LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

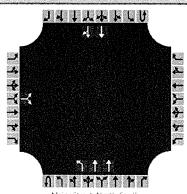
Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections									
Level of Service	Control Delay (Sec/Veh)								
A	≤ 10								
В	$> 10 \text{ and} \le 20$								
С	$> 20 \text{ and} \le 35$								
D	$> 35 \text{ and} \le 55$								
Е	> 55 and ≤ 80								
F	> 80								

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

- LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.
- LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
- LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
- LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
- LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
- LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

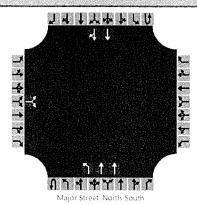
HCS7 Two-Way Stop-Control Report									
General Information		Site Information							
Analyst	JAS	Intersection	Intersection #1						
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills						
Date Performed	7/17/2018	East/West Street	Twin Oaks North Driveway						
Analysis Year	2018	North/South Street	Kanan Road						
Time Analyzed	Existing - AM	Peak Hour Factor	1.00						
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25						
Project Description	Twin Oaks - Starbucks	жения по при	altra di minore transmittati nome cola un consecuta in am approvidamenta anno approvida consecuta a conduction que senda que en seda que en cola consecuta consecuta a consecuta de la cola consecuta de la cola consecuta de la cola cola cola cola cola cola cola c						



Major Street: North-South

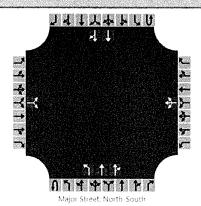
					Major	Street: No	th-South									
Vehicle Volumes and Adju	ustme	nts							all and							
Approach		Eastb	ound			Westl	oound			North	bound			South	nbound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR				protein in emplainin nineer			L	Т			Î	T	TR
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Percent Heavy Vehicles (%)		0		0				<u> </u>	0 0					-	-	
Proportion Time Blocked																
Percent Grade (%)			0	***************************************	1	olimina organización de la composition della com	Salari Montanda Anglain Angla	A CONTRACTOR OF THE PARTY OF TH			o Baltimon and the statement in com-	and the second s		America agreement	edimentoria monteni	language a sin in equation
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Approach LOS			C													

HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
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Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25							
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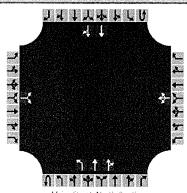
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Number of Lanes	MAG	0	1	0		0	0	0	0	1	2	0	0	0	2	0
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Follow-Up Headway (sec)		3.50		3.30					2.50	2.20						
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Approach LOS			С													

HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	JAS	Intersection	Intersection #2							
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills							
Date Performed	7/17/2018	East/West Street	Twin Oaks South Driveway							
Analysis Year	2018	North/South Street	Kanan Road							
Time Analyzed	Existing - AM	Peak Hour Factor	1.00							
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25							
Project Description	Twin Oaks - Starbucks		по и в постоя не порядки в ответство на почестве на почествения н							



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Priority	ļ	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LR			<u></u>	LTR			L	T	TR			T	TR
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Proportion Time Blocked																
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Capacity, c (veh/h)			350				204			484						
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HCS7 Two-Way Stop-Control Report									
General Information		Site Information							
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Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25						
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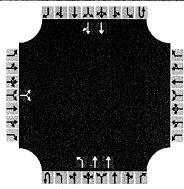
Major Street: North-South

					Major	Street: No	rth-South									
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			West	bound			North	bound		***************************************	South	bound	
Movement	U	L	Т	R	U	L	Т	R	υ	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
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Critical Headway (sec)		7.50		6.90		7.50	6.50	6.90	6.40	4.10					Ì	
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Flow Rate, v (veh/h)			98	T		***************************************	13	1		123						- 100 months
Capacity, c (veh/h)			413				212			761						
v/c Ratio			0.24				0.06		-	0.16	-					
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Analyst		JAS	AKONOMINA ANGANIS SENDENGANI	Analys	sis Date	Aug 2	9, 2018		Area Typ	e	Othe				
Jurisdiction	wint provided to proposity and a part of the first	City of Agoura Hills	##B000400000000000000000000000000000000	Time I	Period	Existi	ng - AM		PHF	Marie Strict State & Williams	1.00		-€	7	40 50 60 60
Urban Street		Kanan Rd. / T.O Blv	/d.	Analys	sis Year	2018			Analysis	Period	1> 7:	00			
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		ow Rate (s), veh/h/l	n	1757	1809	1610	1810	1809	adressassassas	1810	1809	1610	1810	1809	1610
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Volume-to-Capa	acity Ra	ntio (X)	den marmar men	0.725	0.709	0.696	0.849	0.448	en la companya de la	0.784	0.538	0.236	0.652	0.780	0.146
Back of Queue	(Q), ft	/In (95 th percentile)		114.4	170.7	151.2	208.1	131.3	en discourant construction	116.5	259.9	92.1	97.4	412.7	56.7
PER TOTAL SERVICE AND ADDRESS OF THE PERSON	NATIONAL PROPERTY OF THE PROPE	eh/In (95 th percent	000000000000000000000000000000000000000	4.6	6.8	6.0	8.3	5.3	6.0	4.7	10.4	3.7	3.9	16.5	2.3
	According to the contract of t	RQ) (95 th percent	ile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	niform Delay (d 1), s/veh				36.6	36.6	37.6	32.0	and announcement	40.5	18.1	7.2	39.8	20.9	14.5
ALICANOMISSI CALIFORNIA MATERIA MATERIA CALIFORNIA MATERIA CALIFORNIA CALIFOR	cremental Delay (d 2), s/veh			1.1	0.7	1.4	3.0	0.2	0.7	3.4	1.3	0.8	1.8	3.8	0.4
	itial Queue Delay (d 3), s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Particular de la company de la	ontrol Delay (d), s/veh evel of Service (LOS)		40.8	37.3	38.0	40.6	32.2	and waterman	43.9	19.4	7.9	41.7	24.7	14.9	
				D 20.5	D	D	D 077	<u> </u>	I A	D	В	A	D	С	В
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milersection Del	ay, S/VE	ai / LOS				26	6.7						С		
Multimodal Re	lultimodal Results			EB			WB			NB			SB		
Pedestrian LOS	TOTAL CONTROL OF THE PARTY OF T	/LOS		2.45	merchanic generalism	В	2.45	atmitta managani ka	В	2.46	enconstruction of the second	В	2.56	irini and a digital di ancienti di	С
Bicycle LOS Sc				1.13	and the second second second	Α	1.08	en e	Α	1.44	ครากกระหวังเหตุการกระหว	Α	1.71	en announce de la company	В

		HCS	7 Sig	nalize	ed Int	ersec	tion F	Resu	ts Su	mmar	у			nn.	
General Inform	nation					diturbane decreases	DOWN DANGERS OF WARRING STORES	and the second	Intersec		ormati	on		1441	F.L
Agency	Mar 24-Centrol November (1996)	LLG Engineers					State Section and the section of the	นากมหายกระบบผู้กระ	Duration	, h	0.25	7.0000	الوا		
Analyst		JAS		เครื่องการเลของการเลของการ	ATTENDED CONTRACTOR OF THE PERSON NAMED IN	e Aug 2		SCHOOLS PRODUCED	Area Typ	Other	r	3			
Jurisdiction	lentiska politiska kolonia kolonia kolonia k	City of Agoura Hills		Time I	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND	NAMES OF THE OWNER, WHEN	ng - PM		PHF				_\$	s je	1
Urban Street		Kanan Rd. / T.O Blv	/d.	TO THE PROPERTY OF THE PARTY OF	sis Yea	ากการสื้อมาการการของเลยเลย	sept juriene kennya papanya	องสายสายสายสายสายสายสายสายสายสายสายสายสายส	Analysis	Period	1> 7:	00	- X		
Intersection		Intersection #3	miorio de la compania	File Name 03PM - Existing.xus											
Project Descrip	tion													18 1 + Y	# 7
Demand Inform	nation				EB			WE			NB			SB	
Approach Move	ement			L	Тт	R	L	ΙT	R	L	ΙT	l R	L	ΙT	R
Demand (v), v	COMPORT CHARGE STATE OF THE STATE OF			342	174	136	103	151		159	and accommon		91	763	128
Signal Informa	ition				T	171	1217	Τ.,			5				
Cycle, s	90.0	Reference Phase	2		51		71			R		7	P	✓ .	\rightarrow
Offset, s	0	Reference Point	End	Green		32.7	6.7	6.5	0.7	9.6			z	*	Y 4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	4.0	4.0	4.0	,	\ \		7	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8.
Timer Results	noododman on dankrajo esta on de insues			EB		EBT	WB	L	WBT	NB	_	NBT	SB	_	SBT
Assigned Phase	9			7		4	3		8	5		2	1		6
Case Number				2.0 15.2	ระจากเกาะเลือดกระกา	3.0	2.0	managame	3.0	2.0		3.0	2.0	***************************************	3.0
	Phase Duration, s				************	18.3	10.5	and the second	13.6	13.7	en e	50.5	10.7	and the second	47.4
Change Period, Max Allow Head	945479100508540400404040			4.0	and the second second	4.0	4.0	-	4.0	4.0	annima de la company	4.0	4.0	annia andrama and	4.0
AND THE RESIDENCE OF THE PARTY	PRODUCTOR STATEMENT OF STATEMEN			3.1		3.1	3.1	onnerson and a second	3.1	3.1	namental products	0.0	3.1	onnered verse	0.0
Queue Clearan Green Extensio		handari denti france e e e e e e e e e e e e e e e e e e		10.5 0.7	arawan faranco	9.0	7.0 0.0	เพราะเพลเหลือเกรเ	8. 4 1.2	9.7		0.0	6.4	managari baranin	0.0
Phase Call Prol		(ye), s	A MARKET AND A CONTRACTOR	1.00	พองแบงหลักแบบเน	1.00	0.0	management	1.00	0.2	rannonnon marine	0.0	1.1 0.90	-	0.0
Max Out Proba	Fried and the second designation of the second			0.00	ARRAMINIST PROPERTY.	0.00	0.32	mannen and annual	0.00	0.00	and the same of th		0.82	manana and annual	***************************************
	~111.5			0.00		0.00	0.7		0.00	0.00	,		0.02	-	
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	MARKING SERVICE AND ADDRESS OF THE PARTY OF	Security (ADM Control of the Control	,	342	174	136	103	151	119	159	1196	101	91	763	128
		ow Rate (s), veh/h/l	n	1757	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service	Committee Transport to Contract to Contrac	TRACHINAMINATORISTICANO PROCESSO I DA CARRA DE PROCESSO DE CARRO DE PARTE DE CARRA DE		8.5	3.8	7.0	5.0	3.5	6.4	7.7	21.5	2.9	4.4	12.4	4.0
Cycle Queue C	ka an salah bisan tahun kebagai	e Time ($g \varepsilon$), s		8.5	3.8	7.0	5.0	3.5	6.4	7.7	21.5	2.9	4.4	12.4	4.0
Green Ratio (g	PRODUCTURE AND			0.12	0.16	0.16	0.07	0.11	0.11	0.11	0.52	0.52	0.07	0.48	0.48
Capacity (c), v	CONTRACTOR CONTRACTOR			439	574	256	131	386	172	196	1868	831	135	1746	777
Volume-to-Capa	entransmentation annual con-			0.779		0.532	0.784	0.392	englineassement measure in	0.812	0.640	0.121	0.675	0.437	0.165
	interestation in the constraint	/In (95 th percentile)		161.1	73.3	120.2	103.9	67.9	107.1	156.2	ninianement en	43.6	88.9	211	64.3
Bortoninist Constitution and a superinterior and a superinterior and a superinterior and a superinterior and a	lenteron rememberskerven in	eh/ln (95 th percenti	an management and a second	6.4 0.00	2.9 0.00	4.8 0.00	4.2	2.7	4.3	6.2	13.0	1.7	3.6	8.4	2.6
DO NOT THE REAL PROPERTY OF THE PROPERTY OF TH	Queue Storage Ratio (RQ) (95 th percentile) Iniform Delay (d 1), s/veh					34.8	0.00 41.0	0.00 37.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	ncremental Delay (d 2), s/veh				33.5 0.1	0.6	3.8	0.2	3.5 1.9	39.2 3.1	15.7	2.6	40.6	15.3	13.1
	nitial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.2	0.0	0.0	1.7 0.0	0.3	2.2	0.8	0.5
	Control Delay (d), s/veh					35.4	44.9	37.7	5.3	42.3	17.4	2.9	0.0 42.8	0.0 16.1	0.0 13.5
national and an analysis of the second secon	evel of Service (LOS)			39.3 D	33.6 C	D	D	<i>37.7</i> D	0.0 A	42.3 D	17. 4 B	2.9 A	42.0 D	10.1 B	13.5 B
	pproach Delay, s/veh / LOS			37.0	and the state of t	D	29.4		C	19.1	unconstruction of the second	В	18.2	STATES OF THE PROPERTY OF THE PARTY OF THE P	В
mental and the second s	ntersection Delay, s/veh / LOS						3.3	manual trans	_				C	•	
	Section Selection (Selection)														
	ultimodal Results				EB			WB			NB			SB	
Pedestrian LOS	CONTRACTOR PROPERTY CONTRACTOR OF CONTRACTOR			2.45	องเหลายการที่การกระกา	В	2.45	5 T	В	2.46		В	2.55		С
Bicycle LOS Sc	icycle LOS Score / LOS			1.03	3	Α	0.80		Α	1.69) [В	1.30)	Α

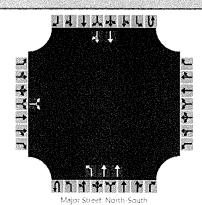
HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	JAS	Intersection	Intersection #1							
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills							
Date Performed	7/18/2018	East/West Street	Twin Oaks North Driveway							
Analysis Year	2018	North/South Street	Kanan Road							
Time Analyzed	Existing + Project - AM	Peak Hour Factor	1.00							
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25							
Project Description	Twin Oaks - Starbucks	тория и до при до при до при до при до при	айты байын оны жана оны							



Major Street: North-South

					Major :	Street: No	orth-South									
Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	State Service Services
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume, V (veh/h)		4		28				İ	8	37	1238		Service Servic		1433	62
Percent Heavy Vehicles (%)		0		0			1		0	0	***************************************		-			
Proportion Time Blocked			The state of the s													
Percent Grade (%)	- CONTRACTOR OF THE PROPERTY O	in reasonable control property and the second	0	de interesse			elle sui medicale contrato	nie de la companio d	-		al and the second			Aurenemens	ed annual record	Americania
Right Turn Channelized		١	lo			١	1 0			1	Vo				Vo	
Median Type/Storage	arthainin deire ann marinin	in anni markini da markin	aparaterio (papa) de reprovenzacion	Left	Only						-		5	almen i paramonis		
Critical and Follow-up He	adway	Left Only dways														
Base Critical Headway (sec)		7.5		6.9				Ī	6.4	4.1					-	Ī
Critical Headway (sec)		6.80		6.90					6.40	4.10						
Base Follow-Up Headway (sec)		3.5		3.3		Contraction Contractions			2.5	2.2	-		-	-	-	
Follow-Up Headway (sec)		3.50		3.30					2.50	2.20						
Delay, Queue Length, and	Leve	of S	ervice							•					*****	
Flow Rate, v (veh/h)			32			ALTA CONTROL OF	T	T	T	45			Π	Π		Ė.
Capacity, c (veh/h)			319							334						
v/c Ratio		Section Control of the Control of th	0.10			**********			-	0.13						
95% Queue Length, Q ₉₅ (veh)			0,3				İ			0.5						
Control Delay (s/veh)	-	**************************************	17.5							17.5	1		-			
Level of Service, LOS			С	19						С						
Approach Delay (s/veh)	en en en en en en en en en en en en en e	17	7.5	America de Companyo		lana anananana		Acceptance		C).6	I	<u> </u>	A		Bosson and
Approach LOS			C i										1			

	HCS7 Two-Wa	ay Stop-Control Report	
General Information		Site Information	
Analyst	JAS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills
Date Performed	7/18/2018	East/West Street	Twin Oaks North Driveway
Analysis Year	2018	North/South Street	Kanan Road
Time Analyzed	Existing + Project - PM	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Twin Oaks - Starbucks	эт эт байгаа эдэг на эт нь нь нь нь нь нь нь нь нь нь нь нь нь	arius din mangan and miningan pasari miningan pasari miningan pasari miningan pangan miningan pangan



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30	70	nı.	CII	2 1	m	ш	m		ച	nc	12/14		STI	me	m	rc
. 12.5	1.75			4.00					200		3.00					

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	υ	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR		Ī	фонфолоско н до до с е ост			***************************************	L	Т	*************			T	TR
Volume, V (veh/h)		27		27					7	38	1548				874	15
Percent Heavy Vehicles (%)		0		0			Ì		0	0		-				
Proportion Time Blocked																
Percent Grade (%)			0		1	Brace concentrations	edicare en en en en en en en en en en en en en	esta e e e e e e e e e e e e e e e e e e e	***************************************	Secretary superior	all agreement or section of the sect	Pontonitations and an execution		(Camponini marconi	Sain and an annier	American
Right Turn Channelized		٨	ło		No No								ľ	Vo		
Median Type/Storage				Left	Only	in the second second second second second second second second second second second second second second second		**************	-	este do de mandada esta de la contractica del la contractica del la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de la contractica de l	no en como de		5	adire i radio di radi		principal de la constante de l
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.5		6.9			T	T	6.4	4.1						
Critical Headway (sec)		6.80		6.90					6.40	4.10						
Base Follow-Up Headway (sec)	1	3.5		3.3		Acceptance of the second	-	1	2.5	2.2		-				
Follow-Up Headway (sec)		3.50		3.30					2.50	2.20						
Delay, Queue Length, and	l Leve	l of S	ervice													10
Flow Rate, v (veh/h)	T		54			-	T			45		7.00				
Capacity, c (veh/h)			399							664						
v/c Ratio			0.14		Charles and the					0.07					1	-
95% Queue Length, Q ₉₅ (veh)			0.5				T			0.2						
Control Delay (s/veh)			15.4				1			10.8						
Level of Service, LOS			С					1		В						

15.4

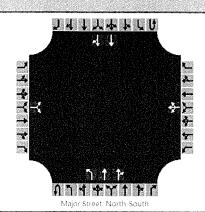
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Approach Delay (s/veh)

Approach LOS

0.3

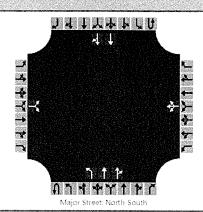
	HCS7 Two-Wa	y Stop-Control Report	
General Information		Site Information	
Analyst	JAS	Intersection	Intersection #2
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills
Date Performed	7/18/2018	East/West Street	Twin Oaks South Driveway
Analysis Year	2018	North/South Street	Kanan Road
Time Analyzed	Existing + Project - AM	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Twin Oaks - Starbucks		



	2.0		- 1	100			32								9.0	100	33	200	h:					1.5					
٧		1	ı.		1	32	v.	•						-	4	12	٠.	-			100			200			22		
			и	L	ш	83		u	IŁ	H	ч	3	11	н	u		٠	u		u	•	LF	п	ш	11	ш	2		

Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Ť	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration		Make and Committee and Committ	LR				LTR		Ì	L	T	TR		granimini are nee	Т	TR
Volume, V (veh/h)		4		79		0	1	20		60	1235	11			1398	34
Percent Heavy Vehicles (%)		0		0		0	0	0		0					economic constant	
Proportion Time Blocked																
Percent Grade (%)	Chican Main Marian	Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Santa Sa)		manetoriskrimi modurbogal	States in the second	0	Service de l'escelle	-	Accessive Consession	in the second second second second second second second second second second second second second second second	teriore e minimo e e e e e e e e e e e e e e e e e e e	Santania de la maria de la constanta de la cons	Composer services		
Right Turn Channelized		, N	lo			N	lo			٨	lo			١	lo	
Median Type/Storage				Left	Only	State of the state		The first the second second second second second second second second second second second second second second		itteliterroriustystystee terropytys		CONTRACTOR CONTRACTOR	6	NATIONAL PROPERTY OF THE PARTY	annia (ilina ilina i	
Critical and Follow-up He	adway	ys														
Base Critical Headway (sec)		7.5		6.9		7.5	6.5	6.9	T	4.1	Particular and Assessment of the Control of the Con	T		ľ	2 2 1 2 2 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2	
Critical Headway (sec)		7.50		6.90		7.50	6.50	6.90		4.10						
Base Follow-Up Headway (sec)		3.5		3.3		3.5	4.0	3.3		2.2					and the same of th	
Follow-Up Headway (sec)		3.50		3.30		3.50	4.00	3.30		2.20						
Delay, Queue Length, and	l Leve	l of S	ervice													
Flow Rate, v (veh/h)			83				21			60	AND A STANDARD TO		Γ		/ / / / / / / / / / / / / / / / / / /	
Capacity, c (veh/h)			350				197			481						
v/c Ratio			0.24				0.11			0.12				OTTO CONTRACTOR OF STREET		***************************************
95% Queue Length, Q ₉₅ (veh)			0.9				0.4			0.4						
Control Delay (s/veh)			18.4		waterstrands		25.4			13.6						-
Level of Service, LOS			C				D			В						
Approach Delay (s/veh)		18	3.4			25	5.4			0	.6	ference con ou				
Approach LOS			2			I)									

	HCS7 Two-Wa	ay Stop-Control Report	
General Information		Site Information	
Analyst	JAS	Intersection	Intersection #2
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills
Date Performed	7/18/2018	East/West Street	Twin Oaks South Driveway
Analysis Year	2018	North/South Street	Kanan Road
Time Analyzed	Existing + Project - PM	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Twin Oaks - Starbucks	er til her kritisk start for i kritisk fled men fra tre mograpisk proportion ett produkte og den ett beskrive til her kritisk start for den ett beskrive t	minus di manggaran pengangan pengangan pengangan di manggaran pengangan peng

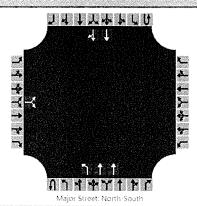


Vehicle Volumes and Ad	ljustme	nts			1967 (12), 1981 1987 (13)											
Approach		Eastb	ound		-	West	bound	***************************************		North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12	<u> </u>	7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration		<u> </u>	LR				LTR	-	1	L	Т	TR			Т	TR
Volume, V (veh/h)		21		84		2	0	11	1	129	1560	13			843	56
Percent Heavy Vehicles (%)		0		0		0	0	0	0	0			<u> </u>			<u> </u>
Proportion Time Blocked																
Percent Grade (%)		Secretoric Constitution of the Constitution of	0	-Bacomacon-state			0	domestic contract		Americani	A	**************************************			A	
Right Turn Channelized		١	lo			١	ło			1	lo			1	ło .	
Median Type/Storage		d talkilli kon nimbolah provinsi	inima (managan)	Left	Only	and with the second	er en er er er er er er er er er er er er er				Province and the second second		6			*****
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5		6.9		7.5	6.5	6.9	6.4	4.1			T T		l	
Critical Headway (sec)		7.50		6.90		7.50	6.50	6.90	6.40	4.10		4				
Base Follow-Up Headway (sec)	-	3.5		3.3		3.5	4.0	3.3	2.5	2.2		Ortovotti Sanzaria (19				
Follow-Up Headway (sec)		3.50		3.30		3.50	4.00	3.30	2.50	2.20						
Delay, Queue Length, ar	nd Leve	l of S	ervice	l distribution							,					
Flow Rate, v (veh/h)			105	T T	***********		13		Γ	130					Ι	
Capacity, c (veh/h)			408				208			757						
v/c Ratio		to tricina de las	0.26	-	Ì		0.06			0.17						
95% Queue Length, Q ₉₅ (veh)			1.0	Verendian.			0.2			0.6						
Control Delay (s/veh)	***************************************	*************	16.8				23.5			10.7				Commission was		i e
Level of Service, LOS			С				C -			В						
Approach Delay (s/veh)		16	5.8	A		2:	3.5	<u> </u>		0	.8	- Annatura		- 13 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	L	■
Approach LOS			C				C									

		HCS	7 Sig	nalize	ed Int	ersec	tion F	Resul	ts Su	nmar	у				
General Inforn	nation		4 2023-0000000000000000000000000000000000	F-124-145-151-151-151-15-15				I	ntersec	tion Inf	ormatio	on		4241	j. L
Agency		LLG Engineers	Section and Association and Association and Association and Association and Association and Association and As] [Duration	, h	0.25		الرا		
Analyst	kudanskin limbionosom kraje v pojavjev	JAS	KARDINING KUCADAK	Analy	sis Date	Aug 2	9, 2018	1	Area Typ	е	Other	•			
Jurisdiction		City of Agoura Hills		NATIONAL PROPERTY OF THE PARTY	Period	Existi	ng with	umanamana ang ma	PHF		1.00		4	4	
Urban Street		Kanan Rd. / T.O Blv	⁄d.	Analys	sis Yea	and the second second second		P	Analysis	Period	1> 7:0	00			. Z
Intersection		Intersection #3		File N	ame	03AM	- Existi	ng with	Project	.xus			7 4	9 1 4 7	* f
Project Descrip	tion		Maran addicación (i.e.)						Record Collections and Collection of the South	Alvalad nõi doumin jahuluuluun lunaa		ACASON CONTRACTOR CONT			
Demand Inform	and the same of the same of				EB			. WB			NB			SB	
Approach Move	SHIPPASHEN PRINCIPLE PARTICIPA		o Pertindical de la companya de la c	<u>L</u>	T	R	L	Ţ	R	L	T	R	L	T	R
Demand (ν), ν	reh/h			242	373	163	220	315	190	117	879	170	105	1280	108
Signal Informa	ition					1111	1 111				r				
Cycle, s	90.0	Reference Phase	2			171	111			爿.	\rightleftharpoons (Ťа	/	
Offset, s	0	Reference Point	End	and and	1 1	1	7	3	-	F		1		3	V .
Uncoordinated	No	Simult. Gap E/W	On	Green		28.9	7.9	8.5	0.4	12.9	9			_	五
Force Mode	Fixed	Simult. Gap L/W	On	Yellow Red	/ 4.0 0.0	0.0	4.0 0.0	4.0 0.0	4.0 0.0	4.0 0.0		`	<u>ا</u> ا	- ∕`	
Force Mode	rixeu	Simult. Gap 14/5	Oll	Neu	10.0	10.0	10.0	10.0	10.0	[0.0		1 5	*	(
Timer Results				ЕВ		EBT	WB	1	WBT	NB		NBT	SBI		SBT
	ssigned Phase					4	3		8	5		2	1		6
	ase Number					3.0	2.0		3.0	2.0		3.0	2.0		3.0
	nase Duration, s					16.9	16.9		21.3	11.4	entre estado de la comunicación	44.3	11.9		44.8
	ange Period, (Y+R c), s				5	4.0	4.0		4.0	4.0	and the second second second	4.0	4.0		4.0
Entered to the second of the s	ange Period, (Y+R ₀), s x Allow Headway (<i>MAH</i>), s					3.1	3.1	cometenenda process	3.1	3.1	nimental distribution	0.0	3.1	and the second	0.0
printerioralisticismosistimostatus accumomentarios	x Allow Headway (<i>MAH</i>), s eue Clearance Time (<i>g</i> s), s				warmen and a second	10.9	12.7	encourant de como	11.7	7.7	EUROSES SANS		7.1	anemerican de la company	DIA MANE
Green Extension	RANGESTANDA ENTRE SENDE PORTO			8.0 0.5		2.1	0.3	annone de la como	2.2	0.1	CONTRACTOR DE LA CONTRA	0.0	1.4	-	0.0
Phase Call Pro	MERITANIAN SANARAN SANA			1.00	-	1.00	1.00		1.00	0.9	enemanical processor		0.93		0.0
Max Out Proba	essa empiremental esta esta esta esta esta esta esta esta			0.00	and the same of the same of	0.03	0.00	-	0.01	0.00	-		1.00		
	<i>-</i>			0.00		0.00	0.00		0.01	0.00			1.00		
Movement Gro	oup Res	ults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	- 5	2 .	12	1	6	16
Adjusted Flow I	Rate (v), veh/h		242	373	163	220	315	190	117	879	170	105	1280	108
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n	1757	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service	CONTRACTOR OF THE PROPERTY OF			6.0	8.9	8.7	10.7	6.9	9.7	5.7	16.0	5.9	5.1	26.9	3.5
Cycle Queue C	learanc	e Time (<i>g ε</i>), s		6.0	8.9	8.7	10.7	6.9	9.7	5.7	16.0	5.9	5.1	26.9	3.5
Green Ratio (g	/C)			0.09	0.14	0.14	0.14	0.19	0.19	0.08	0.45	0.45	0.09	0.45	0.45
Capacity (c), v	/eh/h			333	520	231	259	696	310	149	1619	721	159	1639	730
Volume-to-Cap	MATERIAL PROPERTY AND ADDRESS.	OCCUPATION AND SUPPLEMENTATION OF THE PROPERTY		0.728	0.717	0.704	0.849	0.453	0.614	0.787	0.543	0.236	0.662	0.781	0.148
Secretarion and the second second second second second second	WHITE SAME AND ADDRESS OF THE PARTY OF THE P	In (95 th percentile)	MARKET CONTRACTOR OF THE PARTY	115.1	171.1	151.7	208.1	131.5	150.6	116.7	263.3	92.4	103	414	57.6
CONTRACTOR OF THE PROPERTY OF	Alexandra and Al	eh/ln (95 th percenti	eterations and the second	4.6 0.00	6.8 0.00	6.1	8.3	5.3	6.0	4.7	10.5	3.7	4.1	16.6	2.3
	ueue Storage Ratio (RQ) (95 th percentile)					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
филометрического при при при при при при при при при при	niform Delay (d 1), s/veh					36.7	37.6	32.2	3.6	40.5	18.1	7.2	39.8	20.8	14.4
CONTRACTOR OF THE PROPERTY OF	cremental Delay (d 2), s/veh				0.7	1.5	3.0	0.2	0.7	3.5	1.3	0.8	2.6	3.8	0.4
Englantungangganeermanneermannermannermannermanner	tial Queue Delay (d 3), s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (DECORPORATION CONTRACTOR CONTRACT	SCOTOCOCK CONTRACTOR OF THE PROPERTY OF THE PR		40.8	37.5	38.2	40.6	32.3	4.4	44.0	19.4	7.9	42.4	24.6	14.9
Level of Service	SANSON AND AND AND AND AND AND AND AND AND AN	THE STATE OF THE S		D	D	D	D	C	Α	D	В	l A	D	C	В
Approach Dela				38.7	7	D	27.5	5]	С	20.2	2	С	25.1		C
Intersection De	lay, s/ve	h/LOS				26	5.7						С		
Makes a con-													Later to the same of		
Multimodal Re	NACTOR DESIGNATION OF THE OWNER, THE OWNER, THE OWNER, THE OWNER, THE OWNER, THE OWNER, THE OWNER, THE OWNER,	/1.00	KERTON (TV)		EB			WB			NB			SB	10.4
Pedestrian LOS	Description of the Party of the	 All report to the second control of the second contro	aparata de la constanta de la	2.45	easenson de como	В	2.45	namenan dan mana	В	2.46	and the second second	В	2.56	annia annia annia annia annia annia annia	С
Bicycle LOS Sc	ore / LC	<i>1</i> 0	<u> </u>	1.13	5	Α	1.09	,	Α	1.4	2	Α	1,72	<u>' </u>	В

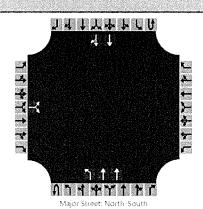
		HCS	7 Sig	nalize	ed Int	ersec	tion F	Resul	ts Sur	nmar	у				
General Inforn	nation		***************************************		enument customates	TAXABLE TAXABLE PARTIES			ntersec	tion Inf	ormatio	on		4,41	i L
Agency		LLG Engineers	a						Duration	, h	0.25				L. Land
Analyst		JAS	120220000000000000000000000000000000000	Analys	sis Date	Aug 2	9, 2018		Area Typ)e	Other				
Jurisdiction		City of Agoura Hills		Time I	Period		ng with	1	PHF		1.00			i	
Urban Street		Kanan Rd. / T.O Blv	d.	Analys	sis Year	anon promotomatomistico			Analysis	Period	1> 7:	00	1-4		أسم ا
Intersection		Intersection #3		File N	ame	03PM	l - Existi	ng with	Project.	.xus	en de la company			4147	e id
Project Descrip	tion		sois valuation maniversa												
				I more deviced											
Demand Inforr					EB	1 5	-	WE	and the second second second	1.	NB		4	SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	en/n			344	174	136	103	151	120	159	1203	3 101	94	770	130
Signal Informa	ıtion				Ī	إل _ا ا					K. I				
Cycle, s	90.0	Reference Phase	2		Kat	1	1			k	- 1	Y	D	/	
Offset, s	0	Reference Point	End	Green	10.71			C E	0.7			- 1	2	3	Y 4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		32.7	6.9 4.0	6.5 4.0	4.0	9.5				<i>A</i>	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		a	ű	,	8
Timer Results			NAMES AND ASSESSMENT	EBI	- -	EBT	WB	L	WBT	NB	L	NBT	SBI		SBT
	ssigned Phase ase Number					4	3		8	5		2	1		6
						3.0	2.0	anno anno anno anno anno anno anno anno	3.0	2.0	MARION MA	3.0	2.0	anna ann an	3.0
	ase Duration, s ange Period, (<i>Y+R c</i>), s					18.2 4.0	10.5 4.0		13.5 4.0	13. 4.0	NAMES OF BRIDE STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,	50.4 4.0	10.9 4.0	enteres de la company	47.5 4.0
gent til kritiske kritisk sik kritisk k						3.1	3.1		3.1	3.1	ana ana ana ana ana ana ana ana ana ana	0.0	3.1	annound an area	0.0
	x Allow Headway (<i>MAH</i>), s eue Clearance Time (<i>g s</i>), s				commonstation and the common and the	9.0	7.0		8.5	9.7	common borrows	U.U	6.6		0.0
		renienieni Armierani ir sukrieni ir okolomieni errini araban errincandum ili amenen	sekratura de secuencia de secue	10.5	managan dan san	1.1	0.0	and the second second	1.1	0.1	-	0.0	1.0	namenturus (hausinen	0.0
Phase Call Pro	en Extension Time (g e), s					1.00	0.92	***************************************	1.00	0.98		0.0	0.90	unanaman di manaman	
Max Out Proba	_		tulovilaidateeraaaaa	1.00 0.00	annana fancian	0.00	0.25	marian marian	0.01	0.02	marine facilities		0.86	เลาสาราสาราสาราสาราสาราสาราสาราสาราสาราสา	u de la composition de la composition de la composition de la composition de la composition de la composition
Movement Gro		sults			EB			WB			NB			SB	
Approach Move	STATE OF THE PARTY			L	Т	R	L	T	R	L	T	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I			SOCCO STATUTE CONTROL STATE	344	174	136	103	151	120	159	1203	101	94	770	130
	THE RESERVE OF THE PERSON NAMED IN COLUMN	ow Rate (<i>s</i>), veh/h/l	n	1757	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service	OCCUPATION OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER			8.5	3.8	7.0	5.0	3.5	6.5	7.7	21.7	2.9	4.6	12.6	4.1
Green Ratio (g	and the second and the second	e Time (<i>g c</i>), s		8.5 0.12	3.8 0.16	7.0	5.0 0.07	3.5 0.11	6.5 0.11	7,7	21.7	2.9	4.6	12.6	4.1
Capacity (c), v	CONTRACTOR DESCRIPTION OF THE PARTY OF THE P			439	572	254	132	383	171	0.11 195	0.52 1863	0.52 829	0.08 138	0.48 1750	0.48 779
Volume-to-Cap		atio (X)		0.784	Economic Commission of the Com	0.534	0.783	0.394	organization and the second	0.816	0.646	0.122	0.680	0.440	0.167
THE RESIDENCE OF THE PROPERTY	remanden/pelanomyconia	/In (95 th percentile)	NAMES AND	162.3	73.3	120.2	103.9	67.9	108.2	156.6	327.9	43.8	91.9	212.6	65.3
English Control Control of the Contr	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT	eh/ln (95 th percenti	CONTRACTOR OF THE PARTY OF THE	6.5	2.9	4.8	4.2	2.7	4.3	6.3	13.1	1.8	3.7	8.5	2.6
Separate programment of the separate of the se	PERSONAL PROPERTY OF THE PERSON NAMED AND PORTY OF THE PERSON NAMED AND PORTY OF THE PERSON NAMED AND PERSON	PROTECTION OF THE PROTECTION O	Displacement of the second	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	ueue Storage Ratio (RQ) (95 th percentile) niform Delay (d 1), s/veh					34.8	41.0	37.5	3.5	39.3	15.9	2.9	40.5	15.2	13.0
	cremental Delay (d 2), s/veh				33.5 0.1	0.6	3.8	0.2	2.0	3.2	1.7	0.3	2.2	0.8	0.5
Initial Queue De	elay (d	з), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/ve	eh		39.4	33.6	35.5	44.8	37.8	5.4	42.5	17.6	3.2	42.7	16.0	13.5
Level of Service	OCCUPATION CONTRACTOR CONTRACTOR	ender sekistingsvinningssomsvinnings av gregorisk var ender sektive ender sektive ender sektive ender ender se		D	Ç	D	D	D	ΙA	D	В	Α	D	В	В
Approach Delay	THE RESERVE OF THE PERSON NAMED IN			37.0)	D	29.3	3	С	19.3	3	В	18.2	2	В
Intersection De	lay, s/ve	eh / LOS				23	3.4						С		
10.04	u.				En		Lance Control	14					page states and		
Multimodal Re	NATIONAL PROPERTY OF THE PARTY	// OS		<u> </u>	EB	D		WB	С		NB	D		SB ·	
Pedestrian LOS Bicycle LOS So	in a company of the c		inga metabahan	2.45	THE PERSONNEL PROPERTY OF	В	2.45	ดูเลองเหลายเด็กเหลายเก	В	2.46	ne na marine de la companione de la comp	В	2.55	THE REAL PROPERTY AND ADDRESS OF THE PERSONS ASSESSED.	C
DIOYCIÐ LUÐ SC	VIE / LC	70		1.03)	Α	0.80	, [Α	1.69	1	В	1.31		Α

	HCS7 Two-\	Way Stop-Control Report	
General Information		Site Information	
Analyst	JAS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills
Date Performed	7/18/2018	East/West Street	Twin Oaks North Driveway
Analysis Year	2019	North/South Street	Kanan Road
Time Analyzed	Near Term - AM	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Twin Oaks - Starbucks		ани <mark>в</mark> ностиченност п анностиност и невозна невозна до невозначения не



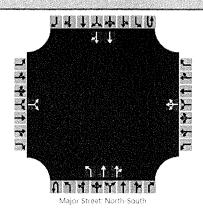
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	Ü	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12	<u> </u>	7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR		İ					L	Т		1	Period State of the State of th	T	TR
Volume, V (veh/h)		3	3443	21					8	34	1243				1443	57
Percent Heavy Vehicles (%)		0		0	<u> </u>				0	0		ASPENDENTAL MANAGEMENT	-	***********		
Proportion Time Blocked														***************************************	1	
Percent Grade (%)	-	· Samerana in a communication of the communication	0	***************************************						Болениционы	2and	Lancisco Marianes	1		e I married and a second	
Right Turn Channelized		No				١	lo			١	lo			ı	Vo	
Median Type/Storage		orizinde residente esta esta esta esta esta esta esta es		Left	Only				-							
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.5	ľ	6.9	******				6.4	4.1					T	
Critical Headway (sec)		6.80		6.90					6.40	4.10						
Base Follow-Up Headway (sec)	<u></u>	3.5		3.3		A CONTRACTOR OF THE PARTY OF TH			2.5	2.2		and the second				
Follow-Up Headway (sec)		3.50	Ì	3.30					2.50	2.20						
Delay, Queue Length, and	Leve	l of S	ervice													
Flow Rate, v (veh/h)		1	24	ľ		***************************************				42					T T	
Capacity, c (veh/h)			317							329						
v/c Ratio	<u> </u>		0.08		**************************************	NATION AND DESCRIPTION OF THE PARTY OF THE P				0.13						
95% Queue Length, Q ₉₅ (veh)		†	0.2					100		0.4						
Control Delay (s/veh)	<u> </u>		17.3	**************************************						17.6			0.0000000000000000000000000000000000000	Annual Control of the Control	12.1475/1894.4159	
Level of Service, LOS			С							C						
Approach Delay (s/veh)	-	17	7.3				L	.		0	.6				· Promotion (1971)	Le Chestra 3
Approach LOS			Ċ.				014553									

HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	JAS	Intersection	Intersection #1								
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills								
Date Performed	7/18/2018	East/West Street	Twin Oaks North Driveway								
Analysis Year	2019	North/South Street	Kanan Road								
Time Analyzed	Near Term - PM	Peak Hour Factor	1.00								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Twin Oaks - Starbucks	MONEY OR AND AND THE CONTRACT OF THE CONTRACT									



Vehicle Volumes and Adjustments Eastbound Approach Westbound Northbound Southbound U Movement L T R U R U R U R Priority 10 11 12 7 8 9 1U 1 2 3 4U 4 5 6 **Number of Lanes** 0 1 0 0 0 2 0 0 0 1 0 0 2 0 Configuration LR Т Т TR Volume, V (veh/h) 25 21 7 35 1557 880 10 0 Percent Heavy Vehicles (%) 0 0 0 **Proportion Time Blocked** Percent Grade (%) **Right Turn Channelized** No No No No Median Type/Storage Left Only 5 Critical and Follow-up Headways Base Critical Headway (sec) 7.5 6.9 6.4 4.1 Critical Headway (sec) 6.80 6.90 6.40 4.10 Base Follow-Up Headway (sec) 3.5 3.3 2.5 2.2 Follow-Up Headway (sec) 3.50 3.30 2.50 2.20 Delay, Queue Length, and Level of Service Flow Rate, v (veh/h) 42 Capacity, c (veh/h) 389 659 v/c Ratio 0.12 0.06 95% Queue Length, Q95 (veh) 0.4 0.2 Control Delay (s/veh) 15.5 10.8 Level of Service, LOS C В Approach Delay (s/veh) 15.5 0.3 Approach LOS

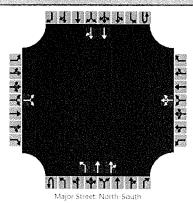
HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	JAS	Intersection	Intersection #2								
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills								
Date Performed	7/18/2018	East/West Street	Twin Oaks South Driveway								
Analysis Year	2019	North/South Street	Kanan Road								
Time Analyzed	Near Term - AM	Peak Hour Factor	1.00								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Twin Oaks - Starbucks	эт организация болоров и полотов объявлення ответской выродного ответской организаций от ответской от от от от от от от от от от от от от									



Vehicle Volumes and Adjustments

Approach	Eastbound Westbound Nort						North	bound			South	bound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LR				LTR			L	Т	TR			Т	TR
Volume, V (veh/h)		4		73		0	1	20		53	1237	11			1401	33
Percent Heavy Vehicles (%)		0	Ī	0		0	0	0		0						
Proportion Time Blocked																
Percent Grade (%)		Martinal Park Control of State Control o	0	a Produce voltable de la compact de		Anno an management	0	di anticome di successiva di successiva di successiva di successiva di successiva di successiva di successiva di		Andrewski (Andrewski)	одоння меня верхим верхиф	Acceptance of the second		Marit de mariente serven	alliante en esta de la constitución de la constituc	Service de la constante de la
Right Turn Channelized		١	10			1	No			١	10				Vo	
Median Type/Storage			ejaketowany weeky wood of	Left	Only	October and State delivery const							6	antonina dikamendina kerima	et en son southern de l'assert et s	contabolismo mistassento
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5		6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.50		6.90		7.50	6.50	6.90		4.10						
Base Follow-Up Headway (sec)		3.5		3.3		3.5	4.0	3.3		2.2		(American and American and Amer				i para di manina di manina di manina di manina di manina di manina di manina di manina di manina di manina di m
Follow-Up Headway (sec)		3.50		3.30		3.50	4.00	3.30		2.20						
Delay, Queue Length, ar	ıd Leve	l of S	ervice)												
Flow Rate, v (veh/h)			77		T T		21			53			T			
Capacity, c (veh/h)			348				201			480						
v/c Ratio			0.22				0.10			0.11	-				1	
95% Queue Length, Q ₉₅ (veh)			0.8				0.3			0,4			150000			
Control Delay (s/veh)	Mark Special Company of the Company		18.3	-			25.0	ACTIVICATION COLORS		13.4	S	-	1		1	
Level of Service, LOS			С				D			В						
Approach Delay (s/veh)	programme and the second	18	3.3	- Annie - Anni		2	5.0	Annia de la companya del companya de la companya del companya de la companya de l		C).5	Acres Constitution of	1	Accessor		brown remains
Annesach LOC	AT PROMOTE Y				Ì		D						177.00		10111111111111111	in a facility

HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	JAS	Intersection	Intersection #2								
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills								
Date Performed	7/18/2018	East/West Street	Twin Oaks South Driveway								
Analysis Year	2019	North/South Street	Kanan Road								
Time Analyzed	Near Term - PM	Peak Hour Factor	1.00								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Twin Oaks - Starbucks	MR-H model delminostra delminostra delminostra delminostra del manera del manera del mentre del men									

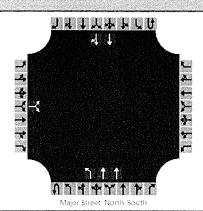


					iviajoi	an eet. Nu	ren Jouen									
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound		l	South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12	<u> </u>	7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LR	-	İ	<u> </u>	LTR			L	Т	TR			T	TR
Volume, V (veh/h)		20		79		2	0	11	1	123	1567	13			843	55
Percent Heavy Vehicles (%)		0		0		0	0	0	0	0						
Proportion Time Blocked																
Percent Grade (%)	A THE STREET STREET	Samuel Company of the	0	and the second s		San San San San San San San San San San	0	decension and the second		Andria		le de la companie		Accessione	demonstration to the	A
Right Turn Channelized		١	lo			١	√o			١	lo)	Vo	
Median Type/Storage	- Contraction of the Contraction	erakosko erre erakisko vojev kurjek		Left	Only	***************************************					a entre la proposition		6	***************************************	Northern Carlotte (1990)	and the second constitution
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.5		6.9		7.5	6.5	6.9	6.4	4.1				<u> </u>		
Critical Headway (sec)		7.50		6.90		7.50	6.50	6.90	6.40	4.10						
Base Follow-Up Headway (sec)		3.5		3.3		3.5	4.0	3.3	2.5	2.2						
Follow-Up Headway (sec)		3.50		3.30		3.50	4.00	3.30	2.50	2.20						
Delay, Queue Length, and	Leve	l of S	ervice													
Flow Rate, v (veh/h)			99				13	Ĭ	Ī	124		JAHLEROOMSKA			T T	
Capacity, c (veh/h)			411				209			757						
v/c Ratio			0.24				0.06			0.16		THE REAL PROPERTY.				
95% Queue Length, Q ₉₅ (veh)			0.9				0.2			0.6						
Control Delay (s/veh)			16.5				23.4	*******		10.7					1	
Level of Service, LOS			С				C			В						
Approach Delay (s/veh)		16	5.5			2.	3.4	8		0	.8					.
Approach LOS		(C				C	Negrana								

		HCS	7 Sig	nalize	d Inte	ersec	tion F	≀esul	ts Sur	mmar	у				
General Inform	nation							l l	ntersec	tion Inf	ormatic	on		4,2,44,1	S.C.
Agency		LLG Engineers				position of the second			Duration	, h	0.25	takan di kecilikan kelangan kecilikan di kecilikan di kecilikan di kecilikan di kecilikan di kecilikan di kecil	٦,٧		/ L
Analyst		JAS		Analys	sis Date	Aug 2	9, 2018	F	Area Typ	e	Other				\Box
Jurisdiction		City of Agoura Hills	,	Time F	^o eriod	Near	Term - A	M F	PHF		1.00				
Urban Street		Kanan Rd. / T.O Bl	vd.	Analys	sis Year	2019	THE REAL PROPERTY OF THE PERSON NAMED OF	F	Analysis	Period	1> 7:0	00			
Intersection		Intersection #3		File Na	ame	03AM	l - Near	Term.xı	us	interdeligia kratikappanyesek	enadore accessore en con-				+ -
Project Descrip	tion					and the same of th								3 1 4:52	en
Demand Inform	nation			No.	EB		ar Paragoni	WB		a baran	NB			SB	
Approach Move	NATIONAL PROPERTY OF THE PROPE			1 1	I T	l R	L	T T	R	-	I T	Т Б		T T	To
	NA CONTRACTOR AND ADDRESS OF THE PARTY OF TH			242	376	164		and an arrangement	anna francisco de la constancia de la co	1 L	and a second	R	102	A STATE OF THE PARTY OF THE PAR	R
Demand (v), v	enn			242	3/0	104	222	317	190	118	879	171	102	1283	107
Signal Informa	tion				i i	111				K [8				
Cycle, s	90.0	Reference Phase	2			I	1	7	2	拜	4	.	D		
Offset, s	0	Reference Point	End		1 517					* R		1			Y
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		28.8 4.0	7.8 4.0	8.5	0.5	13.0) ,			_	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	4.0 0.0	4.0 0.0	4.0 0.0) s ".	ן, י		
					, 0.10	10.0	, 0.0	, 0.0	10.0	70.0					
Timer Results				EBI	- 11 11	EBT	WB	L	WBT	NB	L	NBT	SBI	L	SBT
Assigned Phase	9			7		4	3		8	5		2	1		6
Case Number				2.0		3.0	2.0		3.0	2.0		3.0	2.0		3.0
Phase Duration	, S			12.5	5	17.0	17.0)	21.5	11.5	5	44.2	11.8	3	44.5
Change Period,	(Y+R	c), S		4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0
Max Allow Head	dway (MAH), s		3.1		3.1	3.1	ACCEPTATION OF THE PARTY OF THE	3.1	3.1		0.0	3.1		0.0
Queue Clearan	ce Time	e (gs), S		8.0		10.9	12.8	3	11.7	7.8			6.9		
Green Extensio				0.5		2.1	0.3	enine manifestation	2.2	0.1		0.0	1.5	manacan basanca	0.0
Phase Call Prol	NAMES OF THE PARTY	territaria de la meteorita de descrita trataco e un color a recurso de secuencia de secuencia de secuencia de Constituir de la meteorita de l		1.00	anno managamenta	1.00	1.00	anno anno di Santania	1.00	0.98	securior de la constitución		0.92	area and a second	
Max Out Proba	bility			0.00)	0.03	0.00	สารปากกรรมที่สารบากค	0.01	0.00			1.00	innersament messame	AND THE PARTY OF T
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ment			L	Т	R	L	T	R	L	Т	R	L	T	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	Rate (v	[,]), veh/h		242	376	164	222	317	190	118	879	171	102	1283	107
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	In	1757	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service	wydynaddoda warantania an ar ar ar ar ar ar ar ar ar ar ar ar ar			6.0	8.9	8.7	10.8	7.0	9.7	5.8	16.0	5.9	4.9	27.2	3.5
Cycle Queue C	learanc	ce Time (<i>g c</i>), s		6.0	8.9	8.7	10.8	7.0	9.7	5.8	16.0	5.9	4.9	27.2	3.5
Green Ratio (g	NATIONAL DESCRIPTION OF THE PROPERTY OF THE PR			0.09	0.14	0.14	0.14	0.19	0.19	0.08	0.45	0.45	0.09	0.45	0.45
Capacity (c), v	eh/h			333	523	233	261	703	313	150	1617	720	156	1630	725
Volume-to-Capa	entropolis per transpiration de la company de la company de la company de la company de la company de la compa	atio (X)		0.728	historia de la companio del la companio de la compa	0.704	0.850	0.451	0.607	0.788	0.544	0.238	0.654	0.787	0.148
	CONTRACTOR DESCRIPTION OF THE PARTY OF THE P	/In (95 th percentile))	115.1	172.4	152.4	209.6	132.3	a francisco de la constitución d	117.8	263.3	93.1	98.7	418.5	57.4
	NAME AND ADDRESS OF THE PARTY.	eh/ln (95 th percent	Salah janing sa katal panikan natang	4.6	6.9	6.1	8.4	5.3	6.0	4.7	10.5	3.7	3.9	16.7	2.3
		RQ) (95 th percent	MARKET PROGRAMME POR COLUMN	0.00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (enthanional manusimo estas			39.6	36.7	36.7	37.6	32.0	3.6	40.5	18.2	7.2	39.8	21.1	14.6
	ncremental Delay (d 2), s/veh					1.5	3.0	0.2	0.7	3.5	1.3	0.8	2.0	3.9	0.4
	nitial Queue Delay (d 3), s/veh					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh					38.1	40.6	32.2	4.3	44.0	19.5	8.0	41.8	25.0	15.0
	evel of Service (LOS)					D	,0.0 D	C	A	D	В	A	D	C	В
	evel of Service (LOS) pproach Delay, s/veh / LOS				D	D	27.5	dance and continues	C	20.3		C	25.4	Commence of the comment	C
Intersection Del	DESCRIPTION OF THE PERSON OF T	etri-restamentativa era en actividad de la companya de la companya de la companya de la companya de la company		38.6	samma amuna	······································	5.8						C	-	
	, J, VC	, 200		ų		۷.	,. .			1)		
Multimodal Re	ultimodal Results				EB			WB		1200	NB			SB	
	CONTRACTOR OF THE PARTY OF THE	/LOS		2.45		В	2.45	nountereninneg kristensus	В	2.46	NAMES OF THE PROPERTY OF THE PARTY	2.56	NAMES OF TAXABLE PARTY	С	
	edestrian LOS Score / LOS icycle LOS Score / LOS					_	a	1		a	- 1		ے. ا		J

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resu	ts Su	nmar	у				
General Inform	ation								Intersec	tion Inf	ormatio	on		4741	
Agency		LLG Engineers	*****************		NEW YORK HOME WAS A		THE WEST CONTROL STATE S		Duration	, h	0.25	parakon elektroni ejaki kompensi (est), ali pe yo			
Analyst		JAS		Analys	sis Date	Aug 2	9, 2018		Area Typ	e	Other				
Jurisdiction		City of Agoura Hills		Time F	Period	Near	Term - F	M	PHF		1.00			*1.	
Urban Street	will and other homes to be a successful.	Kanan Rd. / T.O Blv	∕d.	Analys	sis Year	2019			Analysis	Period	1> 7:0	00			- 9
Intersection		Intersection #3	Apphysic Antologicus or SA apphysic	File N	ame	03PM	- Near	Term.x	us				T. —		t 🗂
Project Descript	ion												*	4147	e in
				Entracker			an energy	\ A #	Consession					~-	
Demand Inform	TOTAL PARTY NAMED AND ADDRESS OF THE PARTY NAMED AND ADDRESS O				EB	T n		W	named and the second		NB	1 6		SB	
Approach Move Demand (v), ve	encurrormonistro montros	ann an de san de san de san de san de san de san de san de san de san de san de san de san de san de san de sa Canada de san de san de san de san de san de san de san de san de san de san de san de san de san de san de sa		L 345	175	137	L 104	15:	R 2 120	160	1205	R 102	92	769	R 400
Demand (v), ve	311/11			343	1/3	107	104	10.	2 120	100	1200	102	92	769	129
Signal Informa	tion					ÎÎ									
Cycle, s	90.0	Reference Phase	2		840	1	1	7		R	- ·	Y	1		
Offset, s	0	Reference Point	End	Green	9.7	7 ÎI 32.7	6.8	6.6	0.7	9.5		1	2	3	Y :
Uncoordinated	No	Simult. Gap E/W	On	Yellow	endirenseemen aan aan aan aa	4.0	4.0	4.0	4.0	4.0				7	A
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	4
Timer Results				EBI		EBT	WB	L	WBT	NB		NBT	SBI		SBT
Assigned Phase				7 2.0		4	3		8	5		2	1		6
and a process of the second se	Case Number				eniamenni Emmestere	3.0	2.0	เหตารองเราะก็สราคท	3.0	2.0	<i>เคราะกระก</i> อื่อกระหวดเล	3.0	2.0	annone and received	3.0
Phase Duration,	Kanananan katambanan tahun 1994 di k			15.3	manager of the course	18.2	10.6	anner men frances	13.5	13.7	icinamining anima	50.4	10.8	ancero de la como con	47.5
Change Period,	Activities and the second and the se			4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0
Max Allow Head	DESCRIPTION WITH SHAPE OF		skaneronanyakanananossay	3.1		3.1	3.1		3.1	3.1		0.0	3.1		0.0
Queue Clearand		enthalite between the common terminal terminal and the common of the com		10.6	namental printerior	9.0	7.1		8.5	9.8			6.5		
Green Extension		(g e), s		0.7	anne and anne	1.2	0.0	anners and even a	1.1	0.1		0.0	1.1		0.0
Phase Call Prob				1.00	างงางการพระเรียกการครายกา	1.00	0.93	ennicimus frances	1.00	0.98	on management		0.90	antinamien bissenieri	HARAIT,
Max Out Probab	ollity			0.00)	0.00	0.24	}	0.01	0.02	2		0.83	3	
Movement Gro	up Res	ults			EB			WB			NB			SB	
Approach Move	SECONO DE LA COMPOSITION DEL COMPOSITION DE LA C			L	Т	R	L	Т	R	L	Т	R	L	ΙT	R
Assigned Mover				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	Marchaet Contraction Contracti), veh/h		345	175	137	104	152	120	160	1205	102	92	769	129
		ow Rate (s), veh/h/l	n	1757	1809	1610	1810	1809	anglesiman-responsassories	1810	1809	1610	1810	1809	1610
Queue Service	Time (g	gs), S		8.6	3.9	7.0	5.1	3.5	6.5	7.8	21.8	2.9	4.5	12.6	4.1
Cycle Queue Cl	earanc	e Time (<i>g c</i>), s		8.6	3.9	7.0	5.1	3.5	6.5	7.8	21.8	2.9	4.5	12.6	4.1
Green Ratio (g/	(C)			0.13	0.16	0.16	0.07	0.11	0.11	0.11	0.52	0.52	0.08	0.48	0.48
Capacity (c), v	eh/h			440	571	254	133	384	171	196	1866	831	136	1747	777
Volume-to-Capa	city Ra	itio (X)	Mercula de la compania del compania de la compania del compania de la compania del la compania del compania del compania del compania del com	0.785	0.307	0.539	0.783	0.396	0.703	0.817	0.646	0.123	0.676	0.440	0.166
Back of Queue	(Q), ft/	'In (95 th percentile))	162.8	73.6	121.3	104.6	68.5	108.2	157.4	327.8	44.1	90.1	212.4	64.9
романия в принципальный в прин	CONTRACTOR CONTRACTOR	eh/In (95 th percenti	ethick termination in the contraction of	6.5 0.00	2.9	4.9	4.2	2.7	4.3	6.3	13.1	1.8	3.6	8.5	2.6
 подникающими полициями местополичения 	Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Iniform Delay (d 1), s/veh				33.5	34.9	41.0	37.5	3.5	39.3	15.8	2.9	40.5	15.3	13.1
\$2000000000000000000000000000000000000	ncremental Delay (d 2), s/veh				0.1	0.7	3.8	0.2	2.0	3.2	1.7	0.3	2.2	0.8	0.5
TO DESCRIPTION OF THE PROPERTY	nitial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Francisco con consequencia de la consequencia della consequencia della consequencia della consequencia della consequencia della	control Delay (d), s/veh				33.7	35.6	44.8	37.8	5.4	42.4	17.6	3.2	42.7	16.1	13.5
And an extension of the second	evel of Service (LOS) sproach Delay, s/veh / LOS				C	D D	D	D	A	D 40.	В	A	D 40.5	В	В
Intersection Delay	And the Property of the Parket			37.1		D	29.4 3.4	t [С	19.3		В	18.2		В
I mersection Deli	ay, 5/VE	an / LOS				23	J. 4						С		
Multimodal Res	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		2.45	ranconzigaciones	В	2.45	остинентуство	В	2.46		В	2.55	enconscionação en carece	С
Bicycle LOS Sco	ore / LC)S		1.03	anna comment de comment	Α	0.80	NOTES AND DESCRIPTIONS OF THE PARTY OF THE P	Α	1.70	ะแกรมแบบของสู้สองและแกะ	В	1.30	etronomicos g ⁱ nomicos etro	Α

HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	JAS	Intersection	Intersection #1								
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills								
Date Performed	7/18/2018	East/West Street	Twin Oaks North Driveway								
Analysis Year	2019	North/South Street	Kanan Road								
Time Analyzed	Near Term + Project - AM	Peak Hour Factor	1.00								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Twin Oaks - Starbucks	kalenda kironos renormalianno arromana arromana arromana arromana arromania arromania arromania arromania arroman									



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Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR			Secretaria de la constanta de	description of the second	-	1	L	Т	and the second second	-		Т	TR
Volume, V (veh/h)		4		28					8	37	1247				1444	62
Percent Heavy Vehicles (%)	1	0	1	0		Total Control		-	0	0		ornancovació, inscrioran		1		
Proportion Time Blocked																
Percent Grade (%)		Anest St. To and a second	0	Brancommoveccomicae	Sh.O'Matthiathrinnasiolimain	Business and the second	Bentonen manare	Secretaria de la composição de la compos		Bearing and a second	Secretarion	bearing encourage		Acommence	e de la companya della companya della companya de la companya dell	I
Right Turn Channelized		١	ło			1	lo .			١	10			ı	۷o	
Median Type/Storage	mana mana mana mana mana mana mana mana	nicatani mana manai wa si ania	novinum maraokini on enao	Left	Only						elleterki missiboo pilasikaslam	der extraorder de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta	5	DOSFORE CONTRACTORS	***************************************	
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.5		6.9		Ī	T T		6.4	4.1			<u> </u>			
Critical Headway (sec)		6.80		6.90					6.40	4.10						
Base Follow-Up Headway (sec)		3.5	1	3.3		en a company and a company and a company and a company and a company and a company and a company and a company	-	Property and Prope	2.5	2.2		normies Statementines	1			
Follow-Up Headway (sec)		3.50		3.30					2.50	2.20						
Delay, Queue Length, and	Leve	l of S	ervice				•		A	A						
Flow Rate, v (veh/h)			32			Ī				45						
Capacity, c (veh/h)			316		60					330						
v/c Ratio			0.10				<u> </u>			0.14				-	-	
95% Queue Length, Q ₉₅ (veh)			0.3							0.5						
Control Delay (s/veh)		<u> </u>	17.7						†	17.6						
Level of Service, LOS			С							С						

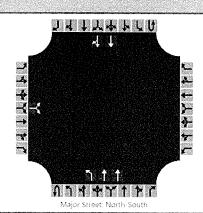
17.7 C

Approach Delay (s/veh)

Approach LOS

0.6

HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	JAS	Intersection	Intersection #1								
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills								
Date Performed	7/18/2018	East/West Street	Twin Oaks North Driveway								
Analysis Year	2019	North/South Street	Kanan Road								
Time Analyzed	Near Term + Project - PM	Peak Hour Factor	1.00								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Twin Oaks - Starbucks										

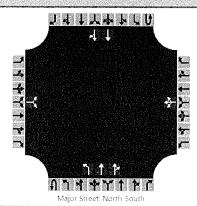


Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound		T	South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12	1	7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR	- Company of the Comp	Î			1		L	Т				T	TR
Volume, V (veh/h)		27		27					7	38	1560				881	15
Percent Heavy Vehicles (%)		0		0				***************************************	0	0			l			
Proportion Time Blocked											New					
Percent Grade (%)	privation the second scale	()	-	-	Probabilitation mention stocking	Server and the server of the s			Acordo mortes es aco	elia menerale menerale de la constanta de la c	Aconsaire	encenti monancion	dentament de la compa	Jeronia in meni	Americanous
Right Turn Channelized		N	lo			٨	lo			١	10			Ŋ	Vo .	
Median Type/Storage	Left (Only		and the second second second second second second second second second second second second second second seco		-	RECOMMENDATION OF THE PERSON O	#	Anti-construction of the Construction of the C	5		***************************************	ere establishment de la company	
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.5		6.9				ľ	6.4	4.1		ľ			Π	r
Critical Headway (sec)		6.80		6.90					6.40	4.10						
Base Follow-Up Headway (sec)		3.5	WANDER-CANDELLOWING	3.3					2.5	2.2					-	
Follow-Up Headway (sec)		3.50		3.30					2.50	2.20						
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)			54				T-100-00			45	-	**************************************		Γ	T	l
Capacity, c (veh/h)			396							659						
v/c Ratio			0.14	and the second second second			Orași de la composita de la co		-	0.07						
95% Queue Length, Q ₉₅ (veh)			0.5							0.2						
Control Delay (s/veh)			15.5							10.9						
Level of Service, LOS			С				4			В						
Approach Delay (s/veh)	15.5							Contain continue ao		0	.3	En construir de la c		American construction of the Construction of t	Annual Control	

C

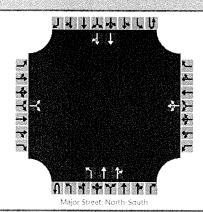
Approach LOS

	HCS7 Two-Wa	y Stop-Control Report	
General Information		Site Information	
Analyst	JAS	Intersection	Intersection #2
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills
Date Performed	7/18/2018	East/West Street	Twin Oaks South Driveway
Analysis Year	2019	North/South Street	Kanan Road
Time Analyzed	Near Term + Project - AM	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Twin Oaks - Starbucks		



Vehicle Volumes and Adju	ustme	nts									E				in the second		
Approach		Easth	ound			West	bound		Γ	North	nbound			South	nbound	-	
Movement	U	L	Т	R	U	L	Т	R	U	ULTR		U	L	Т	R		
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0	
Configuration		Î	LR		<u> </u>		LTR		-	L	T	TR		1	Т	TR	
Volume, V (veh/h)		4		80		0	1	20		60	1244	11			1408	33	
Percent Heavy Vehicles (%)		0	-	0		0	0	0		0			<u></u>	<u> </u>	-		
Proportion Time Blocked																	
Percent Grade (%)	<u> </u>	A. Marie Commission of the Com	0	- Annual and a second	1	-	0	London								A. C. C. C. C. C. C. C. C. C. C. C. C. C.	
Right Turn Channelized		N	10			1	Vo OF		No				No				
Median Type/Storage		Minute of the Control of the Control		Left	Only	***************************************						6	and the last state of the last		no risia benedice accessor		
Critical and Follow-up He	adwa	ys							•								
Base Critical Headway (sec)		7.5		6.9		7.5	6.5	6.9		4.1							
Critical Headway (sec)		7.50		6.90		7.50	6.50	6.90		4.10			***************************************		-		
Base Follow-Up Headway (sec)	-	3.5		3.3		3.5	4.0	3.3		2.2					e province and the second		
Follow-Up Headway (sec)	A. C.	3.50		3.30		3.50	4.00	3.30		2.20							
Delay, Queue Length, and	Leve	l of S	ervice				d										
Flow Rate, v (veh/h)		T T	84	T T		l	21			60							
Capacity, c (veh/h)			348				193			477							
v/c Ratio			0.24				0.11	historio ana managaria.	**************************************	0.13							
95% Queue Length, Q ₉₅ (veh)			0.9				0.4			0.4							
Control Delay (s/veh)			18.6				25.9	-		13.6				55 7 N 185348 V			
Level of Service, LOS			С			İ	Б			В	100000						
Approach Delay (s/veh)	18.6			25.9				0.6							L		
Approach LOS	C D																

	HCS7 Two-Wa	y Stop-Control Report	
General Information		Site Information	
Analyst	JAS	Intersection	Intersection #2
Agency/Co.	LLG Engineers	Jurisdiction	City of Agoura Hills
Date Performed	7/18/2018	East/West Street	Twin Oaks South Driveway
Analysis Year	2019	North/South Street	Kanan Road
Time Analyzed	Near Term + Project - PM	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Twin Oaks - Starbucks		



Approach		Eastb	ound			West	bound		Northbound			Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LR				LTR	and the second s		L	T	TR		Section (Section 2)	Т	TR
Volume, V (veh/h)		21		85		2	0	11	1	130	1572	13			849	56
Percent Heavy Vehicles (%)		0	English or her below to provide the	0		0	0	0	0	0		***************************************				
Proportion Time Blocked																
Percent Grade (%)	hoongalitasiin enganius S	()	Territoria de la composición dela composición de la composición de la composición de la composición dela composición dela composición dela composición de la composición de la composición de la composición de la composición de la composición de la composición dela composición de la composición dela composición dela composición dela composición dela composición dela composición dela compos		Secretary of the second second second second second second second second second second second second second se	0	la consecuent de la con		in acres made and	l-more and			CONTRACTOR OF THE PARTY OF THE	Accessed to the second	Lameston
Right Turn Channelized		N	lo			١	lo			N	0			١	lo	
Median Type/Storage		enside and michaeliculus		Left	Only	astureno curi la komenuerra		erioriale anima de de		richer of the colored of the se		(5	***************************************	***********	· ****************
Critical and Follow-up Hea	adway	/S														4
Base Critical Headway (sec)		7.5	<u>ga arisentina arise pra</u>	6.9		7.5	6.5	6.9	6.4	4.1		North Garden		part to the same of the same o	<u> </u>	
Critical Headway (sec)		7.50		6.90		7.50	6.50	6.90	6.40	4.10						
Base Follow-Up Headway (sec)		3.5	Statement of the beginning	3.3		3.5	4.0	3.3	2.5	2.2						and control of the control
Follow-Up Headway (sec)		3.50		3.30		3.50	4.00	3.30	2.50	2.20						
Delay, Queue Length, and	Level	of Se	ervice			l da									•	
Flow Rate, v (veh/h)			106				13			131						
Capacity, c (veh/h)			406				205			753						
v/c Ratio		***************************************	0.26			<u> </u>	0.06			0.17				A CONTRACTOR OF THE PARTY OF TH	Î	
95% Queue Length, Q ₉₅ (veh)			1.0				0.2			0.6						
Control Delay (s/veh)	Ì		17.0	Miller vinterio di ci-canoni		-	23.8			10.8						

Level of Service, LOS

Approach LOS

Approach Delay (s/veh)

Vehicle Volumes and Adjustments

c

23.8

С

В

8.0

c

17.0

HCS7 Sig					ed Int	ersec	tion F	Resul	ts Su	mmar	у				
General Inform	nation								Intersection Information					47.41	
Agency		LLG Engineers]	Duration, h 0.25				12		, L
Analyst		JAS		Analysis Date Aug 29, 20					Area Typ	e	Other	•			
Jurisdiction		City of Agoura Hills		Time Period Near Term Project - AN				th I	PHF		1.00		*	4	
Urban Street	Urban Street Kanan Rd. / T.O Blvd.			Analy	sis Yea	r 2019	CONTROL OF THE PROPERTY OF THE PARTY OF THE	1	Analysis	Period	1> 7:0	00			,
Intersection		Intersection #3		File N	ame	03AN	l - Near	Term w	ith Proje	ect.xus	errae Bargarana yaanna ay]	111 ተሃ	t c
Project Descrip	otion														
D. C. C.				I marata and			SA BUNGSU	14.5							
Demand Infor	CONTRACTOR STREET			-	EB			WB		4	NB	1 -	1	SB	
Approach Move			Angles of the first	244	T 376	R 164	L 222	1 T	R	L 440	T	R	L	T	R
Demand (V), V	ven/m			244	3/0	104	222	317	′ 191	118	886	171	106	1290	109
Signal Informa	ation					ŢŢ					Q I			1	
Cycle, s	90.0	Reference Phase	2		150	ą.		P	~	月.,	•	<u>بر</u>	Þ		→
Offset, s	0	Reference Point	End	Greer		28.6	7.9	8.6	0.4	13.0	n	- 1	2	3	Yi 4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	4.0	4.0	4.0	,		_ _		4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		8	- 6	7	a
Timer Results	Page 10 Control Contro			EB	L L	EBT	WB	L	WBT	NB	L	NBT	SB		SBT
Assigned Phas				7		4	3		8	5		2	1		6
Case Number				2.0	***********	3.0	2.0	····	3.0	2.0	ครองเหตรมนี้จะสมเดอเ	3.0	2.0	and the same of the same of	3.0
Phase Duration Change Period	AND DESCRIPTION OF THE PARTY OF			12.6	commence of women	17.0 4.0	17.0 4.0	erromanni di secono	21.4	11.4	annous en Bonnes en en	44.1	11.9	and the same of the same of	44.6
Max Allow Hea				4.0	3.1		4.0 4.0 3.1 3.1		4.0	4.0 3.1	an commence de la commence de	4.0	4.0	annonement de la companya	4.0
Queue Clearan	THE PROPERTY OF THE PROPERTY O	initerioral particular interioración de la proper de la company de la company de la company de la company de l		8.1		10.9	12.8	eraneaura françoiseaura	3.1 11.8		STEEDERS STEEDERS	0.0	3.1 7.1	en en en en en en en en en en en en en e	0.0
Green Extension				0.5	onnemalijaan	2.1	0.3	-	2.2	7.8 0.1	-	0.0	1.1	ennemaniferance	0.0
Phase Call Pro		(96), 3	ADDRESS AND ADDRES	1.00	·	1.00	1.00	nerromen de l'annual	1.00	0.9		0.0	0.93	anno de la constante de la con	U.U
Max Out Proba	CONTRACTOR DESCRIPTION OF THE PARTY OF THE P	O transfilment stime from the second contract co		0.00		0.04	0.00	energen and energe	0.01	0.00	amountaing announces		1.00		
	,								0.0	0.0			1.00		
Movement Gro	oup Res	ults			EB			WB			NB			SB	
Approach Move	министический	SCANA MATERIAL IN STATE CONTROL OF THE CONTROL OF T		L	T	R	L	T	R	L	Т	R	L	Т	R
Assigned Move				7	• 4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	NOTE HER PARTY OF THE PARTY OF	THE RESIDENCE OF THE PROPERTY	or GOVERNMENT AND THE SECOND	244	376	164	222	317	191	118	886	171	106	1290	109
promotores and a second contract of the secon	NAME OF TAXABLE PARTY.	ow Rate (s), veh/h/l	n	1757	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service	THE RESERVE OF THE PERSON NAMED IN COLUMN			6.1	8.9	8.7	10.8	7.0	9.8	5.8	16.2	5.9	5.1	27.4	3.6
Participation and the second s	CONTRACTOR CONTRACTOR	e Time (<i>g c</i>), s		6.1	8.9	8.7	10.8	7.0	9.8	5.8	16.2	5.9	5.1	27.4	3.6
Green Ratio (g Capacity (c), v	STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,			0.10	0.14	0.14	0.14	0.19	0.19	0.08	0.45	0.45	0.09	0.45	0.45
Volume-to-Cap	Protection designation of the second	tio (Y)		335 0.729	523 0.719	0.704	261 0.850	700 0.453	312 0.613	150 0.788	1610 0.550	717 0.239	160	1630	726
	NAKAK DALIMIN DANIAR DISTANTAN DANIAR	/In(95 th percentile)	Makana.	116	172.4	152.4	209.7	132.3	all commence and the commence of the commence	117.8	266.4	93.6	0.664 104.3	0.791 420.9	0.150 58.6
\$00000 FORWARD CONTRACTOR AND ADDRESS OF THE PROPERTY OF THE P	polindici where will be converted and	eh/ln (95 th percenti	donic spret requirement and a service of	4.6	6.9	6.1	8.4	5.3	6.0	4.7	10.7	3.7	4.2	16.8	2.3
Principle State (Control of the Control CONTRACTOR	RQ) (95 th percent	PHOTOGRAPHICAL CONTROL OF THE PROPERTY OF THE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay	CONTRACTOR CONTRACTOR			39.6	36.7	36.7	37.6	32.1	3.6	40.5	18.3	7.2	39.7	21.1	14.6
Incremental De				1.1	0.7	1.5	3.0	0.2	0.7	3.5	1.4	0.8	2.8	4.0	0.4
Initial Queue D	DATA CONTROL C			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/ve	∍h		40.7	37.5	38.1	40.6	32.2	4.4	44.0	19.7	8.0	42.6	25.1	15.0
Level of Service	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS AND ADDRESS O	COLOR DESCRIPTION OF THE PROPERTY OF THE PROPE		D	D	D	D	С	Α	D	В	Α	D	С	В
promate a company of the promotive of the company o	Approach Delay, s/veh / LOS		38.6	3	D	27.5	5	С	20.4		С	25.6	3	C	
Intersection De	lay, s/ve	h / LOS				26	5.9						С		
													Name and the second		
CONTRACTOR OF THE PROPERTY OF	Multimodal Results Pedestrian LOS Score / LOS			EB			WB			NB			SB		
Promocorono de la constitución d	SALSH PARKET MARKET PROTECTION			2.45	ดเกาะเราะเกาะเรื่องแบบเกม	В	2.45	married and the same of	В	2.46		В	2.56	management of an order	С
Bicycle LOS So	vie / LC	<i>1</i> 0		1.13) [Α	1.09	,	Α	1.46)	Α	1.73	5	В

Content Information			HCS	7 Sig	nalize	ed Int	ersec	tion F	Resu	Its Su	mmar	у					
Agency																	
Analysis U/AS	General Inform	nation						- · · · · · · · · · · · · · · · · · · ·	1	Intersection Information					14241		
Analysis JAS	Agency		LLG Engineers							Duration, h 0.25							
	Analyst		JAS	etter a plantamenta province por	Analysis Date Aug 29, 2018												
Unband Intersection	Jurisdiction		City of Agoura Hills		Time Period Ne			Term wi	anne en en en en en en en en en en en en					- 3 3	ej.	4	
Project Description	Urban Street	an Street Kanan Rd. / T.O Blvd.				sis Yea		TO VALE DO COMBRESS ON CONTROL OF CO.		Analysis	Period	1> 7:	00			. Z	
Demand Information	Intersection	Intersection #3			File N	ame	03PN	i - Near	Term v	vith Proje	ect.xus	marili amendra amendra	PASSESSIVER CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CO		ነፃ ተቃል	10 I	
Approach Movement	Project Descrip	tion															
Approach Movement	Damasallafor				Element de la company									an lateral cons			
Demand (v), veh/h		**********			1		l p		*****	minimizacione la mesca de la compansión de la compansión de la compansión de la compansión de la compansión de			***************************************	4	angen a constitutive account		
Signal Information	The second section of the second second second second second	ing distributed by the purpose of the control of th				dan market and	magazini magazini					and an animal and	anna de la companya della companya d		undramana anno	and the second second second	
Cycle, s 90.0 Reference Phase 2 Reference Phase 2 Reference Photo End Uncoordinated No No Red Green 97 32.4 6.9 6.6 0.7 9.6	Demand (V), V	Cilvii			347	110	137	104	טו ן	2 121	160	1212	2 102	95	176	131	
Cycle, s 90.0 Reference Phase c 2 Offset, s 0 Reference Point cape and several cape	Signal Informa	ition					1,11					\sim					
Original Original	Cycle, s	90.0	Reference Phase	2		50	ŧ	ŧ	P			•	Y	V			
Uncoordinated No Simult. Gap E/W On Yellow 4.0	Offset, s	0	Reference Point	End	Green				6.6	0.7	- 1		- 1	2	3	<u>Y</u> 4	
Force Mode	Uncoordinated	No	Simult. Gap E/W	On			CASTANA PARAMETERS		CONTRACTOR OF THE PARTY OF THE	HITCHOOLSTERNING PROCESSOR THE COLOR		-	S 2	L	7	4	
Assigned Phase	Force Mode	Fixed	Simult. Gap N/S	On	"gentletensmentonico-unicom		0.0	PROFINACED MODERN MARKETON CO.					8	0	7	B	
Assigned Phase																	
Case Number 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 3.0 2.0 4.0 <t< td=""><td></td><td></td><td></td><td>la de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la const</td><td>Same and the same /td><td>L</td><td>STATEMENT PARTIES AND ADDRESS OF THE PARTIES AND</td><td></td><td>L</td><td>Printerio de de la compansión de la comp</td><td>-</td><td>L</td><td>CONTRACTOR CONTRACTOR</td><td>SB</td><td>L</td><td>SBT</td></t<>				la de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la const	Same and the same	L	STATEMENT PARTIES AND ADDRESS OF THE PARTIES AND		L	Printerio de de la compansión de la comp	-	L	CONTRACTOR CONTRACTOR	SB	L	SBT	
Phase Duration, s 15.3 18.3 10.6 13.6 13.7 50.2 10.9 47.4 Change Period, (Y+R∘), s 4.0 0.0 <td></td> <td>9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Santanian mariantara</td> <td></td> <td>DOMESTIC CONTRACTOR OF THE PROPERTY OF THE PRO</td> <td></td> <td></td> <td>**********</td>		9									Santanian mariantara		DOMESTIC CONTRACTOR OF THE PROPERTY OF THE PRO			**********	
Change Period, (Y+R c), s 4.0 Max Allow Headway (MAH), s 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 0.0 3.1 0.0 3.1 0.0 3.1 0.0 0.0 3.1 0.0 0.0 3.1 0.0 0.0 0.0 3.1 0.0 0.		Marketon in the Column Marketon			Branco Carlos Ca			Samuel and the same	economico de la constanta		The second consequences of the second consequenc	งองการสราสตั้งการจองเห		Samuel and the same of the sam	annound announce	enementani en anticolari	
Max Allow Headway (MAH), s 3.1 3.1 3.1 3.1 3.1 3.1 0.0 3.1 0.0 Queue Clearance Time ($g *$), s 10.6 9.0 7.1 8.5 9.8		**************************************			Bunnemennani	***************************************	CONTRACTOR DE LA CONTRA	<u> </u>	enconservations	THE PROPERTY OF THE PROPERTY O	Brancon and the second	anamera de antes ante	PROVINCES CONTRACTOR	THE RESIDENCE OF THE PARTY OF T		arrane and the second	
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ATTACHMENT I

Seven Elk Ranch Design Inc.

5328 Alhama Drive • Woodland Hills, California 91364 100 Brady Lane • Hamilton, Montana 59840 (mailing address)

Phone (805) 577-8432 kaygreeley@earthlink.net

May 15, 2019

Mr. Ray Kayacan Regency Centers 915 Wilshire Boulevard, Suite 2200 Los Angeles, California 90017

Subject: Oak Tree Report for Starbucks at Twin Oaks Center Response to Comments from City of Agoura Hills

Dear Mr. Kayacan:

As requested, I prepared this letter to respond to comments pertaining to the Oak Tree Report we prepared for the proposed Starbucks at Twin Oaks Center in Agoura Hills. My comments are as follows:

Oak Tree Report Review Comment #1: 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 at least one 36-inch box oak tree, two 24-inch box oak trees, and a fourth oak tree from a minimum 15-gallon container. 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 may need to be planted to meet the 1:1 caliper requirement. Refer to the average oak tree container size provided in AHMC Section 9657, V., C.1, 4.2 (page 1057) to determine the quantity of oak tree caliper that will be mitigated.

<u>Response:</u> Based on the three trees proposed for removal, the replacement requirements to meet the above statement are the following:

- Three 36-inch box-size valley oak (Quercus lobata)
- Six 24-inch box-size valley oak (Q. lobata)
- At least three more valley oak (Q. lobata), minimum 15-gallon size
- A total caliper of 48 inches
- The 10 replacement trees shown on the conceptual landscape plan includes ten valley oaks, including seven 24-inch box-size and three 36-inch box-size trees. These trees provide a replacement of 23 inches of caliper. There are also two additional valley oaks included on the plan, one of which is a 15-gallon container-size; the other one does not yet have a size specified.
- Regency also proposes to plant two mature "signature" coast live oaks near the corner at Kanan Road and Thousand Oaks Boulevard. These trees each have a caliper of 13 inches, would bring the number of inches planted to at least 49 inches, surpassing the requirement of 48 caliper inches.

Oak Tree Report Review Comment #2: 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

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and shall be inspected by a certified arborist or the City's Oak Tree Consultant within 72-hours prior to planting.

<u>Response:</u> Trees were located in Fillmore, California, which is local to Agoura Hills. Regency can therefore accept this requirement as presented.

Oak Tree Report Review Comment #3: The project site plan shall show the actual canopies drawn to scale for all existing oak trees, rather than symmetrical canopies that are not drawn to scale that misrepresent the existing driplines and Tree Protective Zones (TPZ) of the oak trees.

Response: The tree canopies were measured at eight compass headings in accordance with the requirements of the Guidelines. That data is provided on the Field Evaluation Forms contained in Appendix B of the Oak Tree Report, staring on page 13. The canopies were then drawn to scale on the "Starbucks Landscape Concept Plan", included in Appendix D of the Oak Tree Report, starting on page 29 of the Oak Tree Report to accurately depict the oak tree canopies as measured during the field inventory. Based on this explanation, the City's comment is unclear and further explanation is therefore requested if the City still feels correction is required.

Oak Tree Report Review Comment #4: The OTR shall indicate the percentage of encroachment within the TPZ of trees that will be encroached by the project.

Response: The encroachments are calculated as follows:

- Tree #2486 The Oak Tree Report includes a detailed evaluation of the percentage of encroachment for each impact to this tree, starting on page 4. The total encroachment is 52.5%, though 26.0% of this amount is in the same footprint of the existing building that is proposed to be removed and rebuilt. New encroachments for the walkway and patio would impact 26.5% of the protected zone.
- Tree #2487 The existing parking lot planter will be enlarged. The existing encroachment of the curb and asphalt surrounding tree will be reduced from 84.8% to 27.1%. The larger planter will provide added space for fine root hair growth, which may eventually improve the health of the tree.
- Tree #2488 The existing parking lot planter will be enlarged. The existing
 encroachment of the curb and asphalt surrounding tree will be reduced from 87.4% to
 74.8%. The larger planter will provide added space for fine root hair growth, which may
 eventually improve the health of the tree.

Oak Tree Report Review Comment #5: It appears that tree #2485 would merely be encroached by the project and that removal of the tree would not be necessary. The applicant shall consider use of permeable concrete underneath trees #2485 and 2486, or a raised patio for the seating area. Tree wells shall be installed around these trees for irrigation and aeration purposes.

Response: The design cannot utilize a raised patio due to grades required to keep the site compliant with ADA standards. Permeable concrete was considered as an option for the patio material during our initial review of the project. However, a geotextile-lined reservoir must be constructed below the paving to accept the water that impacts the pavement. Excavation to create that reservoir and to place the base material required to support the pavement would

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eliminate roots in that area. This would require more disturbance to the root zone than a traditional concrete pour.

Oak Tree Report Review Comment #6: Effort shall be made to design the parking spaces around oak tree #2487 and 2488, since these trees have acclimated to the disturbed condition of the existing parking lot and to preserve these trees, rather than planting replacement (mitigation trees).

<u>Response:</u> The parking spaces were redesigned, and these two trees will be preserved in place. Technically these two trees will be encroached on, but the encroachment activity will be to reconfigure the asphalt surrounding each tree, resulting in a larger planter area for each tree, as shown on the most current site plan.

Oak Tree Report Review Comment #7: All mitigation oak trees shall be planted to account for their long-term survival and must be planted in a suitable location. For example, mitigation oak trees planted underneath the power line along Kanan Road should consist of multi-trunk specimens that tend to be shorter, and the proposed mitigation oak tree located next to the drive-thru order sign must be suitable for that location.

<u>Response:</u> We do not support the specification of multi-trunk oak trees. Oak trees naturally grow with a single trunk. Nurseries plant multiple small trees in the same container to create multi-trunk oaks, which ultimately have a weak structure and are thus less sustainable. Rather than planting multi-trunk trees, structural pruning techniques can be utilized as the trees grow to control their height and direct growth away from the power lines.

Oak Tree Report Review Comment #8: All mitigation oak trees shall be monitored by a certified arborist for a 5-year period following installation, and annual monitoring reports shall be prepared by a certified arborist and submitted to the City annual for a 5-year period. Any mitigation tree that dies or severely declines during the 5-year monitoring period shall be replaced and the replacement tree shall also be monitored for a 5-year period.

Response: Regency can accept this condition as written.

Oak Tree Report Review Comment #9: All landscaping within the TPZ of an oak tree shall consist of compatible species with similar watering requirements.

<u>Response:</u> This recommendation is included on page 7 of the Oak Tree Report. Regency can agree to comply with the requirement.

<u>Planning Comment #5:</u> Removing oak trees is always a source of concern for the community, please consider justifying the community benefits that outweigh the loss of the trees. We suggest you submit a written statement to the Planning Department.

<u>Response:</u> Regency originally requested the removal of five oak trees, which was reduced to three trees based on City comments.

Regency feels that upgrades to the Twin Oaks Center will provide long-term benefits to the community through the ability to attract and maintain more attractive tenants in an area of the City that is otherwise under-served. The addition of a drive-through Starbucks will reduce short-

MR. RAY KAYACAN 05/15/18 PAGE 4 OF 4

term parking in the area by allowing customers to pass through quickly. The addition of outdoor seating will create a "third place" where people can gather, whether it be for social or business reasons. The outdoor space will be highly functional and attractive in that regard.

Since the center is called "Twin Oaks", Regency would like to re-identify that name by planting two large box-size trees at the corner of Kanan Road and Thousand Oaks Boulevard, at significant cost. The planting of large trees will provide for immediate re-branding of the center, as opposed to the planting of small box-size trees that would take years to become as visible. The two oak trees recently planted in this location will be relocated within the site, at locations designated for mitigation trees within the proposed planting plan.

The removal of the three trees requested will result in the ability to install a drive-through and provide for efficient parking and circulation through the site. The planting of mitigation trees will offset the loss of the three trees in a fashion that will provide the most benefits for the next 20 years.

If you have any questions, please do not hesitate to contact me.

Sincerely,

KAY J. GREELEY

President

Civil Engineer 37396 Landscape Architect 4035 ISA Board Certified Master Arborist WE-1140B ISA Tree Risk Assessment Qualified Member, American Society of Consulting Arborists

Kay J. Greeley

Oak Tree Report

Project:

Starbucks Twin Oaks Shopping Center 5727 Kanan Road Agoura Hills, California 91301

Prepared for:

Attention: Ray Kaycan
Regency Centers
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Prepared by:

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Date:

March 26, 2018



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Oak Tree Report

Starbucks Twin Oaks Shopping Center 5727 Kanan Road Agoura Hills, California 91301

INTRODUCTION

This oak tree report was prepared at the request of Ray Kayacan, Manager - Investments for Regency Centers. Regency Centers proposes to demolish and then reconstruct the Starbucks located in the northeasterly corner of the Twin Oaks Shopping Center, located at 5727 Kanan Road, Agoura Hills, California. The design concept includes a larger building with a drive-through lane. It will require reconfiguration of the parking lot adjacent to Starbucks for the new drive-through lane. The project area is bounded by Kanan Road on the east, the center's northernmost entrance drive on the south and the center north/south drive aisle on the west.

The project area contains a total of six oak trees protected by the City of Agoura Hills Municipal Code. Five of the six protected oak trees would be removed to construct the project as proposed. Encroachment within the protected zone of the remaining protected oak tree would be required to complete the project as proposed.

The purpose of this Oak Tree Report is as follows:

- Document the findings related to a field inventory and ground-level visual analysis of six protected oak trees, including photographs and a tree location map.
- Analyze potential direct impacts to the subject trees that might result due to the proposed construction.
- Present recommendations with respect to protection of the protected trees during construction activities, as well as any treatments that would serve to improve or promote their health.

This report was prepared in accordance with Article IX, Chapter 6, Division 7 and Appendix A of the City of Agoura Hills Municipal Code - Agoura Hills Oak Tree Preservation Guidelines. The city lies in the County of Los Angeles in the Conejo Valley, the beauty of which is greatly enhanced by the presence of large numbers of majestic oak trees.

It is the policy of the City to require the preservation of all healthy oak trees unless compelling reasons justify the removal, cutting, pruning and/or encroachment into the protected zone of an oak tree. Unless allowed by an Oak Tree Permit, no person shall cut, remove, encroach into the protected zone or relocate any tree of the genus *Quercus* that is at least two inches in diameter when measured at a point three and one-half feet above natural grade.

Oak trees within the City of Agoura Hills are recognized as possessing significant historical, aesthetic and environmental value to the citizens of Agoura Hills, present and future. It is the intent of the Oak Tree Permit to preserve and maintain healthy oak trees in the development process.

SCOPE OF WORK

The scope of work included a full ground field observation of the cultural and physical conditions of a total of six protected oak trees. Pertinent data was recorded by associate Certified Arborist Ann Burroughs on the Field Evaluation Forms contained in Appendix B. Data was collected on December 18, 2017. Photographs for reference and record purposes are included in Appendix C.

A Tree Location Map is included in Appendix D. This map was prepared using a plan provided electronically by Van Atta and Associates, Inc. Landscape Architecture and Planning. All information provided by the preparer is certified to be true and correct as of the date of the field observations.

Four valley oak (*Quercus lobata*) trees and two coast live oak (*Q. agrifolia*) trees were tagged on their northerly sides using round aluminum tags numbered '2483' through '2488', sequentially.

The species, trunk diameter, canopy diameter, height, health and vigor of the protected oak trees are summarized in the table included in Appendix A.

TREE CHARACTERISTICS AND SITE CONDITIONS

As shown on the Oak Tree Location Map contained in Appendix D, the coast live oak trees are located in two parking lot landscape planters south of Starbucks. The valley oak trees are located within a large planting area adjacent to the westerly side of Starbucks

The species distribution for the trees in the study area is as follows:

Species	Common Name	Quantity
Quercus agrifolia	coast live oak	2
Quercus lobata	valley oak	4
Total	1	6

The site is located in the northeasterly corner of the Twin Oaks shopping center. The terrain is relatively level. The four valley oak trees appear to have grown in place. It is likely that tree #2486, a senescent valley oak, was present at the time the site was initially developed. Given the relatively smaller size of the other three valley oaks, they may have sprouted in the planter at some time after the shopping center was developed. The two coast live oaks were planted as part of the parking lot landscape program.

Detailed information with respect to diameter, number of trunks, height, canopy dimensions, form, crown class, age class, and pruning history is provided for the each of the subject trees on the Field Evaluation Forms in Appendix B.

TREE HEALTH AND DEFECTS

Specific tree health details are documented for each tree on the Field Evaluation Forms in Appendix B. Issues noted include foliage color, density and leaf size, and presence of epicormic growth or twig dieback. Assessments of relative annual shoot growth, wound wood development and vigor are also provided. Specific tree defects were evaluated and noted as to their location (root crown, trunk, scaffolds, or branches), as well as the severity of the defect. Any recommended treatments are also noted on the individual Field Evaluation Forms.

The oak trees range in condition from good to average. Particular note must be made of the condition of the senescent valley oak. The age, structure and signs of hollow limbs and decay should be considered of great concern and this tree should be considered as potentially hazardous. Regular inspection, including a risk assessment as often as four times per year, is recommended to monitor the ongoing decline of this tree. Even with such monitoring, catastrophic branch failures or whole tree failure are possible at any time.

The species, trunk diameter(s) and health and appearance ratings for each tagged tree are summarized in the table included in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

As noted, Regency Centers proposes to demolish and reconstruct the Starbucks and reconfigure the adjacent parking spaces and drive aisles. One protected oak trees would experience encroachment and five protected oak trees would require removal to construct the project as proposed. These impacts are summarized as follows:

Species	Encroachment	Removal
Quercus agrifolia	0	2
Quercus lobata	1	3
Total	1	5

The existing, approximately 1,570 square foot Starbucks building would be demolished. The conceptual design provides for a new, approximately 2,240 square foot Starbucks building that would be constructed in approximately the same location. The new building would include a drive-through window with a drive-through lane that wraps around the easterly and northerly sides of the building. The trash enclosure area currently located within the planter containing the valley oaks would be relocated.

Reconfiguration of the adjacent parking lot would include closure of the entry to parking adjacent to Starbucks at the center's northernmost entry drive. Parking spaces in the north/south row near Kanan Road would be eliminated to accommodate the drive-

through lane. Three new spaces would be added at the easterly end of the row of spaces adjacent to the center's entry drive. An additional space would be added at the easterly end of each row in the center of this area. The northernmost row of parking spaces would be relocated closer to the building by eliminating the planter and will increase the number of parking spaces by six in this area.

In addition, as shown in the report prepared by this office dated January 4, 2018, renovation of the existing asphalt pavement will occur within the parking lot and drive aisles.

The proposed building and adjacent hardscape design are presently conceptual in nature as to their precise layout, materials and construction details. The soils investigation for the project is not yet complete and the actual amount of over-excavation for the proposed building is unknown. Regency has informed us they hope to limit this to three feet beyond the building footprint and three feet in depth; this is the distance used in the calculations for the encroachments below. The calculations may require revision once the soils report is complete.

Once the soils report is complete and the proposed design of the building footprint and drive-through lane are confirmed, we recommend an exploratory trench be excavated at the edges of the limits of excavation. Prior to start of construction documents this office should be contacted to review the final layout and design details to ensure that the large oak tree proposed to remain will not suffer from long-term adverse impacts as a result of the project.

The most recent edition of the International Society of Arboriculture (ISA) <u>Best Management Practices (BMP)</u> for <u>Managing Trees during Construction</u> includes guidelines for determining a Tree Protection Zone (TPZ). The TPZ is based on a tree species' tolerance for construction damage and the relative age of the tree. Taking these two factors into consideration, a TPZ can be established using multiples of a tree's trunk diameter measurement. In addition to analyzing impacts based on the City's Oak Tree Preservation Guidelines we have analyzed them based on the ISA BMP. Valley oak trees are reported to have medium tolerance to construction impacts.

Specific comments with respect to potentially impacted trees are as follows:

<u>Tree #2483 and #2484</u> – These two mature valley oak trees are located north of the northwesterly corner of Starbucks. The trees are within the footprint of the proposed drive-through lane. The trees would therefore require removal to construct the project as proposed.

<u>Tree #2485</u> – This mature valley oak tree is located west of the northwesterly corner of Starbucks. It is located within the footprint of the proposed concrete paver patio to the west of Starbucks. Installation of pavers typically requires excavation to a depth of one foot. This would therefore require removal of the tree to construct the project as proposed.

<u>Tree #2486</u> – This over-mature valley oak tree is located west of Starbucks. Using the ISA BMP, the recommended TPZ for an over-mature valley oak of this size is 65 feet. The tree would experience the following encroachments based on the conceptual design:

Proposed new building:

Encroachment by the new building on its east would amount to just under 26 percent of the tree's protected zone and would occur no closer than 11 feet from the trunk. Half of this encroachment is within the footprint of the existing building where it is highly unlikely any roots would be encountered due to the existing soil density.

As stated previously, once the final desired footprint for the building is determined and the soils report completed, an exploratory trench should be excavated at the limits of proposed construction. Based on the results of the excavation it could be determined whether or not the proposed building could be built, and the tree remain with no long-term adverse impacts.

Concrete boardwalk:

The new concrete boardwalk would encroach within 21 percent of the protected zone and construction would occur within 2.6 feet of the trunk on the north of the tree and within five feet the trunk on the east. Excavation for construction on two sides of the tree at these distances would require removal of the tree to construct the project as proposed. A walkway could be constructed in a manner that would allow the tree to remain, but it will most likely need to have a different configuration than is shown in the conceptual plan. The final configuration of the walkway might have to be adjusted in the field to accommodate the structural root configuration as it is discovered during a field investigation.

Concrete paver patio:

Encroachment by the proposed concrete paver patio north of the tree would amount to 5.5 percent of the tree's protected zone and would occur no closer than 10 feet from the trunk. Excavation the base for this patio should be performed under the direct observation of this office to ensure that structural roots are not damaged during the excavation.

Oak woodland garden:

An oak woodland garden featuring oak woodland riparian plants is proposed. At its closest it would come within approximately 2.5 feet from the tree's trunk. Riparian plants are those originating in wetlands adjacent to streams. Valley oaks evolved in a Mediterranean climate, with hot, dry summers and cool, wet winters. They should not receive summer water which favors some soil pathogens. Summer irrigation is a major cause of oak mortality, creating favorable conditions for oak root fungus (*Armillaria mellea*) and avocado root rot (*Phytophthora cinnamomi*).

We recommend the woodland garden and drip irrigation be kept a minimum of eight to ten feet from the trunk of any oak tree. We also recommend that plants with a lower water requirement be used within the protected zones of the oak.

Demolition of existing features:

Demolition of the existing sidewalks, building and trash enclosure and removal of all concrete within the protected zone of the tree will need to be accomplished with great care with hand tools or a mini-excavator to ensure that roots are not damaged during the excavation.

<u>Trees #2487 and #2488</u> – These two coast live oak trees are located within the planters at the easterly ends of the two southernmost rows of parking spaces. The trees are within

the footprint of proposed parking spaces. The trees will therefore require removal to construct the project as proposed.

Specific Recommendations for Final Design

- 1. The proposed building, walkway, drive-through lane and patio between the building and the drive aisle will need be designed to limit direct impacts to the valley oak tree to remain.
- 2. Once the final desired footprints for the building and drive-through lane have been finalized and the soils report completed, exploratory trenches at the limits of proposed construction should be excavated. The work should be performed with an air-spade or hand tools under the direct observation of this office to ensure that roots are not damaged during the excavation. Based on the results of the excavation it can be determined whether the building and drive-through can be built and the tree remain with no long-term impacts.
- 3. This office should review the final layout and construction details for the walkway and patio within the protected zone of the valley oak to remain. During construction, the exact configuration will need to be adjusted to accommodate any structural roots encountered that are two inches in diameter and over.
- 4. Demolition of concrete within the protected zones of the valley oak should performed with hand tools or small equipment under the observation of this office.
- 5. To protect the trunk of the valley oak tree to remain from accidentally being gouged by tools or materials, the trunk should be wrapped to a height of approximately ten feet with heavy padding such as furniture pads or carpet lengths.

GENERAL RECOMMENDATIONS

The following general recommendations should be followed to establish and maintain a healthy cultural environment for trees. It must be understood that these recommendations apply to trees in general; specific questions should always be referred to the arborist.

WORK WITHIN THE PROTECTED ZONE

The protected zone is an area surrounding a tree, defined within the City of Agoura Hills Oak Tree Ordinance. It includes all area within the dripline of the tree, plus five feet beyond the dripline. This distance must be no less than 15 feet from the trunk. Given the high sensitivity of native oak trees, great care must be taken when work is conducted within the protected zone. Specifically:

Observation -- All work conducted within the protected zone of any tree should be performed within the presence of a qualified arborist. Usually this work will also require a permit from the local government. This will help to ensure that work is performed in a manner that will not harm a tree.

<u>Notice</u> -- Forty-eight hours' notice should be provided to the arborist prior to the planned start of work. This notification must usually be provided to the local government also.

The notice will insure that the project receives the highest possible scheduling priority and avoid delays.

<u>Hand Tools</u> -- All excavation within the protected zone should be accomplished with the use of hand tools only. Except under special circumstances, tractors, backhoes and other vehicles cannot be operated in a manner that will preserve major tree roots, minimize soil compaction, and insure the safety of both the vehicle operator and the tree.

<u>Certification</u> -- All work conducted within the protected zone should be certified by a qualified arborist. For work performed under a permit, this may be a requirement of the local government.

WORK OUTSIDE OF THE PROTECTED ZONE

To protect trees within the vicinity of major construction, trees should be temporarily fenced at the edge of the protected zone prior to the beginning of construction operations on a site. The fence should be constructed of chain link material, a minimum of five feet in height. The project arborist should be contacted to develop a fencing plan, generally required by the City of Agoura Hills. The fence may be removed at the completion of the construction upon approval by the City.

PLANTING WITHIN THE PROTECTED ZONE

Planting within the protected zone of a tree is discouraged. Ideally, the leaf litter from the tree should be allowed to collect beneath the tree, creating a natural mulch and fertilizer. If planting is necessary or the natural leaf litter is removed, the following should be considered:

<u>Irrigation</u> -- No spray-type irrigation systems should be used within the dripline. It is important that sprinkler systems do not throw water against the trunk of any tree. A continuously wet soil condition near the root crown, the area where the tree trunk meets the ground, favors the growth of predatory disease organisms. The two most prominent organisms in Southern California are avocado root rot (*Phytophthora cinnamomi*) and oak root fungus (*Armillaria mellea*). As an absolute minimum, all irrigation should be at least 15 feet from the trunk.

Resistant Varieties -- Avoid plants that are susceptible to either avocado root rot or oak root fungus. Many trees are particularly susceptible to these diseases in developed areas. Avoiding other plants susceptible to these diseases will also help to keep the diseases in a dormant state. Consult publications by the University of California Cooperative Extension for plant lists.

<u>Mulch</u> -- Place a four-inch thick layer of organic mulch throughout the protected zone of each tree. Keep mulch from direct contact with trunks. Aesthetically pleasing options include crushed walnut hulls and shredded bark. These mulches are beneficial when the natural leaf litter is not available, minimizing evaporation and providing weed control.

TREE MAINTENANCE AND PRUNING OPERATIONS

Most trees require very little pruning, apart from periodic dead-wooding. However, if a tree has a major defect, the employment of proper pruning practices may be more desirable than the uncontrolled damage that could otherwise occur. Always consult qualified professionals for advice.

<u>Ornamental or Aesthetic Pruning</u> -- Removal of live tissue for the purpose of altering the appearance of tree is not desirable. Activities such as thinning out, heading up, liontailing or other similar practices contribute to the onset of insect and disease attacks.

<u>Dead-wooding</u> -- Removal of dead tissue, regardless of size, may usually be performed without a permit. All pruning should follow standards endorsed by the International Society of Arboriculture.

Other Pruning Operations -- Branches that are considered unsafe due to decay, cavities, cracks, physical imbalance, fire damage, disease, or insects should be referred to a qualified oak tree consultant for inspection, especially if the branches exceed two inches in diameter. A permit is generally required to remove such branches. A brief written report will be prepared by the arborist to provide the basis for the request.

<u>Cavities and Hollows</u> -- Cavities and hollows should be kept free of loose debris. Some contain decayed wood; these should generally be referred to a qualified arborist for treatment. Concrete or other materials should not be used to seal or fill in cavities or hollows. These materials create a haven for diseases and insects over time. Openings may be covered with screening to prevent debris build-up.

<u>Wound Seal</u> -- Pruning wounds should generally <u>not</u> be sealed with any type of compound. Over time, these materials crack and create entry points for disease and insects. A proper pruning cut will heal naturally over a short period of time.

WATERING AND FERTILIZATION

Winter rains should be sufficient to provide the water needed for trees in natural areas. Trees in landscaped areas will usually receive enough water from adjacent plantings. If you suspect that your tree needs supplemental water, contact a qualified arborist for advice.

<u>Watering</u> -- If supplemental water is required, use a water probe, such as a "Ross Root Feeder" to apply the water. Alternatively, a low volume soaker hose could be utilized. Apply the water at various locations, just outside the dripline of the tree. A total of 15 to 20 hours of low volume application should suffice. Repeat this watering cycle every one to two months as needed.

<u>Fertilization</u> -- Fertilizer can be applied along with the water. A total of 0.75 pound of actual nitrogen per inch of trunk diameter per year is a basic rule-of-thumb. However, ask your local certified nurseryman for a specific recommendation and follow the manufacturer's directions carefully. Over-fertilization can be deadly.

<u>Aeration</u> -- Ventilation of the root system can be very beneficial in areas where soil has been compacted. Hand dig holes six inches in diameter to a depth of two feet. Do not cut any roots in excess of one inch in diameter. Dig the holes two feet on center, in concentric circles around the trunk, throughout the dripline. If possible, add holes outside of the dripline. Fill the holes with an organic matter. If leaf litter is not available, a mixture such as 50 percent "Kellogg's Nitrohumus" and fifty- percent nitrolized redwood shavings will be beneficial. This organic matter will be decomposed, producing a year-round source of fertilizer for the oak tree.

DISEASES AND INSECTS

Effective pest control starts with observation by the homeowner. Changes, such as abnormal leaf drop, oozing sap, and discolored or dying leaves indicate that something has changed, and expert inspection is required. Homeowners should be very careful when using pesticides around a tree. Herbicides should never be utilized within one hundred feet of tree, unless applied by a certified pesticide applicator. Misuse of these compounds can lead to the death of beneficial organisms or even to the death of the tree.

GRADE CHANGES

Any change to the grade at the root crown of a tree can have a negative impact. As little as six inches can lead to the death of the tree. Drainage patterns should be maintained to prevent water from flowing and ponding at the base of a tree. If fill soil exists, use a shovel to remove the excess soil. The flare at the root crown should just be visible.

INSPECTION

Trees should be inspected on a periodic basis by a qualified arborist. The inspection basis should be determined by the relative hazard value of the tree. For example, trees surrounding a high-use business should be inspected on a quarterly basis, whereas trees located within a low-use open space might only require bi-annual inspection. It is the responsibility of the property owner to establish and implement an appropriate inspection schedule upon the recommendation provided by the arborist.

WARRANTY

The trees discussed herein were generally reviewed for physical, biological, functional, and aesthetic conditions. This examination was conducted in accordance with presently accepted industry procedures: an at-grade, macro-visual observation only. No extensive microbiological, soil/root excavation, upper crown examination, nor internal tree investigation was conducted and therefore, the reportings herein reflect the overall visual appearance of the trees on the date reviewed. No warranty is implied as to the potential failure, health or demise of any part or the whole of any tree described in this report.

Clients are advised that should physical or biological concerns be evidenced for any specimen within this report, prudent further investigation, detailed analysis or remedial action may be required.

As living organisms, plants continually exhibit growth and response to environmental changes that influence the development, health and vigor of the specimen. These influences may not be externally visible and may be present or develop over various time periods depending on the site conditions.

It is recommended that due to the general nature of plant development and continued environmental and physical influences on vegetation at a specific site, regular monitoring by a qualified arborist is scheduled.

Locations of property lines or exact tree locations, site amenities, structures or easements are assumed to be as illustrated on any enclosed maps. They are a composite of information provided by the client, records of fact and/or on-site field review. No investigation was made to verify these conditions.

This report represents the independent opinion of the preparer and was conducted per the client's scope of request. The report is therefore limited to the extent described herein.

Respectfully submitted,

Kay J. Greeley

Landscape Architect 4035

Board Certified Master Arborist WE-1140B

APPENDIX A – SUMMARY TABLE

MARCH 26, 2018

OAK TREE SUMMARY

		Trunk Diameter	Ra	tings		Impact			
Tree #	Species	(dbh)	Condition	Appearance	Preserve	Encroach	Remove	Impacts	Comments
2483	Quercus Iobata	17	B-	В			X	within footprint of new drive-through aisle	Co-dominant scaffolds, small leaves
2484	Quercus lobata	16	B-	В			X	within footprint of new drive-through aisle	Slightly sparse
2485	Quercus Iobata	15	B-	В			x	new building; drive-through lane; boardwalk; sidewalk and ramp; within footprint of new patio	Slightly sparse, minor twig dieback
2486	Quercus Iobata	53	С	С		x		new building; boardwalk; patio; oak woodland garden	Poor structure, dieback in upper canopy
2487	Quercus agrifolia	11	С	B-			х	within footprint of new parking space	Limbs being hit by vehicles
2488	Quercus agrifolia	10	С	B-	1		х	within footprint of new parking space	Conk just beginning to emerge at roo crown indicating root or butt rot
				Total	n	4	5		

APPENDIX B - FIELD EVALUATION FORMS

FIELD EVALUATION FORM
Owner: Reason TwinDake Case public of private unknown other:
Site/Address: 5727 Kanan Pd. Agoura Hills Ch. Thomas Guide: Page: Coordinate:
Date: 12/18/17 Inspector: AB Date of last Inspection: □ not previously inspected
TREE CHARACTERISTICS
Tree #: 2483 Species: Quercus agrifolia Quercus lobata other
of trunks: 1 dbH (Inches): 17 Height (feet): 5.5
Compass direction N NE E SE S SW W NW
Dripline (feet) 238 /96 22 24 /A 26 26 22
Clearance to canopy (feet) 40 34 4.5 37 35 50 53 49
Form: Aligenerally symmetric
Pruning history: ☐ crown cleaned ☐ excessively thinned ☐ topped ☐ crown raised ☐ pollarded ☐ crown reduced ☐ flush cuts ☐ cabled/braced ☐ none ☐ multiple pruning events Approximate dates: ☐ unknown
Special Value: Specimen heritage/historic (Xwildlife unusual street tree screen (Xshade (X) indigenous (X) protected by government agency
TREE HEALTH Follage color: normal chlorotic necrotic Noundwood development: excellent average average
Leaf size:
SITE CONDITIONS
Site character: □ residence Commercial □ industrial □ park □ open space □ natural □ woodland/forest
Landscape type: □ parkway □ raised bed □ container □ mound ∠ lawn □ shrub border □ wind break
Irrigation: □ none At adequate □ inadequate □ excessive □ trunk wetted Pavement lifted? Y N
Recent site disturbance? Y (N) Construction Soil disturbance Grade change In the dearing Site clearing
% dripline wffill soil:
Soll problems: 🗆 drainage 🗆 shallow 🔯 compacted 🗆 droughty 🗆 saline 🗀 alkaline 🗀 acidic 🗀 small volume 🗀 disease center 🗀 his of failure 🗀 clay 🗀 expansive 🗀 slope
Obstructions: lights signage line-of-sight view overhead lines underground utilities traffic Madjacent vegetation other
Exposure to wind: Single tree below canopy above canopy recently exposed windward, canopy edge area prone to windthrow Prevailing wind direction: Occurrence of snowfice storms: Screver seldom regularly

Use Under Tree: Shoulding	Edd parties of the second to t
Occupancy: occasional use intermittent use frequent use constant use TREE DEFECTS - Noted as applicable ROOT DEFECTS: Suspect root rot? Y N Mushroom/conk present? N ID: Exposed roots: severe moderate low Undermined: severe moderate low Root pruped: feet from trunk Root area affected: % Buttress wounded? Y N When: Restricted root area: severe moderate low Potential for root failure: severe moderate low LEAN: degrees from vertical Signatural unnatural Self-corrected Soil heaving? Y N Decay in plane of lean? Y N Roots broken? Y N Soil cracking? Y N Lean severity: severe moderate CROWN DEFECTS: S = severe, M = moderate, L = low DEFECT ROOT CROWN TRUNK SCAFFOLDS Poor taper	Edd parties of the second to t
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DEFECT ROOT CROWN TRUNK SCAFFOLDS Poor taper	
Poor taper	
	BRANCHES
Pour europa	5,04101120
Co-dominants, forks	
Multiple attachments	
Included bank	
Excessive end weight	
Cracks/splits Cracks/splits	
Hangers	
Girdling	
Wounds/seam	
Decay	
Cavity	
Conks/mushrooms	
Bleeding/sap flow	
Louse/cracked bank	
Nesting hole/bee hive	
Deadwood/stubs Borers/termites/ants	
Cankers/galis/burls	
Previous failure	
T ICHOUS Idialic	

FI	ELD EVALUATION FORM
7-0- 7-01-	□ public private □ unknown □ other:
Site/Address: 5727 Kanan Pd. Agourat	Thomas Guide: Page: Coordinate:
- 12/10/1	Date of last inspection: not previously inspected
TREE CHARACTERISTICS	the second secon
Tree #: 2484 Species: Quercus agrifolia	🛱 Quercus lobata 🗆 other
# of trunks: dbH (Inches):	Height (feet): 38
Compass direction N NE	E SE S SW W NW
Dripline (feet) 17 15 Clearance to canopy (feet) 7 18	10 13 22 22 26 23
Form: generally symmetric minor asymmetry	10 0 11 10 13 20
Crown class: dominant Co-dominant Intermed	10007 100000
Age class: U young U semi-mature M mature U o	* "
	Diamed Classics wheel Charles Co.
cabled/braced none acmultiple pruning events Ap	proximate dates: Unknown
Special Value: ☐ specimen ☐ heritage/historic ☑ wild government agency	ife 🗆 unusual 🗆 street tree 🗆 screen 🖾 shade 🔎 indigenous 🖼 protected by
TREE HEALTH Good dead	
Foliage color: ☐ normal ☐ chlorotic ☐ necrotic	Woundwood development: ☐ excellent
Epicormica? Y N Twig Dieback? Y N	none
Foliage density: I normal Sparse	Vigor class: □ expellent
Leaf size: of normal small	Growth obstructions: □ stakes □ wire/ties □ signs □ cables
Annual shoot growth: Dexcellent Deverage Door	☐ curb/pavement ☐ guards ☐ other
Major pestaldiseases:	the second of th
SITE CONDITIONS	N. 4
Site character: I residence Commercial I industria	□ park □ open space □ naturel □ woodland/forest
Landscape type: ☐ parkway ☐ raised bed ☐ containe	The special section of the section o
Irrigation: □ none (Scadequate □ inadequate © exc	
Recent site disturbance? Y N Construction Carl	disturbance grade change line clearing site clearing
at the first transfer of the second s	550% 50-75% 75-100%
W 44-11	
	5-50% 50-75% 75-100% 5-50% 50-75% 76-100%
	☐ droughty ☐ saline ☐ alkaline ☐ adidic ☐ small volume ☐ disease center ☐ history
Obstructions: ☐ lights ☐ signage ☐ line-of-sight ☐	view □ overhead lines □ underground utilities □ traffic ☑ adjacent vegetation □ other
Exposure to wind: Single tree below canopy at a decurrence of the single tree below canopy at the single tree of the single tree below canopy at the single tree of t	ove canopy

	N FORM - PAGE 2	OF 2		Tree Numbe	r 2484	-
ARGET						
se Under Tree>C building Carget be moved? Y (N) Can u	parking A traffic Reduction is be restricted? Y N	estrian 🗆 recreation 🗖 land	Iscape	☐ small features	utility lines	C
Occupancy: Occasional use						
REE DEFECTS - Not	ted as applicable	\sim				
ROOT DEFECTS: Suspect ro	ot rot? Y (N) Mushroom/co	nk present? YND:				
exposed roots: severe	moderate D low Underm	ined: □ severe □ moderate	□ low			
		% Buttress wound				
		ential for root failure: severe				
EAN: // degrees for degrees fo	rom vertical Anatural U v Roots broken? Y N Soil o	innatural A self-corrected S cracking? Y Lean severity	ioli heaving? Y (P)			
CROWN DEFECTS: S = severe,		TOUNK	SCAFFOI DE		BRANCHES	_
DEFECT	ROOT CROWN	TRUNK	SCAFFOLDS		Divatorico	_
Poor taper						_
Bow, sweep						_
Co-dominants, forks						
Multiple attachments						_
Included bark						
Excessive end weight						
Cracks/splits						_
Hangers						
Girdling						
Wounds/seam						
Decay						
Cavity Conks/mushrooms			Average and the			
Bleeding/sap flow						_
Loose/cracked bark						-
Nesting hole/bee hive						_
Deadwood/stubs						_
Borers/termites/ants						_
Cankers(galls/burls			L-19		L-14	_
						_

17.1			
FIE	LD EVALUATION FOR	M	
Owner: Reason TwinDaks Course 1	public ∰ private □ unknown □ oth	ar	
Site/Address: 5727 Kanan Pd. Agoura Hi			
in haline Ale		not previously inspected	
TREE CHARACTERISTICS			na filologija sa se
Tree #: 2485 Species: □ Quercus egrifolis	Quercus lobata	1000100	
# of trunks: dbH (Inches):		leight (feet): 40	
Compass direction N NE	E SE S	SW W	NW 77
Dripline (feet) (C) Clearance to canopy (feet) 36 10	15/ 10/10	42 40	72
Form: 2 generally symmetric	ajor asymmetry stump sprout ste	g-headed	•
Crown class: ☐ dominant 🖟 co-dominant 🖵 intermed	ate 🗆 suppressed	fi sore	
Age class: ☐ young ☐ semi-mature ☐ or	er-mature/senescent Live crown ratio: _	*	
Pruning history: ☐ crown cleaned ☐ excessively thinned cabled/braced ☐ none ☐ multiple pruning events App	□ topped □ crown raised □ pollar proximate dates: □ □	ded 🗆 crown reduced 🗆 unknown	flush cuts
Special Value: ☐ specimen ☐ heritage/historic ☑ wild government agency		m Stande Kindigenou	s Exprotected by
TREE HEALTH			The Contract
Foliage color: I normal I chlorotto I necrotic	Woundwood de	velopment: 🗆 excellent 🗵	average 🗆 poor 🗆
Epicormics? Y(N) Twig Dieback? ON	none		
Foliage density: A normal Sparse		excellent KD average (A)	
Leaf size: EXnormal Asmall	Growth obstruct	fions: □ stakes □ wire/tie t □ quards	s 🗆 signs 🗆 cables
Annual shoot growth: ☐ excellent 🕱 average ☐ poor			
Major pests/dispases:			
SITE CONDITIONS			
Site character: I residence Commercial Industria	□ park □ open space □ natural	☐ woodland/forest	
Landscape type: □ parkway □ raised bed □ contains	☐ mound ☐ lawn ☐ shrub border	wind break duf	e
Irrigation: None adequate inadequate ex	essive I trunk wetted Pavement lifte	d7 Y N	- 10 (II)
Recent site disturbance? Y N 🗆 construction 🗀 soil	disturbance 🗆 grade change 🗆 line cl	earing site clearing	
	5-50% 50-75% 75-100%	TWENTY AND	La di Borra La
% dripline wiffill soil: 026 10-25% 2	25-50% 50-75% 75-100%	vigous considered to	
	25-50% 50-75% 75-100%		
Soll problems: drainage shallow to compacted of failure clay sexpansive slope	droughty saline aikaline a	addic 135 small volume	☐ disease center ☐ histor
	view 🗆 overhead lines 🗀 undergroun	dutilities 🗆 traffic 🗷 adj	acent vegetation
	1055	Part 18-26	The state of the s
		The second second second	ea prone to windthrow
Prevailing wind direction: Occurrence	co of snowlice storms: Schever Seld	om 🗆 regularly	

parking A traffic A ped	estrian 🗆 recreation 🗀 lands	scape 🗆 hardscape (small features	☐ utility lines	Car
☐ Intermittent use ☐ Irequ	ent use				
ted as applicable				31	
oot rot? Y (N) Mushroom/co	nk present? YNDID:	<u> </u>			
moderate ballow Undermed Centre of a classic com trunk Root area affected	ined: severe moderate Buttress wounder	low	<u></u>		
IS€moderate □ low Pot	tential for root failure: 🗆 severe	☐ moderate ☐ low			
rom vertical	innatural self-corrected Sc	il heaving? Y N			
			□ low		
Koos proken i i i i soli c	racking r i N Lean seventy:	C severe C moderate	LIIOW		
, M = moderate, L = low					
	TRIINK	SCAFFOI DS	I B	RANCHES	
NOOT OROUN	11.011.1	007.110.000			\exists
	1				
A POST					
Al-SHAWAY TO THE STATE OF THE S					
	121 221 12		-34	-	
					_
					_
	M-5				_
☐ remove fill soil ☐ remov	Cable/Byece: re irrigation/planting □ remove nitor Remove tree? Y (Ñ) Re	wire, etc. fertilize/wai	er er		
	intermittent use Afrequented as applicable bot rot? Y N Mushroom/co I moderate Alow Undermited On trunk Root area affected Somoderate I low Poterom vertical I natural I undermited I undermited I natural I undermited	Intermittent use Constant use Constant use Ote Constant use Ote Constant use Ote Constant use Ote Constant use Ote Constant use Ote Constant use Ote Constant Ote Constant Ote Constant Ote Constant Ote O	Intermittent use	Intermittent use	Intermittent use Carequent use constant use

7 - 1	LD EVALUATION FOR	M	
Owner: Keapacy TwinDake Carter) public ∰ private □ unknown □ oth	er	_
Site/Address: 5727 Kanan Pd. Agouraff	Thomas Guide: Page:	Coordinate:	
Date: 12/18/17 Inspector: A30	ate of last inspection:	not previously inspected	
TREE CHARACTERISTICS		plika Mara	
Tree #: 2486 Species: □ Quercus egrifolia	Section 1. The section of the sectio		
# of trunks: dbH (inches):	35	leight (feet): 50	
Compass direction N NE	E SE S	SW W	NW
Dripline (feet) 12 25 Clearance to canopy (feet) 15 3	2 32 20 16	6 18	37
Form: ☐ generally symmetric ☐ minor asymmetry	najor asymmetry stump sprout sta	-headed	
Crown class: ☐ dominant 🗷 co-dominant ☐ intermed	ate 🗆 suppressed		
Age class: □ young □ semi-mature □ mature	ver-mature/senescent Live crown ratio:	%	
Pruning history: ☐ crown cleaned ☐ excessively thinner cabled/braced ☐ none		ed 🗆 crown reduced [I flush cuts
Special Value: ☐ specimen ☐ heritage/historic		COMMERCION A	us Ex protected by
TREE HEALTH Going decid		er de sign er er er	
Foliage color: normal chlorotic necrotic	Wayndward day	elopment: 🗆 excellent 🏃	6
Epicormics? Y (N) Twig Dieback?(Y) N	none	eropinianic cu excellent X	Javerage Action L
Foliage density: Q normal 12 sparse	Vigor class: □ e	cellent Average	fair 🗆 poor
Leaf size: Kunomal 🖂 small	Growth obstruct	ons: 🗆 stakes 🗆 wire/tie	es 🗆 signs 🗆 cables
Annual shoot growth: Dexcellent Daverage Depoor	☐ curb/pavement ☐ other	☐ guards	
Major pests/diseases:		The second second	
SITE CONDITIONS			
Site character: ☐ residence ☑ commercial ☐ industria	park popen space natural	□ woodland/forest	The state of the s
Landscape type: ☐ parkway ☐ raised bed ☐ containe	the state of the same and the same	wind break duff	
irrigation: □ none 🖼 adequate □ inadequate □ exc	essive I trunk wetted Pavement lifted	A Marie Control of th	
Recent site disturbance? Y (N) a construction assi	disturbance 🛘 grade change 🗘 line de	aring site clearing	
% dripline paved: 0% 10-25% 2	5-50% 50-75% 75-100%		
% dripline wfill soil: (0% 10-25% 2	5-50% 50-75% 75-100%		
% dripline grade lowered: 0% 10-25% 2	5-50% 50-75% 75-100%		
Soil problems: drainage shallow Scompacted of failure stope expansive slope	droughty saline alkaline a	addic Small volume	☐ disease center ☐ history
Obstructions: ☐ lights ☐ signage ☐ line-of-sight ☐	view O overhead lines O underground	utilities 🗆 traffic 🛭 adj	acent vegetation
Exposure to wind: Single tree Delow canopy Asb	ove canopy recently exposed wine	to the second	1 - 2 - 1 - 51 - 1
	of snowlice storms: Speyer Seldor	100	rea prone to windthrow
occurrence	A or or owners smiths: F786661. F7 881001	n regularly	

FIELD EVALUATION	ON FORM - PAGE 2	2 OF 2	Tree	Number 2486
TARGET				
Use Under Tree: 1 building target be moved? Y (N) Ca	Toparking To traffic Tope in use be restricted? Y	destrian X recreation X la	ndscape A hardscape A sn	nall features 🛘 utility lines Car
	e 🗆 intermittent use 🗆 freq			
TREE DEFECTS - N	loted as applicable			
ROOT DEFECTS: Suspect	root rot? Y (N) Mushroom/o	onk present? Y (N) ID:		
	☐ moderate ☐ low Under		te I'llinw	
			nded? Y N When:	
Restricted root area: ☐ seve	re Kumoderate 🗆 low Po	otential for root fallure: 🗆 seve	ere 🕱 moderate 🗆 low	
	s from vertical natural			
LIAN			ity: □ severe 🔘 moderate □	lone -
Decay in plane of lean?	N Roots broken? Y IN Soil	cracking? Y N Lean seven	ny: 🗆 severe 🏳 moderate 🗀	IOW
Compounding factors:				
CROWN DEFECTS: S = seve	ere. M = moderate. L = low			
		TRUNK	SCAFFOLDS	BRANCHES
DEFECT	ROOT CROWN	IKUMA	OCATTOLUS	Divutories
Poor taper (Bow) sweep		9		
Co-dominants, forks				
Multiple attachments		1 2		
Included bark	1			
Excessive end weight				
Cracks/splits				+
Hangers				
Girdling		<u> </u>		
Wounds/seam				
Decay			M	
Cavity				
Conks/mushrooms				
Bleeding/sap flow			<i>L</i>	
Loos /cracked bark				
Nesting hole/bee hive				
Deadwood/stubs	9 (9)			
Borers/termites/ants Cankers/galls/burls	<u> </u>	1 1900		
Previous failure	 			
2 22 2 22		45.4		
RECOMMENDED T				
Prune: I remove defective p	part III reduce end weight II	crown clean thin rais	se canopy	☐ restructure ☐ shape
. /		Cable/Brace:		
Pest control:			201 . — 25 MARTE 1945.	
Other/Activities: □ aerate s	oil 🗆 remove fill soll 🗀 rem	ove irrigation/planting remo	ove wire, etc.	
inspect further: □ root crow	m 🖸 decay 🚨 aerial 🗖 n	nonitor Remove tree? Y &	Replace tree? Y (N) Move to	rget:? Y (N) Other:
	Vania management and an arrangement			
Effect on adjacent trees: 🕅	none - evaluate Notificati	on: Owner I manager	□ governing agency □ate:	
ADDITIONAL COM	MENTS			
URRITIOHEM COM				

Owner: Kengaay win Dako Caroec Stelladdress; 5727 Kanan Pd. Aggurati	I public M private	homas Gulde		Coordina	ite:		
interior No.	ate of last inspection		T	not previously	inspected		
TREE CHARACTERISTICS						, altr.	i m'ès
Tree #: 2487 Species: Ø Quercus agrifolia # of trunks: / dbH (inches): //	☐ Quercus lobata	□ other _	Helg	ht (feet):	23		
Compass direction N NE	E	SE	S	SW	W	NW	
Dripline (feet) /0 //	111	9	1911	19	18	13	
Constitute to carried that		1.5	77		-t	1 7-	
Form: A generally symmetric minor asymmetry			it U stag-ne	2000			
Crown class: 2 dominant □ co-dominant □ intermed	SECULE.			200			
Age class: ☐ young ☐ semi-mature 💆 mature ☐ d				%			
Pruning history: Crown cleaned Cexcessively thinne cabled/braced Conone A multiple pruning events Ap	topped C	crown raised	□ pollarded □ unk	Crown n	educed []	flush cuts	
Special Value: Specimen I heritage/historic wild		Street tree	12.7	A. T. S. S. S. S. S. S. S. S. S. S. S. S. S.	indigenous	S Eprotected	hu
government agency	ane Li unusuan L	□ Sucot nec	Lisuccii	les silaut	a indigenous	s emprotocidu	-y
	41 - 3-1						
			wat 1			457 A	TAN POLIT
			iwood develo	pment: [] ex	cellent X	average □ po	or 🗆
Foliage color: Inormal Chlorotic Inecrotic		none					or 🗆
Follage color: X normal		none Vigor	class: 🗆 exce	llent 🛛 ave	aragê Ka	ir 🗆 poor	
Foliage color: Z normal		none Vigor o Growti		ilent 🗆 ave	aragê Ka	ir 🗆 poor	or 🗆
Foliage color: 12 normal		none Vigor o Growti	class: 🗆 expe h obstpaction d/pavement	ilent 🗆 ave	aragê Ka	ir 🗆 poor	
Foliage color: A normal		None Vigor of Growth	class: 🗆 expe h obstpaction d/pavement	ilent 🗆 ave	aragê Ka	ir 🗆 poor	
Foliage color: A normal		None Vigor of Growth	class: 🗆 expe h obstpaction d/pavement	ilent 🗆 ave	aragê Ka	ir 🗆 poor	
Foliage color: A normal chlorotic necrotic Epicormics? Y Twig Dieback? Y N Foliage density: normal X sparse Leaf size: normal X small Annual shoot growth: excellent X average X poo		vigor of Growth	class: Dexpection class: Represention	ilent 🗆 ave	orage ota	ir 🗆 poor	
Foliage color: A normal chlorotic necrotic Epicormics? Y N Twig Dieback N Foliage density: normal A sparse Leaf size: normal A small Annual shoot growth: excellent A average A poole Major pests/diseases: SITE CONDITIONS Site character: residence C commercial industri	al □ park □ ope	none Vigor o Growti	class: caxce to obstparation of the obstparation of the obstparation of the obstparation of the obstparation of the obstparation of the obstparation of the obstparation of the obstparation of the obstparation of the obst	illent ave s: a stakes a guards	orage ota	ir 🗆 poor	
Foliage color: A normal chlorotic necrotic Epicormics? Y Twig Dieback? Y N Foliage density: normal X sparse Leaf size: normal X small Annual shoot growth: excellent X average X poo Major pests/diseases: SITE CONDITIONS Site character: residence X commercial industricted lindustricted lindustricted	al 🗆 park 🗆 opo	none Vigor o Growti Cl curb Cl othe	class: Dexpending of the control of	llent ave	orage ota	ir 🗆 poor	
Foliage color: Inormal chlorotic necrotic Epicormics? Y Twig Dieback Y N Foliage density: normal Separse Leaf size: normal Separse Leaf size: normal Separse Annual shoot growth: excellent Separse Separse Major pests/diseases: SITE CONDITIONS Site character: residence Separse Industrict Landscape type: parkway raised bed contains Irrigation: none Separse Inadequate en	al 🗆 park 🗆 ope er 🔾 mound 🗀 l dessive 🗆 trunk w	none Vigor of Growth Curb Curb Curb Curb Curb Curb Curb Curb	class: expectation comparement r natural ub border ment lifted?	flent ave s: atakes guards woodland/for wind break	□ wire/ties	ir 🗆 poor	
Foliage color: A normal chlorotic necrotic Epicormics? Y Twig Dieback? N Foliage density: normal X sparse Leaf size: normal X small Annual shoot growth: excellent Average X pool Major pests/diseases: SITE CONDITIONS Site character: residence X commercial industricted limits industricted limit	al	en space Lawn Layshretted Paver	class: coxection obstpaction of pavement is a matural comment in the control of the classic	flent ave s: atakes guards woodland/for wind break	□ wire/ties	ir 🗆 poor	
Foliage color: A normal chlorotic necrotic Epicormics? Y Twig Dieback? Y N Foliage density: normal X sparse Leaf size: normal X small Annual shoot growth: excellent X average X pool Major pests/diseases: SITE CONDITIONS Site character: residence Commercial industricted in the contained in the	a	en space lawn talkshretted Paverade change	class: continued and continued	flent ave s: atakes guards woodland/for wind break	□ wire/ties	ir 🗆 poor	
Foliage color: A normal chlorotic necrotic Epicormics? Y Twig Dieback? Y N Foliage density: normal Sparse Leaf size: normal Sparse Leaf size: normal Sparse Leaf size: normal Sparse SITE CONDITIONS Site character: residence Commercial industriction	al	en space lawn talkshretted Paver retted Paver 75-100	class: cox except of the control of the clear of the clea	flent ave s: atakes guards woodland/for wind break	□ wire/ties	ir 🗆 poor	
Landscape type: parkway raised bed contains irrigation: none adequate inadequate execut site disturbance? Y construction soi % dripline paved: 0% 10-25% 4 dripline wffill soil: 0% 10-25%	al park oper mound of trunk will disturbance of 50-75% c25-50% 50-75%	en space lawn lashretted Paverade change 75-100 75-100	class: caxes of construction o	tlent ave s: atakes guards woodland/for wind break Y N ng site o	eragé Cta	ir 🗆 poor	l cables

FIELD EVALUATION	ON FORM - PAGE 2	OF 2	T	ree Number 2487	
TARGET	- A				
Use Under Tree: ☐ building target be moved? Y (N) Car	A parking A traffic ped	lestrian 🗆 recreation 🗹 land	Iscape 🗆 hardscape [Semail features □ utility lines	Can
Occupancy: 🗆 occasional use	Intermittent use	ent use			
TREE DEFECTS - N		_			
ROOT DEFECTS: Suspect	root rot? Y N Mushroom/co	onk present? Y (1) ID:			
Exposed poots: severe	☐ moderate ☐ low Underm	nined: Severe moderate	□ low		
		:% Buttress wound			
		tential for root failure: severe			
4. /		unnatural □ self-corrected 8			
LEAN:	Mom verucai ∟inaturai ∟i	Innatura 🗆 ser-correcteu a	On neaving r 14		
Decay in plans of lean? Y	Roots broken? Y N Soil	racking? Y N Lean severity	: 🗆 severe 🗆 moderate	□ low	
Compounding factors:		·		WE SHAWNER - T	
CROWN DEFECTS: S = sever	re. M = moderate. L = low				
	ROOT CROWN	TRUNK	SCAFFOLDS	BRANCHES	
DEFECT	ROUI CROWN	IKUK	SUAFFULUS	Divitorico	
Poor taper Bow, sweep					\neg
Co-dominants, forks					\neg
Multiple attachments			a		
Included bark			7_		
Excessive end weight					
Cracks/splits					
Hangers					
Girdling	Till.				
Wounds/seam					
Decay					\neg
Cavity					
Conks/mushrooms					
Bleeding/sap flow					
Loose/cracked bark					
Nesting hote/bee hive					
Deadwood/stubs		3 8			1
Borers/termites/ants	S' 0				
Cankers/galls/burls					- 0
Previous failure					
Pest soptrol: Other/Activities: aerate soi Inspect/further: root crown	rt reduce end weight remove fill soil remove	crown clean thin raise Cable/Brace: remove tree? Y Remove tree? Y Remove tree? This tell remove tree? This tell	wire, etc. fertilize/wat teplace tree? Y Mov ime	er er	
		les @ Esan			

FIE	LD EVALUATION FOR	M
Day Train	public 🕅 private 🗆 unknown 🗆 othe	
Site/Address: 5727 Kanan Pd Agoura H		Coordinate:
Date: 12/18/17 Inspector: AB	ate of last inspection:	☐ not previously inspected
TREE CHARACTERISTICS		est to the last two to them so
Tree #: 2488 Species: \$\infty \text{Quercus agrifolia}	☐ Quercus lobata ☐ other	
# of trunks: / dbH (Inches): 10		leight (feet): 21
Compass direction N NE Dripline (feet) 13 12	E SE S	SW W NW 1/4 /5 /4
Clearance to canopy (feet) 8 10	15 12 10	18 7 72
Form: In generally symmetric In minor asymmetry	501002	-headed
Crown class: dominant		
Age class: ☐ young ☐ semi-mature ☐ or Pruning history: ☐ crown cleaned ☐ excessively thinne		7
cabled/braced none multiple pruning events Ap	i □ topped □ crown raised □ pollard proximate dates: □ □ t	ed 🖸 crown reduced 164-flush cuts 🗖 nknown
Special Value: specimen heritage/historic wild government agency	ife unusual street tree screen	Stande Kindigenous Korrotected by
TREE HEALTH		Control of the segment program
Foliage color: X normal	Woundwood deve	Hopment: □ excellent Caverage □ poor □
Epicormics? Y (N) Twig Dieback? Y (N)	none	
Foliage density: X normal	Vigor class: □ ex	pellent A average □ fair □ poor
Leaf size: (27 normal small	Growth obstruction	ns: 🗆 stakes 🗀 wire/lies 🗆 signs 🗆 cables
Annual shoot growth: Dexcellent Reverage Repoor	Collapavement	Li guaros
SITE CONDITIONS	Land III Commission	Less Target
Site character: ☐ residence	menter to a material and a second of	woodland/forest
		☐ wind break
The state of the s	essive I trunk wetted Pavement lifted?	
	disturbance grade change line dea	ating Site clearing
	5-50% (50-75%) 75-100% 5-50% 50-75% 75-100%	Was all to be to be
	50% 50-75% 75-100% 550% 50-75% 75-100%	
	ESS SECTION ASSESSMENT	ddic Samall volume 🗆 disease center 🗀 history
Obstructions: lights signage line-of-sight	view O overhead lines O underground t	pilities I traffic I adjacent vegetation I other
	Allered	tward, canopy edge

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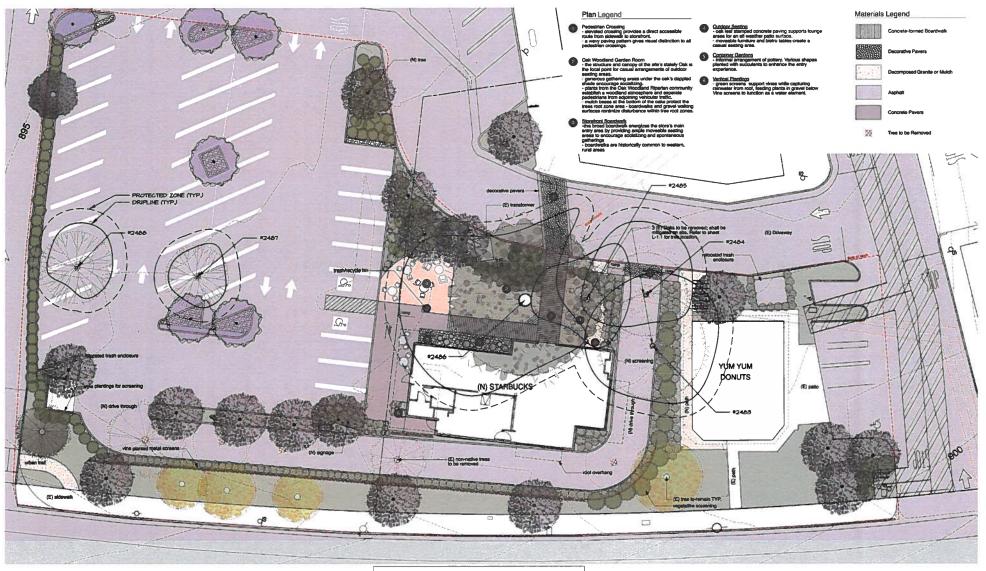
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APPENDIX C – PHOTOGRAPHS





APPENDIX D - OAK TREE LOCATION MAP



TREE LOCATION MAP
PREPARED BY:
KAY J. GREELEY, RLA, BCMA
5328 ALHAMA DRIVE
WOODLAND HILLS, CALIFORNIA 91364
(805) 577-8432



ATTACHMENT J

From:

irl122203@yahoo.com

To:

Kimberly Rodrigues

Subject:

Starbucks / Twin Oaks Shopping Center

Date: Sunday, June 9, 2019 8:46:43 PM

Re: Case Nos. SPR 01462-2018; OAK 01463-2018; VAR 01581-2019; SIGN 01464-2018; MOD 01626-2019

As a resident of Agoura Hills, I am against the proposed changes that the Twin Oaks Shopping Center wishes to make on the local Starbucks. We don't need a larger Starbucks. We already have the one on Kanan and the one in the Vons.

I feel that tearing down the current Starbucks and building a larger structure will have a negative visual impact and a negative impact on the traffic in the area. That area is already heavily congested especially before and after school starts. Turning left into and out of the Twin Oaks Shopping Center on Kanan is already dangerous. A drive-through larger Starbucks will make the situation worse and cause more accidents and congestion.

Larger signage for Starbucks will add to ugly clutter on our busiest street and distracts from signage which gives traffic instructions.

Putting in a large Starbucks with a drive through will negatively impact the other businesses making it harder for their customers to find parking and to get into and out that area. This area is already the most congested area of Agoura with it already difficult at times to find parking or safely get into and out of the area. Many times I have seen cars parked in red zones and in handicapped parking spaces illegally. High school students are already overwhelming that area at lunch time and after school. Long lines for a drive through would cause even more problems. Starbucks are already not being responsible tenants in regards to stopping customers from parking illegally. I see even more problems developing from this.

As well, the loss of Oak trees just to have a larger Starbucks is not acceptable. Residents of Agoura, like myself, voted for you because we expect you to protect the city from becoming like the valley and also to protect our trees and our wilderness areas. Many of us live in this area because of its small town feel and because of those trees and wilderness.

Overall this construction product adds nothing to our city and only brings more dangers to Kanan and more congestion to that shopping center and to that part of Agoura. Add to that the unnecessary loss of Oak trees and there seems no good reason for the residents of this community to welcome this project. Let's remember that the Acorn is the symbol of this city.

Total Control Panel

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To: krodrigues@ci.agoura-

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Low (90): Pass

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To: Agoura Hills Planning Department

From: Russell Sharp, 29035 Freshwater Drive, Agoura Hills, Ca. 91301 (818) 398-0290

Subject: Proposal for Starbucks Drive-Thru, 5827 Kanan Rd., Agoura Hills, California

Dear Planning Department:

I've heard that June 20, 2019, there will be a hearing, a discussion on a proposed drive-thru for the Starbucks at 5827 Kanan Road. I will be unable to attend the meeting, but I wish to voice my objection to this alteration to the property. I strongly object to a drive-thru for this particular Starbucks. I do so as a neighbor, residing in Morrison Ranch Estates, with great concern that a drive-thru here would cause a dangerous and tremendous traffic burden to the already congested Kanan Road.

I speak with experience, living just 3 blocks away and using Kanan Road as my primary route of travel since 1996. For over 22 years I have watched the traffic continue to grow to the point that it is now, backed up beyond Laro at times, all the way down to the 101 Freeway (and beyond). I regularly walk from my residence (just north of Willow School) to the Twin Oaks shopping center, I see the traffic congestion up close and it is an ugly sight. Drivers are upset, idling cars by the hundreds (maybe thousands), and lengthy delays just to get a few blocks. A Starbucks Drive-thru will add to the congestion and idling cars.

You might ask what other experience I might have to make this statement, as if I am an expert in municipal traffic matters? I have a master's degree from Cal State Northridge in Public Administration, and I have been a big-city cop in the highly congested area of Beverly Hills for 33 years. Before that I worked for LAPD for 4 years. I spent nearly all of those years working in the streets, not behind a desk. Much of that time I worked in the area of traffic enforcement having been assigned to "Motors" for 16 years, to the DUI Unit for 2 years and as a member of the traffic management and accident detail for approximately 8 years. Much of my education is in vehicular and pedestrian traffic management and safety. I know, with education and experience, that a drive-thru will be an unsafe alteration to this already troubled, overly congested shopping area. This is a major artery from Oak Park, through Agoura Hills, to the 101 Freeway, all the way to the Pacific Ocean. Furthermore, we have an elementary school and a popular high school nearby. We have many traffic accidents and injuries in this vicinity and motorists already have trouble turning into and out of the Twin Oaks center.

Please recognize the added danger, the additional accidents and injuries from the additional vehicular congestion and the extended idling that will add to an already ugly traffic situation in our otherwise beautiful city.

| Sharp|

Jennifer Allen 5357 Isabella Court Agoura Hills Ca 91301

City of Agoura Hills Planning Department,

I am writing this letter to lend support for the proposed renovation of the Twin Oaks Starbucks.

As a long time resident of Agoura Hills I strongly believe this renovation will be a tremendous improvement to our community. I regularly frequent the Twin Oaks shopping center to run basic errands and Starbucks is invariably one of my stops. The addition of a drive thru would save time and add convenience to a busy day. The proposed courtyard would provide such a lovely gathering place to meet friends, hold casual meetings or just relax and take a little break. I would be so thrilled with these improvements.

I hope you will take my opinion under consideration. Thank you for your time.

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Regency Centers.

915 Wilshire Boulevard Suite 2200 Los Angeles, CA 90017

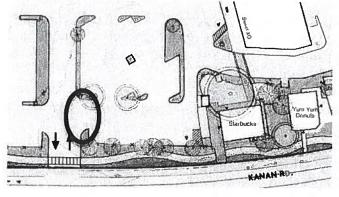
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TWIN OAKS SHOPPING CENTER – AGOURA HILLS, CALIFORNIA PROPOSED STARBUCKS DRIVE-THRU

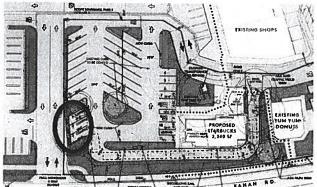
Regency Centers is working to obtain approval from the City of Agoura Hills to install a drive-thru for the Starbucks building at Twin Oaks Shopping Center. Both Regency and Starbucks are excited at the prospect of installing a drive-thru at this location, and are seeking community support in favor of this. Below are a few points that Regency believes will be seen as a result of installing a drive-thru for the Starbucks building.

- Traffic: Yes, there will be some increased trips to Twin Oaks as part of this project. Linscott Law & Greenspan has prepared a 62-page "Assessment of Traffic Operations" for the project which has projected 40-net new AM peak-hour trip and 40-net new PM peak-our trips per day. We realize Kanan can be very busy, and any new traffic can be a burden. Therefore, we have made a few key design components which we believe will mitigate congestion and make our primary entrance off of Kanan safer.
 - Improved traffic flow from Kanan Road:
 - If the drive-thru is approved, the parking lot layout around the main drive aisle entry would be altered as shown below. It is believed that traffic flow from Kanan Road will be improved with the removal of the access point highlighted below in red. This would increase the overall safety of the entrance to Twin Oaks by forcing cars to go further down the drive isle before turning towards Starbucks, and prevent any congestion from backing up onto Kanan.

Existing



Proposed



Convenience:

We like to think of Twin Oaks as a place where the community can live their lives every day. Whether it's picking up groceries, dropping off the dry cleaning or meeting for a cup of coffee, it's a convenient place to check off some to-do list items. The addition of the drive-thru is just a small way to make those errands a little more convenient on those

Regency Centers.

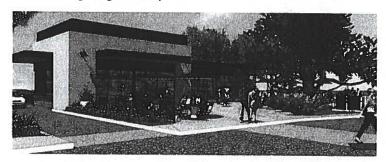
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days where there never seems to be enough time to get it all done, but you still need/want your coffee.

Gathering Place:

 In those moments when life does slow down, the new Starbucks plan provides for a much improved patio experience to meet and spend some time with family and friends. With the approval of the drive-thru, a large courtyard area would be installed away from Kanan and under the existing large Valley Oak.



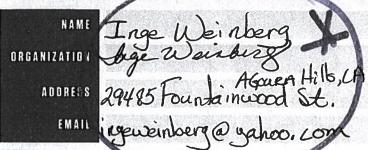
Third Anchor:

Ralphs and Rite Aid are Twin Oaks traditional anchors, but Starbucks is our third anchor and our biggest driver to our local shop tenants. The cross-shopping opportunities by ensuring Starbucks remains in Twin Oaks for many years to come can be a big part of keeping our local merchants a part of Twin Oaks and the Agoura community.

Oak Tree Removal:

- o In order to install the drive-thru, it is important to note that three (3) oak trees would need to be removed. Regency has obtained expert guidance from a certified arborist in order to meet the City of Agoura Hills' mitigation requirements. The proposed tree replacements would include the following:
 - Plant four (4) new oak trees for each removed oak tree (12 new oak trees in total).
 - In addition to the above, plant two (2) mature "signature" oak trees on the corner of Kanan Road and Thousand Oaks Boulevard in an effort to reflect the shopping center's namesake of Twin Oaks.

Thank you for your time, and Regency sincerely believes that this project will benefit your community. Your support is greatly appreciated!



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DRGANIZATION

Chris Meyer Chris Meyer Agowach 30390 Rainbau View Dr. cimeyer@hotmail.com

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June 12, 2019

Agoura Hills Planning Department

RE: Twin Oaks Starbucks Drive-Thru: Community Outreach Plan

Dear Planning Commissioners & Staff.

It is with great pleasure that Regency Centers is presenting plans for the construction of a new Starbucks Drive-Thru to be located at 5827 Kanan Rd. in the City of Agoura Hills. We take great pride in being the best-in-class grocery anchored community shopping center owner and operator in the nation, and we find value in having the support of the community, with regard to upgrades or modifications to our properties.

In addition to obtaining both written and/or verbal support from all of Starbucks' neighboring tenants, Regency has begun a community outreach effort that has resulted in over 150 signatures in support of the project from residents of the community. We plan on continuing this effort until the Planning Commission hearing scheduled for June 20th, 2019. To date, the vast majority of residents we have engaged have exhibited overwhelming support for and satisfaction with the design, pedestrian friendly orientation, convenience of drive-thru (especially for mothers with toddlers, students, commuters, and the elderly), and the extensive measures Regency Centers will take in the mitigation of removing three existing oak trees.

We are sensitive to community members who care for these protected trees and Regency Centers will not only be planting the required twelve mitigating oak trees in place of the three being removed, but will also be planting two large (13 caliper inch) mature live oaks at the corner of Kanan Rd. and Thousand Oaks Blvd. to once again make the shopping center, the "Twin Oaks" Shopping Center.

Attached to this letter, please find the aforementioned signatures of over 150 neighbors as well as the Outreach Memo being provided to the community members.

Sincerely,

Ray Kayacan

Manager – Investments

Regency Centers

I am a tenant at Twin Oaks Shopping Center, and fully support Starbucks' building being renovated to include a drive-through.

Tenant	Date	Employee Name	Employee Title	Signature
Agoura Dental	11/19	Panka Chomo	ni Hangaer	Jens
GNC	6/11/19	Jose Fernandez	Store manager	22
Great Clips	6/11/19	Monigal Grave	Manager	Org.
K.S. Jeweiers	6/11/19	Krikor Sandjian	Owner	Rist the Societion
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OneWest Bank	6-12-19	Klauchje	grs Moinayor <	
Orangetheory Fitness	6/11/2019	Kloudje Madison Zagarino	Manager <	Madir Zaj
Postal Annex	6/11/2019	Robert Effekhan	Owner	M
Ralphs	6/11/19	Silvia Gonzale	S JAKS MGR	
RiteAid	6/11/15	Rebut Signer Scott	Stora Mar.	11/2
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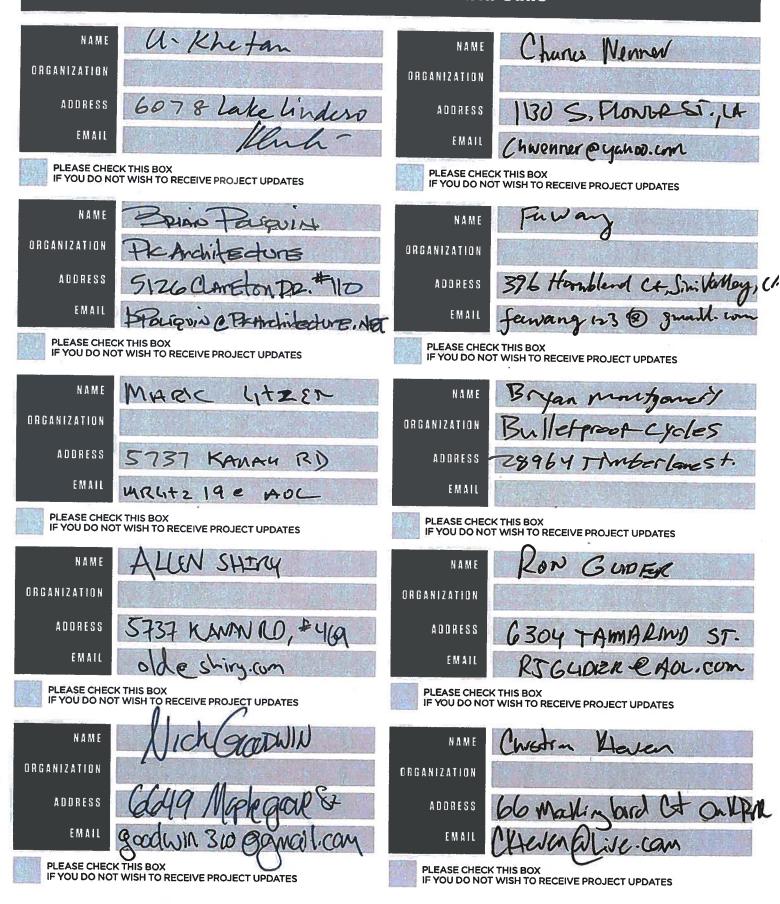
I am a tenant at Twin Oaks Shopping Center, and fully support Starbucks' building being renovated to include a drive-through.

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