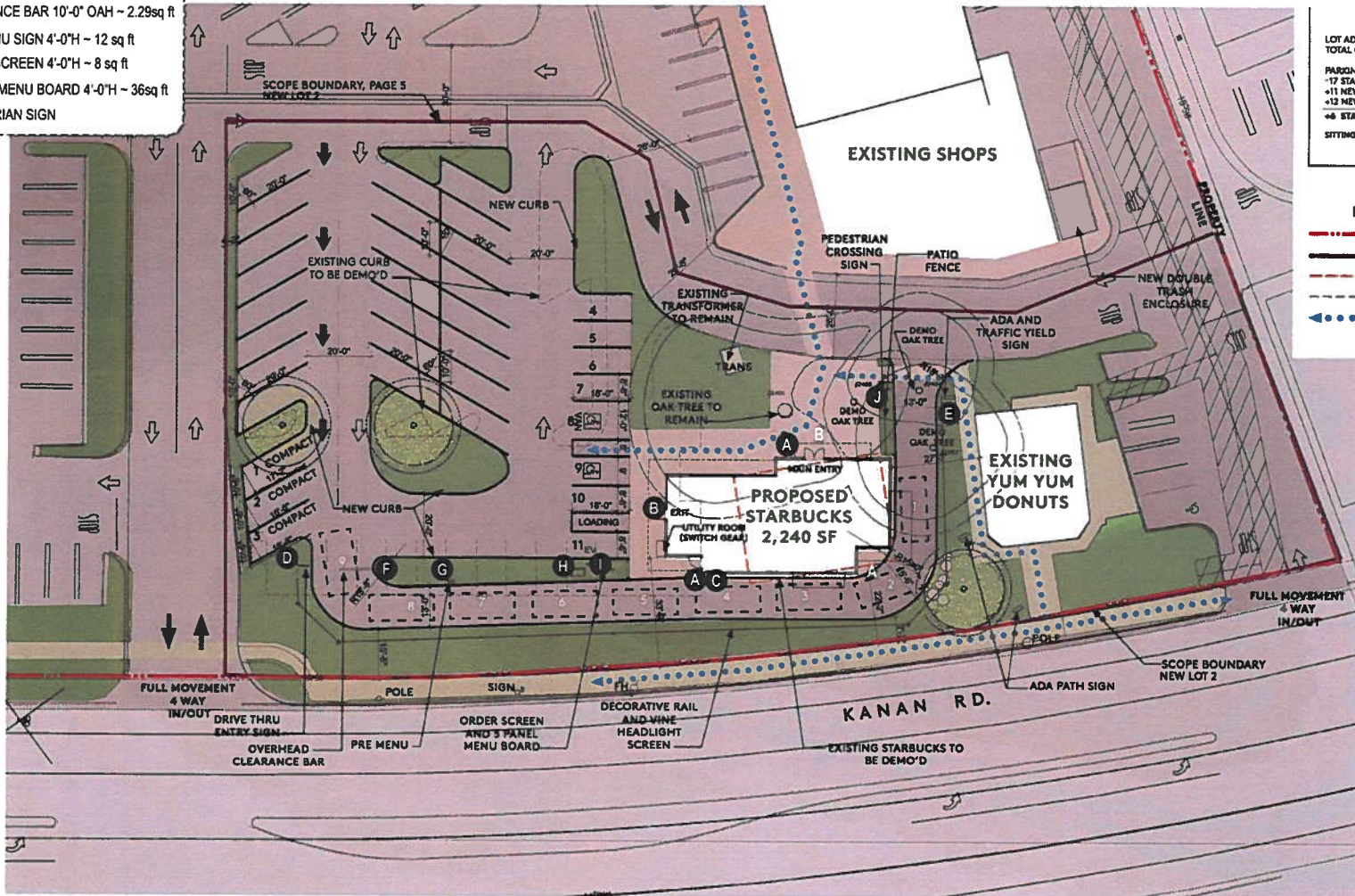


PROJECT: #01394-061
STARBUCKS COFFEE
5827 Kanan Rd
Agoura Hills, CA 90301



KEY LEGEND

- A** 42" WALL LOGOS- 9.6sq ft
- B** 16" CHANNEL LETTERS -28.8 sq ft
- C** 62" D/T CABINET - 4sq ft
- D** D/T DIRECTIONAL 3'-0" OAH- 1.06sq ft
- E** EXIT DIRECTIONAL 3'-0" OAH- 1.06sq ft
- F** CLEARANCE BAR 10'-0" OAH - 2.29sq ft
- G** PRE-MENU SIGN 4'-0"H - 12 sq ft
- H** ORDER SCREEN 4'-0"H - 8 sq ft
- I** 5 PANEL MENU BOARD 4'-0"H - 36sq ft
- J** PEDESTRIAN SIGN



LOT AREA TOTAL GI
 PARKING
 -17 STALL
 +11 NEW
 +12 NEW
 +8 STALL
 SITTING A

LI



Location: 5827 Kanan Rd
 Agoura Hills, CA 93031

Client Approval: _____

Date of Approval: _____

Sales Rep: Paul L.

Date: 8-28-18 Drawn by: P.S.

⚠	06-12-19	P.S.
⚠	4-22-19	P.S.
⚠	4-24-19	P.S.
⚠	05-06-19	P.S.
⚠	06-05-19	P.S.
⚠	06-06-19	P.S.

Electrical Requirement:
 120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED

2101 Carrillo Private, Ontario, CA 91761
 (909) 930-0303 Fax: (909) 930-0308
 Email: design@signindustries.tv
 Web: www.signindustries.tv

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Drawing No
18-257 ⚠

Page **SP.1**

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date: 8-28-18

Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

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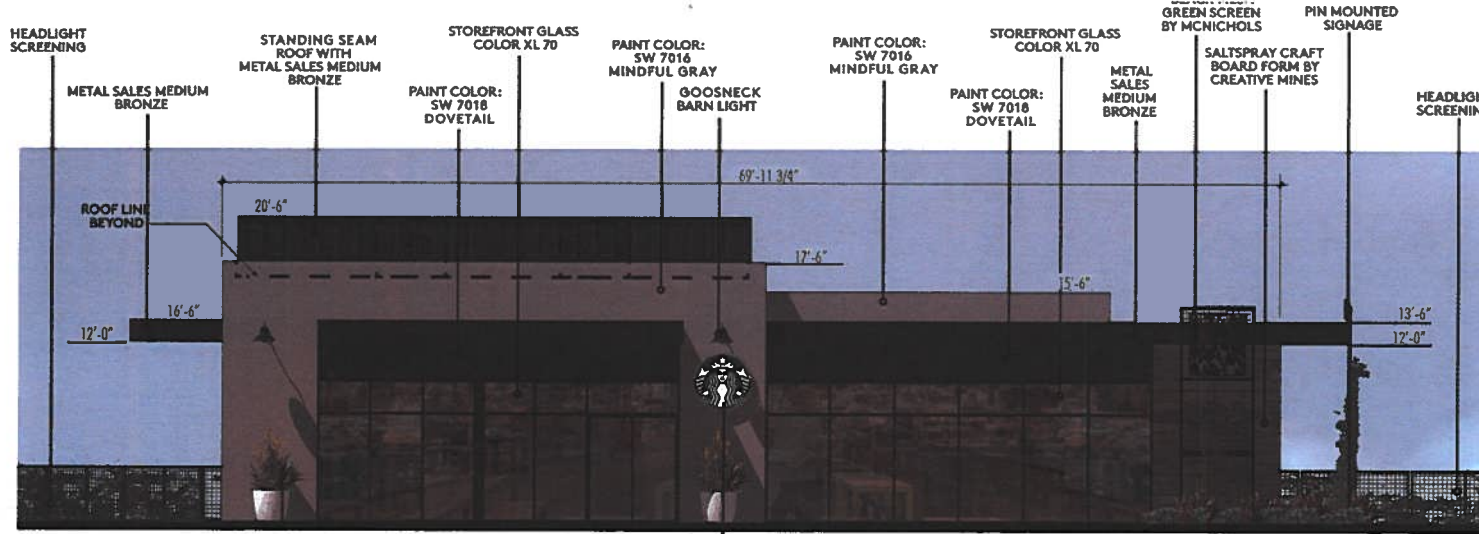
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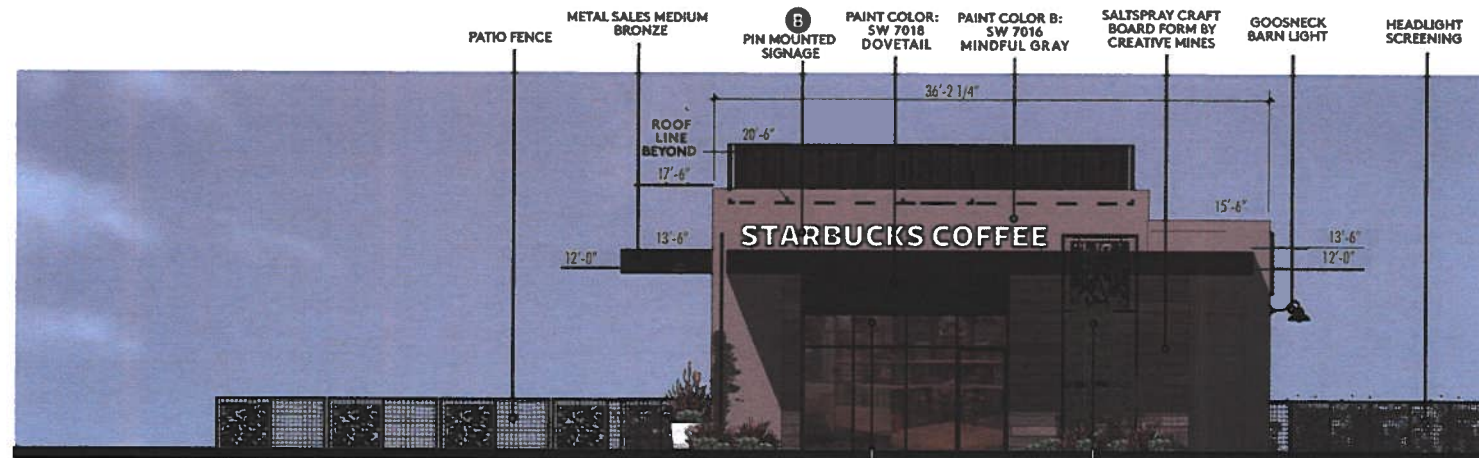
18-257

Page: **ELE.1**



A WEST ELEVATION ~ 42" LOGO ~ 9.6SQ FT
Scale: 1/8" = 1'

A 42" LOGO ~ 9.6 SQ FT



B SOUTH ELEVATION ~16" CHANNEL LETTERS ~28.8 sq ft
Scale: 1/8" = 1'

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date:

8-28-18

Drawn by:

P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

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U.L. LABELS REQUIRED



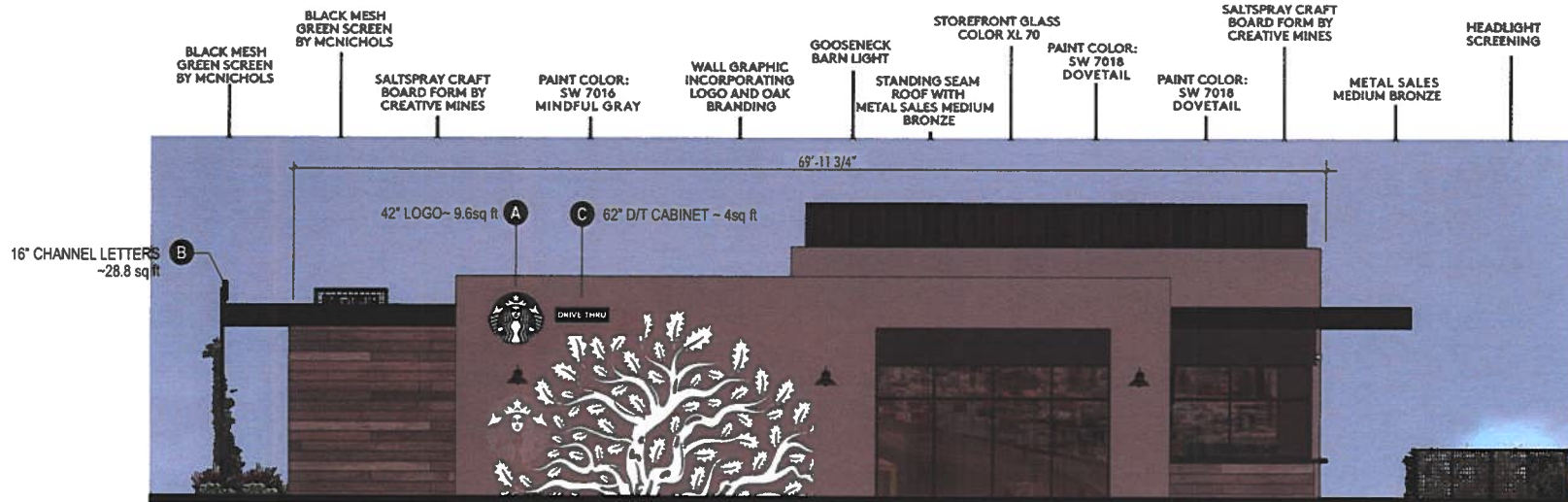
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Page: ELE.2

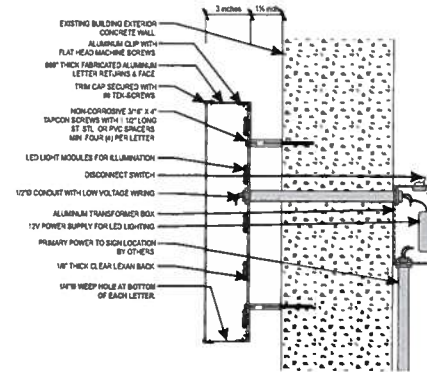
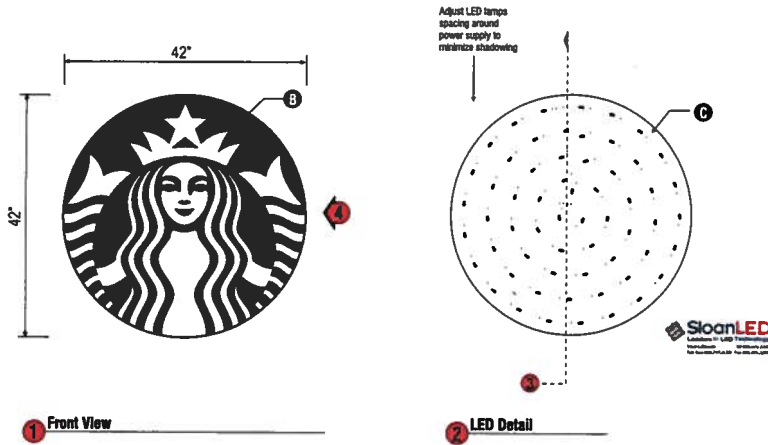


A C EAST ELEVATION ~ 42" LOGO ~ 9.6SQ FT & 62" D/T CABINET ~ 4sq ft
Scale: 1/8" = 1'



NORTH ELEVATION
Scale: 1/8" = 1'

CUSTOM



ALL COMPONENTS TO BE APPROVED

3 TYP. HALO-ILLUMINATED CHANNEL LETTER SECTION THRU
SCALE: NOT TO SCALE

A 42" Halo & Internally Illuminated Logo Disc - Wall Mounted ~ Qty (2)

Scale: 1/2" = 1'

SPECIFICATIONS:

- A** 42" (1219mm) Single faced internally illuminated wall mount logo disk. Cabinet to be 3" (76mm) deep, fabricated aluminum sidewalls and back. Paint cabinet black polyurethane. Faces to be 3/16" (5mm) Acrylite 015-2GP. 1" (25mm) black trimcap with square head screws retainer edging.
- B** Graphics of logo to be 1st surface 3M Translucent Scotchcal vinyl- Holly Green #3630-76. Siren to show thru White.
- C** Internally illuminated logo disc with Sloan Prism Enlighten white 3500k, laid out at 1.5 modules per foot, 6" on center installed to back of disk with self-contained power supply with U.L approved enclosure.
- D** Flushed mounted to wood fascia with #14 Screws.

Sign must be approved by the National Electrical Code, Underwriters Laboratory, CUL, and all applicable local codes. Disconnect switch in primary to be within sight of sign (sign includes power supply enclosure) REF: NEC 110-3(B) 600-2, 600-4. Primary electrical source 1/2"(13mm) conduit minimum) REF: NEC 600-6, 600-21(provided by installer).



Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date: 8-28-18

Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



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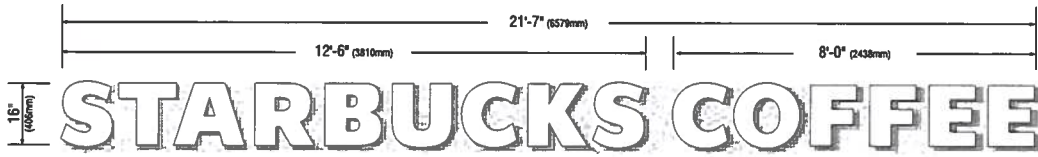
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Drawing No

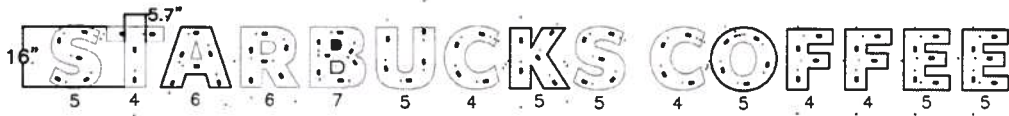
18-257



Page. 1.0



B 16" INTERNALLY CHANNEL LETTERS ~ QTY (1)
Scale 3/8" = 1'-0"



2 LED Detail
Scale 3/8" = 1'-0"

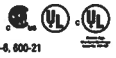
- SPECIFICATIONS: Quantity- ()**
- A** Internally illuminated channel letters to be fabricated from 0.040 / 3003 aluminum with pre painted White interiors and painted Black polyurethane exteriors, 3"(76mm) deep. Letters backs to be .063 Black & White aluminum pop-riveted to sidewalls and sealed.
 - B** Faces to be 3/16"(5mm) White acrylic with 1"(25mm) Black Trimcap retainer edging.
 - C** Internally illuminated letters with Sloan Prism Enlighten white 3500k, laid out at 1.5 modules per foot, 6" on center installed to back of letter with power supply with U.L. approved enclosure.
 - D** Fasten letters flush to wall with required fasteners.



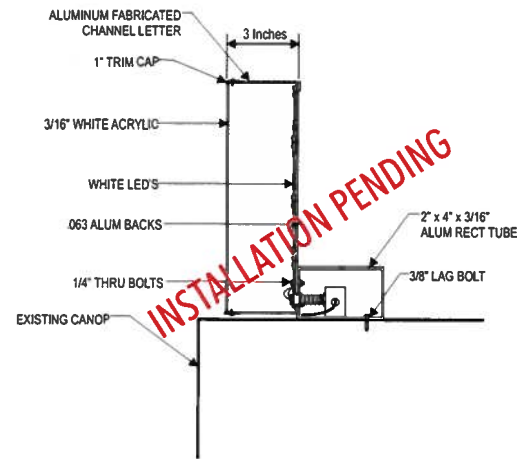
Specification note:
*Scratch border width measured from outer edge of cut out acrylic letter face (prior to trimcap).
*Actual scratch border width (after trimcap) will be approximately .063" less.

IMPORTANT NOTE- NEVER ADD AN OILY TO THE LETTERS
Always use the green letter Workmark version with the proper ink already on. To produce white letters, delete green ink.

Sign must be approved by the National Electrical Code, Underwriters Laboratory, CUL, and all applicable local codes.
Disconnect switch in primary to be within sight of sign (sign includes power supply enclosure) REF: NEC 110-3[B] 600-2, 600-4
Primary electrical source (1/2"(13mm) conduit minimum) REF: NEC 600-4, 600-21 (provided by installer)



Design ID #11394 



INSTALLATION PENDING

ATTACHMENT DETAIL

NTS

16in (406mm) In-line Illuminated Letters(green) Flush Mounted						
Size	Sq.Ft. ¹	Sq.M. ¹	Sq.Ft. ²	Sq.M. ²	Volts	Amps
16" (406mm)	28.8	2.67	24.92	2.32	120	0.6max

- 1.) Figured as one rectangular area
- 2.) Figured as extreme perimeter of copy area



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval: _____

Date of Approval: _____

Signs Rep: Paul L.

Date: 8-28-18 Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:
 120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



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Drawing No
18-257 

Page: **2.0**

CUSTOM



Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date: 8-28-18 Drawn by: P.S.

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	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

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Drawing No

18-257



Page 3.0

Sign Specifications:

- Cabinet:
- Fabricated .125" (3mm) aluminum housing painted black to match RAL 7021M with 3M #180-10 white vinyl end cap as shown.
 - Areas using black paint to match RAL 7021M shall have a max. 20% gloss level, match sample.
 - Back to be .125" (3mm) aluminum.
 - Directional copy and chevrons backed up with .125" (3mm) white solar grade polycarbonate matching R&H #7328. All polycarbonate face elements to be mechanically retained.
 - Interior aluminum surfaces of sign cabinet to be painted white with Lucryl StarWhite.
 - Welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in the assembly of internal components shall be coated to prevent corrosion.
 - Internal structure of cabinet shall be per approved shop drawings.
 - Internally illuminated logo disc with Sloan Prism Enlghtine white 3500K, laid out at 1.5 modules per foot, 7" on center installed to back of disk with self-contained power supply with U.L. approved enclosure.

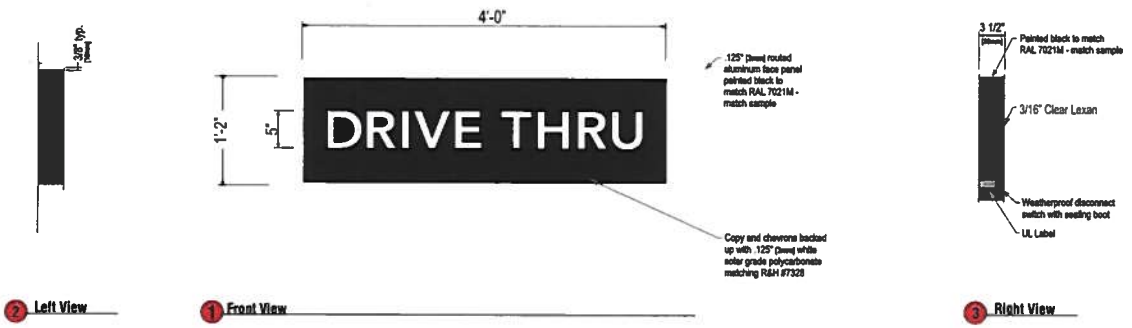
Regulatory:

- Sign must meet all regulations in the National Electric Code as well as any local or state electrical codes.
- As per NEC 600.5, sign is equipped with a service disconnect switch.
- Sign must be listed as an Electric Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL or CSA relevant certification marks.
- Primary power by electrical contractor per NEC.



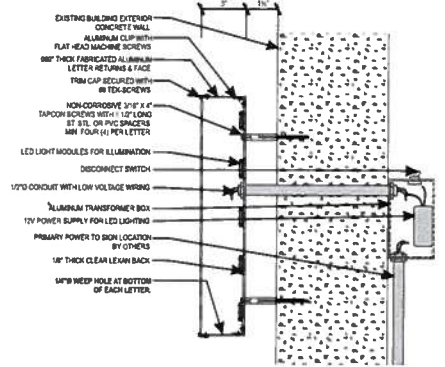
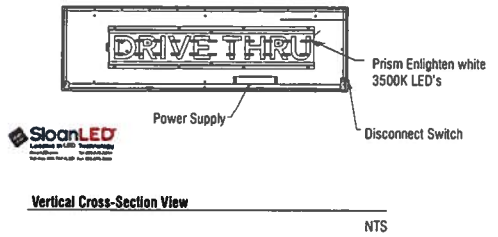
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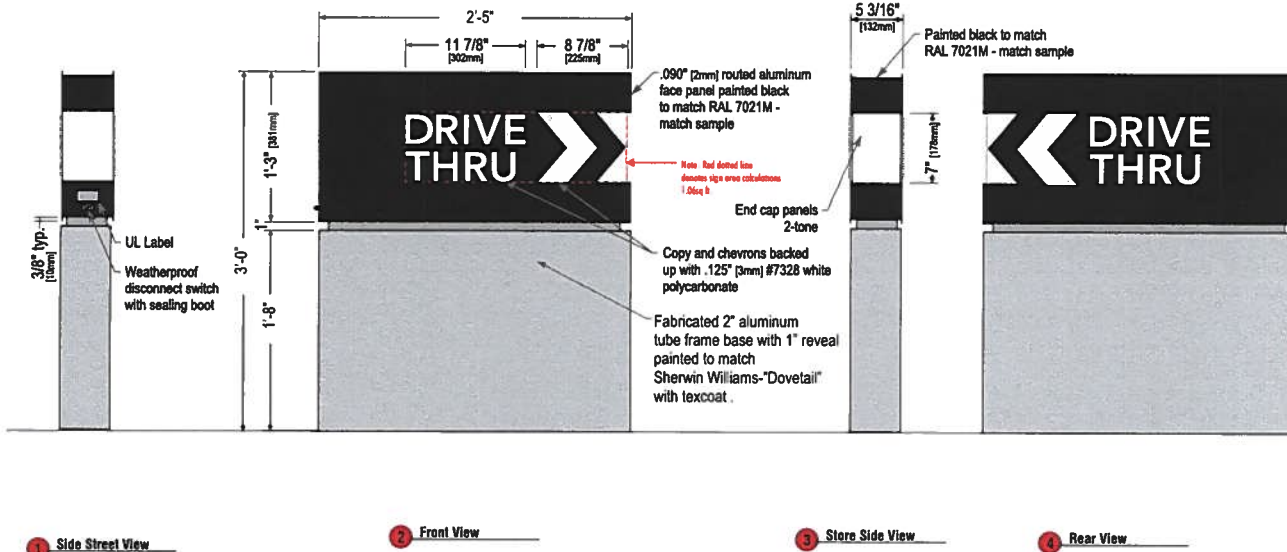
C Custom Halo & Illuminated Drive-Thru w/ Right Arrow - Wall Mounted ~ Qty (1)

Scale: 3/4" = 1'



ALL COMPONENTS TO BE APPROVED

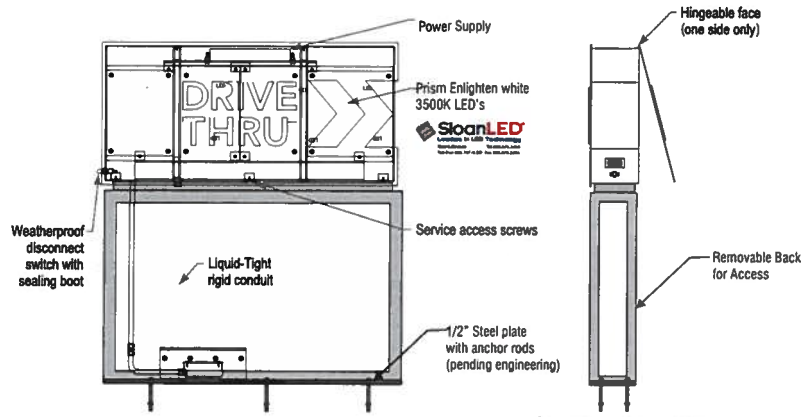
3 TYP. HALO-ILLUMINATED CHANNEL LETTER SECTION THRU
SCALE: NOT TO SCALE



1 Side Street View 2 Front View 3 Store Side View 4 Rear View

D D/F DRIVE THRU DIRECTIONAL SIGNS~ Qty (1) 3Sq Ft

Scale: 1"= 1'



Vertical Cross-Section View, Typ.

Service Position View

Sign Specifications:

Design ID#14104 

- Cabinet:**
- Fabricated .090" [2mm] aluminum housing painted black to match RAL 7021M with white end caps as shown.
 - Directional copy and chevrons backed up with .125" [3mm] #7328 white polycarbonate. Siren logo is 6" [152mm] diameter, 3/8" [10mm] clear polycarbonate routed to push thru aluminum face. Decorate logo with 1st surface computer cut vinyl film to match PMS 3425 and 3735-50 diffuser film underneath green vinyl. Edges of push thru logo are to be clear polished. All polycarbonate face elements to be attached to aluminum face panel with weld studs.
 - Interior aluminum surfaces of sign cabinet to be painted white with Lacryl Starbrite.
 - Weided aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in the assembly of internal components shall be coated to prevent corrosion.
 - Internal structure of cabinet shall be per approved shop drawings.
 - Internally illuminated logo disc with Sloan Prism Enlighten white 3500k, laid out at 1.5 modules per foot, 7" on center with self-contained power supply with U.L. approved enclosure.

- Support:**
- Supporting structure will be all welded aluminum tube and channel construction painted black to match RAL 7021M as per approved shop drawings and shall be integral to the sign cabinet.
 - Base tube will be constructed so that it can be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet all local city or state codes regulations.

- Regulatory:**
- Sign must meet all regulations in the National Electric Code as well as any local or state electrical codes.
 - As per NEC 600.6, sign is equipped with a service disconnect switch.
 - Sign must be listed as an Electric Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL or CSA relevant certification marks.
 - Primary power by electrical contractor per NEC.



Project: 







Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval: _____

Date of Approval: _____

Sales Rep: Paul L.

Date: 8-28-18 Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:
 120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED


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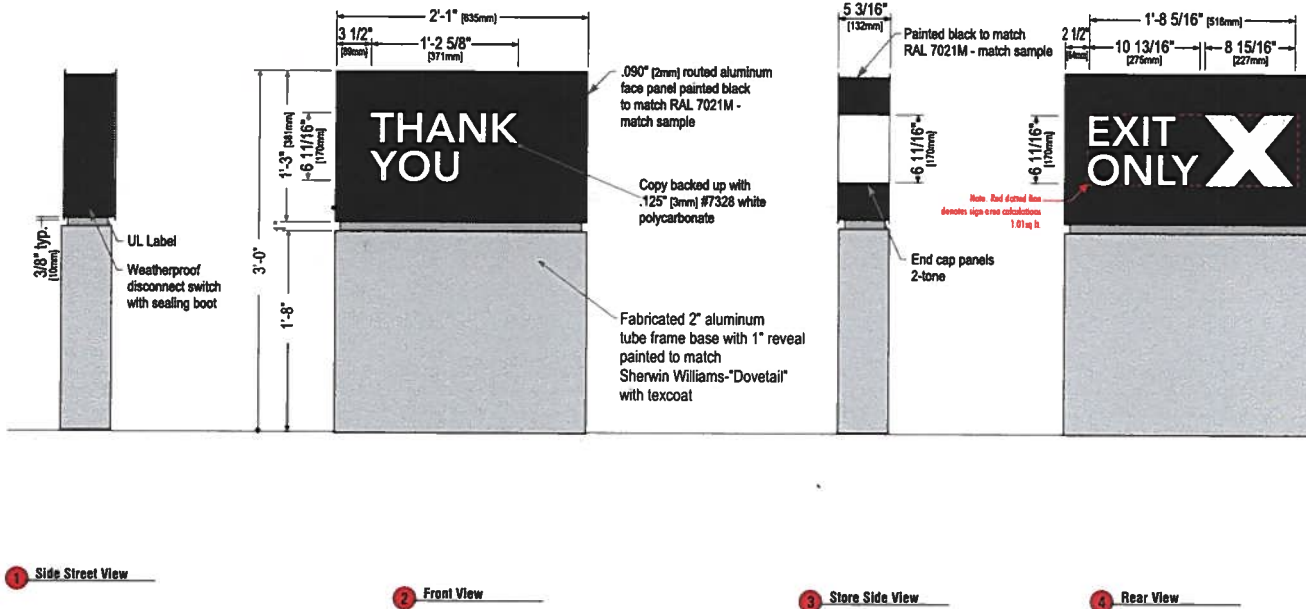
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 Web: www.signindustries.tv

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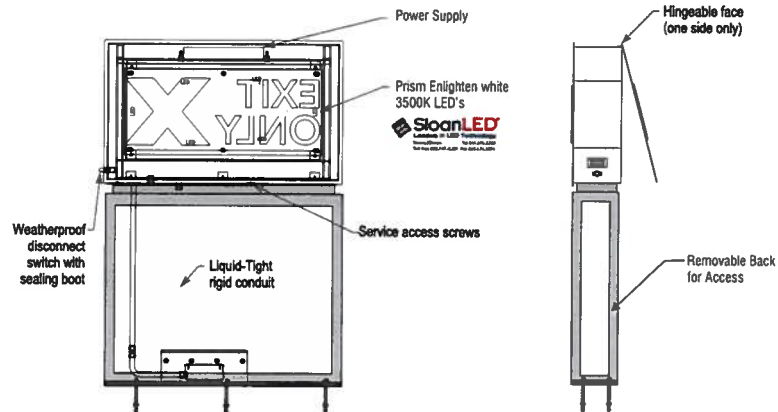
Drawing No
18-257 

Page: **4.0**



E D/F EXIT DIRECTIONAL SIGNS~ Qty (1)

Scale: 1"= 1'



Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1168mm)	0.94	7.99	120	0.85

1: Figured as illuminated center part
2: Figured as complete signage

Sign Specifications:

Design ID#14191



Project



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep

Paul L.

Date: 8-28-18

Drawn by: P.S.

⚠	06-12-19	P.S.
⚠	4-22-19	P.S.
⚠	4-24-19	P.S.
⚠	05-06-19	P.S.
⚠	06-05-19	P.S.
⚠	06-06-19	P.S.



Support:

- Supporting structure will be all welded aluminum tube and channel construction painted black to match RAL 7021M as per approved shop drawings and shall be integral to the sign cabinet.
- Base tube will be constructed so that it can be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet all local city or state codes regulations.

Regulatory:

- Sign must meet all regulations in the National Electric Code as well as any local or state electrical codes.
- As per NEC 600.6, sign is equipped with a service disconnect switch.
- Sign must be listed as an Electric Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL or CSA relevant certification marks.
- Primary power by electrical contractor per NEC.

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Electrical Requirement:

120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



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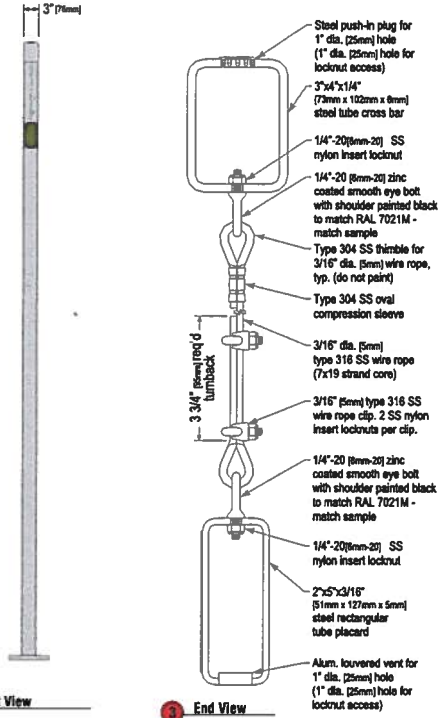
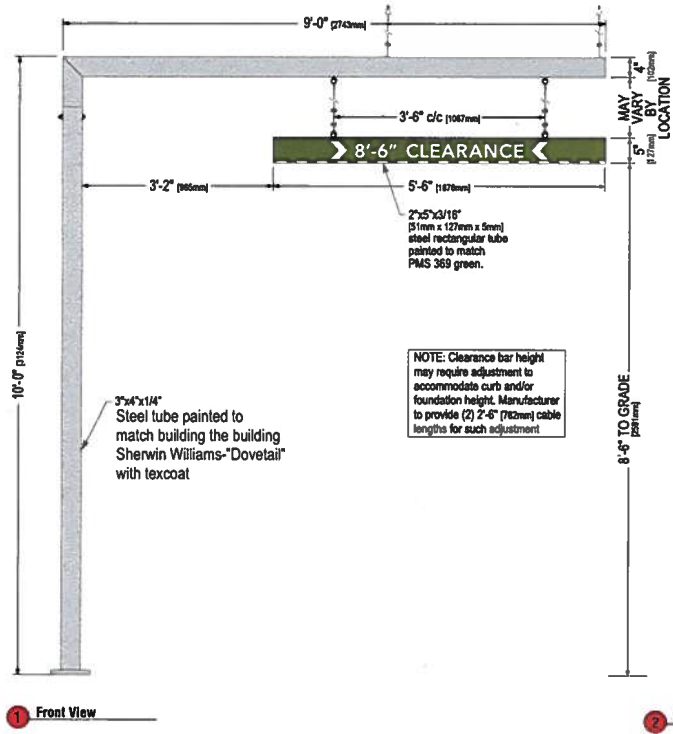
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CUSTOM
Design ID #14106



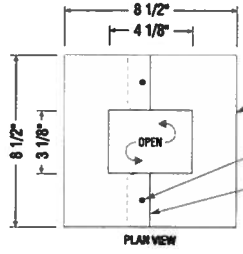
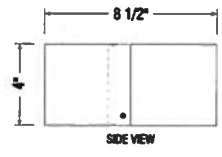
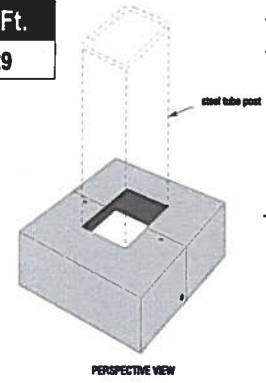
- SPECIFICATIONS:**
- Scraper Bar:**
- 2" x 5" x 1/2" steel tube painted to match PMS 369 green.
 - Flush steel end caps painted to match PMS 369 green.
 - Copy and chevrons to be 1st surface computer cut 3M #680-10 white Scotchlite reflective vinyl film.
 - Bottom striping to be 1st surface computer cut 3M #680-10 white Scotchlite reflective vinyl film. Striping extends 3/8" (10mm) onto front face.
 - Suspend from support with SS cable & hardware. Cable provided requires field adjustment for proper clearance height.
- Support:**
- Supporting structure will be all welded steel tube construction

- Base tube will be constructed so that it can be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet all local city or state codes regulations.

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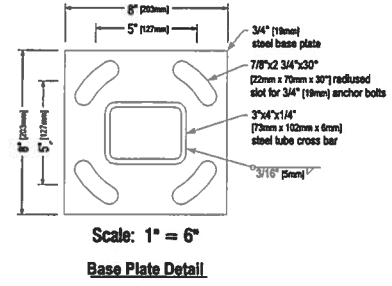
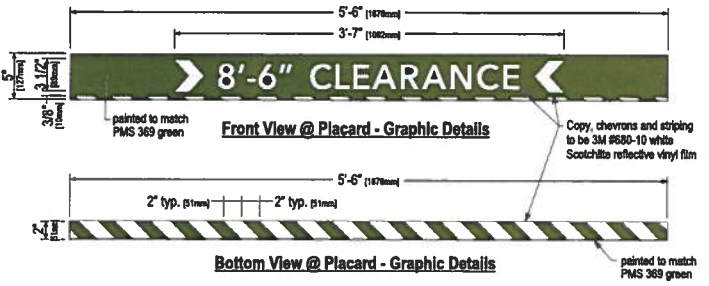
Size	Sq. Ft.
10'-3" (3124mm)	2.29



Base Plate Cover Detail

F FREESTANDING -DT CLEARANCE BAR ARROW SERIES~ Qty (1)

Scale: 1/2" = 1'



Scale: 1" = 6"
Base Plate Detail

Project



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:
Paul L.

Date: 8-28-18 Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:
 120 Volts 277 Volts

Construct & Install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED

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2101 Carrillo Private, Ontario, CA 91761
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18-257

Page: **6.0**

Project:



Location: 5827 Kanan Rd
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	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:
 120 Volts 277 Volts

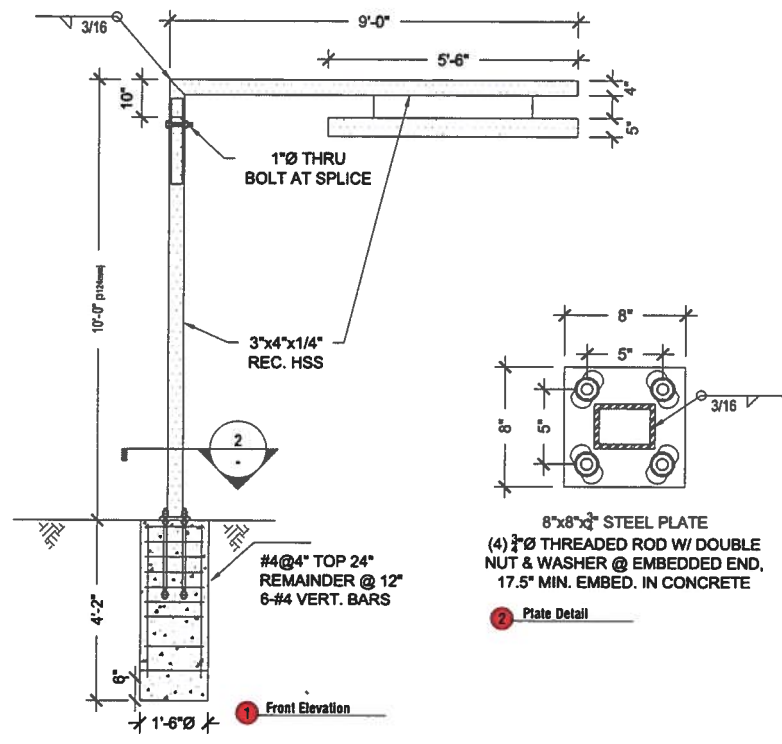
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Page: **6.1**



E FOOTING DETAIL ~ FREESTANDING -DT CLEARNANCE BAR ARROW SERIES

Scale: 3/8" = 1'

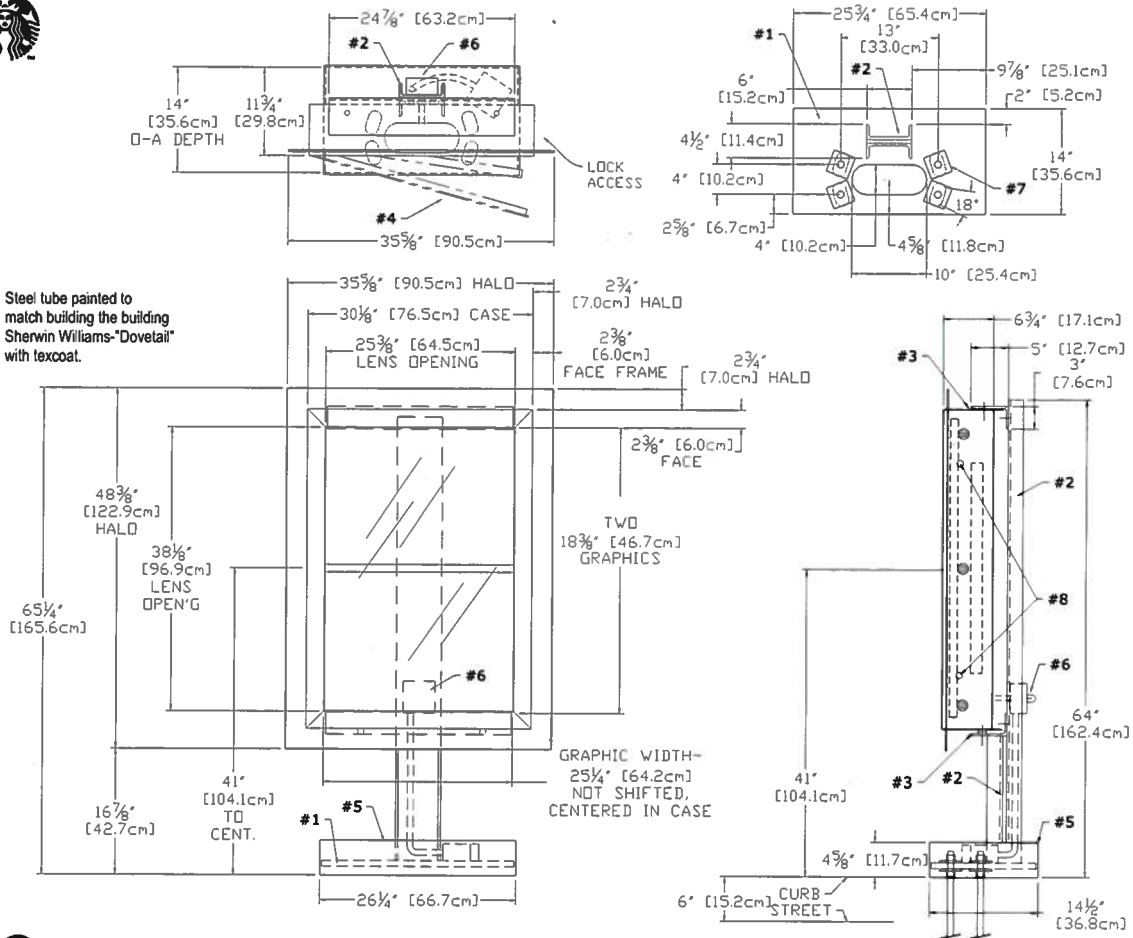
Design ID#14120

CUSTOM



PRE-MENU SIGN

Steel tube painted to match building Sherwin Williams "Dovetail" with texcoat.



G DRIVE THRU PRE-MENU SIGN~ Qty (1)
INSTALLATION ONLY

Scale: 3/4" = 1'

Sign Specifications:

- #1 - 3/4" [19mm] STEEL BASE PLATE w/ 18deg HOLES PATTERN LEFT SQUARE / SYMMETRICAL
- #2 - C6X10.5 (6"x2"x5 1/16") STEEL POST (1x)
- #3 - 5"x3"x1/4" STEEL SUPPORT ANGLES (2x) (WELDED TO STEEL POST)
- #4 - EXTRUDED ALUMINUM MENU BOARD (1x) ONE SPLIT PANEL LIGHTBOX TWO 25 1/4"x18 3/8" GRAPHICS GRAPHIC ASSEMBLY CENTERED, NOT SHIFTED STANDARD LED TUBE LIGHTING, SIDE LOCKS

- #5 - WELDED ALUMINUM BASE COVER
- #6 - WATER-TIGHT BOX w/SWITCHES & SENSOR, RIGID CONDUIT RUN TO SECOND EXT BOX BELOW BASE COVER, 120 WATT, 0.30Aac
- #7 - 8 BASE WASHERS, 1/4" THICK
- #8 - TWO SIDE MOUNT LOCKS, RETAIN EXISTING KEY #E3-26-819-15

RAL7021 BLACK GREY, 10% SHEEN, EXT

DT PRE ORDER FREESTANDING		11036584
<small>ALL DESIGN, OPERATIVE AND PROCESS DATA PERTAINING TO THE DETAILS SHOWN ON THIS SHEET IS THE PROPERTY OF DSA PHOTOTECH. IT IS NOT TO BE REPRODUCED, REVEALED TO, OR APPROPRIATED BY OTHERS, IN PART OR IN WHOLE, WITHOUT THE EXPRESS CONSENT OF DSA PHOTOTECH. THIS PRINT IS LOANED AND MUST NOT BE USED IN ANY MANNER DETRIMENTAL TO THE INTEREST OF DSA PHOTOTECH.</small>		
		DSA/PHOTOTECH 16961 Central Avenue, Carson, CA 90746 (310) 537-5000 (310) 537-7060 Fax phubbell@dsaphototech.com
DRIVE THRU PRE ORDER w/ STAND		
DATE	SCALE	5
PAH 02/13/14	CQSBDTPRELED	1:16

APPROVED 02/04/14

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date: 8-28-18 Drawn by: P.S.

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	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



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Page: 7.0

Project:



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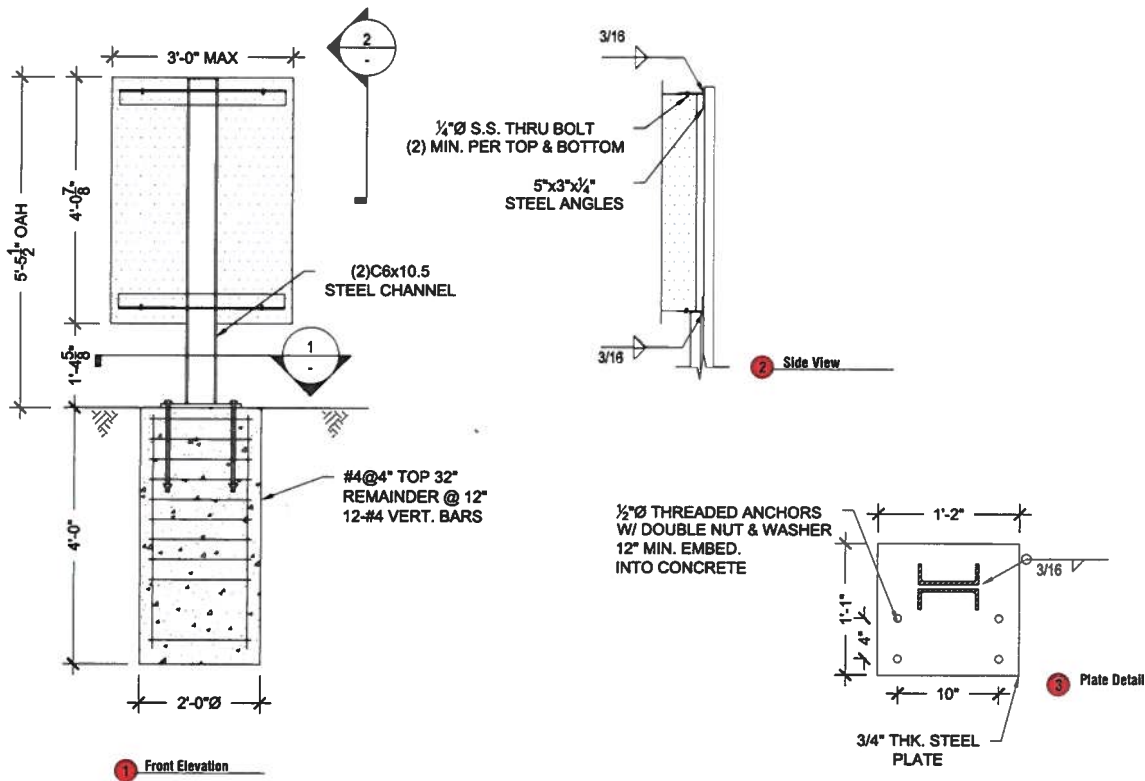
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 E-mail: design@signindustries.tv
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Drawing No

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Page: **7.1**



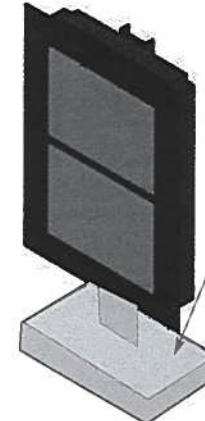
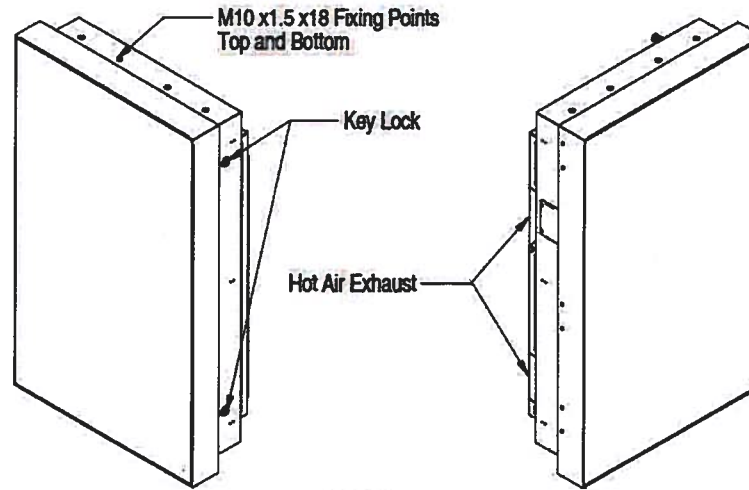
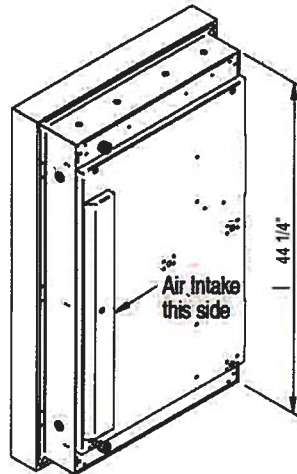
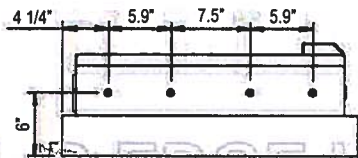
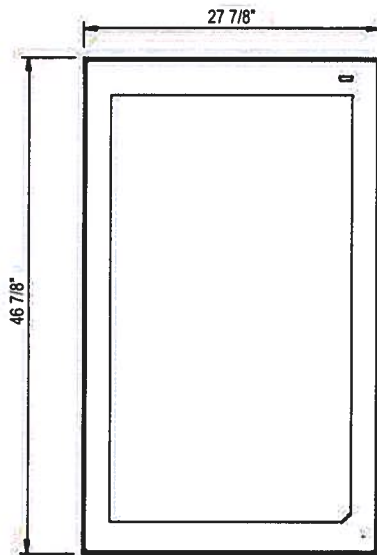
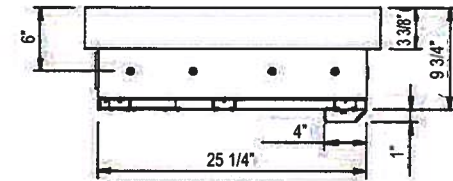
G FOOTING DETAIL ~ DRIVE THRU PRE-MENU SIGN

Scale: 1/2" = 1'

Design ID#14116



CUSTOM



DIGITAL ORDER SCREEN MOUNTED ON ORDER POST

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:
Paul L.

Date: 8-28-18 Drawn by: P.S.

1	06-12-19	P.S.
2	4-22-19	P.S.
3	4-24-19	P.S.
4	05-06-19	P.S.
5	06-05-19	P.S.
6	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

Construct & Install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



2101 Carrillo Pl., Oxnard, CA 91321
(909) 930-0303 Fax: (909) 930-0308
E-mail: dsign@signindustries.com
Web: www.signindustries.com

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Drawing No

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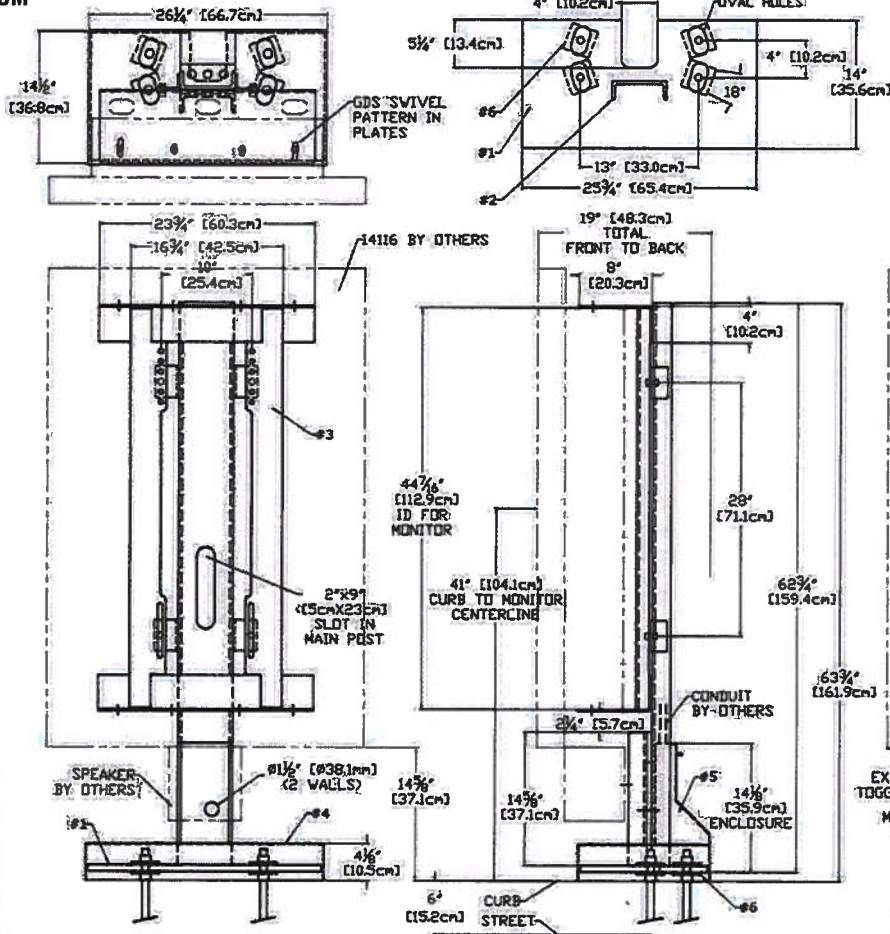
H1 DRIVE THRU DIGITAL ORDER SCREEN ~ Qty (1)
INSTALLATION ONLY ON H2

NTS

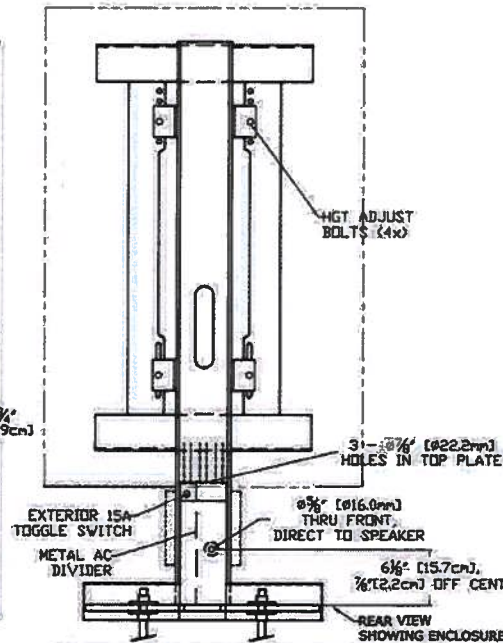
Design ID#14130



CUSTOM



- #1 - 3/4" STEEL BASE PLATE w/ 18deg OVAL HOLES
- #2 - 6X10.5 STEEL CHANNEL (6"x2"x3/8") BACK TO BACK DOUBLE POST
- #3 - 3/16" WELDED STEEL MONITOR MOUNT ADJUSTABLE 3 3/8" UP, 2 1/4" DOWN, 1 1/2" O-C 3/8-16 NUTS & BOLTS
- #4 - WELDED ALUMINUM BASE COVER
- #5 - WELDED ALUMINUM ELECTRIC ENCLOSURE
- #6 - 8 BASE WASHERS, 1/4" THICK (NUTS & BOLTS BY OTHERS)



DT, DIGITAL ORDERING SYSTEM POST	14030	11037040
DT, DIGITAL ORDERING SYSTEM POST		
PAH 02/06/14	CQSBDTMON	SCALE 1:15 SHT 1 OF 1

WELDED STEEL & ALUMINUM

FINISH :
RAL7021, BLACK GREY, 10% SHEEN, EXT.

H2 DRIVE THRU DIGITAL ORDER POST - Qty (1)
INSTALLATION ONLY

NTS

Project



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date: 8-28-18

Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:
 120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED

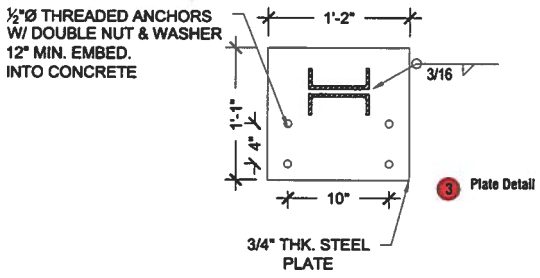
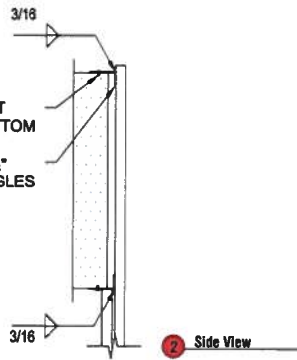
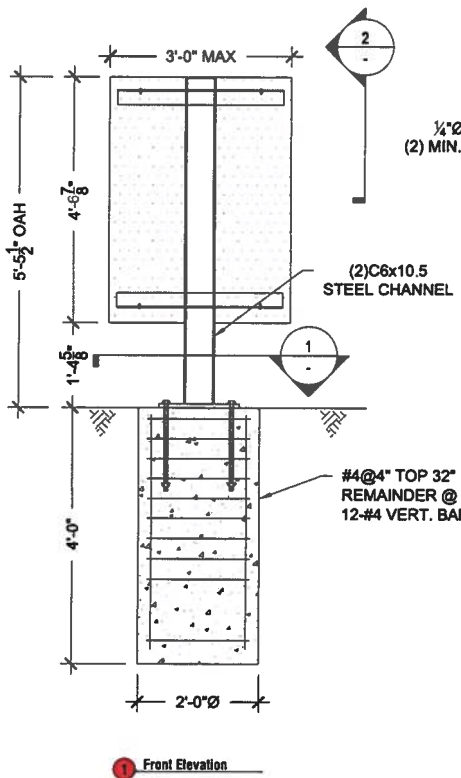
2101 Carrollo Pkwy, Ontario, CA 91761
(909) 930-0303 Fax: (909) 930-0308
E-mail: design@signindustries.com
Web: www.signindustries.com

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Drawing No

18-257

Page: 8.1



H FOOTING DETAIL ~ DIGITAL ORDER SCREEN

Scale: 1/2" = 1'

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval: _____

Date of Approval: _____

Sales Rep:
Paul L.

Date: 8-28-18 Drawn by: P.S.

1	06-12-19	P.S.
2	4-22-19	P.S.
3	4-24-19	P.S.
4	05-06-19	P.S.
5	06-05-19	P.S.
6	06-06-19	P.S.

Electrical Requirement:
 120 Volts 277 Volts

Construct & Install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



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 E-mail: design@signindustries.tv
 Web: www.signindustries.tv

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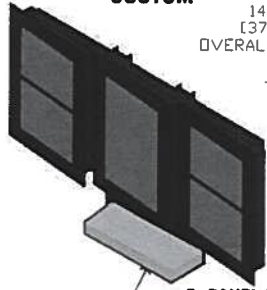
Drawing No
18-257

Page: **8.2**

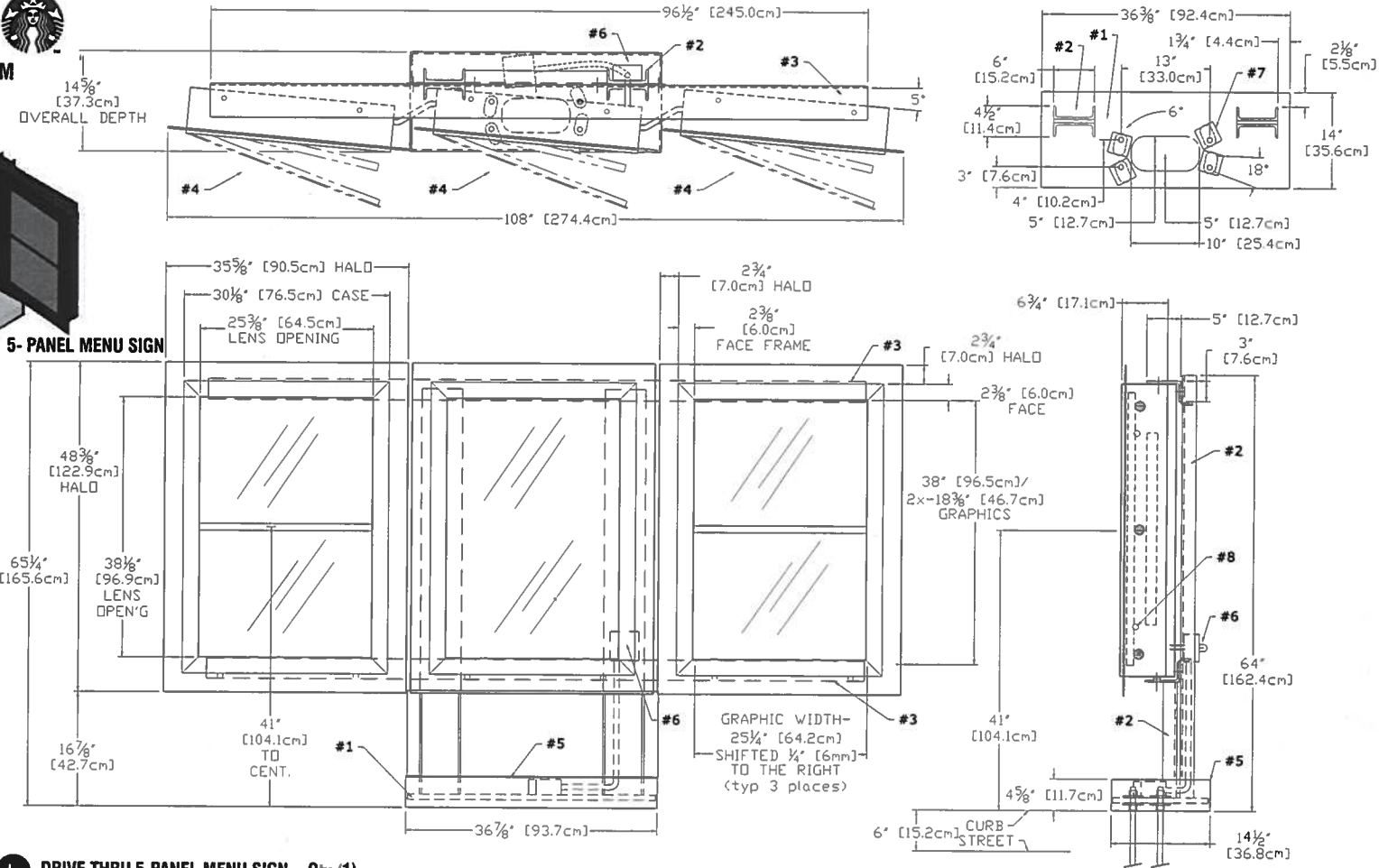
Design ID#14119



CUSTOM



Steel tube painted to match building the building Sherwin Williams- 'Dovetail' with texacoat.



DRIVE THRU 5-PANEL MENU SIGN~ Qty (1)
INSTALLATION ONLY

Sign Specifications:

- #1 - 3/4" [19mm] STEEL BASE PLATE w/ 18deg HOLES PATTERN ROTATED FOR 15deg THRU 3deg POSITION
- #2 - C6X10.5 (6"x2"x5/16") STEEL POST (2x)
- #3 - 5"x3"x1/4" STEEL SUPPORT ANGLES (2x) (BOLTED TO WELDED 1/4" STEEL CROSSBARS)
- #4 - EXTRUDED ALUMINUM MENU BOARDS (3x) ONE FULL AND TWO SPLIT PANEL LIGHTBOXES ONE - 25 1/4"x38" AND FOUR 25 1/4"x18 3/8" GRAPHICS ALL GRAPHIC ASSEMBLIES SHIFTED 1/4" TO RIGHT STANDARD LED TUBE LIGHTING, SIDE LOCKS

- #5 - WELDED ALUMINUM BASE COVER
- #6 - WATER-TIGHT BOX w/SWITCH & SENSOR, RIGID CONDUIT RUN TO SECOND EXT BOX BELOW BASE COVER, 120 WATT, 0.90Aac
- #7 - 8 BASE WASHERS, 1/4" THICK
- #8 - TWO SIDE MOUNT LOCKS per MENUBOARD RETAIN EXISTING KEY #E3-26-819-15

APPROVED
02/06/14

RAL7021 BLACK GREY, 10% SHEEN, EXT

DT 5 PANEL FREESTANDING	14119	11036585
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		DSA/PHOTOTECH 16961 Central Avenue, Carson, CA 90746 (310) 537-5000 (310) 537-7060 Fax E-mail: design@signindustries.tv phubbell@dsaphototech.com
DRIVE THRU 5 PANEL w/ STAND		
PAH	DATE 02/06/14	SCALE 1 : 20
CQSBDTSLD		SHT 1 OF 1

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date: 8-28-18

Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



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Drawing No

18-257



Page: 9.0

Scale: 1" = 3/4"

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep:

Paul L.

Date: 8-28-18

Drawn by: P.S.

	06-12-19	P.S.
	4-22-19	P.S.
	4-24-19	P.S.
	05-06-19	P.S.
	06-05-19	P.S.
	06-06-19	P.S.

Electrical Requirement:

120 Volts 277 Volts

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U.L. LABELS REQUIRED



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(909) 930-0303 Fax: (909) 930-0308
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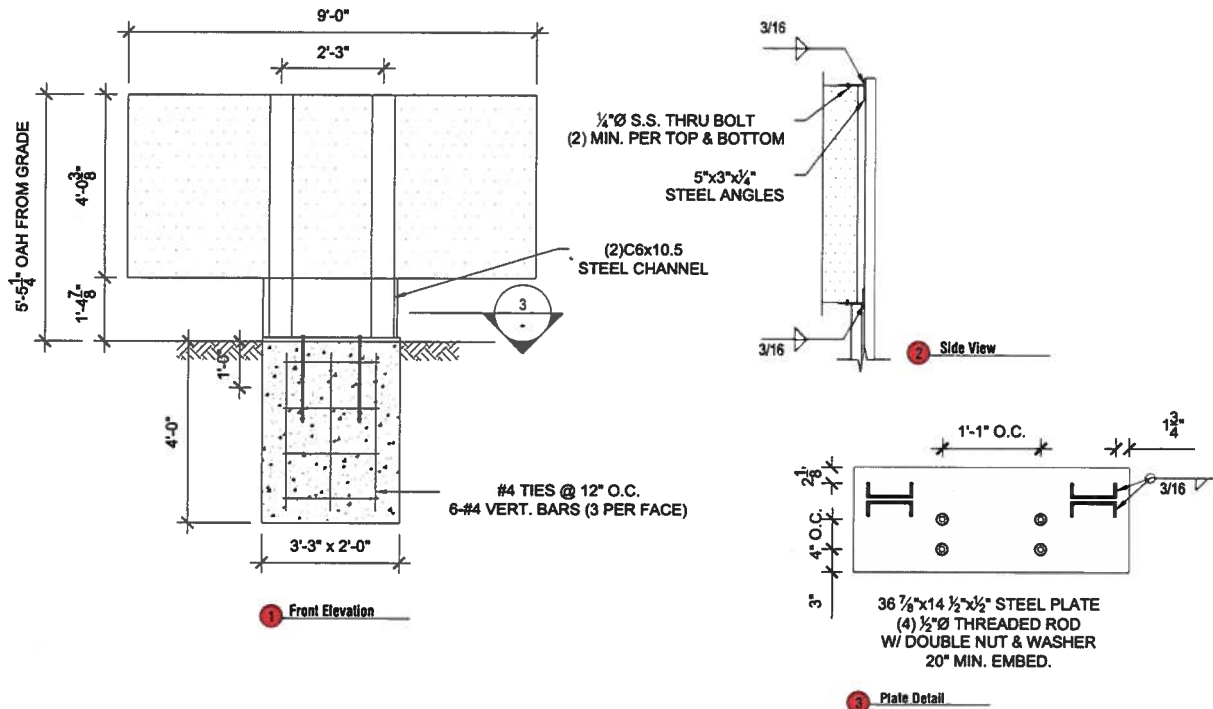
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Page 9.1



1 FOOTING DETAIL ~ DRIVE THRU 5-PANEL MENU SIGN



J PEDESTRIAN ~ (1)

Scale: 3" = 1'

SPECIFICATIONS:

PANELS: TO BE .080 ALUMINUM PANELS WITH 1" RADIUS CORNERS AND PAINTED YELLOW SEMI-GLOSS FINISH

COPY: COPY TO BE APPLIED BLACK OPAQUE VINYL

NOTES: STARBUCKS GENERAL CONTRACTOR (GC) WILL PROVIDE AND INSTALL PARKING POLE PER NOTED SITE PLAN

Project:



Location: 5827 Kanan Rd
Agoura Hills, CA 90301

Client Approval:

Date of Approval:

Sales Rep

Paul L.

Date: 8-28-18

Drawn by: P.S.

	06-12-19	P.S.
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Electrical Requirement:

120 Volts 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED



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Drawing No

18-257



Page: **10.0**

Twin Oaks
**SHOPPING
CENTER**

MASTER SIGN PROGRAM

Revised 6/2019

Plans Signage Submittal
Project: Twin Oaks MSP
Status:
 Approved
 Approved with comments
 Not approved, revise and resubmit

This submittal was reviewed for general Architectural Concept and adherence to Landlord provided criteria only. Any approval is subject to the approval of all applicable governmental agencies.

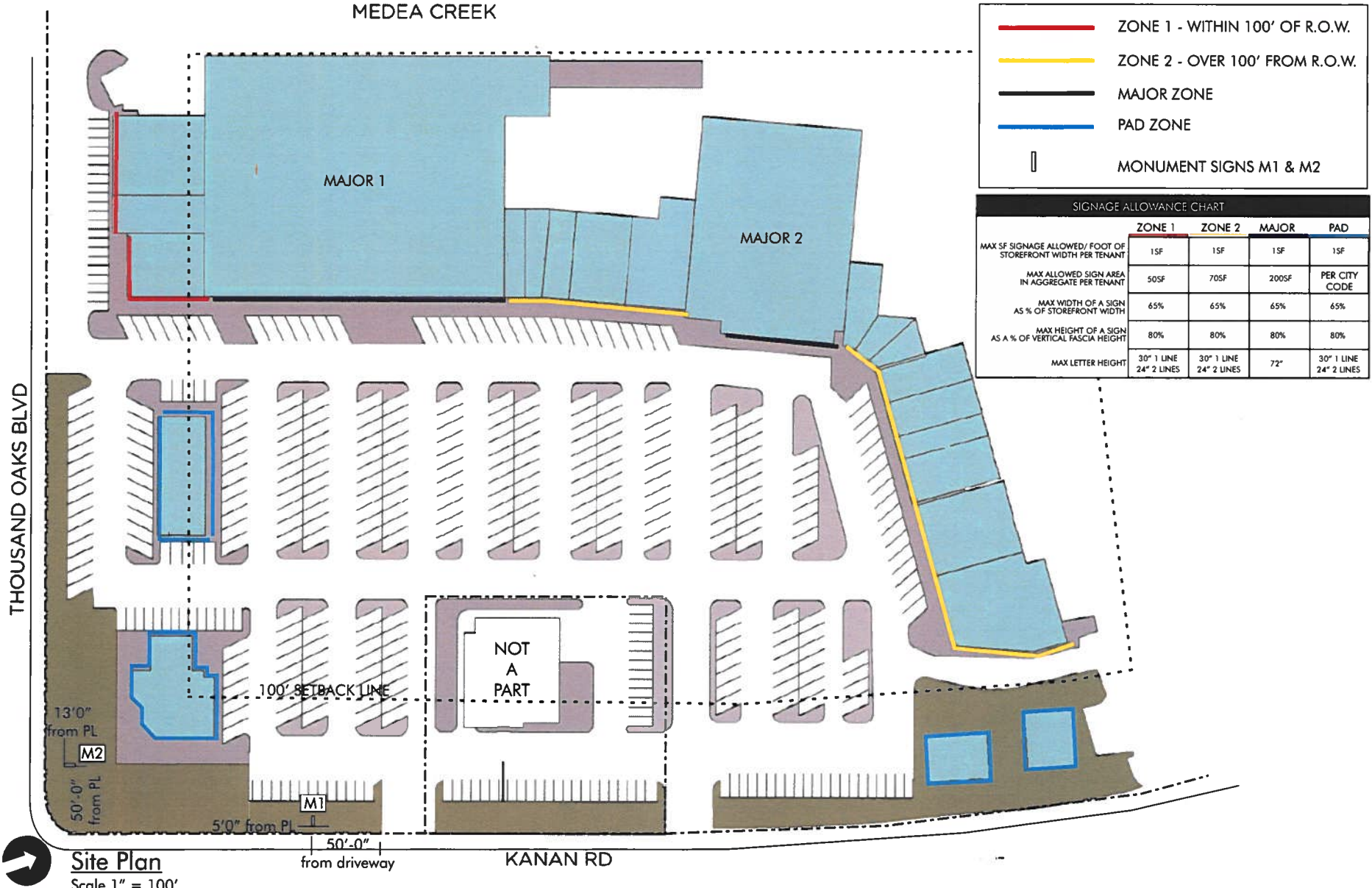
We do not accept responsibility for specific elements, dimensions or elements of design. We strongly recommend on site verification prior to construction/installation. Field modifications are not permitted without written authorization of the undersigned.

By: Anna Zolotareva
Regency Centers

Date: 6/13/2019

TABLE OF CONTENTS

A	SITE PLAN	1
B	SIGN CRITERIA	2 - 3
C	MAJOR TENANT SIGN ELEVATIONS	4
D	TYPICAL INLINE TENANT SIGN ELEVATION	5
E	TENANT SIGN DETAILS	6
F	WINDOW & SERVICE DOOR SIGNAGE	7
G	MONUMENT SIGNAGE	8



Site Plan
Scale 1" = 100'

DESIGN INTENT

Signage in the Twin Oaks Shopping Center is intended to be in scale with adjacent buildings and surrounding development. The message should be easily read and direct. Signage shall be creative and imaginative with emphasis on well-developed theme graphics consistent with high legibility and effectiveness, with sign construction details that support the overall design theme of each sign. Individuality of styles and identity of tenant are encouraged.

SUBMITTALS AND APPROVALS

Prior to commencing sign fabrication, Tenant shall submit to Landlord for approval three (3) sets of complete, fully dimensioned, and detailed shop drawings including:

- a. Photo illustration of storefront with graphics in scale and in full color.
- b. Elevation of sign location showing design, location, size, and layout of sign, drawn to scale, indicating dimensions, attachment devices, and construction detail.
- c. Section through sign showing the dimensioned thickness of the letters
- d. Due to varying architectural conditions plans must include accurate (survey) dimensioned section through the tenant storefront specifying penetration locations, accessible area behind the sign and wire path to transformer
- e. Scaled letter patterns for all graphics.
- f. Site plan, indicating location of sign on property.

All sign submittals shall be reviewed by Landlord for conformance with the provisions of these criteria.

All submittals are subject to Landlord's approval.

Fabrication and installation of all signs shall be performed in accordance with the standards and specifications outlined in these criteria and in the final approved plans and shop drawings.

SIGN CONTRACTOR RESPONSIBILITIES

The Tenant's sign contractor, prior to commencing sign fabrication, shall:

- a. Submit to Landlord for approval complete and fully-dimensioned shop drawings.
- b. Obtain approved sign permits from the City of Agoura Hills and deliver copies of same to Landlord.
- c. Provide to Landlord an original certificate of insurance naming the Landlord as an additional insured for liability coverage in the amount of \$2,000,000.00.

TENANT SIGN REQUIREMENTS

Only the types and numbers of signs listed herein are permitted. No deviation from these requirements will be permitted without written Landlord and City approval. Tenants are designated as Major Tenants at Landlord's discretion.

Tenant Storefront Signs

1. Inline tenants shall be allowed signage using their logo, font, colors and name and/or business category, other verbiage subject to landlord approval. Max letter height is 30" for single line sign and 24" for multiple line sign .
2. The basic sign entitlement for wall sign area shall be one (1) square foot area per lineal foot of lease frontage.
3. Major tenants with over 100 feet of store frontage may have up to 200sf of aggregate signage including all primary and secondary verbiage. Max letter height is 72" for major tenants.
4. Frontage on two (2) or more streets. A business having frontage on more than one (1) public right-of-way may use the basic sign entitlement on one (1) frontage and one-half of the allowance on the second public frontage. Said allowance shall only be utilized on the frontage on which the allowance is based.
5. Maximum width of any sign is 65% of tenant lease width and 80% of width of the sign fascia on which sign is affixed.
6. Number of colors. All permanent signs, except as hereinafter provided, shall contain no more than three (3) different colors. Different shades shall be considered separate colors. The planning commission may consider a sign program with a multi-color sign palette utilizing a maximum of five (5) colors. For the purposes of this section, black and white shall be considered colors. Logos with trademarked colors are exempt from this provision. Logos shall not exceed twenty (20) percent of the total combined permitted sign area. Allowable colors are PMS 1815 Burgundy, PMS 349 Forest Green, PMS 294 Navy Blue, Black and ~~Duranodic Bronze~~. Tenants with registered trademarks are allowed to use their registered branding, colors and fonts without limitation.
7. Sign copy. Not more than twenty-five (25) percent of the total area of any sign shall include descriptive wording which is not a part of the name of the business.

ACCEPTABLE SIGN TYPES

- a. Reverse channel letters with halo illumination, 1 1/2" deep with clear Lexan backs. Major tenants may have up to 3" deep letters. Warm white 3500K LED illumination.
- b. Logos and/or tag lines may be proposed within logo shapes with aluminum face and push thru plex letters and halo back. Size is not to exceed 20% of sign area. All logos and sign verbiage to be approved by landlord.

c. Window vinyl graphics, max 1sf in area, are allowed for store hours, emergency numbers, etc. may be placed on front windows adjacent to entry. Project font of Futura Medium shall be used. See exhibit for location and dimension allowances.

d. Rear door signage is required for all service doors. Max area of 1sf. See exhibit for dimension allowances.

GENERAL SIGN PARAMETERS

1. All signage is subject to the approval of Landlord and the local authorities.
2. Signage is allowed only within the boundaries of the Tenant's space and shall be symmetrically placed in the localized area where it will be installed. Except for approved blade signs, signs shall not extend more than 6" beyond the face of the surface to which the sign is mounted.
3. One tenant/occupant identification sign per storefront elevation is allowed.
4. All signs must be illuminated and shall derive light from a concealed source. No exposed lamps, globes, tubes, etc. will be permitted.
5. Double-stacked lettering may be acceptable, but shall be reviewed on an individual basis. Double-stacked letters shall comfortably fit within the architectural area as determined by the Landlord.
6. Tenants are responsible for maintenance of wall signage. Landlord is responsible for maintenance of project monument signage.
7. Sign illumination hours are per City Code.

SIGN CONSTRUCTION REQUIREMENTS

1. All sign fabrication work shall be of excellent quality.
2. Seams shall be concealed at tops of letters for returns. No light leaks at seams or edges of letters are permitted.
3. Signs must be made of durable rust-inhibited materials that are appropriate and complementary to the building.
4. Finished surfaces of metal shall be free from oil-canning and warping.
5. Paints must be high-quality acrylic polyurethane, Matthews Paint or equivalent. All sign finishes shall be free of dust, orange peel, drips, and runs, and shall have a uniform surface conforming to the highest standards of the industry.
6. All lighting must match the exact specifications of the approved shop drawings. Wiring and assembly details must match provided specifications.

7. Surface brightness of all illuminated materials shall be consistent in all letters and components of the sign. Light leaks or hot spots will not be permitted.
8. Penetrations into building walls, where required, shall be made waterproof.
9. All signs and their installation must comply with applicable building and electrical codes.
10. Underwriters Laboratory-approved labels shall be affixed to all letters in discrete locations not visible from normal viewing angles.
11. In no case shall any manufacturer's label, stamp, or decal be visible from normal viewing angles. Only that portion of a permit sticker that is legally required to be visible shall be exposed.
12. Exposed equipment, such as junction boxes, transformers, lamps, tubing, conduits, etc., is prohibited.
13. Tenant is responsible for removing the signage upon vacating the space as well as repainting/patching the façade to match the existing color and condition

SIGN TYPE SPECIFICATIONS

Reverse channel letter specifications:

- a. Letters shall be 1 1/2" deep aluminum reverse channels. Major tenants may have up to 3" deep letters.
- b. Warm white 3500K LED halo illumination.
- c. Face and side color shall match.
- d. Clear Lexan letter backs to be attached to wall, or outline background in the case of ledge signs, with screws and 1.5" spacers painted background color. Angle clips attached to letter sides will not be permitted. All mounting attachments and wiring connections shall be sleeved and painted to match surface behind.

Service Door Sign specifications:

- a. Letters shall be 3M dark bronze vinyl.
- b. Letters shall be computer cut and spaced.
- c. Max area is 1sf
- d. Copy may include store name only and may be in tenant logotype if it conforms to be size allowance.

Address Sign specification:

Landlord shall install address numerals at each storefront entrance door as required by the local fire marshal. Address signs are not included in the wall sign calculation.

Monument Signs:

Two monument signs of 48sf maximum area each may be installed, one per street frontage. Internally illuminated sign cabinet with opaque faces and illuminated push through plex project ID and tenant names. See Monument Sign Exhibit.

Vehicle directional signs:

Directional signs shall be limited in number to the greater of five (5) signs or four (4) signs per frontage for any business premises that has more than one (1) frontage. The maximum area for such signs shall be three (3) square feet, and such signs shall not exceed three (3) feet in height. A directional sign may display a logo of a business located on the subject property as well as an arrow or other directional symbol and/or words, including but not limited to "parking," "enter," "exit," "do not enter," "drive-thru," "welcome" and other similar messages. Tenant designs to be reviewed and approved by landlord and city.

Pedestrian directional signs.

Where the principal sign for a business is located so that it cannot be seen by pedestrian traffic a directional identification sign, in addition to that otherwise allowed under this part, is permitted. Such signs shall be not larger than three (3) square feet per side and shall be designed and located so as to not distract from the appearance of the building or violate the purposes of this part. Tenant designs to be reviewed and approved by landlord and city.

SIGNS NOT PERMITTED

- A. Outdoor advertising displays, structures or signs.
- B. Portable signs.
- C. Exposed neon, flashing or scintillating signs, except for public service time and temperature signs, which shall not be flashing, animated or revolving in nature.
- D. Revolving signs.
- E. Devices dispensing bubbles and free floating particles of matter.
- F. Any notice, placard, bill, card, poster, sticker, banner, sign, advertising or other device affixed or attached to or upon any public street, walkway, crosswalk, other right-of-way, curb, lamppost, hydrant, tree, telephone booth or pole, lighting system or any fixture of the police or fire alarm system except for government signs.
- G. Devices projecting or otherwise producing the image of an advertising sign or message on any surface or object.

H. Signs that project or encroach into any existing or future street right-of-way.

I. Automatic changing signs or electronic message center signs, except for public service time and temperature signs.

J. Streamers, banners, balloons, flares, flags, pennants, propellers, twirlers, and similar attention-getting displays or devices except as allowed by section 9655.4 (general entitlements) or section 9655.10 (special purpose signs).

K. Pole signs, except for on-site directional signs.

L. A vehicle-related portable freestanding sign or any sign placed within, affixed or attached to any vehicle or trailer on a public right-of-way, or on public or private property, for the purpose of advertising an event or attracting people to a place of business, unless the vehicles or trailer is used in its normal business capacity and not for the primary purpose of advertising an event or attracting people to a place of business.

M. Signs or sign structures which by color; wording or locations resemble or conflict with traffic control signs or devices.

N. Signs that create a safety hazard by obstructing the view of pedestrian or vehicular traffic.

O. Sign structures and supports no longer in use, for a period of sixty (60) days, by the owner, tenant, or lessee.

P. Signs painted directly on an exterior wall, fence, fascia or parapet.

Q. Signs that display an obscene message or graphic representation of nudity or sexual acts.

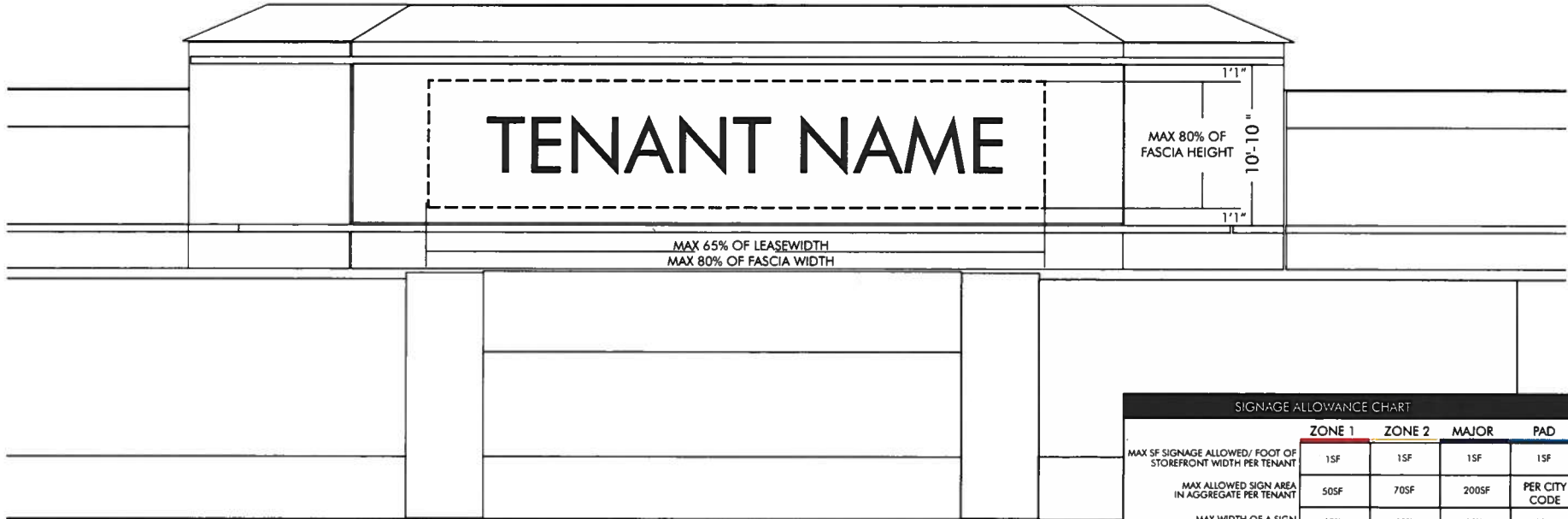
R. Signs for the purpose of commercial advertising created by the arrangement of vegetation, rocks, or other objects such as on a hillside visible to pedestrians or motorists.

S. Roof signs.

T. Awnings that are internally illuminated.

U. Inflatable signs.

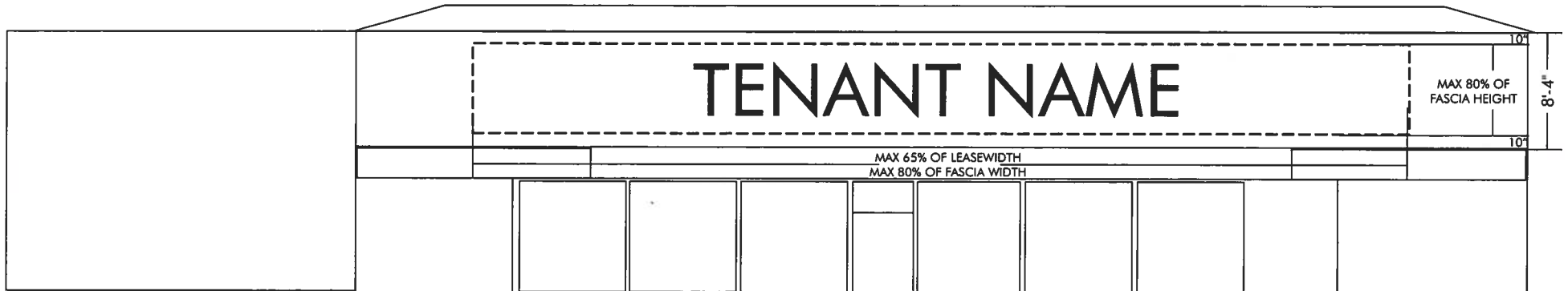
V. Signs that are enacted after this date that do not conform to the provisions of these sections are prohibited.



Major 1 Sign Elevation

Scale 3/32" = 1' 0"
MAX LETTER HEIGHT = 72"

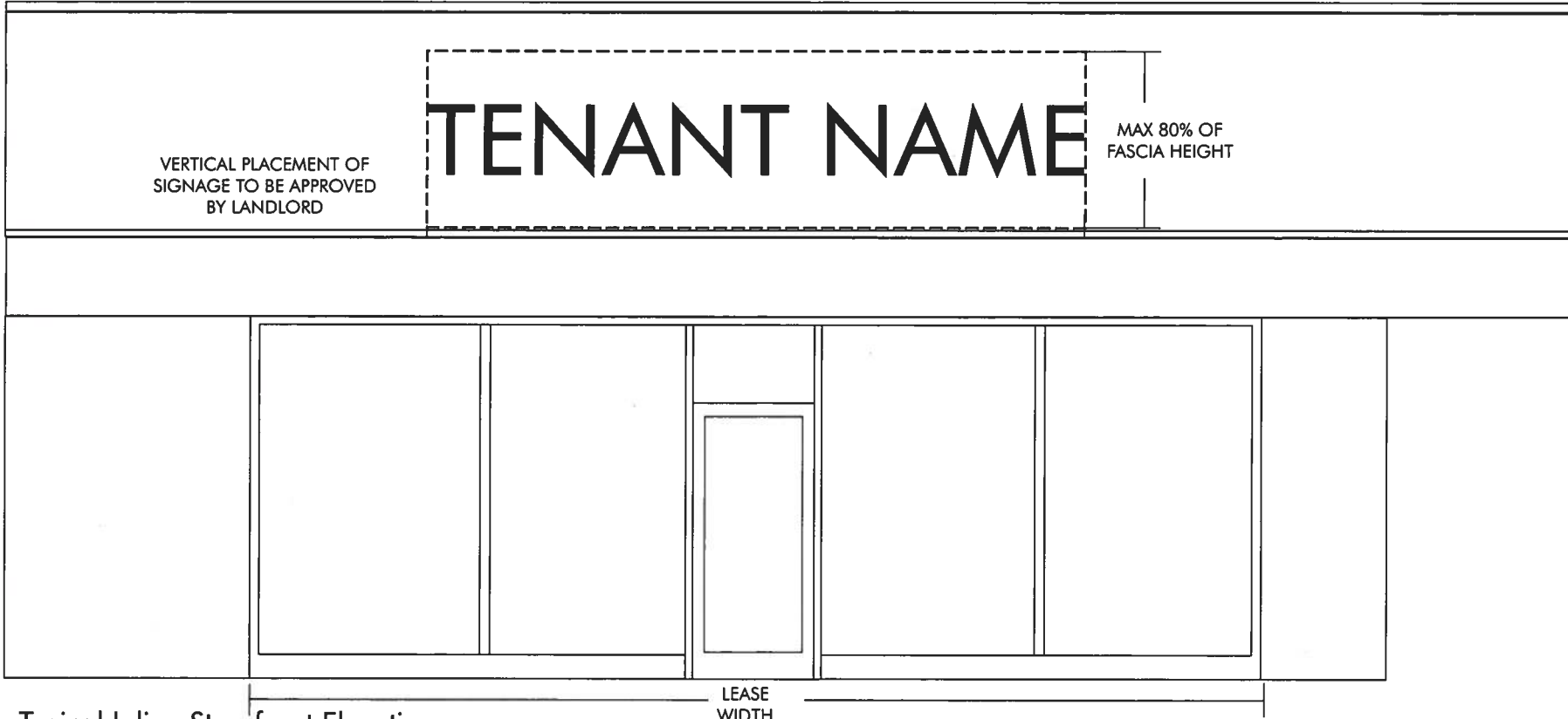
SIGNAGE ALLOWANCE CHART				
	ZONE 1	ZONE 2	MAJOR	PAD
MAX SF SIGNAGE ALLOWED/ FOOT OF STOREFRONT WIDTH PER TENANT	15SF	15SF	15SF	15SF
MAX ALLOWED SIGN AREA IN AGGREGATE PER TENANT	50SF	70SF	200SF	PER CITY CODE
MAX WIDTH OF A SIGN AS % OF STOREFRONT WIDTH	65%	65%	65%	65%
MAX HEIGHT OF A SIGN AS A % OF VERTICAL FASCIA HEIGHT	80%	80%	80%	80%
MAX LETTER HEIGHT	30" 1 LINE 24" 2 LINES	30" 1 LINE 24" 2 LINES	72"	30" 1 LINE 24" 2 LINES



Major 2 Sign Elevation


Scale 3/32" = 1' 0"
MAX LETTER HEIGHT = 72"

--- DENOTES SIGNABLE AREA



Typical Inline Storefront Elevation

Scale 1/4" = 1' 0"

 DENOTES SIGNABLE AREA

SINGLE LINE SIGN MAX LETTER HEIGHT = 30"
 MULTIPLE LINE SIGN MAX LETTER HEIGHT = 24"

SIGNAGE ALLOWANCE CHART				
	ZONE 1	ZONE 2	MAJOR	PAD
MAX SF SIGNAGE ALLOWED/ FOOT OF STOREFRONT WIDTH PER TENANT	15F	15F	15F	15F
MAX ALLOWED SIGN AREA IN AGGREGATE PER TENANT	50SF	70SF	200SF	PER CITY CODE
MAX WIDTH OF A SIGN AS % OF STOREFRONT WIDTH	65%	65%	65%	65%
MAX HEIGHT OF A SIGN AS A % OF VERTICAL FASCIA HEIGHT	80%	80%	80%	80%
MAX LETTER HEIGHT	30" 1 LINE 24" 2 LINES	30" 1 LINE 24" 2 LINES	72"	30" 1 LINE 24" 2 LINES

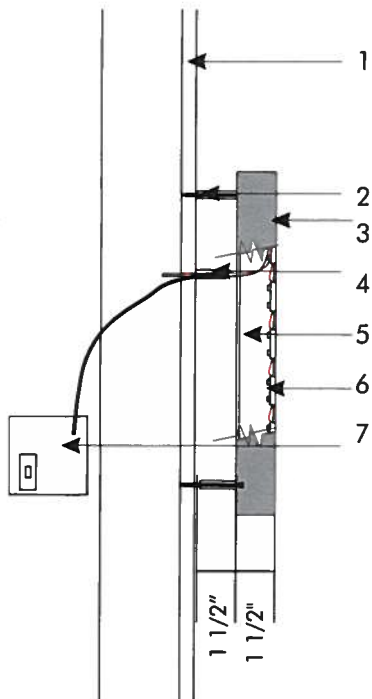


Typical Sign Detail

Scale 1/4" = 1' 0"

1 1/2" deep fabricated aluminum reverse channel letters with warm white 3500K LED halo illumination.
Max sign area is 1 sf per lineal foot of store frontage.

REVERSE CHANNEL SIGN
SECTION DETAIL
UL LISTED



1. Existing Fascia
2. 1.5" long spacer painted wall color for mounting studs and power cord jump
3. 1.5" deep aluminum reverse channel letter
4. Low voltage wire thru spacer painted wall color
5. Clear Lexan back
6. 3500K warm white LED
7. Low Voltage Transformer, Class II, with disconnect

SIGNAGE ALLOWANCE CHART				
	ZONE 1	ZONE 2	MAJOR	PAD
MAX SF SIGNAGE ALLOWED/ FOOT OF STOREFRONT WIDTH PER TENANT	15F	15F	15F	15F
MAX ALLOWED SIGN AREA IN AGGREGATE PER TENANT	50SF	70SF	200SF	PER CITY CODE
MAX WIDTH OF A SIGN AS % OF STOREFRONT WIDTH	65%	65%	65%	65%
MAX HEIGHT OF A SIGN AS A % OF VERTICAL FASCIA HEIGHT	80%	80%	80%	80%
MAX LETTER HEIGHT	30" 1 LINE 24" 2 LINES	30" 1 LINE 24" 2 LINES	72"	30" 1 LINE 24" 2 LINES

SEE SITE PLAN FOR ZONE LOCATIONS

APPROVED PROJECT COLORS

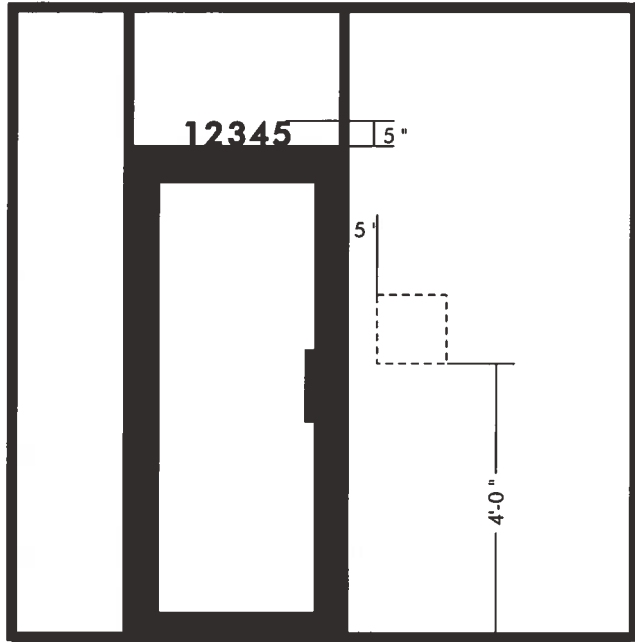
- 1 PMS 1815 (Burgundy)
- 2 PMS 349 (Forest Green)
- 3 PMS 294 (Navy Blue)
- 4 Black
- 5 ~~Durandic Bronze~~ White

All painted to be satin acrylic polyurethane, Matthews Paint or equivalent.



Halo Lit Reverse Channel Letters

Not To Scale

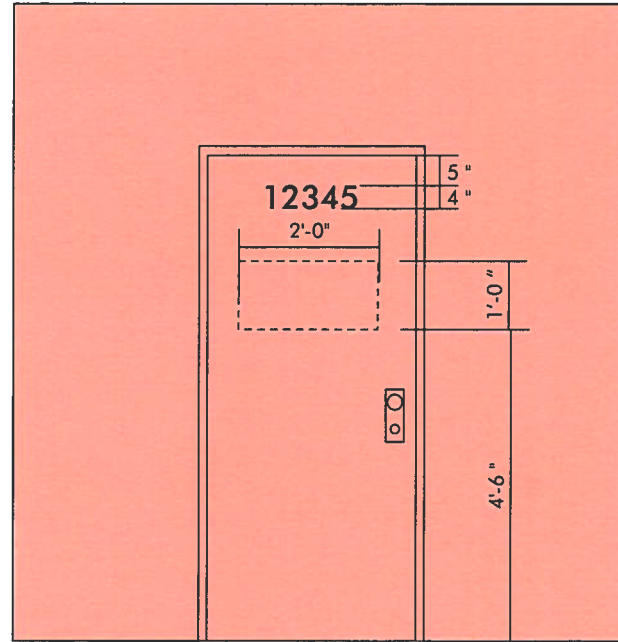


SUITE ENTRY SIGNAGE

Addresses to be painted metal letters standing on transom mullion to mach existing condition.

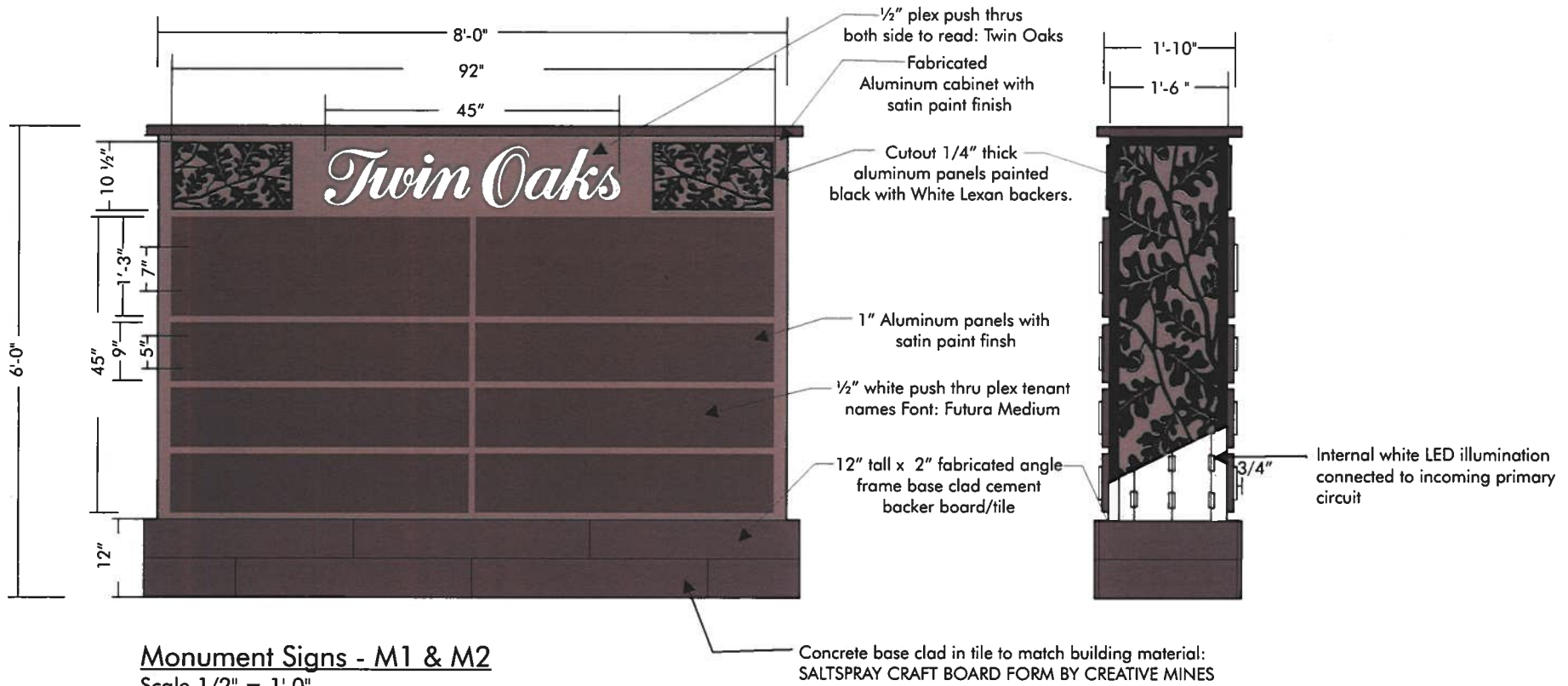
Tenant information signage shall be placed on front of glass and conform to the following requirements:

- a. Letters shall be 3M white vinyl.
- b. Letters shall be computer cut and spaced.
- c. Max area is 1 S.F.
- d. Copy may include hours, emergency phone number, etc



SERVICE DOOR SIGNAGE

- a. Letters shall be 3M dark bronze vinyl.
- b. Letters shall be computer cut and spaced.
- c. Max area is 1 S.F.
- d. Copy may include store name only and may be in tenant logotype if it conforms to be size allowance.



Double sided aluminum fabricated internally illuminated monument sign cabinet with push thru plex project ID 1" deep aluminum tenant panels with 1/2" thick push thru plex tenant graphics in tenant colors. Concrete base clad in Creative Mines Saltspray Craft Board Form tile.

Max letter height for major tenants is 14". Max letter height for minor tenants is 10".

Tenant panels to be fabricated and installed by landlord's designated vendor at tenant expense.



ATTACHMENT H

MEMORANDUM

To: Ray Kayacan
Regency Centers

Date: January 22, 2019

From: David S. Shender, P.E.
Jason A. Shender
Linscott, Law & Greenspan, Engineers

LLG Ref: 5-18-0392-1

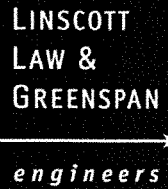
Subject: **Assessment of Traffic Operations at the Proposed Drive-Through Starbucks Coffee Twin Oaks Shopping Center**

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide an assessment of traffic operations related to the proposed drive-through Starbucks Coffee (the "Project") to be developed at the existing Twin Oaks Shopping Center in the City of Agoura Hills. The site plan for the Twin Oaks Shopping Center is illustrated in *Figure 1*. As shown on *Figure 1*, the Project is located in the northeastern portion of the existing shopping center. The site plan for the Project is illustrated in *Figure 2*. As shown on *Figure 2*, the proposed drive-through Starbucks Coffee would replace the existing Starbucks Coffee pad building. The Project address is 5827 Kanan Road.

Figure 3 provides the proposed traffic circulation plan for the drive-through restaurant. As shown on *Figure 3*, a drive-through lane is proposed along the north and easterly edges of the building pad. Vehicles would enter the Starbucks Coffee parking area and drive-through lane from the north-south drive aisle located approximately 190 feet west of the shopping center's Kanan Road driveway. An order board will be provided, approximately at the location of the sixth car in the drive-through lane vehicle queue. After completing the transaction at the pick-up window, vehicles would exit the drive-through lane, returning to the north-south drive aisle.

As shown on *Figure 3*, within the proposed drive-through lane, a stacking capacity for approximately nine (9) vehicles is provided to the pick-up window (assuming a length of 20 feet per queued vehicle). An additional five (5) vehicles can queue within the Starbucks parking area during peak periods without adversely affecting overall vehicle circulation within the Twin Oaks Shopping Center.

As requested by the City of Agoura Hills, this memorandum provides a review of the following operational items related to the proposed drive-through Starbucks Coffee: 1) A description of the existing setting; 2) A trip generation forecast due to the Project; 3) A summary of the calculated operation at the study intersections with the proposed Project; 4) An assessment of the relative impact of the Project at the study intersections; 5) An assessment of the operational analysis of the Project driveways and left-turn pocket queues; and 6) An assessment of the proposed drive-through lane to accommodate peak vehicle queues.



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Pasadena
Irvine
San Diego
Woodland Hills

Existing Setting

As noted above, the Project site is located at 5827 Kanan Road in the City of Agoura Hills, California. The existing Project site is currently occupied by a Starbucks Coffee pad building.

This traffic assessment evaluates the potential traffic impact of the Project on the local street system. The following intersections have been evaluated for potential traffic impacts due to the Project:

1. Kanan Road / Twin Oaks North Driveway
2. Kanan Road / Twin Oaks South Driveway
3. Kanan Road / Thousand Oaks Boulevard

The intersections selected for analysis were identified as they are located closest to the Project site, and therefore have the greatest potential to have adverse traffic impacts related to the project. Further away from the Project site, project-related traffic disperses, and thus, the potential for significant traffic impacts diminishes.

Existing Traffic Volumes

Manual traffic counts of vehicular turning movements were conducted during the week of May 7, 2018 at the study intersections during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 9:00 AM to determine the AM peak commuter hour, and from 4:00 PM to 6:00 PM to determine the PM peak commuter hour.

The summary data worksheets of the manual traffic counts at the study intersections are provided in *Appendix A* attached to this memorandum. The existing peak hour volumes at each study intersection are shown on *Figure 4*.

Project Trip Generation

Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using trip rates published in the ITE *Trip Generation* manual¹. For purposes of forecasting daily (24-hour), as well as AM and PM peak hour trips due to the Project, trip rates from the ITE *Trip Generation* manual were utilized.

¹ Institute of Transportation Engineers *Trip Generation* manual, 10th Edition, Washington, D.C., 2017.

The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Proposed Use: Coffee Shop with Drive-Through Window: ITE Land Use Code 937 trip generation average rates were used to forecast the traffic volumes expected to be generated by the Project.
- Existing Use: Coffee Shop without Drive-Through Window: ITE Land Use Code 936 trip generation average rates were used to forecast the traffic volumes estimated to be generated by the existing use.

Table 1 attached to this memorandum provides the trip generation forecast for the Project. As shown in *Table 1*, as measured at the Twin Oaks Shopping Center driveways, the Project on a typical weekday is forecast to result in 40 net new AM peak hour trips (20 inbound trip and 20 outbound trips), and 40 net new PM peak hour trips (20 inbound trips and 20 outbound trips). On average, this is equivalent to one new entering vehicle and one new exiting vehicle every three minutes during the AM and PM peak hours at the Twin Oaks Shopping Center.

Project Trip Assignment

The weekday AM and PM commuter peak hour vehicle trips forecast to be generated by the Project were assigned to the study intersections. *Figures 5 and 6* provides the vehicular trip distribution for the Project during the AM and PM peak hours, respectively.

Traffic Volume Forecast

As required by the City of Agoura Hills, the traffic impact assessment evaluates the potential impacts of the Project through analysis of the following traffic volume conditions:

- Existing
- Existing with Project
- Near-Term
- Near-Term with Project

As previously noted, the existing traffic volumes at the study intersections are presented in *Figure 4*. The forecast traffic volumes associated with the Project at the study intersections are then added to the existing volumes to obtain the Existing with Project traffic volumes, which are shown on *Figure 7*.

The Near-Term Pre-Project traffic volumes were forecast through application of a 0.75% annual traffic growth factor to the existing traffic volumes from the date of the traffic counts through the Project build-out year of 2019. *Figure 8* provides the Future Pre-Project traffic volumes at the study intersections. The Near Term with Project traffic volumes at the study intersections are provided on *Figure 9*.

Impact Criteria and Levels of Service Calculations

The one signalized study intersection was evaluated using the Intersection Capacity Utilization (ICU) method of analysis based on the City of Agoura Hills Traffic Impact Analysis guidelines. The ICU method was used to determine Volume-to-Capacity (v/c) ratios and corresponding Levels of Service (LOS) at the signalized study intersection. The two stop-controlled study intersections were evaluated using the Highway Capacity Manual (HCM) method of analysis based on the City of Agoura Hills Traffic Impact Analysis guidelines to determine the Delay (in seconds) and corresponding Levels of Service. A description of the ICU and HCM methods and corresponding Levels of Service are provided in *Appendix B* and *C*, respectively.

The relative impact of the added project traffic volumes to be generated by the Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the Project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in the City of Agoura Hills *Traffic Impact Analysis Guidelines*, July 2011. According to the City’s published traffic study guidelines, the impact is considered significant at a signalized intersection if the project-related increase in the v/c ratio equals or exceeds the thresholds presented in the following table.

CITY OF AGOURA HILLS SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA		
Pre-Project v/c	Level of Service	Project Related Increase in v/c
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

For the stop-controlled intersections, a Project is considered to result in a significant impact if the Project-related volumes degrade the Level of Service (LOS) to an unacceptable level of LOS D or worse, or increases delay at an intersection operating at an unacceptable level by five seconds or more.

Traffic Impact Analysis

The traffic impact analysis prepared for the study intersections using the ICU and HCM methodologies and application of the City of Agoura Hills significant traffic impact criteria are summarized for the Project in *Table 2*. The ICU and HCM data worksheets for the analyzed intersections are contained in *Appendix B* and *C*, respectively.

As indicated in column [1] of *Table 2* for Existing conditions, all of the three study intersections are presently operating at LOS D or better during the weekday peak hours under existing conditions. As previously noted, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figure 4*.

For the Existing with Project condition, following construction and occupancy of the Project, the forecast changes in v/c ratios and delay at the three study intersections due to Project-related traffic are calculated to be below the City's significance thresholds as shown in column [2] of *Table 2*. Therefore, the traffic impacts of the Project in the Existing with Project condition will be less than significant for the three study intersections. As previously noted, the Existing with Project traffic volumes are provided on *Figure 6*.

For the Near-Term Pre-Project conditions, as presented in column [3] of *Table 2*, all of the three study intersections are forecast to operate at LOS D or better during the peak hours. As previously noted, the Near-Term Pre-Project traffic volumes are provided on *Figure 8*.

As shown in column [4] of *Table 2*, the traffic impacts in the Near-Term with Project condition will be less than significant for the three study intersections with application of the City's thresholds. As previously noted, the Near-Term with Project traffic volumes are provided on *Figure 9*.

Vehicle Queuing Analysis

A vehicle queuing analysis was prepared to evaluate expected operations at the three study intersections. To prepare the analysis, manual vehicle traffic counts were conducted at the study intersections. The summary data worksheets of the manual traffic counts at the study intersections are provided in *Appendix A*. Traffic volumes utilizing the study intersections were derived based on the vehicular trip distribution for the AM and PM peak hours presented on *Figures 5* and *6*, respectively. The HCM data worksheets for the analyzed intersections are contained in *Appendix C*.

Vehicle queuing at the study intersections were evaluated for the Existing, Existing with Project, Near-Term Pre-Project, and Near-Term with Project conditions to identify the expected operations related to the driveways for the Project, as well as the left-turn pockets at the signalized Kanan Road / Thousand Oaks Boulevard intersection. As the driveways are stop-sign controlled (i.e., stop signs facing exiting project traffic), the analysis was prepared using the unsignalized intersection methodology provided in the *Highway Capacity Manual (HCM)* published by the Transportation Research Board. Similarly, the analysis for the Kanan Road / Thousand Oaks Boulevard signalized intersection was prepared using the methodology provided in the HCM. The HCM methodology allows the analysis of turning movements at the three study intersections, with the following specific outputs:

- Control delay (measured in vehicles/seconds): Control delay is the estimated time that the average motorist will require to wait prior to completing a specific turning movement at an intersection during the analyzed peak hour.
- Level of Service (LOS): A qualitative description of operations at an intersection, ranging from LOS A to F. LOS is defined based on calculated amount of motorist delay.
- 95th Percentile Vehicle Queue: The calculated length of vehicle queues waiting to complete a specific turning movement at an intersection during the analyzed peak hour. The 95th percent confidence level indicates that the queue will be at or below this length 95% of the time during the analyzed peak hour.

Control delay, Level of Service, and 95th Percentile Vehicle Queue calculations have been prepared for the three study intersections under Existing and Near-Term conditions, with and without Project traffic during the AM and PM peak hours. *Table 3* provides a summary of the HCM analysis for each scenario prepared for the three study intersections during the AM and PM peak hours.

As indicated in *Table 3*, vehicle ingress and egress from both Kanan Road site driveways is presently operating at acceptable Levels of Service (i.e., LOS D or better) under Existing conditions. Additionally, the left-turn traffic movement at all approaches of the Kanan Road / Thousand Oaks Boulevard intersection are operating at LOS D. The vehicle ingress and egress from both Kanan Road site driveways, and the left-turn traffic movements at all approaches of the Kanan Road / Thousand Oaks Boulevard intersection would continue to operate at LOS D or better under Existing with Project and Near-Term with Project conditions. Additionally, the 95th percentile queuing would not exceed one vehicle for all movements at the site driveways, indicating no impacts related to queuing for vehicles entering and exiting the Twin Oaks Shopping Center. Similarly, Project-related vehicles trips would only nominally affect the 95th percentile queuing on the left-turn approaches in all directions at the Kanan Road / Thousand Oaks Boulevard, indicating no impacts related to queuing for vehicles making left-turn movements at the intersection.

Assessment of Drive-Through Lane Capacity

The Project proposes a drive-through lane accommodating up to nine (9) queued vehicles, with a capacity to accommodate an additional five (5) vehicles (assuming a length of 20 feet per queued vehicle) within the Starbucks Coffee parking area during peak periods. Thus, up to 14 vehicles can be accommodated within the Starbucks Coffee drive-through lane and parking area without adversely affecting vehicle circulation within the Twin Oaks Shopping Center.

To assess the adequacy of the proposed vehicle queuing related to the drive-through operation of the Project, LLG conducted counts related to vehicles queues in the drive-through lane at an existing Starbucks Coffee. The Starbucks Coffee selected for analysis is located at 688 Lindero Canyon Road in the Oak Park area of unincorporated Ventura County, CA. This existing Starbucks Coffee has a drive-through lane similar to the proposed Starbucks Coffee at the Twin Oaks Shopping Center.

Utilization of the drive-through lane at the Starbucks Coffee in Oak Park was observed from 7:00 a.m. to 9:00 a.m. on a recent weekday (Thursday, February 22, 2018) and from 7:00 a.m. to 11:00 a.m. on a recent weekend day (Saturday, May 5, 2018). *Table 4* attached provides a summary of the highest vehicle queues as observed over 5-minute periods during the weekday observation period. *Table 5* attached provides a summary of the highest vehicle queues as observed over 5-minute periods during the weekend day observation period.

As shown in *Table 4*, the highest queue of vehicles observed at the Starbucks Coffee in Oak Park on Thursday, February 22, 2018 was 14 vehicles, which occurred during the 8:50-8:55 a.m. period. As shown in *Table 5*, the highest queue of vehicles observed on Saturday, May 5, 2018 was 12 vehicles, which occurred during the 8:30-8:35 a.m. period. At other times during both the weekday and weekend day observation periods, the queues in the drive-through lane varied considerably (i.e., between 1 and 14 vehicles), indicating there are variations in demand (i.e., as opposed to a constant line of vehicles at a drive-through window). This indicates that the Starbucks Coffee operation is effective in handling surges in demand using the drive-through lane.

Tables 4 and *5* also provide the average vehicle queues and 95th percentile vehicle queues related to the observations at the existing Starbucks Coffee drive-through site in Oak Park. Traffic engineers typically utilize 95th percentile lengths queue for purposes of planning the length of left-turn and right-turn lanes at intersections. As shown in *Table 4*, the average queue during the weekday observation was seven (7) vehicles and the 95th percentile queue is calculated at 12 vehicles. As shown in *Table 5*, the average and 95th percentile queues during the Saturday observation was five (5) vehicles and eight (8) vehicles, respectively.

As previously noted, the Starbucks Coffee at the Twin Oaks Shopping Center proposes a drive-through lane accommodating up to nine (9) queued vehicles, with up to 14 vehicles accommodated within the Starbucks Coffee parking area. Based on the observations conducted at the existing Starbucks Coffee in Oak Park, the following conclusions can be made regarding the adequacy of the proposed drive-through operation at the Project:

- During weekday mornings – which generally represent the highest level of patronage at coffee shops – the drive-through lane at the Project will adequately accommodate typical vehicle queues.
- Occasionally, vehicle queues related to the drive-through operation may extend into the adjacent parking area for Starbucks Coffee. A total of 14 vehicles can be accommodated within the Project area, and can adequately accommodate the highest queues expected to be generated by the drive-through operation.
- Vehicle queues related to the Project are not expected to disrupt vehicle traffic flow within the Twin Oaks Shopping Center. Further, under no circumstance would vehicle queues extend onto Kanan Road.

- During weekends and other non-peak periods, vehicle queues related to the drive-through operation at the Project are expected to be accommodated within the drive-through lane at all times.

The Project includes site design features to alleviate the potential adverse effects of vehicles temporarily queued within the Starbucks parking area. These features include:

- As noted on *Figure 3*, the three parking spaces closest to the entry to the drive-through lane will be designated as compact parking spaces. Further, these parking spaces will be assigned for use by Starbucks employees, thereby limiting the turnover of these parking spaces during the day.
- The parking drive aisle for vehicles approaching the entry to the drive-through lane will be sufficient in width for another vehicle to safely pass a vehicle temporarily waiting to enter the drive-through lane, thereby alleviating potential congestion.

Implementation of these site design features further reduces the potential adverse effects associated with vehicles that may momentarily queue within the Starbucks parking aisle while waiting to enter the drive-through lane.

Summary

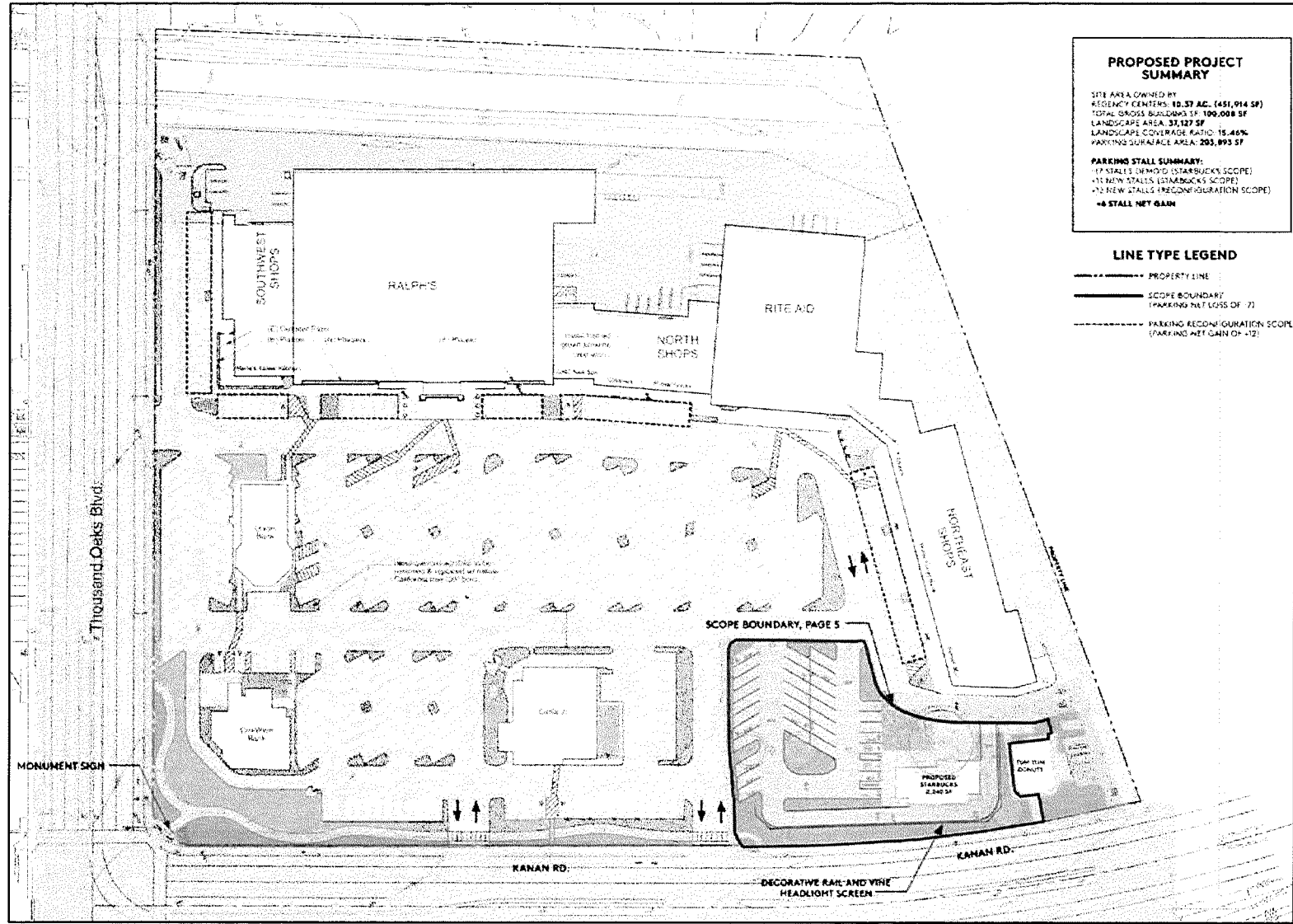
In summary, the Project featuring a new Starbucks Coffee with a drive-through lane at the Twin Oaks Shopping Center is not expected to adversely affect traffic operations on Kanan Road, including the center's existing driveways and parking area. Specifically:

- The Project is forecast to generate 40 net new AM peak hour trips and 40 net new PM peak hour trips during a typical weekday.
- Based on application of the City's thresholds of significance, the Project is forecast to result in incremental, but not significant traffic impacts at the three study intersections during the weekday AM and PM peak hours. Therefore, no traffic mitigation measures are required.

- Based on the vehicle queuing analysis, the ingress and egress from both Project driveways, as well as the left-turn movements at all approaches at the Kanan Road / Thousand Oaks Boulevard signalized intersection would continue to operate at good Levels of Service (i.e., LOS D or better). Additionally, the 95th percentile queuing would also be at most one vehicle for all movements at the Project driveways. The Project-related trips would only nominally affect vehicle queues in the left-turn pockets at the Kanan Road/Thousand Oaks Boulevard intersection.
- Based on the vehicle queuing study conducted by LLG at an existing Starbucks Coffee with a drive-through lane operation, the vehicle queuing capacity provided at the Project is expected to be adequate to accommodate the peak activity at the site.
- The location of the Project building pad is setback sufficiently from Kanan Road such that it will have no adverse traffic effects to the local street system; and
- The drive-through lane would not impact motorists overall operations at Twin Oaks Shopping Center.
- The Project includes site design features, such as wide drive aisles and designated employee parking near the entry to the drive-through lane to alleviate potential adverse effects associated with vehicles temporarily queued within the Starbucks parking area.

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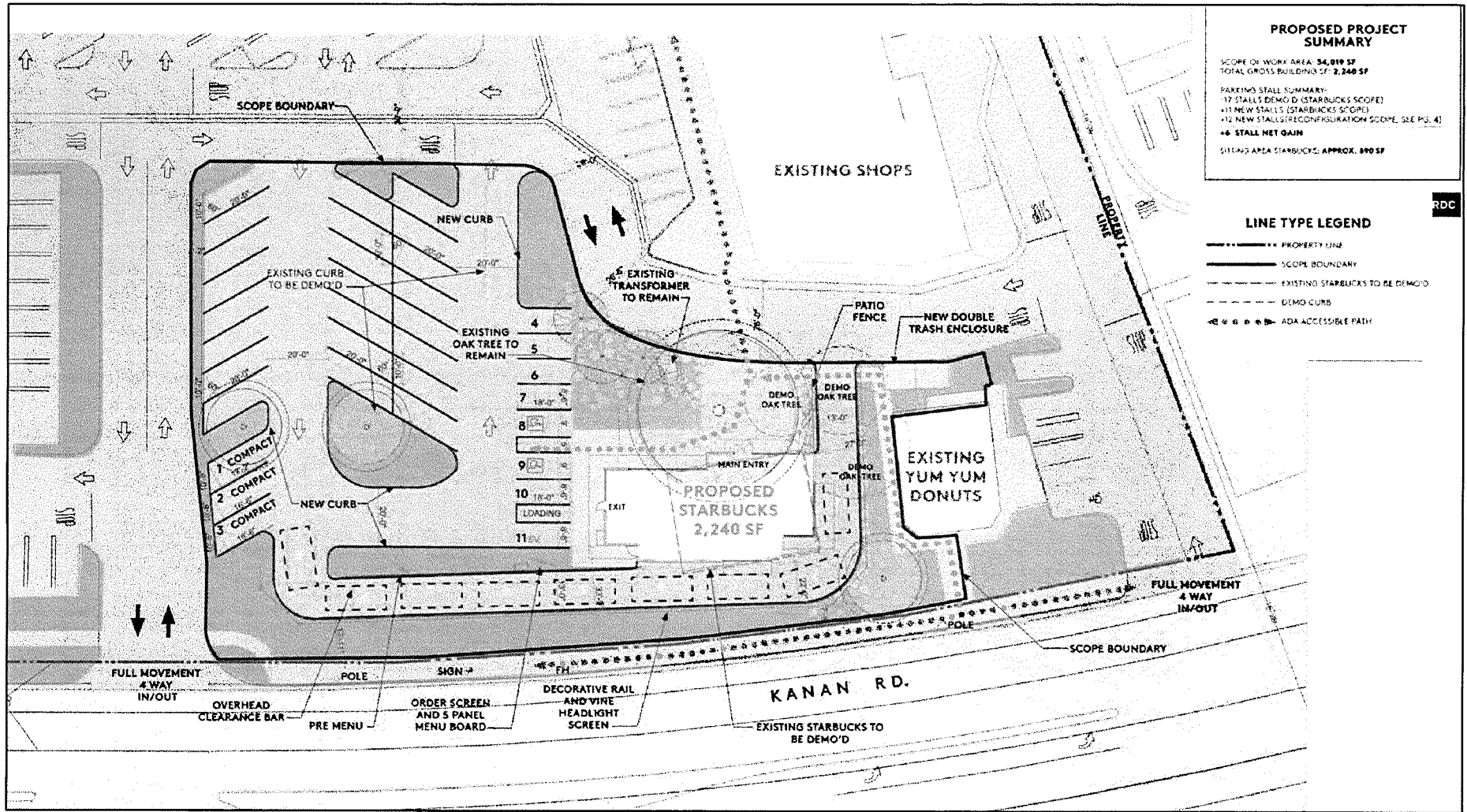


NOT TO SCALE

MAP SOURCE: RETAIL DESIGN COLLABORATIVE

FIGURE 1 SHOPPING CENTER SITE PLAN

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PROPOSED PROJECT SUMMARY

SCOPE OF WORK AREA: 34,919 SF
 TOTAL GROSS BUILDING SF: 2,240 SF

PARKING STALL SUMMARY:
 17 STALLS DEMO'D (STARBUCKS SCOPE)
 11 NEW STALLS (STARBUCKS SCOPE)
 12 NEW STALLS (RECONFIGURATION SCOPE, SEE PG. 41)
 46 STALL NET GAIN

SITING AREA STARBUCKS: APPROX. 890 SF

LINE TYPE LEGEND

- PROPERTY LINE
- SCOPE BOUNDARY
- - - EXISTING STARBUCKS TO BE DEMO'D
- - - DEMO CURB
- - - ADA ACCESSIBLE PATH

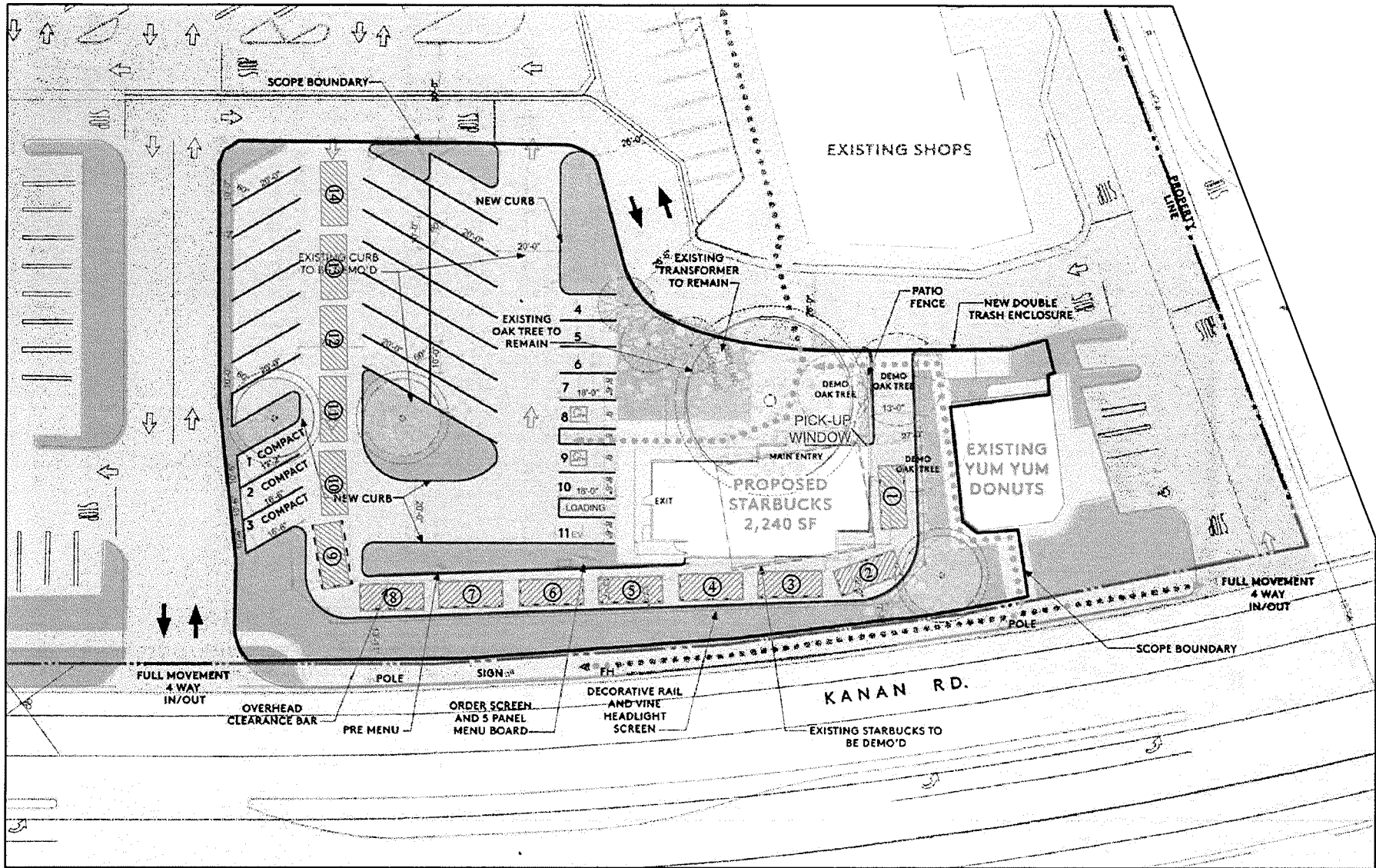
RDC


 NOT TO SCALE

MAP SOURCE: RETAIL DESIGN COLLABORATIVE

FIGURE 2 PROJECT SITE PLAN

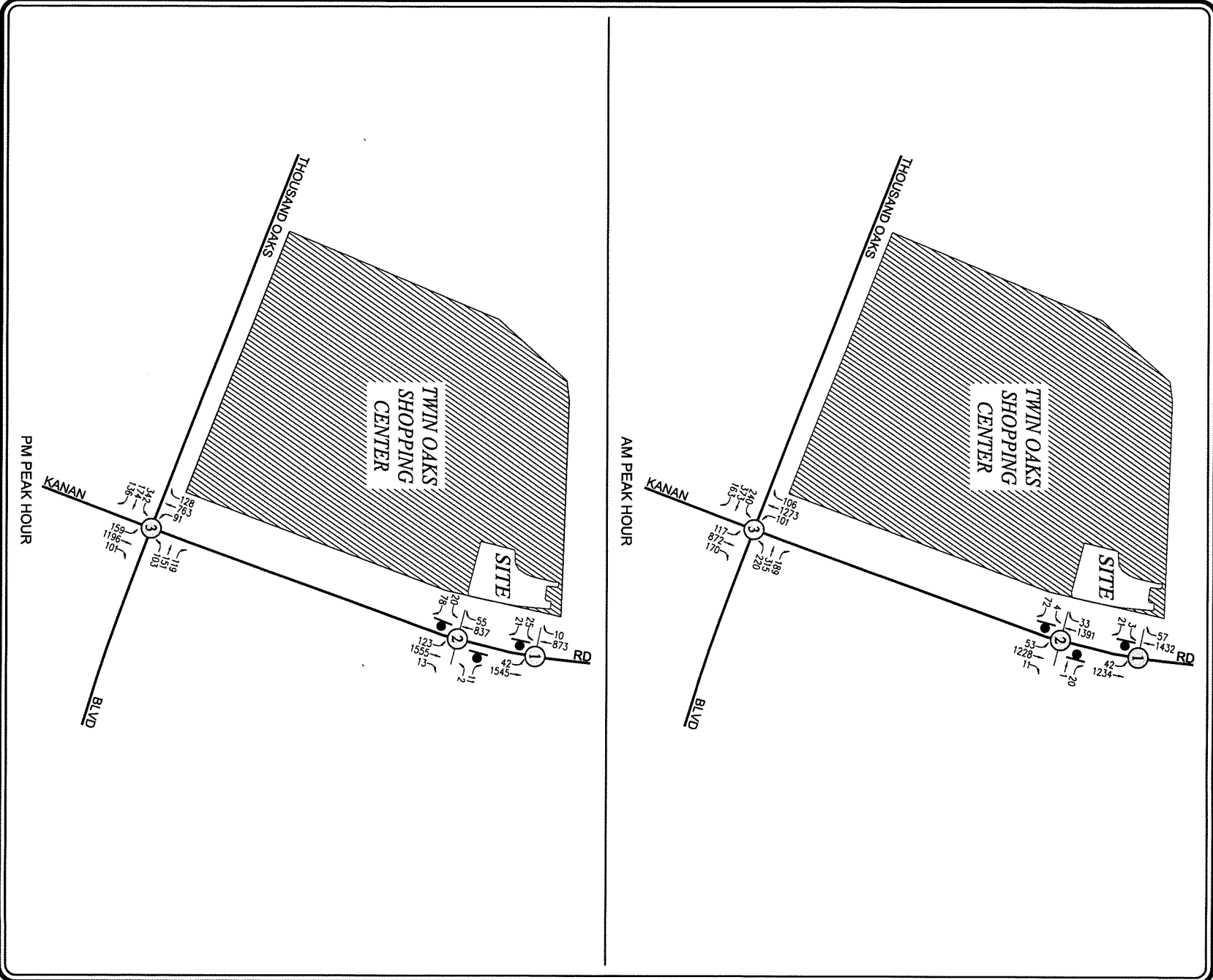
o:\0392\dwg\13.dwg 06/05/2018 09:59:57 jshender lig bw standard-color.ctb



NOT TO SCALE

MAP SOURCE: RETAIL DESIGN COLLABORATIVE
NOTE: VEHICLE LENGTH ASSUMED TO BE 20 FEET

FIGURE 3 CIRCULATION PLAN



⊗ STUDY INTERSECTION
● STOP SIGN

NOT TO SCALE

FIGURE 4
EXISTING TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

TWIN OAKS SHOPPING CENTER - STARBUCKS

**Table 1
PROJECT TRIP GENERATION [1]**

13-Jun-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i> Coffee Shop with Drive-Through Window [3]	2,240 GSF	1,838	101	98	199	49	48	97
<i>Existing Site</i> Coffee Shop without Drive-Through Window [3], [4]	(1,569) GSF	(1,287)	(81)	(78)	(159)	(29)	(28)	(57)
NET INCREASE DRIVEWAY TRIPS		551	20	20	40	20	20	40

[1] Source: ITE "Trip Generation", 10th Edition, 2017.

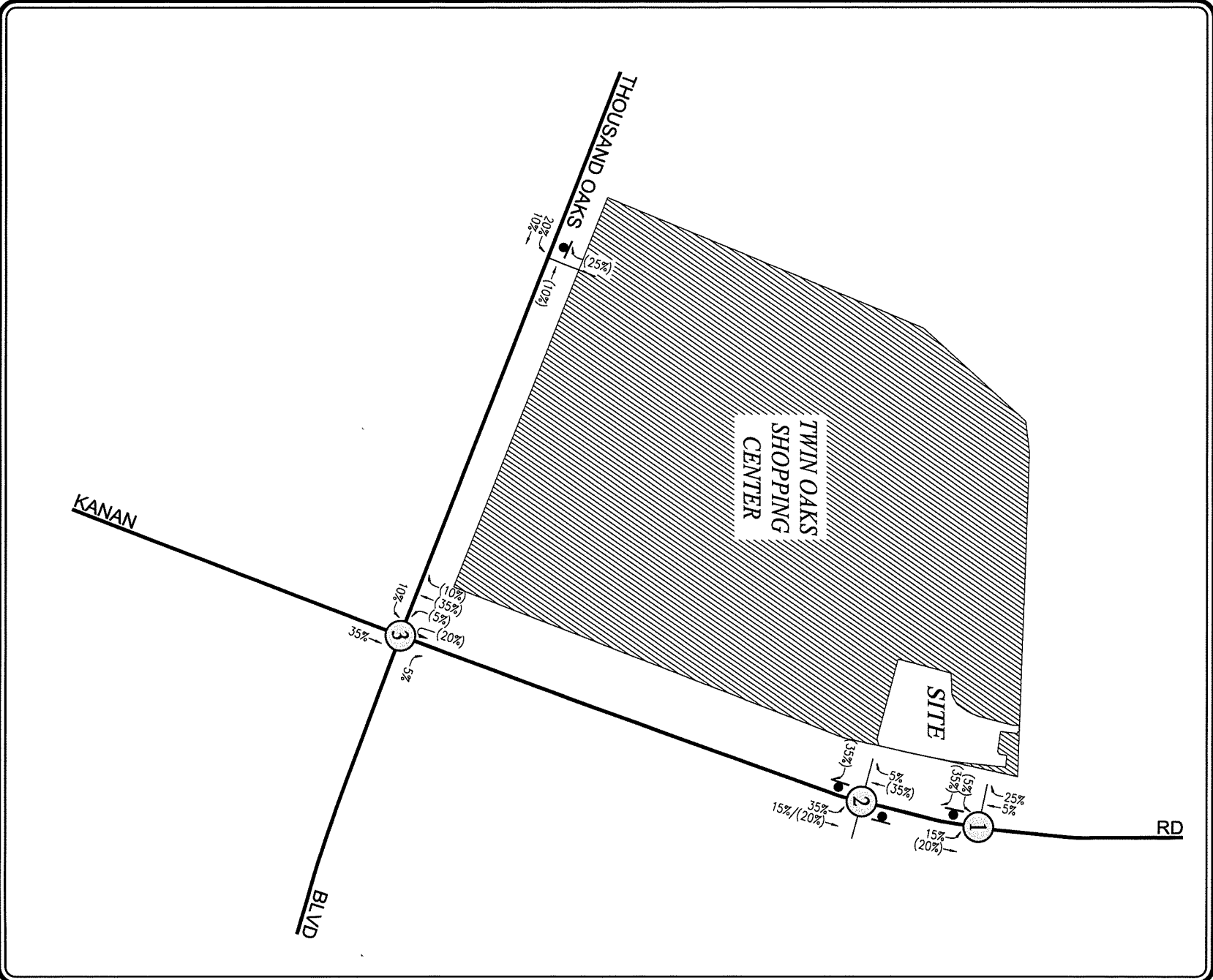
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 937 (Coffee/Donut Shop with Drive-Through Window) trip generation average rates.

- Daily Trip Rate: 820.38 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 88.99 trips/1,000 SF of floor area; 51% inbound/49% outbound
- PM Peak Hour Trip Rate: 43.38 trips/1,000 SF of floor area; 50% inbound/50% outbound

[4] ITE Land Use Code 936 (Coffee/Donut Shop without Drive-Through Window) trip generation average rates.

- Daily Trip Rate: Unavailable. ITE Land Use Code 937 (Coffee/Donut Shop with Drive-Through Window) Daily Trip Rate is assumed.
- Daily Trip Rate: 820.38 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 101.14 trips/1,000 SF of floor area; 51% inbound/49% outbound
- PM Peak Hour Trip Rate: 36.31 trips/1,000 SF of floor area; 50% inbound/50% outbound



⊗ STUDY INTERSECTION
 ● STOP SIGN
 # = INBOUND PERCENTAGES
 (##) = OUTBOUND PERCENTAGES

NOT TO SCALE

FIGURE 5

PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

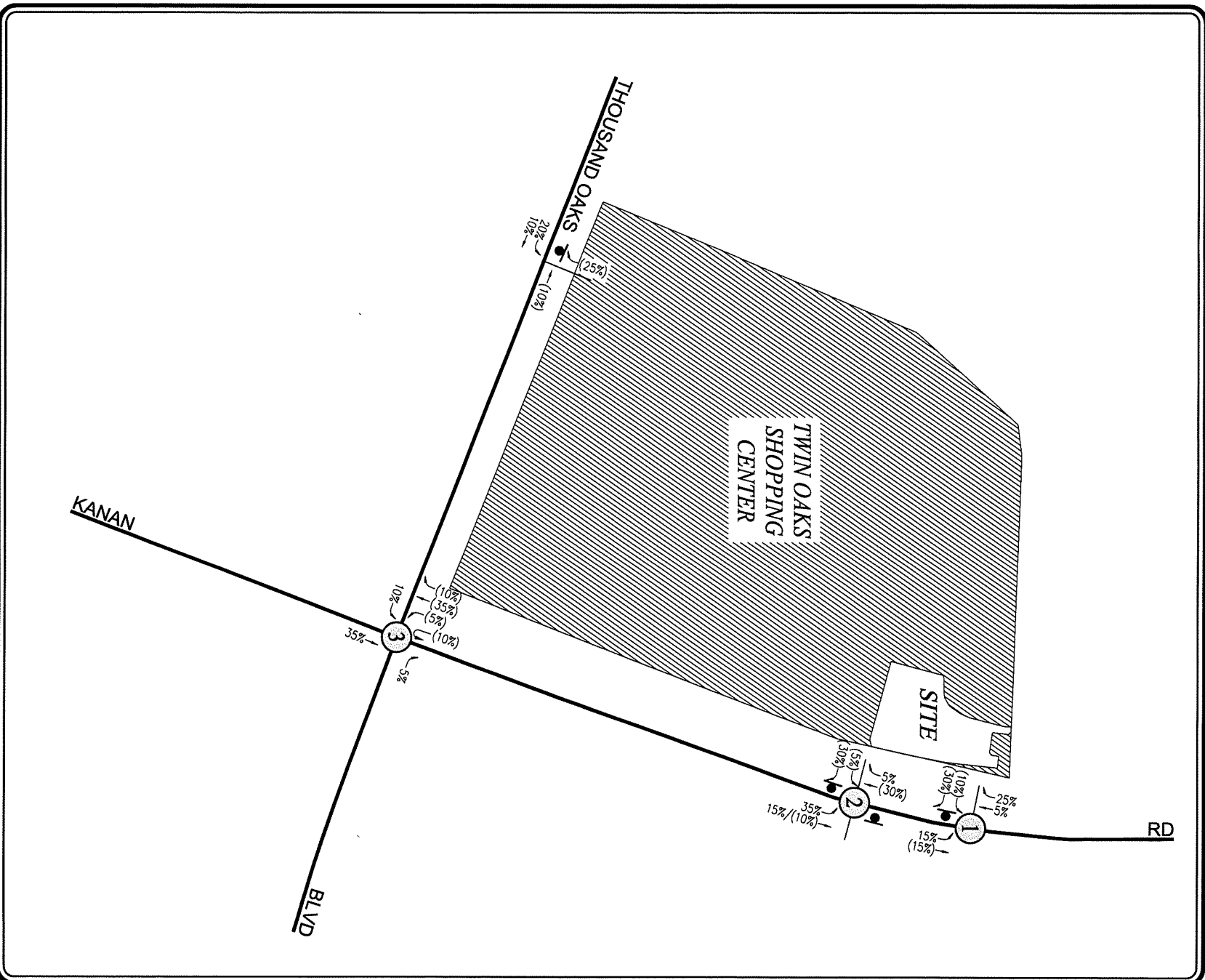
WEEKDAY AM PEAK HOUR
 TWIN OAKS SHOPPING CENTER - STARBUCKS

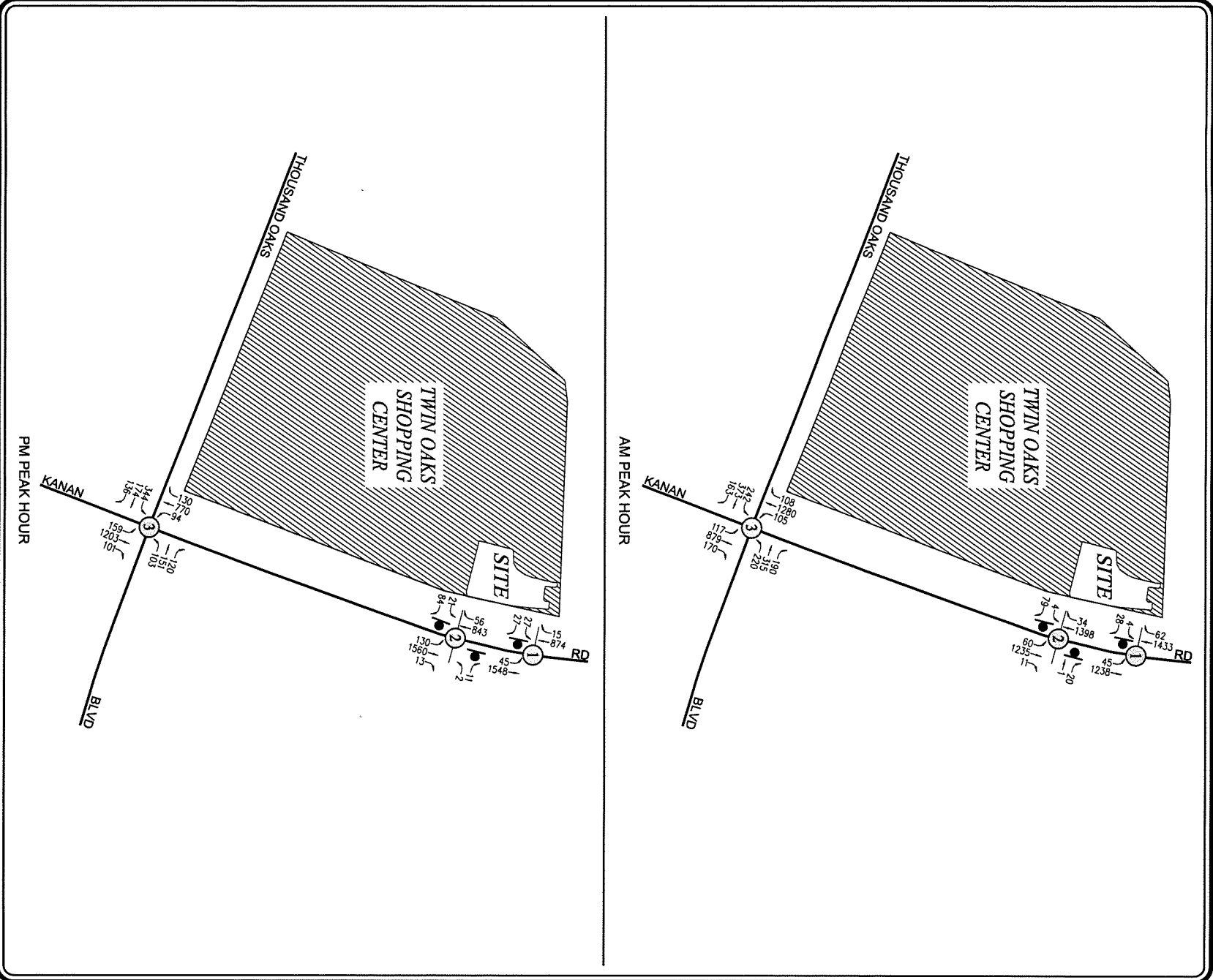


- ⊗ STUDY INTERSECTION
- STOP SIGN
- ## = INBOUND PERCENTAGES
- (##) = OUTBOUND PERCENTAGES

FIGURE 6
PROJECT TRIP DISTRIBUTION
 WEEKDAY PM PEAK HOUR
 TWIN OAKS SHOPPING CENTER - STARBUCKS

LINSCOTT, LAW & GREENSPAN, engineers





NOT TO SCALE



STUDY INTERSECTION
STOP SIGN

FIGURE 7
EXISTING WITH PROJECT
TRAFFIC VOLUMES

TWIN OAKS SHOPPING CENTER - STARBUCKS

LINSCOTT, LAW & GREENSPAN, engineers

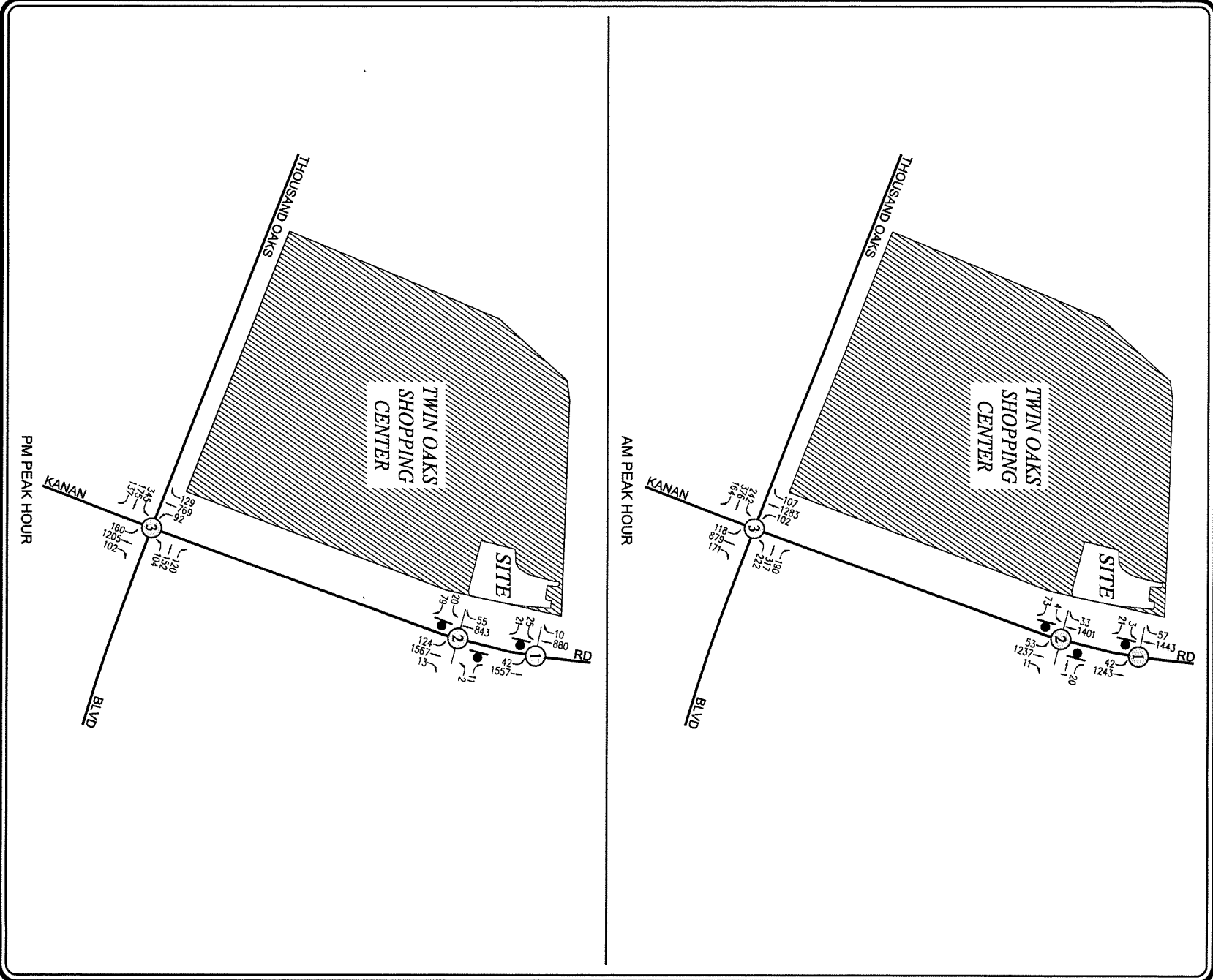
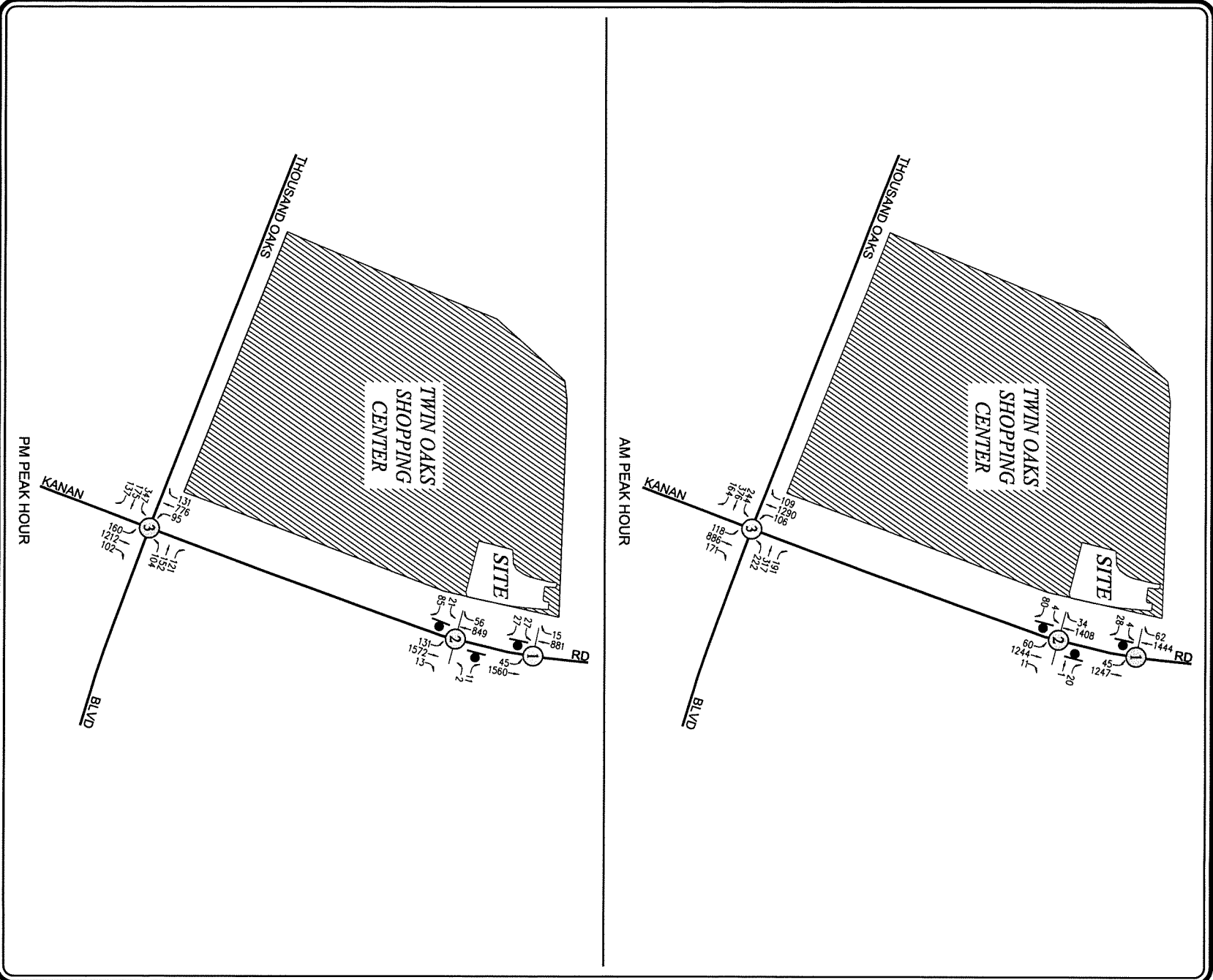


FIGURE 8
NEAR-TERM BASELINE
TRAFFIC VOLUMES
 TWIN OAKS SHOPPING CENTER - STARBUCKS

NOT TO SCALE

LINSOTT, LAW & GREENSPAN, engineers



⊗ STUDY INTERSECTION
● STOP SIGN

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9
NEAR-TERM WITH PROJECT
TRAFFIC VOLUMES
TWIN OAKS SHOPPING CENTER - STARBUCKS

**Table 2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS**

29-Aug-18

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING		[2] YEAR 2018 W/ PROPOSED PROJECT				[3] YEAR 2020 NEAR-TERM BASELINE		[4] YEAR 2020 W/ PROPOSED PROJECT			
			V/C	LOS	V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	V/C	LOS	V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
1	Kanan Road / Twin Oaks North Driveway [B]	AM	17.1	C	17.5	C	0.4	NO	17.3	C	17.7	C	0.4	NO
		PM	15.4	C	15.4	C	0.0	NO	15.5	C	15.5	C	0.0	NO
2	Kanan Road / Twin Oaks South Driveway [B]	AM	24.6	C	25.4	C	0.8	NO	25.0	D	25.9	D	0.9	NO
		PM	23.1	C	23.5	C	0.4	NO	23.4	C	23.8	C	0.4	NO
3	Kanan Road / Thousand Oaks Boulevard	AM	0.825	D	0.827	D	0.002	NO	0.830	D	0.833	D	0.003	NO
		PM	0.724	C	0.729	C	0.005	NO	0.728	C	0.734	C	0.006	NO

[A] According to the City of Agoura Hills "Traffic Impact Analysis Guidelines," July 2011, a transportation impact at a signalized intersection shall be deemed significant in accordance with the following table:

<u>Pre-Project V/C</u>	<u>LOS</u>	<u>Project Related Increase in V/C</u>	<u>LOS</u>	<u>Project Related Increase in V/C</u>
> 0.71 - 0.80	C	equal to or greater than 0.04	C	equal to or greater than 0.04
> 0.81 - 0.90	D	equal to or greater than 0.02	D	equal to or greater than 0.02
> 0.91	E,F	equal to or greater than 0.01	E,F	equal to or greater than 0.01

[B] Two-Way Stop-Controlled Intersection. Reported values represent the delays, in seconds, associated with the most constrained approach of the intersection.
According to the City of Agoura Hills "Traffic Impact Analysis Guidelines," July 2011, a transportation impact on an unsignalized intersection shall be deemed significant if the project-added volumes degrade the Level of Service (LOS) to LOS D or worse, or increases delay at an intersection operating at an unacceptable level by five seconds or more.

**Table 3
HCM DRIVEWAY ANALYSIS [A]
WEEKDAY AM AND PM PEAK HOURS
PROPOSED PROJECT DRIVEWAYS**

22-Jan-19

NO.	INTERSECTION	PEAK HOUR	TRAFFIC MOVEMENT	EXISTING			EXISTING + PROJECT			NEAR-TERM			NEAR TERM + PROJECT		
				DELAY [B]	LOS [C]	QUEUE [D]	DELAY [B]	LOS [C]	QUEUE [D]	DELAY [B]	LOS [C]	QUEUE [D]	DELAY [B]	LOS [C]	QUEUE [D]
1	Kanan Road / Twin Oaks North Driveway	AM	NB Left (Inbound)	17.4	C	0.4	17.5	C	0.5	17.6	C	0.4	17.6	C	0.5
			EB Left/Right (Outbound)	17.1	C	0.2	17.5	C	0.3	17.3	C	0.2	17.7	C	0.3
		PM	NB Left (Inbound)	10.8	B	0.2	10.8	B	0.2	10.8	B	0.2	10.9	B	0.2
			EB Left/Right (Outbound)	15.4	C	0.4	15.4	C	0.5	15.5	C	0.4	15.5	C	0.5
2	Kanan Road / Twin Oaks South Driveway	AM	NB Left (Inbound)	13.3	B	0.4	13.6	B	0.4	13.4	B	0.4	13.6	B	0.4
			EB Left/Right (Outbound)	18.1	C	0.8	18.4	C	0.9	18.3	C	0.8	18.6	C	0.9
		PM	NB Left (Inbound)	10.6	B	0.6	10.7	B	0.6	10.7	B	0.6	10.8	B	0.6
			EB Left/Right (Outbound)	16.4	C	0.9	16.8	C	1.0	16.5	C	0.9	17.0	C	1.0
3	Kanan Road / Thousand Oaks Boulevard	AM	NB Left	43.9	D	4.7	44.0	D	4.7	44.0	D	4.7	44.0	D	4.7
			SB Left	41.7	D	3.9	42.4	D	4.1	41.8	D	3.9	42.6	D	4.2
			EB Left	40.8	D	4.6	40.8	D	4.6	40.8	D	4.6	40.7	D	4.6
			WB Left	40.6	D	8.3	40.6	D	8.3	40.6	D	8.4	40.6	D	8.4
		PM	NB Left	42.3	D	6.2	42.5	D	6.3	42.4	D	6.3	42.4	D	6.3
			SB Left	42.8	D	3.6	42.7	D	3.7	42.7	D	3.6	42.7	D	3.7
			EB Left	39.3	D	6.4	39.4	D	6.5	39.4	D	6.5	39.3	D	6.5
			WB Left	44.9	D	4.2	44.8	D	4.2	44.8	D	4.2	44.8	D	4.2

[A] Intersection analysis based on the Highway Capacity Manual operational analysis methodologies

[B] Control delay reported in seconds per vehicle

[C] Signalized Intersection Levels of Service were based on the following criteria

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

Unsignalized Intersection Levels of Service were based on the following criteria

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[D] 95th percentile vehicle queue expressed in number of vehicles

**TABLE 4
DRIVE-THRU LANE QUEUEING OBSERVATIONS
STARBUCKS COFFEE -- OAK PARK, CA
THURSDAY, FEBRUARY 22, 2018**

Time Period	Maximum Queue In Drive-Thru Lane
7:00 – 7:05 AM	2
7:05 – 7:10 AM	2
7:10 – 7:15 AM	3
7:15 – 7:20 AM	3
7:20 – 7:25 AM	3
7:25 – 7:30 AM	4
7:30 – 7:35 AM	4
7:35 – 7:40 AM	3
7:40 – 7:45 AM	4
7:45 – 7:50 AM	5
7:50 – 7:55 AM	6
7:55 – 8:00 AM	10
8:00 – 8:05 AM	9
8:05 – 8:10 AM	11
8:10 – 8:15 AM	11
8:15 – 8:20 AM	7
8:20 – 8:25 AM	10
8:25 – 8:30 AM	10
8:30 – 8:35 AM	11
8:35 – 8:40 AM	11
8:40 – 8:45 AM	11
8:45 – 8:50 AM	12 ✓
8:50 – 8:55 AM	14 ✓
8:55 – 9:00 AM	12
Observed Average Queue	7
Observed 95th Percentile Queue	12

TABLE 5
DRIVE-THRU LANE QUEUEING OBSERVATIONS
STARBUCKS COFFEE -- OAK PARK, CA
SATURDAY, MAY 5, 2018

Time Period	Maximum Queue In Drive-Thru Lane
7:00 – 7:05 AM	1
7:05 – 7:10 AM	5
7:10 – 7:15 AM	3
7:15 – 7:20 AM	1
7:20 – 7:25 AM	3
7:25 – 7:30 AM	6
7:30 – 7:35 AM	6
7:35 – 7:40 AM	1
7:40 – 7:45 AM	4
7:45 – 7:50 AM	4
7:50 – 7:55 AM	4
7:55 – 8:00 AM	3
8:00 – 8:05 AM	3
8:05 – 8:10 AM	6
8:10 – 8:15 AM	7
8:15 – 8:20 AM	4
8:20 – 8:25 AM	5
8:25 – 8:30 AM	5
8:30 – 8:35 AM	12
8:35 – 8:40 AM	11
8:40 – 8:45 AM	8
8:45 – 8:50 AM	5
8:50 – 8:55 AM	7
8:55 – 9:00 AM	7

TABLE 5 (Continued)
DRIVE-THRU LANE QUEUEING OBSERVATIONS
STARBUCKS COFFEE -- OAK PARK, CA
SATURDAY, MAY 5, 2018

Time Period	Maximum Queue In Drive-Thru Lane
9:00 – 9:05 AM	8
9:05 – 9:10 AM	7
9:10 – 9:15 AM	6
9:15 – 9:20 AM	6
9:20 – 9:25 AM	4
9:25 – 9:30 AM	7
9:30 – 9:35 AM	6
9:35 – 9:40 AM	7
9:40 – 9:45 AM	7
9:45 – 9:50 AM	7
9:50 – 9:55 AM	6
9:55 – 10:00 AM	3
10:00 – 10:05 AM	5
10:05 – 10:10 AM	5
10:10 – 10:15 AM	6
10:15 – 10:20 AM	4
10:20 – 10:25 AM	5
10:25 – 10:30 AM	5
10:30 – 10:35 AM	4
10:35 – 10:40 AM	5
10:40 – 10:45 AM	7
10:45 – 10:50 AM	6
10:50 – 10:55 AM	6
10:55 – 11:00 AM	6
Observed Average Queue	5
Observed 95th Percentile Queue	8

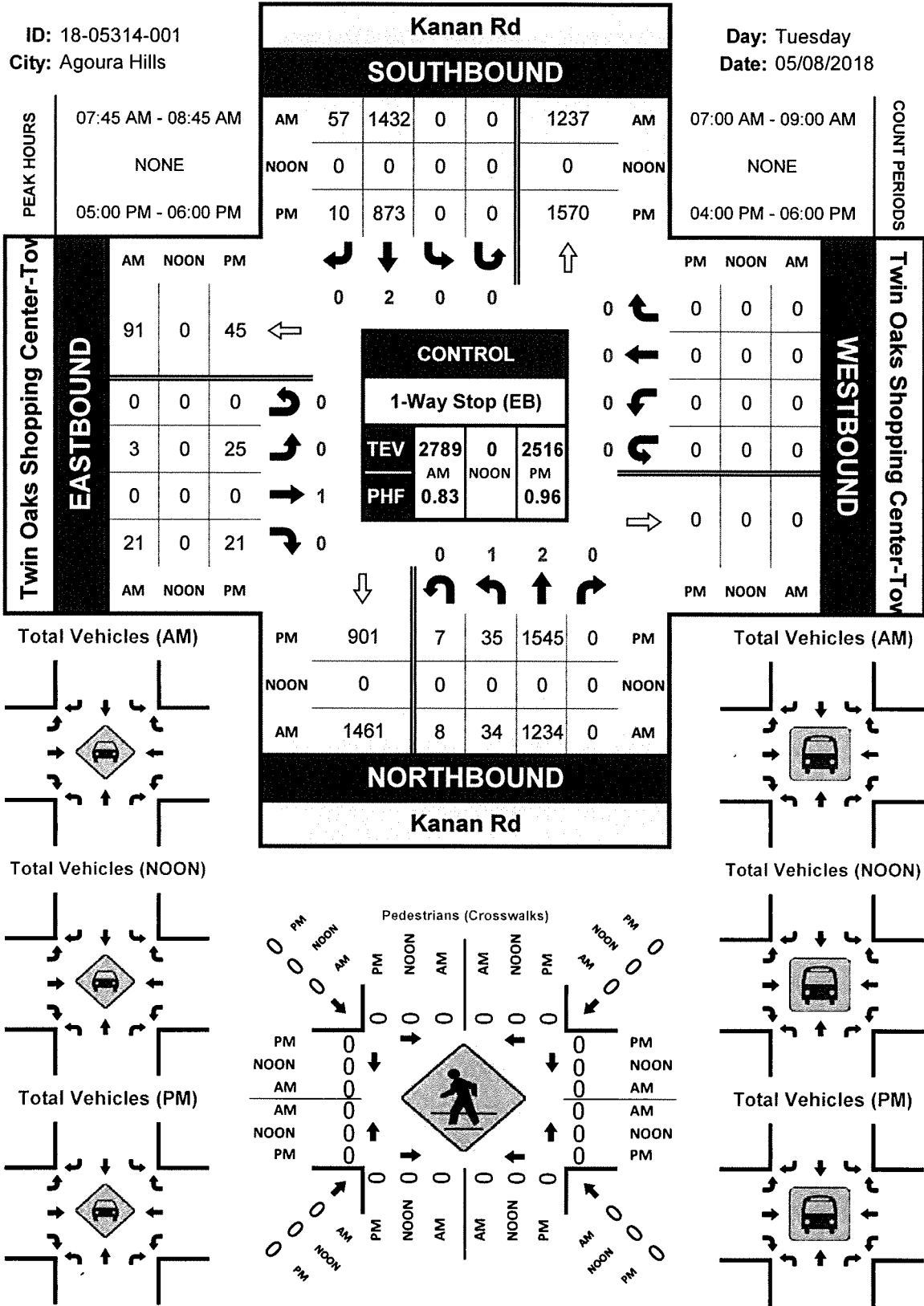
APPENDIX A
MANUAL TRAFFIC COUNT DATA

Kanan Rd & Twin Oaks Shopping Center-Town and Country Apartments North Dwy

Peak Hour Turning Movement Count

ID: 18-05314-001
City: Agoura Hills

Day: Tuesday
Date: 05/08/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Rd & Twin Oaks Shopping Center-Town and Country Apartments North Dwy
 City: Agoura Hills
 Control: 1-Way Stop (EB)

Project ID: 18-05314-001
 Date: 5/8/2018

Total

NS/EW Streets:	Kanan Rd				Kanan Rd				Twin Oaks Shopping Center-Town and Country Apartments North Dwy				Twin Oaks Shopping Center-Town and Country Apartments North Dwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	125	0	1	0	254	2	0	5	0	4	0	0	0	0	0	396
7:15 AM	5	109	0	1	0	291	6	0	2	0	2	0	0	0	0	0	417
7:30 AM	5	190	0	3	0	279	1	0	5	0	6	0	0	0	0	0	489
7:45 AM	17	374	0	1	0	415	25	0	1	0	6	0	0	0	0	0	839
8:00 AM	5	393	0	3	0	348	13	0	0	0	9	0	0	0	0	0	771
8:15 AM	3	232	0	2	0	346	10	0	0	0	2	0	0	0	0	0	596
8:30 AM	9	235	0	2	0	323	9	0	2	0	3	0	0	0	0	0	583
8:45 AM	11	130	0	3	0	305	10	0	1	0	3	0	0	0	0	0	463
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	60	1788	0	16	0	2561	76	0	16	0	37	0	0	0	0	0	4554
APPROACH %'s:	3.22%	95.92%	0.00%	0.86%	0.00%	97.12%	2.88%	0.00%	30.19%	0.00%	69.81%	0.00%	0	0	0	0	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL:	34	1234	0	8	0	1432	57	0	3	0	21	0	0	0	0	0	2789
PEAK HR FACTOR:	0.500	0.785	0.000	0.667	0.000	0.863	0.570	0.000	0.375	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.831
	0.796				0.846				0.667								
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	291	0	3	0	235	10	0	8	0	11	0	0	0	0	0	565
4:15 PM	19	297	0	0	0	292	1	0	4	0	2	0	0	0	0	0	506
4:30 PM	6	289	0	2	0	249	1	0	7	0	6	0	0	0	0	0	560
4:45 PM	19	313	0	1	0	217	4	0	7	0	4	0	0	0	0	0	556
5:00 PM	8	354	0	3	0	235	2	0	7	0	7	0	0	0	0	0	616
5:15 PM	8	371	0	1	0	228	1	0	4	0	2	0	0	0	0	0	615
5:30 PM	13	414	0	1	0	191	4	0	4	0	5	0	0	0	0	0	632
5:45 PM	6	406	0	2	0	219	3	0	10	0	7	0	0	0	0	0	653
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	68	2725	0	13	0	1776	26	0	51	0	44	0	0	0	0	0	4703
APPROACH %'s:	2.42%	97.11%	0.00%	0.46%	0.00%	98.56%	1.44%	0.00%	53.68%	0.00%	46.32%	0.00%	0	0	0	0	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	35	1545	0	7	0	873	10	0	25	0	21	0	0	0	0	0	2516
PEAK HR FACTOR:	0.673	0.933	0.000	0.583	0.000	0.929	0.625	0.000	0.625	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.963
	0.927				0.931				0.676								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Rd & Twin Oaks Shopping Center-Town and Country Apartments South Dwy
 City: Agoura Hills
 Control: 1-Way Stop (EB)

Project ID: 18-05314-002
 Date: 5/8/2018

Total

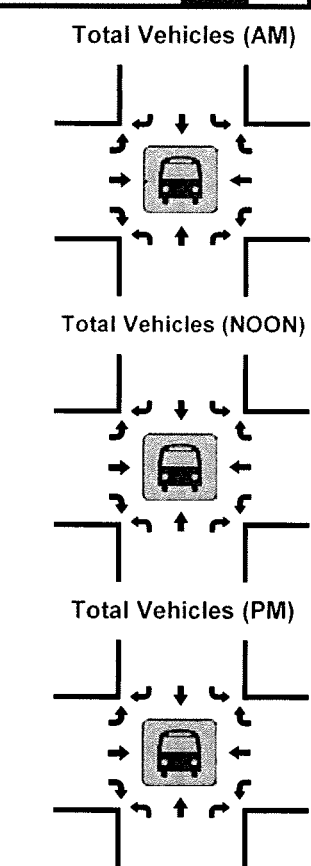
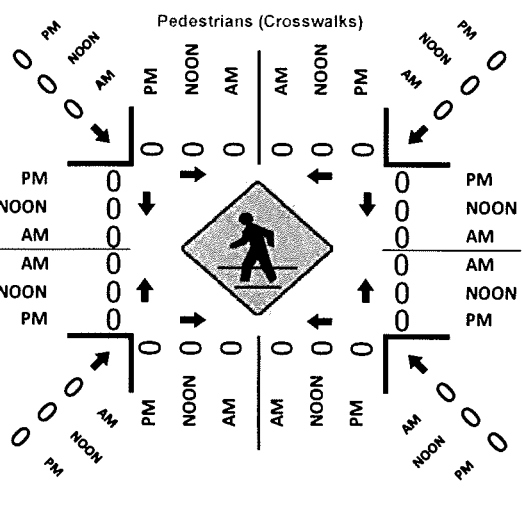
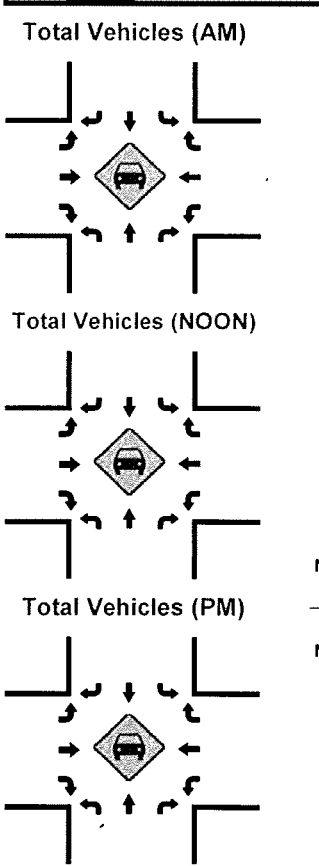
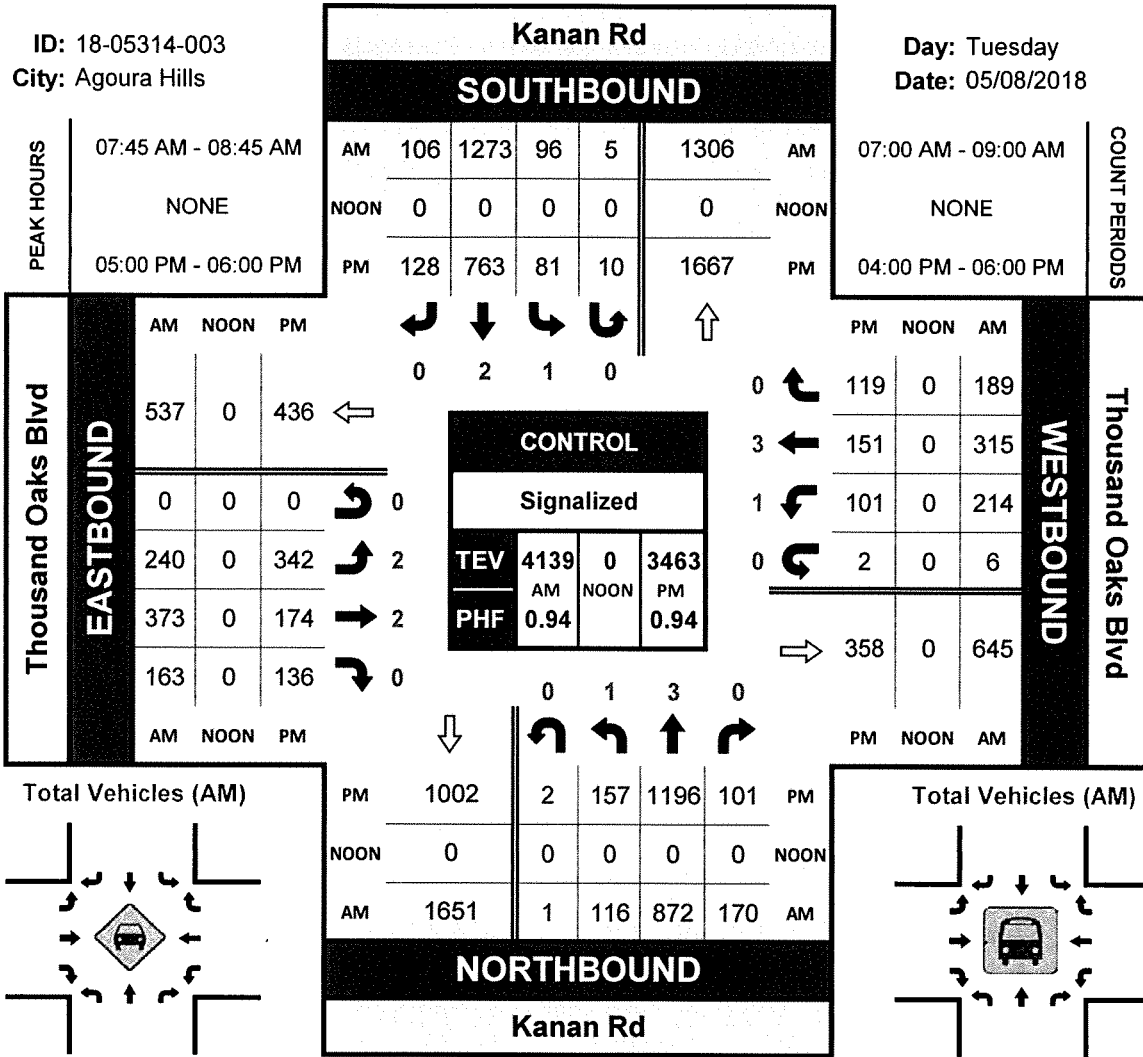
NS/EW Streets:	Kanan Rd				Kanan Rd				Twin Oaks Shopping Center-Town and Country Apartments South Dwy				Twin Oaks Shopping Center-Town and Country Apartments South Dwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	18	114	1	0	0	254	13	0	2	0	15	0	2	0	3	0	422
7:15 AM	20	119	0	0	0	286	15	0	3	0	19	0	0	0	2	0	464
7:30 AM	23	215	1	0	0	297	12	0	3	0	18	0	1	0	5	0	575
7:45 AM	15	405	3	0	0	385	8	0	1	0	11	0	0	0	13	0	841
8:00 AM	11	350	2	0	0	359	9	0	2	0	15	0	0	0	5	0	763
8:15 AM	10	237	4	0	0	317	3	0	0	0	15	0	0	1	1	0	588
8:30 AM	17	226	2	0	0	330	13	0	1	0	31	0	0	0	1	0	621
8:45 AM	24	144	3	1	0	293	17	0	1	0	20	0	2	0	3	0	508
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	138	1820	16	1	0	2521	90	0	13	0	144	0	5	1	33	0	4782
	6.99%	92.15%	0.81%	0.05%	0.00%	96.55%	3.45%	0.00%	8.28%	0.00%	91.72%	0.00%	12.82%	2.56%	84.62%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																
PEAK HR VOL :	53	1228	11	0	0	1391	33	0	4	0	72	0	0	1	20	0	TOTAL
PEAK HR FACTOR :	0.779	0.758	0.688	0.000	0.000	0.903	0.635	0.000	0.500	0.000	0.581	0.000	0.000	0.250	0.385	0.000	2813
	0.764				0.906				0.594				0.404				0.836
PM	1	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	24	302	3	0	0	227	21	0	6	0	16	0	0	0	1	0	600
4:15 PM	30	293	6	2	0	290	12	0	5	0	20	0	0	0	1	0	569
4:30 PM	33	277	3	0	0	231	25	0	8	0	20	0	0	0	3	0	600
4:45 PM	19	320	7	1	0	213	13	0	8	1	15	0	1	0	4	0	602
5:00 PM	32	357	5	1	0	241	10	0	5	0	18	0	0	0	5	0	674
5:15 PM	31	395	4	0	0	202	17	0	5	0	24	0	0	0	2	0	680
5:30 PM	30	403	2	0	0	189	16	0	3	0	15	0	1	0	0	0	659
5:45 PM	29	400	2	0	0	205	12	0	7	0	21	0	1	0	4	0	681
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	228	2747	32	4	0	1708	126	0	47	1	149	0	3	0	20	0	5065
	7.57%	91.23%	1.06%	0.13%	0.00%	93.13%	6.87%	0.00%	23.86%	0.51%	75.63%	0.00%	13.04%	0.00%	86.96%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	122	1555	13	1	0	837	55	0	20	0	78	0	2	0	11	0	TOTAL
PEAK HR FACTOR :	0.953	0.965	0.650	0.250	0.000	0.868	0.809	0.000	0.714	0.000	0.813	0.000	0.500	0.000	0.550	0.000	2694
	0.972				0.888				0.845				0.650				0.989

Kanan Rd & Thousand Oaks Blvd

Peak Hour Turning Movement Count

ID: 18-05314-003
City: Agoura Hills

Day: Tuesday
Date: 05/08/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Rd & Thousand Oaks Blvd
 City: Agoura Hills
 Control: Signalized

Project ID: 18-05314-003
 Date: 5/8/2018

Total

NS/EW Streets:	Kanan Rd				Kanan Rd				Thousand Oaks Blvd				Thousand Oaks Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	2 EL	2 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	16	117	8	0	5	235	15	1	16	11	23	0	21	16	9	0	
7:15 AM	17	111	16	0	9	273	24	0	19	15	28	0	21	13	8	1	
7:30 AM	21	160	26	0	15	253	26	0	33	59	34	0	24	33	23	0	
7:45 AM	24	291	39	1	28	252	39	2	69	71	28	0	42	49	65	1	
8:00 AM	28	248	46	0	37	287	39	2	71	129	35	0	56	80	52	2	
8:15 AM	27	182	63	0	20	324	18	0	48	127	44	0	50	117	33	1	
8:30 AM	37	151	22	0	11	310	19	1	52	46	56	0	65	69	39	2	
8:45 AM	32	136	11	1	15	297	49	1	18	12	34	0	26	24	15	1	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	202	1396	231	2	140	2331	220	7	326	470	282	0	306	406	244	8	6571
	11.03%	76.24%	12.62%	0.11%	5.19%	86.40%	8.15%	0.26%	30.24%	43.60%	26.16%	0.00%	31.74%	42.12%	25.31%	0.83%	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL:	116	872	170	1	96	1273	106	5	240	373	163	0	214	315	189	6	4139
PEAK HR FACTOR:	0.784	0.749	0.675	0.250	0.649	0.904	0.679	0.625	0.845	0.723	0.728	0.000	0.811	0.673	0.727	0.750	0.938
	0.816				0.879				0.826				0.900				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	2 EL	2 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	39	201	22	0	12	183	45	2	74	38	36	0	29	33	30	0	
4:15 PM	26	254	31	0	15	184	41	6	79	30	41	0	24	27	16	0	
4:30 PM	30	211	20	1	15	172	43	3	60	25	41	0	31	27	25	0	
4:45 PM	33	263	28	1	24	213	21	3	72	27	31	0	26	29	26	0	
5:00 PM	37	260	21	1	25	196	33	1	85	42	41	0	31	26	21	2	
5:15 PM	39	323	28	0	22	195	43	5	85	45	43	0	26	44	24	0	
5:30 PM	34	200	25	1	13	164	29	1	97	43	30	0	28	48	36	0	
5:45 PM	47	323	27	0	21	208	23	3	75	44	22	0	16	33	38	0	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	285	2125	202	4	147	1515	278	24	627	294	285	0	211	267	216	2	6482
	10.89%	81.23%	7.72%	0.15%	7.48%	77.14%	14.15%	1.22%	51.99%	24.38%	23.63%	0.00%	30.32%	38.36%	31.03%	0.29%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	157	1196	101	2	81	763	128	10	342	174	136	0	101	151	119	2	3463
PEAK HR FACTOR:	0.835	0.926	0.902	0.500	0.810	0.917	0.744	0.500	0.881	0.967	0.791	0.000	0.815	0.786	0.783	0.250	0.939
	0.917				0.926				0.942				0.833				

APPENDIX B

ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics		
Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Kanan Road
 E-W St: Thousand Oaks Boulevard
 Project: 5-18-0392-1 Twin Oaks - Starbucks
 File: ICU-3

Kanan Road @ Thousand Oaks Boulevard
 Peak hr: AM
 Annual Growth: 0.75%

Date: 07/17/2018
 Date of Count: 2018
 Projection Year: 2019

Movement	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2019 WITHOUT PROJECT				2019 W/PROJECT					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	117	1600	0.073 *	0	117	1600	0.073 *	0	118	1600	0.074 *	0	118	1600	0.074 *		
Nb Thru	872	3200	0.273	7	879	3200	0.275	0	879	3200	0.275	7	886	3200	0.277		
Nb Right	170	1600	0.106	0	170	1600	0.106	0	171	1600	0.107	0	171	1600	0.107		
Sb Left	101	1600	0.063	4	105	1600	0.066	0	102	1600	0.064	4	106	1600	0.066		
Sb Thru	1273	3200	0.398 *	7	1280	3200	0.400 *	0	1283	3200	0.401 *	7	1290	3200	0.403 *		
Sb Right	106	1600	0.066	2	108	1600	0.068	0	107	1600	0.067	2	109	1600	0.068		
Eb Left	240	2880	0.083	2	242	2880	0.084	0	242	2880	0.084	2	244	2880	0.085		
Eb Thru	373	3200	0.117 *	0	373	3200	0.117 *	0	376	3200	0.117 *	0	376	3200	0.117 *		
Eb Right	163	1600	0.102	0	163	1600	0.102	0	164	1600	0.103	0	164	1600	0.103		
Wb Left	220	1600	0.138 *	0	220	1600	0.138 *	0	222	1600	0.139 *	0	222	1600	0.139 *		
Wb Thru	315	3200	0.098	0	315	3200	0.098	0	317	3200	0.099	0	317	3200	0.099		
Wb Right	189	1600	0.118	1	190	1600	0.119	0	190	1600	0.119	1	191	1600	0.120		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	0.825			0.827				0.830				0.833					
LOS	D			D				D				D					

* Key conflicting movement as a part of ICU
 1 Counts conducted by: National Data & Surveying Services
 2 Capacity expressed in veh/hour of green

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N-S St: Kanan Road
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 Project: 5-18-0392-1 Twin Oaks - Starbucks
 File: ICU-3

Kanan Road @ Thousand Oaks Boulevard
 Peak hr: PM
 Annual Growth: 0.75%

Date: 07/17/2018
 Date of Count: 2018
 Projection Year: 2019

Movement	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2019 WITHOUT PROJECT				2019 W/PROJECT			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	159	1600	0.099	0	159	1600	0.099	0	160	1600	0.100	0	160	1600	0.100
Nb Thru	1196	3200	0.374 *	7	1203	3200	0.376 *	0	1205	3200	0.377 *	7	1212	3200	0.379 *
Nb Right	101	1600	0.063	0	101	1600	0.063	0	102	1600	0.064	0	102	1600	0.064
Sb Left	91	1600	0.057 *	3	94	1600	0.059 *	0	92	1600	0.057 *	3	95	1600	0.059 *
Sb Thru	763	3200	0.238	7	770	3200	0.241	0	769	3200	0.240	7	776	3200	0.242
Sb Right	128	1600	0.080	2	130	1600	0.081	0	129	1600	0.081	2	131	1600	0.082
Eb Left	342	2880	0.119 *	2	344	2880	0.119 *	0	345	2880	0.120 *	2	347	2880	0.120 *
Eb Thru	174	3200	0.054	0	174	3200	0.054	0	175	3200	0.055	0	175	3200	0.055
Eb Right	136	1600	0.085	0	136	1600	0.085	0	137	1600	0.086	0	137	1600	0.086
Wb Left	103	1600	0.064	0	103	1600	0.064	0	104	1600	0.065	0	104	1600	0.065
Wb Thru	151	3200	0.047	0	151	3200	0.047	0	152	3200	0.048	0	152	3200	0.048
Wb Right	119	1600	0.074 *	1	120	1600	0.075 *	0	120	1600	0.075 *	1	121	1600	0.076 *
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.724				0.729				0.728				0.734
LOS			C				C				C				C

* Key conflicting movement as a part of ICU
 1 Counts conducted by: National Data & Surveying Services
 2 Capacity expressed in veh/hour of green

APPENDIX C

HCM AND LEVELS OF SERVICE EXPLANATION HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS