



CITY OF
AGOURA HILLS

DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT

ACTION DATE: March 15, 2007

APPLICANT: Aitan Hillel
164 West Del Mar Boulevard
Pasadena, CA 91105

CASE NOS.: 05-SPR-015, 05-OTP-023 & 05-SP-024

LOCATION: Southeast Corner of Chesebro and Palo Comado Canyon Road.
(A.P.N. 2052-008-017 & 019)

REQUEST: A request for a Site Plan/Architectural Review to construct a 4,677 square-foot car wash facility, including 600 square feet of second story office area, a 3,460 square-foot, attached canopy for a service area and a detached, 1,318 square-foot automotive lube and detailing services building with a 550 square-foot service basement; a request for an Oak Tree Permit to remove one oak tree and encroach in the protected zone of an off-site oak tree during construction; a request for a Sign Permit to implement a sign program for the site; and a request to adopt a Mitigated Negative Declaration and Mitigation Monitoring Plan.

ENVIRONMENTAL
ANALYSIS: Mitigated Negative Declaration

RECOMMENDATION: If the Planning Commission's decision is to approve the Site Plan/Architectural Review Case No. 05-SPR-015, the Oak Tree Permit Case No. 05-OTP-023 and the Sign Permit Case No. 05-SP-024, staff recommends that the Planning Commission adopt the attached draft Resolution with conditions of approval.

ZONING
DESIGNATION: CRS-FC-OA
(Commercial Retail Services – Freeway Corridor - Old Agoura)

GENERAL PLAN
DESIGNATION: Commercial Retail Service (CG)

BACKGROUND AND PROJECT DESCRIPTION

The applicant, Aitan Hillel, is requesting the review and approval of a Site Plan/Architectural Review (Case No. 05-SPR-015) for the construction of a 4,677 square foot car wash facility with ancillary retail and office space on the first floor and additional office space above and an attached 3,460 square foot canopy. In addition a freestanding, 1,746 square foot building is proposed with a service pit under half of the building footprint where lube and detailing services will be provided. Other improvements include retaining walls, trash enclosure and trellis to be used as screening. The project is proposed to be located at the southeast corner of Chesebro Road and Palo Comado Canyon Road. The site encompassed 3 lots: Lots 16, 17 and 18 which have been merged to make a 40,511 square-foot parcel. Included in this proposal, is a request for review of an Oak Tree Permit (Case No. 05-OTP-023) in order to remove one on-site oak tree and encroach in the protected zone of one off-site oak tree. Finally, the applicant is seeking approval of a sign program (Case No. 05-SP-024). The applicant has indicated the hours of operation to be from 8:00 a.m. to 6:00 p.m. everyday including the number of employees for the car wash to be seven (7). Attached Exhibit C is a description of the project as submitted by the applicant.

STAFF ANALYSIS

The car wash facility is located in the Commercial Retail Services (CRS) zone and in the Freeway Corridor Overlay District (FC) zone and in the Old Agoura Design Overlay District (OA) zone. The car wash as well as all the other proposed uses are allowed by right in these zoning and overlay districts. The project is located across a residential parcel to the north, a preschool and an apartment complex to the west, a gas station to the southeast and office building to the south. The topography of the lot varies from a low elevation along the Canwood Street frontage and rises to the east to meet the elevation of the Chevron Gas Station along Palo Comado Canyon Road. The overall site remains under 10% slope however. As such, approval of a Site Plan/Architectural Review instead of a Conditional Use Permit is necessary.

The following is a summary of the proposed development relative to the City Code requirements.

	Existing	Proposed	CRS Required
Lot Size:			
Lot 16:	453 sqft.		
Lot 17:	12,797 sqft.		10,000
Lot 18:	27,789 sqft.		
Lots Dimensions:			
Lot 16:	7 x 50	180x210	200x100
Lot 17:	78 x 168		
Lot 18:	112 x 246		

	Existing	Proposed	CRS Required/ Allowed
<u>Building Size:</u>			
A. Building 1:			
First Floor:	None	4,077 sqft.	N/A
Second Floor:	None	600 sqft.	N/A
B. Building 2:			
(with basement)	None	1868 sqft.	N/A
B. Lattice Service Canopy:			
	None	3,460 sqft.	N/A
<u>Building Height:</u>			
A. Building 1:			
	None	32 ft.	35 ft. max.
B. Building 2:			
	None	21 ft.	35 ft. max.
C. Canopy:			
	None	16 ft.	35 ft. max.
<u>Lot Coverage:</u>			
A. CRS Zone			
	None	26%	60% max.
B. Old Agoura			
	None	26%	50% max.
<u>Landscaping Coverage:</u>			
A. CRS Zone			
	None	32%	10% max.
B. Old Agoura			
	None	32%	15% max.
C. Parking			
	None	17%	15% max.
<u>Setback for CRS:</u>			
A. Building 1:			
Front			
	None	77 ft.	20 ft. min.
Rear			
	None	113 ft.	20 ft. min.
Side (North)			
	None	73 ft.	20 ft. min.
Side (South)			
	None	7 ft.	0 ft. min.
B. Building 2:			
Front			
	None	20 ft.	20 ft. min.
Rear			
	None	245 ft.	20 ft. min.
Side (North)			
	None	20 ft.	20 ft. min.
Side (South)			
	None	142 ft.	0 ft. min.
C. Canopy:			
Front			
	None	67 ft.	20 ft. min.
Rear			
	None	130 ft.	20 ft. min.
Side (North)			
	None	70 ft.	0 ft. min.
Side (South)			
	None	N/A	0 ft. min.

	Existing	Proposed	CRS Required/ Allowed
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Setback for OA:

None	None	None
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Parking:

None	25	25
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Retaining Walls:

None	(1) 6 ft. high (2) 3 ft. high	6 ft. max.
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Stings:

The envelope of the larger building (Building 1) accommodates the car wash tunnel and also minor automotive accessories sales area, an office, storage area and restrooms on the first floor and a second floor for additional office space. In addition to waiting inside, customers may also wait at a waiting deck area located outside. The floor area of the second story represents 1/7th of the building footprint and is intended as the administrative offices of the carwash. The architectural and grading plans submitted to the Planning Department indicate that Building 1 would be placed 7 feet away and parallel to the southern property line. The setback provides an opportunity for landscaping along the length of the building which will link to a larger landscaped area in the rear of the parcel where no improvements are proposed. Building 1 is equidistant from the office building to the south and the Chevron Station to the east and 67 feet from the closest edge of the pedestrian walkway. The building will be separated by the adjacent lot parking lot and ascending slope. The pad elevation of Building 1 will be below than the Chevron Station and level with the pad elevation of the office building next door. The proposed roof line would remain below the roof peak of these off-site structures, however. With regard to the development across Chesebro Road, Building 1 would be across the street from a two-story multi-family apartment development and a one-story preschool. The street width would provide an additional 65-foot wide separation between on and off-site buildings for a total of 132 feet. The total height of the building is expected to exceed the height of the two-story apartment building and the pre-school.

On the north side of the building is an attached lattice patio cover where the vehicles would be readied by employees before entering the wash tunnel. Under the lattice would be enough space to stack 7 vehicles. The proposed location of the lattice allows for setback to the street property lines in excess of the minimum requirement, as it translates to a proposed 71-foot setback from the pedestrian walkway along Chesebro Road and a 60-foot setback from the property line along Palo Comado Canyon Drive. This separation also allows for the circulation of entering and exiting cars and access to parking along the perimeter of the site through a two-way aisle and to the accessory building (Building 2).

The lattice cover is opposite an accessory building intended for lube and automotive detailing services. Building 2 is proposed to be located near the intersection of Chesebro Road and Palo Comado Canyon Road, 20 feet from the northern and western property

lines and meets the setback requirements. The one-story building is placed at a 45 degree angle from Chesebro Road. The applicant chose the location of the buildings in order to further screen the car wash use and to visually reduce the impacts to the residential properties to the north, the equestrian center and the pre-school to the west. The doors would face the interior of the parcel instead of toward the right-of-way. As required by the Zoning Ordinance, berming is provided along both streets which helps screen for the activities on the site and car wash structure. In addition, the descending slope along Palo Comado Canyon Road helps to visually buffer the use from the road. The landscaped area also provides a visual buffer between the structure and the meandering sidewalks.

Two 6-foot retaining walls which parallel the curved side of the property are necessary to provide a flat pad for parking spaces and to retain the landscaped slope. Other smaller retaining walls are proposed along Chesebro Road with a landscaped berm on top that will screen cars while being dried and headlights. Other amenities include a vertical trellis along the southern property line designed to screen on-site activities from the northbound traffic and a covered trash enclosure.

The CRS zone provides for standards addressing lot coverage, setback and height. As indicated in the table above, the project remains under the prescribed lot coverage slightly under half of the CRS zone and slightly over half of the OA zone requirements. Setback distances to property lines were provided to reduce the massing on the public right-of-way and exceed all minimum requirements. The property is bordered by two rights-of-way (Chesebro Road and Palo Comado Canyon Road) and consequently must provide a 20 foot setback to allow for berming and planting along each street frontage.

Landscaping/Oak Trees:

The Zoning Ordinance requires a minimum landscaping coverage for commercial properties including a minimum for the entire parcel (10%), for the parking area only (15%) and tree canopy coverage (50% of the parking area). In addition, the OA Design Overlay also requires an additional 5% landscape coverage of the entire site above the minimum requirement for the zoning district, all of which have been met by the applicant's proposal.

In order to integrate the project with its surroundings, the Zoning Ordinance requires that a 20-foot wide landscaped area be provided along any right-of-way frontage between the street and the development. This required landscape buffer is provided on site and is measured from the property line. In the event that unusual circumstances such as an uneven property line preclude a fully developed landscaped area, the Zoning Ordinance allows for some encroachment for the purpose of parking in that buffer zone. The encroachment is permitted as long as the encroachment does not exceed 50% of the total frontage length and the encroachment is limited to 10 feet. The applicant was able to comply with the requirement at the exception of a 10 square-foot area along the Palo Comado Canyon Road frontage for which the applicant has been conditioned to remove. Review and final approval will occur during the Plan Check review. The extenuating circumstances for considering the encroachment are based on the fact that the property line along is uneven between Chesebro Road and the Chevron station and does not coincide with the alignment of the existing travel lanes. Although requirement to adjust

the property line to coincide with the roadway alignment is typical, the situation is unusual in that the roadway is owned in fee by the California State Department of Real Estate which requires that agency's approval instead of the City's. When the approval by the State of the abandonment is received, the encroachment is null and void. Visually, the 20-foot setback would be provided but as part of an easement improvement instead of a property line adjustment.

Other off-site improvements are required such as meandering side walks. This policy was recently adopted by the City Council and applies to all new commercial projects. The applicant has provided the landscape buffer and has incorporated the meandering side walks both along Chesebro and Palo Comado Canyon Road frontages. The proposed meandering side walk along Chesebro Road will connect to an existing one to the south of the site. In conjunction with these requirements, the City Oak Tree/Landscape consultant reviews the plans for compliance with the Old Agoura Design Overlay District and the Freeway Corridor Overlay District planting material requirement. In addition to being native and naturalistic in nature, the planting material is selected based on the requirements of the Climate Zone 18¹, in effect for the region.

Concurrent with the landscape plan review is a required analysis of the on-site and nearby existing mature and developing oak trees. The applicant is requesting the approval of Oak Tree Permit to analyze the project's potential impacts to the on and off-site oak trees located along the south side of the property.

The Oak Tree Report identified a total of 6 off-site (HOT-1, 2, 4, 5, and 6) and 1 on-site oak trees (HOT-3). Three trees (HOT-1, 2 and 6) were found to be below the requirement for review (less than 2 inches in diameter). The City Oak Tree/Landscape Consultant has determined, based on the scope of the project, that the applicant is permitted to encroach into the protected zone of oak trees HOT-5 and HOT-6 based on the submitted plans. The applicant is permitted to remove Tree Number HOT-3 as required to construct the project. The removal of the oak tree shall be mitigated by the planting of at least eight (8) oak trees on the site, two (2) of which shall be at least thirty-six inch (36") box-size trees and four (4) of which shall be at least twenty-four inch (24") box size trees of the same species as those removed. The total inches of trunk diameter planted must be at least equal to the twenty-four inches (24") of trunk diameter removed. Mitigations to protect the off-site trees have been outlined in the City Oak Tree/Landscape Consultant. The applicant has offered an in-lieu fee to compensate for the potential loss of trees over a period of 24 months.

Recommended conditions regarding landscaping and protecting the existing trees along the southern property line during construction have been provided by the City's consultant and are attached to the draft Resolution. The project landscaping is still subject to the Los Angeles County Fire Department and Fuel Modification requirements, which regulates the type of planting near structures.

¹ Climate Zone 18 is defined by the Sunset Book of Climate zone.

Parking/Traffic:

The required parking was achieved by placing the parking spaces on a leveled pad along the northern and eastern property lines. The parking requirement per the Zoning Ordinance is as follows:

Use	Ordinance Requirement	Provided/Required
Lube/Detailing Bays (4 bays)	2 per bay	8
Retail Sales and Offices on First and Second Floors (2,500 sqft.)	1 space per 250 gross floor area	10
Car Wash (7 employees)	1 per employee	7
TOTAL		25

The parking lot was designed to provide the required 25 parking spaces which include 8 spaces to serve the lube and detailing services, 10 for the retail and offices and for the car wash employees. The parking spaces count was based on the information submitted by the applicant regarding operational characteristics.

As shown on the above table, the parking requirement for the lube and detailing use is based on the number of bays and the parking requirement of the retail sales and office use is based on the floor area size. These requirements would remain constant as they are based on the physical characteristics of the project. The Zoning Ordinance, however, requires parking for the car wash to be based on the number of car wash workers. The applicant has indicated that 7 workers are needed for the car wash operation. In order to ensure compliance with the parking requirements, a condition of approval is included limiting the number of car wash employees to 7 as well as limiting the number of lube and detailing bays and the square footage of the retail sales and office areas as shown in the above table.

The location of the spaces was concentrated along the northern and eastern property lines behind a retaining wall at the base of the slope. Aisles were designed to accommodate two-way traffic throughout the site. A single driveway is proposed at Chesebro Road. The driveway accommodates one lane for ingress and two lanes for egress traffic. The parking lot landscaping was reviewed by the City Landscape/Oak Tree Consultant and provides sufficient land coverage as well as canopy coverage for a commercial site required by the Zoning Ordinance. Trees and shrub material will be provided along both frontages to help screen the building and the activities. The City Traffic Engineer in conjunction with the City Environmental Planner determined that a Traffic Study was required. The results are incorporated in the final Mitigated Negative Declaration attached to this report.

Architectural Review:

The project was reviewed by the Architectural Review Panel (ARP) which considered the location of the commercial property with surrounding structures and the integrity of the architectural style selected by the applicant. The applicant's intention was to create a rustic style of architecture. The panel members recommended changes on the buildings which were subsequently addressed by the applicant. The Panel considered the orientation of the buildings and how the use could be screened from the right-of-way and adjacent structures. The lube and automotive detail services building were placed diagonally away from motorists traveling north on Chesebro Road and a trellis was added along the south side of the property. The trash enclosure was covered using the same material as the trellis cover. As the grade increases away from the intersection, the slope of the side provides a natural screening for the westbound traffic. The ARP recognized that the one-story building placed closer to the residential neighborhood to the north and the two-story building closer to the office building would be more compatible with the neighborhood land uses. The style and choice of colors are in keeping with the new office building to the south.

The proposed roof for both buildings would be designed as a full roof and to be clad with slate tiles. The roof of Building 2 was broken into a one story roof line facing the south property line and a story roof line facing the other property lines. The buildings would be finished with stucco painted beige and the trims, a dark tan color. The doors will be stained dark brown and the windows would be anodized aluminum multi-panes windows in a medium bronze finish with green awnings. All the wood work will be stained as well. The choice of colors for the overall project was influenced by the earth tone colors of the area and as required by the Architectural Design Guidelines.

All equipment including air and heat, mechanical for the wash tunnel and water recycling pumps will be placed indoors or underground.

Comments were solicited from the Old Agoura Homeowners Association. A letter is attached to the staff report for the Commission's review.

Signage:

The Sign Permit was also submitted and reviewed by the Architectural Review Panel, which is in support of the design and construction methods. The proposed sign program consists of one monument sign and one on-building sign on the main building and two on-building signs on the accessory building. The letters installed on the circular planter would be constructed out of a material textured to resemble a wood grain, pin-mounted into the stone and illuminated with ground level fixtures directed at the planter. The letters will be painted in a Forest Green flat enamel color. The total square footage of the sign copy equals to 20 square feet whereas the Sign Ordinance permits a 48 square-foot area. In regards to the on-building signs, the applicant proposes to use 12-inch high cut-out letters made of the similar material to form the name: "Old Agoura Auto Wash" for a total of 20 square feet on a possible area of 36 foot long by 18 inches high. The letters will also be pin-mounted to allow a little over one inch separation from the beam of the canopy. The same finish will be used on the primary building but without lighting. In

addition, two wood etched information signs will be attached to the overhang above each entry door of the accessory building. One 5.5 square-foot face will read: "Oil and Lube" and another 3.7 square-foot face will read: "Detail". The Sign Ordinance does not specifically provide standards for this specific use but the evaluation of the signs are reviewed for compliance against requirements of the CRS zone which permits a monument sign not to exceed 48 square feet and aggregate on-building signage not to exceed 50 square feet which the proposal meets. In addition, the Sign Ordinance identifies signs that require special consideration for automated and manual service facilities which are evaluated based on their function and use. The applicant proposes to install a 50 square-foot "menu board" under the canopy intended to be visible to the car wash users only. The signs however, are found to be keeping with the project design of the project and the Planning Commission has discretion over the design, size and quantity. Such installation and size meet the guidelines for the Sign Ordinance and the Old Agoura Overlay District.

Lighting:

A photometric plan was required to be reviewed by the Architectural Review Panel members who suggested the use of low ground lighting fixtures and no lighting fixtures on the building walls. Recommendations by the Architectural Review Panel to provide ground-mounted light fixtures were partially addressed by the applicant. Wall-mounted fixtures were removed but the pole light fixtures were maintained. The applicant has informed staff that the car wash is not expected to operate beyond the dusk hours both during the summer and winter time. It is the applicant's desire to provide lighting for security however after hours.

The applicant proposes to use three types of lighting fixtures: a 14-foot pole light in the front parking lot, a surface mount fixture to be affixed to the columns of the canopy and a retaining wall-mounted fixture to illuminate the parking spaces along the rear of the lot. These fixtures are mounted on the lower retaining wall approximately 4 feet above the ground. The photometric plan has demonstrated that the proposed fixtures provided for security will not generate more than 1 foot-candle lighting intensity all around the property boundaries as required by the Zoning Ordinance.

Noise:

In order for staff to review the project for compliance with the City's Noise Ordinance, the applicant was required to submit a Noise Study which would take into consideration the noise generated by a typical car-wash facility and new traffic generated by the use in addition to existing noise conditions. The Noise Study was conducted by Acentech, Inc. and was to provide sufficient data for staff to compare the results against the maximum allowable decibel levels for commercial projects. The findings were incorporated in the final Mitigated Negative Declaration. The Mitigated Negative Declaration concludes that, with the exception of construction noise, there would either be no noise impacts or impacts would be less than significant. Noise during construction would be considered significant but the incorporation of mitigation measures, would be reduced to a less than significant level. Special conditions including hours during which construction activities can occur were incorporated in the suggested conditions of approval attached to this report.

Engineering Review:

The applicant purchased three contiguous lots which were merged in order to comply with the Zoning Ordinance standards. The Engineering Department has reviewed and approved a lot merger application (Case No. 05-LLA-007).

As part of the review, a Grading Plan was submitted. The Grading Plan indicates that the slope is less than 10%. It also indicates that 1,255 cubic yards of cut and 470 cubic yards of fill will be required for the final design. The export of soil will be in the order of 785 cubic yards. The elevation of the grade where the buildings are located is slightly higher than that of Chesebro Road (908 feet to 912 feet). The rear of the parcel rises to a maximum of 930 feet. As such, the structures will be below the level of the Chevron gasoline station. The Engineering Department requires a hydrology report and drainage plan to be submitted as part of the Grading Plan review. The hydrology and Grading Plan comply with the Municipal Code requirements.

A soils report was also submitted and approved by the City's Geotechnical/Geological Engineer GeoDynamics in a letter dated August 10, 2006. The memorandum of approval is attached to this report for the Commission's review.

As part of the development of a commercial project, certain off-site infrastructure improvements are required including curb and gutter, striping, street repairs and at times dedications. In this case, a Street Improvement plan was submitted to show the off-site improvements. The project was conditioned to modify westbound traffic circulation on Palo Comado Canyon Road and southbound on Chesebro Road. The Engineering conditions for development include:

- striping a left turning lane,
- restriping,
- half-street improvements to provide two through lanes, sidewalk, curb and gutter and landscaping for Palo Comado Canyon Road. The widening will require the Old Agoura Entrance sign to be modified as well.

Both Engineering staff and the City Oak Tree consultant have reviewed the meandering sidewalks to accomplish a balance between access in the public right-of-way and a reasonable amount of landscaping as well as maintenance responsibilities.

Finally, a transportation improvement fee will be required for the new commercial construction.

The Los Angeles County Fire Department had an opportunity to review the project and has concluded that the layout of the operation will not impact the delivery of emergency services to the site and/or nearby sites. No on-site turn-around is required.

Environmental Review:

Pursuant to the California Environmental Quality Act (CEQA), an Initial Study/Draft Mitigated Negative Declaration (MND) was prepared by Rincon Consultants in November 2006, on behalf of the City. The public review period for the MND began on December 4, 2006 and ended on January 3, 2007. During that period, comment letters were received from the community and outside agencies. These comments were analyzed by staff and the environmentally related concerns were addressed and added to the Draft MND to produce a final MND. A Mitigation Monitoring Program (MMP) was also prepared to ensure that any mitigation measures identified in the final MND are properly implemented and monitored. This process will be accomplished by period site inspection. In addition, the applicant and his representatives will be required to attend a pre-construction meeting and will be responsible for keeping a copy of the document at the site at all times.

The final MND, along with the Mitigation Monitoring Program, are attached as Exhibit J.

CONCLUSION

Staff has reviewed and analyzed the project based on the requirements of the Site/Plan Architectural Review which address the site and building design and the necessary infrastructure for the project. In addition, the Planning Commission should consider public testimony in regard to the compatibility of the physical development characteristics. A draft resolution with conditions of approval was prepared for the Commission's review and is attached. Included in the Resolution are draft findings of approval. In considering the project, the Planning Commission should review these findings.

ACTION

- If the Planning Commission desires to approve Site Plan/Architectural Review Case No. 05-SPR-015, Oak Tree Permit Case No. 05-OTP-023 and Sign Permit Case No. 05-SP-024, a draft Resolution and Conditions of Approval are attached for adoption; or
- If the Planning Commission's finds that the project should be revised or additional information is necessary to make adequate findings, the hearing may be continued to a future meeting date; or
- If the Planning Commission wishes to deny the application(s), a draft Resolution of denial with revised findings would be drafted for consideration and adoption at the next Planning Commission meeting.

ATTACHMENTS

- Draft Resolution and Conditions of Approval
- Exhibit A: Vicinity/Zoning Map
- Exhibit B: Reduced Copies of Architectural, Grading, Landscape and Photometric Plans and Sign Program

- Exhibit C: Applicant's Description of the Project
- Exhibit D: Old Agoura Homeowners Association Letters
- Exhibit E: Letters Received in Response to the Application
- Exhibit F: City Geotechnical/Geological Consultant Memorandum
- Exhibit G: City Oak Tree/Landscape Consultant Memorandum
- Exhibit H: Photographs of the Site and of the Color and Material Board
- Exhibit I: Mitigated Negative Declaration and Mitigation Monitoring Program

CASE PLANNER: Valerie Darbouze, Associate Planner

DRAFT RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF AGOURA HILLS

APPROVING SITE PLAN/ARCHITECTURAL CASE NO. 05-SPR-015,
OAK TREE PERMIT CASE NO. 05-OTP-023
AND SIGN PERMIT CASE NO. 05-SP-024

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

Section I. An application was duly filed by Aitan Hillel with respect to the real property located at the southeast corner of Driver and Canwood Street (Assessor's Parcel Numbers 2052-008-017 & 019) requesting approval of a Site Plan/Architectural Review application to build a 4,677 square-foot car wash facility including a second story for offices, an attached, 3,460 square-foot canopy and a 1,868 square-foot building for lube and detailing services. The applicant also requested approval of an Oak Tree Permit to remove one (1) oak tree and encroach in the protected zone of an off-site tree and a Sign Permit to construct a monument sign and wall-mounted signage. A Hearing was duly held on March 15, 2007, at 6:30 p.m. in the City Council Chambers, City Hall, 30001 Ladyface Court, Agoura Hills, California. Notice of the time, date, place and purpose of the aforesaid hearing was duly given.

Section II. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid Hearing.

Section III. Pursuant to Sections 9677.5 and 9677.7.G. of the Agoura Hills Zoning Ordinance, the Planning Commission finds that:

Site Plan Review Findings:

- A. The proposed use, as conditioned, is consistent with the objectives and provisions of the Zoning Ordinance and the purposes of the land use district in which the use is located. The property designation allows for development of car wash facilities and related automotive services otherwise defined by the General Plan as a single-purpose trip use. The proposal meets the development standards for the CRS-FC (Commercial Retail Service-Freeway Corridor Overlay and Old Agoura Design Overlay) Zones relative to setback, building height, lot coverage and landscape coverage.
- B. The proposed use, as conditioned, and the manner in which it will be operated or maintained will not be detrimental to the public health safety, or general welfare. Access to the property will be via Canwood Street by one driveway with dedicated ingress and egress lanes. The driveway was placed away from the intersection so as to not impact the line-of-sight of the northbound and westbound traffic. The required striping and widening of Palo Comnado Canyon Road will improve the flow

of circulation from the residential neighborhood to the 101 Freeway Chesebro on-ramps. The project was designed so as to preserve light, air, privacy and open space to the surrounding neighboring parcels. The project, as conditioned, meets the maximum building coverage and setback requirements for the Commercial Retail Services zone. The arterial streets to the north and west, the off-site parking to the south and slope to the east provide additional separation between the project and off-site developments which limits direct contact with surrounding uses. The proposed grading will not change the topography of the lot enjoyed by the surrounding community. The finished floor elevation of the building will be located at street level and will minimally impact privacy of adjacent residential uses.

C. The proposed use shall not conflict with the character and design of the buildings and open space in the surrounding area. The proposed use, as conditioned, is compatible with the surrounding properties. The proposed detailing facility use is allowed within the Commercial Retail Services zone. The design of the buildings, the use of earth-tone colors and exterior finishing materials are consistent with the Old Agoura general design standards for both residential and commercial development in that natural materials are used and detail in the architectural element minimize the mass of the new structures. While maintaining the required minimum distance between the structures and property lines, the project provides irregular setbacks amongst on-site and with off-site structures.

D. The proposed use, as conditioned, will comply with each of the applicable provisions of the Zoning Ordinance. The two-story, main building meets the 35-foot building height limitation for structures within the zone. Building lot coverage is below the maximum allowed for the zone. The slope in the rear of the property and both streets frontages provide an opportunity for additional landscaping and undeveloped open space that is greater than existing residential and commercial surrounding properties.

E. The proposed use, as conditioned, is consistent with the goals, objectives and policies of the General Plan. The proposed car wash facility is partially screened by the ascending slope along Palo Comado Drive leading to the Chesebro bridge and by the detailing and lube services building as it is leveled with street grade, as called for in the General Plan Land Use Element. All on-site amenities will also be screened from public view at all time. Although the project is in the Freeway Corridor Overlay, it is screened by other commercial buildings as viewed from the travel lanes.

F. The proposed use, as conditioned, preserves and enhances the particular character and assets of the surrounding area and its harmonious development. The architectural style and design of the mass remains in keeping with a residential design rather than a commercial design. The use of a wood trellis canopy with landscaping will act as a screen to the outdoor activities. The berming along the Chesebro right-of-way contributes to the screening of the activities on the site and the trellis proposed along the south property line helps screen the lube and

automotive detailing activities in the accessory building which is consistent with the Freeway Corridor Overlay District requirements. The use is identified at the intersection by signage on a low planter and under the wood support beams of the service area canopy.

Architectural Review Findings:

- A. The proposed design is consistent with the General Plan, Specific Plan and any design standards adopted by the City Council. A car wash, offices and automotive lube and detailing services are allowed uses in the CRS-FC-OA zone and the project as conditioned, complies with the development standards of the applicable zoning and overlay districts.
- B. The proposed design and location of the proposed development and its relationship to existing or proposed developments and traffic in the vicinity thereof is such that it will not impair the desirability of investment or occupation in the neighborhood, will not unreasonably interfere with the use and enjoyment of existing or proposed developments in the vicinity thereof, and will not create traffic hazards or congestion. No other car wash facility combined with detailing and lube services are currently operating in proximity. The project is required to undertake street improvements to ameliorate the circulation pattern of cars at the intersection of Chesebro and Palo Comado Canyon Drive without causing the need for additional, and unsightly, on-site infrastructure improvements. Parking stalls are isolated from public view. The project was designed with one driveway for egress and ingress and sufficient area on the site to accommodate stacking of vehicles and to prevent spill over of vehicles onto neighboring properties. Landscaping is strategically placed to screen on-site activities.
- C. The design of the proposed development is in keeping with the character of the surrounding neighborhood and is not detrimental to the harmonious, orderly, and attractive development dictated by the ordinance and the general plan of the city. The same architectural style is carried out throughout the development. The structures equally benefit from quality and rustic construction materials and earth tone colors. The size of each building is commensurate with its function. The structure closest to the street was designed as a one-story in order to help the transition between the project and the residentially zoned property to the north. The buildings were designed with full roofs, wooden lattice shade covers and reasonably sized windows.
- D. The design of the proposed development would provide a desirable environment of its occupants, as well as for its neighbors, and that is aesthetically of good composition, materials, textures and colors. The design of the buildings, the use of earth-tone colors and exterior finishing materials include the use of stucco, stone veneer and wood which is consistent with the Old Agoura general design standards for commercial development. The proportion of the architectural elements is true to the style of architecture. The finishing of the eaves, the trellis and decking materials

add to the aesthetics of the project. The use of full roofs was chosen to resemble that of a residential structure. The mechanical equipment and product storage are kept inside the building and trash areas are permanently screened from public view.

E. The proposed use complies with all applicable requirements of the district in which it is located and all other applicable requirements including lot coverage, building height, landscaping coverage, location and plant material selection and separation between structures.

F. The overall development of the subject property is designed to ensure the protection of the public health, safety and general welfare. Pedestrian access is separated from vehicular circulation and the driveway location is situated away from the intersection in order to preserve the line-of-sight of the northbound and westbound traffic. On-site circulation was designed to accommodate in-coming and outgoing traffic for both the primary and ancillary uses.

Section IV. Oak Trees Findings. The removal of one (1) oak tree, as conditioned, is needed to build the structures and will be mitigated by the planting of at least eight (8) new ones. The oak tree, for which the encroachment into the protected zone is required, is located off-site. The encroachment into the protected zone is necessary during construction. The conditions of approval are intended to help protect the viability of the oak tree.

Section V. Environmental Findings. The Planning Commission hereby makes the following environmental findings and determinations in connection with the approval of the Project:

A. Pursuant to California Environmental Quality Act ("CEQA"), City staff prepared an Initial Study of the potential environmental effects of the approval of the Hillel Auto Wash Project as described in the Initial Study (the "Project"). Based upon the findings contained in that Study, City staff determined that there was no substantial evidence that the Project could have a significant effect on the environment and a Mitigated Negative Declaration, along with a Mitigation Monitoring Program, was prepared.

B. Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration as required by law. The public comment period commenced on December 4, 2006 and expired on January 3, 2007. Copies of the documents have been available for public review and inspection at the offices of the Department of Planning and Community Development, located at City Hall, 30001 Ladyface Court, Agoura Hills, CA 91362.

C. Sixteen (16) written comments were received during the CEQA public comment period, and a response to all of the comments made therein was prepared, submitted to the Planning Commission and incorporated into the administrative record of the proceedings.

D. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration prior to and at the March 15, 2007 public hearing, and based on the whole record before it, finds that: (1) the Mitigated Negative Declaration and Mitigation Monitoring Program were prepared in compliance with CEQA; (2) there is no substantial evidence that the Project will have a significant effect on the environment; and (3) the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission.

Based on the findings set forth in this Resolution, the Planning Commission hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring Program prepared for the Project.

Section VI. Based on the aforementioned findings, the Planning Commission hereby approves Site Plan/Architectural Review Case no. 05-SPR-015; Oak Tree Permit Case No. 05-OTP-023; and Sign Permit Case No. 05-SP-024, subject to the attached conditions, with respect to the property described in Section I hereof.

PASSED, APPROVED, and ADOPTED this 15th day of March 2007, by the following vote to wit:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Steve Rishoff, Chairman

ATTEST:

Mike Kamino, Secretary

CONDITIONS OF APPROVAL
(CASE NOS. 05-SPR-015, 05-OTP-023 & 05-SP-024)

STANDARD CONDITIONS

1. This decision, or any aspect of this decision, can be appealed to the Planning Commission within fifteen (15) days from the date of action, subject to filing appropriate forms and related fees.
2. This action shall be effective for any purpose until the applicant and property owner have agreed in writing that they are aware of and accept all conditions of this permit with the Department of Planning and Community Development.
3. Except as modified herein, the approval of this action is limited to and requires complete confirmation with the approved Site Plan, Elevation Plans, and Color and Material Board.
4. Except as modified herein, all exterior materials and colors in this project shall be in conformance with the existing materials on the structure.
5. It is hereby declared to be the intent that if any provision of this permit is declared invalid, the permit shall be void and the privileges granted herein shall lapse.
6. It is further declared and made a condition of this action that if any condition herein is violated, the permit shall be suspended and the privileges granted hereunder shall lapse; provided that the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty (30) days.
7. The applicant shall obtain all required construction and occupancy permits from the Department of Building and Safety.
8. Unless this permit is used within two (2) years from the date of approval, Case Nos. 05-SPR-015, 05-OTP-023 and 05-SP-024 shall expire. A written request for a one (1) year extension may be considered prior to the expiration date.
9. The applicant shall pay to the City the applicable fees owed to the City for the purposes of this application prior to review of any plans for plan check by the Building and Safety Department.
10. The applicant shall pay to the City the applicable General Plan Update Recovery Fee prior to the issuance of a Building Permit. The current fee is \$1.41/\$1,000 of building valuation. Actual fees will be determined at the time of building permit issuance.
11. The applicant shall comply with all applicable Public Health Statutes, Ordinances, and Regulations related to the disposal of sewage.

12. The Forester and Fire Warden shall be consulted to ascertain the required fire flows and fire hydrants to accommodate the proposed development.
13. The applicant shall comply with the school impact fee requirements of the Las Virgenes Unified School District. At this time, the required school impact fee is \$0.42 per square foot.
14. Prior to the issuance of a Building Permit, the applicant shall pay the Fire District Development Fee, at the rate in effect at the time of Building Permit issuance. The current rate is \$ 0.7876 per square foot of new floor area.
15. Prior to issuance of a Building Permit, the applicant shall submit a letter to the Director of Planning and Community Development agreeing to suspend construction in the vicinity of a cultural resource encountered during development of the site, and leave the resource in place until the City's Environmental Planner is notified and a qualified archaeologist can examine them and determine appropriate mitigation measures. All fees and expenses for the retaining of a qualified archaeologist shall be paid by the applicant and shall not be at City expense. The applicant shall agree to comply with mitigation measures recommended by the archaeologist and approved by the Director of Planning and Community Development.
16. The approved grading and construction plans, resolution, conditions of approval, the mitigated negative declaration and the mitigation monitoring and reporting program and a color and material board shall be on site at all time during the construction of the project.
17. All outstanding fees owed to the City, if any, shall be paid by the applicant within thirty (30) days from the date of this approval.

Construction Requirements

18. Prior to the starting construction, the site shall be temporarily fenced and screened on all sides for the duration of the construction project. The height of the fence shall be six (6) feet and fence material shall be overlaid on the exterior with a dark, opaque vinyl screen, or other equivalent fencing and screening material as approved by the Director of Planning and Community Development. Temporary construction fencing and gates shall be maintained in good order at all times.

Solid Waste Management Requirements

19. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused, or recycled, the applicant shall submit a "Waste Reduction & Recycling Plan" to the City for review and approval. The plan shall provide for at least 50% of the waste generated on the project to be diverted from the landfill. Plans shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The plan shall be submitted to and approved by the

Department of Planning and Community Development prior to issuance of a building permit. The plan shall include the following information: material type to be recycled, reused, salvaged, or disposed; estimated quantities to be processed, management method used, and destination of material including the hauler name and facility location. The City's Waste Reduction & Recycling Plan form or a similar format shall be used.

20. The project shall comply with the plan and provide for the collection, recycling, and/or reuse of materials (i.e. concrete, wood, metal, cardboard, green waste, etc.) and document results during demolition and/or construction of the proposed project. After completion of demolition and/or construction, the applicant shall complete a Waste Reduction & Recycling Summary Report and provide legible copies of weight tickets, receipts, invoices or letters of verification for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, the applicant shall provide documentation, on the disposal facility's letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused and the project generating the discarded materials. The Waste Reduction & Recycling Summary Report shall be submitted and approved prior to issuance of a certificate of occupancy, or final inspection if issuance of a certificate of occupancy is not applicable.

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

GRADING CONDITIONS

General

22. All improvement plans, including, but not limited to, street, grading/drainage, sewer, storm drain, and striping/signage plans, for the entire project must be submitted as one package. This package must also include all supporting studies. All improvement plan sheets shall be 24" x 36" and must have the City's standard signature blocks and be legibly drawn to ensure proper reproduction and adequate record keeping. All lettering on plans shall be a minimum of 80 CL (.08 inch) in size to ensure proper reproduction and microfilming. All original plans shall be drawn in ink. All plans shall be prepared and signed by a California State Registered Civil Engineer.

23. For construction within public right-of-way, an Encroachment Permit is required in accordance with Agoura Hills Municipal Code. All required applicable fees, securities, and insurance must be posted prior to issuance of the encroachment permit.

24. A soils report shall be prepared and submitted in accordance with the Agoura Hills Guidelines for geotechnical/geological reports.

25. All Record Drawings ("As-Built" drawings) and supporting documentation shall be submitted to the Engineering Division prior to issuance of the final Certificate of Occupancy.
26. A title report is required to be submitted with the project plans. The plans shall show all proposed and existing easements.
27. Prior to issuance of a Building Permit and if the City has is not in receipt of the original document at that time, the applicant shall provide a copy of the previously approved Lot Line Adjustment from the LA County Recorder's Office.
28. All walls shall be limited to six feet in height and none shall encroach into the public right-of-way.
29. The applicant shall be responsible for the relocation/reconstruction of the Old Agoura monument entry sign into the public right-of-way, subject to the approval of the Director of Community Development, Building Official and City Engineer. This must be approved in concept prior to issuance of a Grading Permit and completed prior to issuance of a Certificate of Occupancy.
30. Prior to issuance of the Grading Permit, applicant shall submit cost estimates of public improvements to the City Engineer for approval, signed and stamped by State Licensed Civil Engineer.
31. The developer/owner shall pay all applicable fees and deposits as required prior to issuances of the Grading Permit, Building Permit, and Certificate of Occupancy.

Grading

32. All grading shall conform to City's Grading Ordinance, Chapter 33 of the Uniform Building Code, as modified. Cut and fill slopes shall be limited to 25 feet in height.
33. A detailed grading/drainage/paving plan shall be submitted for review and approval of the City Engineer, prior to issuance of a grading permit. The plan shall be prepared using existing benchmark datum and clearly show existing and proposed contour lines. The plan shall also show: existing oak trees, pad and finish floor elevations, all retaining walls, and street improvement limits/cross sections. The grading/drainage plan shall show existing grades, other off-site improvements for a minimum of 50 feet beyond the property lines, all existing and proposed utilities, and all utility connections from the street to the site.
34. Prior to the issuance of the Grading Permit the following must be satisfied, the grading plan has been reviewed and accepted by the City Engineer, the applicable plan check, inspection and permit fees have been paid and the grading security has been posted.

35. Prior to approval of foundation by Building & Safety Department, applicant shall submit a grading report to the Building Official as outlined in Section 3304.20 of the City's Municipal Code. Report information shall include, but is not limited to, building pad and grade certifications. Building pad certifications must be completed by the applicant's project Civil Engineer. Grade certifications must be completed by the applicant's Civil Engineer and Geotechnical Engineer and/or Geologist. All certifications must be signed and stamped by State licensed professionals.

Drainage

36. Prior to issuance of the Grading Permit, the applicant shall submit a drainage study prepared by a California State Registered Civil Engineer for the review and acceptance by the City Engineer. Hydraulic design shall conform to the current Hydraulic Design Manual of the Los Angeles County Department of Public Works (LACDPW).
37. Prior to the issuance of a grading permit, applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) in compliance with the Development Construction Model Program for Stormwater Management within the County of Los Angeles that shall be subject to approval the City Engineer. The SWPPP shall identify pollutant sources, and shall include design and recommend construction and implementation of stormwater pollution prevention measures in order to reduce pollutants in stormwater discharges from the construction site during the construction period, and after construction as required.
38. Prior to issuance of the Grading Permit, the applicant shall prepare a Standard Urban Stormwater Mitigation Plan (SUSMP), as outlined in the Development Planning Model Program for Stormwater Management within the County of Los Angeles, subject to approval by the City Engineer. The plan will demonstrate treatment of the first $\frac{3}{4}$ " of rainfall, as required by the Model Program.
39. A Best Management Practice (BMP) Covenant and Deed Restriction shall be prepared and recorded with the Los Angeles County Recorder's Office by the applicant prior to issuance of a Certificate of Occupancy.
40. Drainage improvements on private property shall be continually maintained, repaired and replaced by the property owner(s).
41. Applicant shall obtain a County Industrial Waste Permit for industrial activities prior to issuance of Certificate of Occupancy.

Traffic and Roadway

42. Prior to issuance of the Grading Permit, the applicant shall design street improvements along the entire project frontage of both Palo Comado Canyon Road and Canwood Street. Street widening along the project frontage shall

provide two through lanes of traffic for southbound Palo Comado Canyon Road. Improvements shall include but not be limited to, pavement, striping, signage, curb, gutter, meandering sidewalks, landscaping and irrigation. All plans shall be prepared by a State Registered Civil Engineer and shall be reviewed and approved by the City Engineer and Traffic Engineer, and the landscaping plans shall also be reviewed and approved by the Director of Community Development. Said improvements shall be constructed prior to issuance of a Certificate of Occupancy.

43. The property owner(s) shall maintain in perpetuity all landscaping and irrigation improvements along the property frontages, on both public and private property.

44. Public right-of-way vacation and dedication documents are required for the 42-foot half-street slated for Palo Comado Canyon Road, which is a primary arterial roadway. The documents shall provide the end result of a property/public right-of-way line that parallels the physical centerline of Palo Comado Canyon Road and is set at the back (private property side) of the meandering sidewalk. A proper radius shall be provided at the intersection of Palo Comado Canyon Road and Canwood Street as well. Said documents shall be prepared and submitted to the City Engineer prior to issuance of the Grading Permit. The applicant shall pay any and all applicable fees, record all documents and provide written proof thereof to the City Engineer prior to issuance of a Certificate of Occupancy.

45. The applicant has provided documentation that Palo Comado Canyon Road is owned in fee title by the State of California. If upon approaching the State to purchase the vacated area the State indicates the land will not or cannot be sold to the applicant, then the public right-of-way in that area shall remain under public domain. Proof of such a position by the State shall be provided to the City Engineer in writing. In that case, the proposed surface improvements in the State owned parcel shall be maintained in perpetuity by the applicant to the satisfaction of the State and the City.

46. Prior to issuance of a Building Permit, the applicant shall pay a Traffic Impact Fee (TIF) of \$36,863. The TIF is based upon the submittal package that depicts 5,995SF of new buildings and the City's TIF rate of \$6.149/SF for this type of project.

Utilities

47. Water facilities shall be designed and constructed by the applicant in accordance with Las Virgenes Municipal Water District (lvmmwd) standards, including reclaimed water mainline construction, the need for which shall be determined by LVMMWD and the City. Said facilities' plans shall be designed and approved by the LVMMWD and the City Engineer prior to issuance of a grading permit and constructed prior to issuance of a Certificate of Occupancy.

48. The applicant shall provide evidence that all sewer and water connection fees have been paid to the LVMMWD prior to issuance of a Building Permit.

GEOTECHNICAL/GEOLOGICAL CONDITIONS

49. The project shall comply with all of Bing Yen and Associates' (The City of Agoura Hills' Geotechnical Consultant) Conditions of Approval letter dated August 10, 2005.

OAK TREE/LANDSCAPE CONDITIONS

Oak Tree

50. The applicant is permitted to encroach upon HOT-5 and HOT-6 per the approved plans.
51. The applicant is permitted to remove Tree Number HOT-3 as required to construct the project.
52. The removal of the oak tree shall be mitigated by the planting of at eight (8) oak trees on the site, two (2) of which shall be at least thirty-six inch (36") box-size trees and four (4) of which shall be at least twenty-four inch (24") box size trees of the same species as those removed. The total inches of trunk diameter planted must be at least equal to the twenty-four inches (24") of trunk diameter removed.
53. The applicant shall provide a forty-eight (48) hour notice to the City and the applicant's oak tree consultant prior to the start of any approved work within the protected zone of any oak tree.
54. Prior to the start of any work or mobilization at the site, each oak tree to be preserved shall be fenced with temporary chain link fencing at the edge of the protected zone or at the approved work limits, in accordance with Article IX, Appendix A, Section V.C.1.1. The City Oak Tree Consultant shall approve the fencing locations.
55. No vehicles, equipment, materials, spoil or other items shall be used or placed within the protected zone of any oak tree at any time, except as specifically required to complete the approved work.
56. Pruning of live branches is not authorized unless specifically approved by the City Oak Tree Consultant.
57. No irrigation or planting shall be installed within the drip line of any oak tree unless specifically approved by the City Oak Tree Consultant and the Director.
58. At the completion of construction, the applicant shall place three inches (3") of approved mulch throughout the dripline of each oak tree.
59. Within ten (10) days of the completion of work, the applicant's oak tree consultant shall submit written certification to the City. The certification shall describe all work performed and whether such work was performed in accordance with the above permit conditions.

60. The species, quality and planting locations and methods of all mitigation oak trees are subject to the approval of the City Oak Tree Consultant.
61. Should any of the mitigation oak trees fail, they shall be replaced in accordance with the provisions of the Oak Tree Preservation and Protection Guidelines.
62. Prior to occupancy, each new oak tree shall be mulched throughout the dripline with three inches (3") of approved organic matter.
63. The girdling ties and wires must be removed from HOT-5 and HOT-6 as recommended in the oak tree report.

Landscape

64. The final landscape plan shall be consistent with the approved preliminary plan.
65. One (1) twenty-four inch (24") box size native oak tree shall be included in the planting per each fifteen thousand (15,000) gross square feet of building area. One (1) such tree is required for this project. This tree is in addition to any oak trees required to mitigate the loss of existing trees.
66. No storage or other usage is permitted within the required landscape areas.
67. Prior to the approval of building permits, the applicant shall submit three (3) sets of landscape plans meeting the following requirements:
 - a. A California-licensed landscape architect shall prepare, stamp and sign the plans.
 - b. All plans shall be legible and clearly drawn.
 - c. Plans shall not exceed thirty inches (30") by forty-two inches (42") in size. Plans shall be a minimum of twenty-two inches (22") by thirty-six inches (36") in size.
 - d. A true north arrow and plan scale shall be noted. The scale shall be no smaller than one inch equals twenty feet (1"=20'), unless approved by the City Landscape Consultant.
 - e. A title block shall be provided, indicating the names, addresses and telephone numbers of the applicant and landscape architect.
 - f. The project identification number shall be shown on each sheet.
 - g. The plans shall accurately and clearly depict the following existing and proposed features:

- Landscape trees, shrubs, ground cover and any other landscaping materials
 - Property lines
 - Streets, street names, right-of-ways, easements, driveways, walkways, bicycle paths, and any other paved areas
 - Buildings and structures
 - Parking areas, including lighting, striping and wheel stops
 - General contour lines
 - Grading areas, including tops and toes of slopes
 - Utilities, including street lighting and fire hydrants
 - Natural features, including watercourses, rock outcroppings
 - The Planting Plan shall indicate the botanical name and size of each plant.
68. Plant symbols shall depict the size of the plants at maturity. Tree spacing specifically shall be adjusted to allow for optimum growth of each tree species. Trees should be located such that they are not directly adjacent to hardscape to prevent future conflicts.
69. The final plans shall not include any palm species.
70. Parking lot landscaping must include shade trees that are placed so as to cover fifty percent (50%) of the total parking area, including drive aisles, within fifteen (15) years of installation. The plans as submitted meet this requirement.
71. In accordance with the Freeway Corridor Overlay District, the final plant palette and arrangement along the outer borders of the project shall be revised to provide a more naturalistic and native theme.
72. All plant material must be considered compatible with Sunset Zone 18.
73. Plant container sizes and/or spacing shall be provided. Minimum sizes shall be acceptable to the City Landscape Consultant and the Director.
74. The landscape plans shall prominently display the following notes:
- a. All plant material shall conform to the most recent edition of ANSI Z60.1 - American Standard for Nursery Stock.
 - b. Prior to scheduling an inspection of the landscape installation with the City, the applicant's landscape architect shall certify in writing that the installation is in conformance with the approved landscape plans.

75. Proposed light standard locations shall be depicted on the planting plan. Any conflicts between light standard and tree locations shall be resolved to the satisfaction of the City Landscape Consultant.
76. The Irrigation Plan shall be provided separate from but utilizing the same format as the Planting Plan.
77. The irrigation design shall provide adequate coverage and sufficient water for the continued healthy growth of all proposed plantings with a minimum of waste and over spray on adjoining areas.
78. The Irrigation Plan shall be concise and accurate and shall include the manufacturer, model, size, demand, radius, and location of the following, as appropriate:
 - a. Design and static pressures
 - b. Point of connection
 - c. Backflow protection
 - d. Valves, piping, controllers, heads, quick couplers
 - e. Gallon requirements for each valve
79. Three (3) copies of details and specifications shall be provided, addressing but not limited to, planting, soil preparation, tree staking, guying, installation details, and post installation maintenance.
80. One copy of each of the following approved plans shall be submitted with the initial landscape plan check:
 - Site Plan
 - Elevations
 - Grading Plan
 - Conditions Of Approval
81. A complete Landscape Documentation package is required at the time of initial plan check submittal, prepared in accordance with Article IX, Section 9658.6 – Water Efficient Landscaping, contained in the Zoning Code.
82. In accordance with the Freeway Corridor Overlay District, the final plant palette and arrangement along the outer borders of the project shall provide a naturalistic and native theme.
83. All plant material must be considered compatible with Sunset Zone 18.

84. All landscaping shall be irrigated and maintained in perpetuity in accordance with the approved Landscape Plan.
85. Poor landscape practices such as topping, hedging and "lollipopping" shall not be permitted and may require that plant materials be replaced with like size materials at the discretion of the City Landscape consultant.
86. Landscape mounding is required within all right-of-way planters, as feasible. The proposed plans do not provide for the required mounding and should be revised to include it.
87. Any proposed light standards must be added to the landscape plan to identify possible conflicts with tree locations. Any such conflicts should be resolved.
88. The final landscape plan shall meet the intent of the Los Angeles County Fire Department fuel modification design guidelines.

BUILDING AND SAFETY CONDITIONS

89. The City Building Code requires all new structures to be protected by an automatic fire sprinkler system. Plans for the required system shall be approved by the Fire Department prior to the issuance of Building Permits for the structure. Automated fire sprinklers are required per Sec. 904.2.2 of the Agoura Hills Building Code.
90. The City Building Code requires a minimum setback of a structure to a slope (descending and ascending) to comply with Agoura Hills Building Code, Sec. 1806.5. Minimum setback from a slope is $H/2$, ($1/2$ the vertical height of the slope, including portions not on property), or provide the equivalent protection determined by the soils engineer. This deviation will need to be verified by City soils engineer and approved by Building Official.
91. Exterior elements and materials must be in compliance with all very high fire hazard severity zone requirements per Agoura Hills Building Code, Sec.6402.1.
92. Dual pane windows shall be utilized as required for very high fire hazard severity zones per Sec. 6402.1.
93. Projects shall demonstrate the use of Class-A roofing materials compliant with Sec. 1504.2 of the 2001 CBC.
94. Preliminary and final construction plans shall show locations of all mechanical equipment located on or around structure. In addition, plans shall indicate all attic vents, flues, and other penetrations which may affect the architectural appearance of the roof structure.
95. Site plans shall indicate that all handicapped requirements are complied with, including a path of travel from public way (sidewalk), handicapped parking spaces

with path to entry, handicapped accessibility of secondary emergency egress and applicable site signage requirements.

96. Building Permits shall not be issued until grading is approved and all other departments' requirements have been satisfied as well as that of other outside agencies'. The same requirement shall apply to fees.

ENVIRONMENTAL CONDITIONS

97. The applicant shall comply with each mitigation measure listed in the Final Mitigated Negative Declaration and outlined in the Mitigation Monitoring and Reporting Program dated February 2007 prepared for the project.

98. A list of all project conditions of approval and mitigation measures found in the Mitigated Negative Declaration shall be included, along with a signed copy of the Resolution, on the construction plans submitted prior to issuance of a Grading or Building Permit.

SPECIAL CONDITIONS

99. Per the City of Agoura Hills Municipal Code Section 4100, no construction work or repair work shall be performed outside the hours of 7:00 a.m. to 7:00 p.m. or any Sunday or Holiday.
100. The parking lot shall be pin-stripped per the Parking Ordinance.
101. Per the applicant's project description, the hours of the carwash, detailing and lube services shall be limited to 8:00 a.m. to 6:00 p.m. Monday through Sunday.
102. Per the applicant's project description, retail sales shall be limited to automotive accessories with this approval of the Site Plan/Architectural Review application.
103. The sale of alcoholic products is prohibited in the Freeway Overlay District.
104. All proposed retaining walls shall consist of split-faced block or other decorative materials subject to review and approval by the Director of Planning and Community Development.
105. All other fencing project shall be subject to the review and approval by the Director of Planning and Development.
106. All proposed lighting and lighting fixtures shall be subject to the review and approval by the Director of Planning and Development.
107. All trash containers shall be screened from public view at all times. Trash containers shall be put away immediately after disposal of rubbish on collection day.

108. Per the applicant's project description and to comply with the Parking Ordinance, the project shall be limited as follows: the number of car wash workers shall be limited to 7, the number of lube and detailing bays shall be limited to 4 and the maximum square footage of retail sales and office areas shall be limited to 2,500 square feet.

109. There shall be no off-site parking of vehicles (on the public right-of-way and on private property).

END