

Basemap Source: California Natural Diversity Database, June, 2009; U.S. Bureau of the Census TIGER 2000 data; U.S. Fish and Wildlife Service, April, 2009; U.S. Bureau of the Census TIGER 2000 data, and ESRI, 2002.  
 Note - Map to be printed in color, due to subtleties in symbology noticeable only on color version. Critical habitat shown is that most recently available from U.S. FWS. Check with U.S. FWS or Federal Register to confirm.

★ Project Location

**Animals**

- California red-legged frog
- Santa Monica grasshopper
- Yuma myotis
- arroyo chub
- bank swallow
- coast (San Diego) horned lizard
- coastal California gnatcatcher
- coastal western whiptail
- golden eagle
- hoary bat
- pallid bat
- spotted bat
- two-striped garter snake
- western mastiff bat
- western red bat
- western small-footed myotis

**Plants**

- Agoura Hills dudleya
- Braunton's milk-vetch
- California Orcutt grass
- Conejo buckwheat
- Lyon's pentachaeta
- Malibu baccharis
- Peninsular nolina
- Plummer's mariposa-lily
- Santa Susana tarplant
- dune larkspur
- marcescent dudleya
- round-leaved filaree
- slender mariposa-lily

**Natural Communities**

- California Walnut Woodland
- Southern Coast Live Oak Riparian Forest
- Southern Sycamore Alder Riparian Woodland
- Valley Oak Woodland
- CNDDB Suppressed Records in these quads- California Mountain Kingsnake (San Diego population)
- Monarch Butterfly, and Southwestern Pond Turtle. Call DFG to get the specific location of these sensitive species.

**Critical Habitat**

- CA Red-legged Frog PCH
- Braunton's Milk Vetch FCH
- Lyon's Pentachaeta FCH

Significant Biological Resources

Figure 9  
 City of Agoura Hills

## **Appendix A**

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*Air Quality Modeling Results and Calculations*



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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: L:\ESP\LA Co\Agoura Hills\09-64530 AH Road Office Prj ISMND\Other\Air Q\Urbemis1.urb924

Project Name: Agoura Road Office Project

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Combined Summer Emissions Reports (Pounds/Day)

File Name: L:\ESP\LA Co\Agoura Hills\09-64530 AH Road Office Prj ISMND\Other\Air Q\Urbemis1.urb924

Project Name: Agoura Road Office Project

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

|                                   | <u>ROG</u> | <u>NOx</u> | <u>CO</u> | <u>SO2</u> | <u>PM10 Dust</u> | <u>PM10 Exhaust</u> | <u>PM10</u> | <u>PM2.5 Dust</u> | <u>PM2.5 Exhaust</u> | <u>PM2.5</u> | <u>CO2</u> |
|-----------------------------------|------------|------------|-----------|------------|------------------|---------------------|-------------|-------------------|----------------------|--------------|------------|
| 2010 TOTALS (lbs/day unmitigated) | 13.61      | 25.05      | 13.55     | 0.00       | 18.27            | 1.25                | 19.52       | 3.82              | 1.15                 | 4.97         | 2,371.66   |

AREA SOURCE EMISSION ESTIMATES

|                               | <u>ROG</u> | <u>NOx</u> | <u>CO</u> | <u>SO2</u> | <u>PM10</u> | <u>PM2.5</u> | <u>CO2</u> |
|-------------------------------|------------|------------|-----------|------------|-------------|--------------|------------|
| TOTALS (lbs/day, unmitigated) | 0.20       | 0.10       | 1.62      | 0.00       | 0.01        | 0.01         | 104.41     |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

|                               | <u>ROG</u> | <u>NOx</u> | <u>CO</u> | <u>SO2</u> | <u>PM10</u> | <u>PM2.5</u> | <u>CO2</u> |
|-------------------------------|------------|------------|-----------|------------|-------------|--------------|------------|
| TOTALS (lbs/day, unmitigated) | 2.20       | 3.18       | 28.41     | 0.03       | 4.79        | 0.93         | 2,852.66   |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

|                               | <u>ROG</u> | <u>NOx</u> | <u>CO</u> | <u>SO2</u> | <u>PM10</u> | <u>PM2.5</u> | <u>CO2</u> |
|-------------------------------|------------|------------|-----------|------------|-------------|--------------|------------|
| TOTALS (lbs/day, unmitigated) | 2.40       | 3.28       | 30.03     | 0.03       | 4.80        | 0.94         | 2,957.07   |

Construction Unmitigated Detail Report:





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- 1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
  
- Phase: Architectural Coating 12/6/2010 - 12/31/2010 - Default Architectural Coating Description
- Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
- Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
- Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
- Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
- Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| Source                        | ROG  | NOx  | CO   | SO2  | PM10 | PM2.5 | CO2    |
|-------------------------------|------|------|------|------|------|-------|--------|
| Natural Gas                   | 0.01 | 0.08 | 0.07 | 0.00 | 0.00 | 0.00  | 101.60 |
| Hearth - No Summer Emissions  |      |      |      |      |      |       |        |
| Landscape                     | 0.12 | 0.02 | 1.55 | 0.00 | 0.01 | 0.01  | 2.81   |
| Consumer Products             | 0.00 |      |      |      |      |       |        |
| Architectural Coatings        | 0.07 |      |      |      |      |       |        |
| TOTALS (lbs/day, unmitigated) | 0.20 | 0.10 | 1.62 | 0.00 | 0.01 | 0.01  | 104.41 |

Area Source Changes to Defaults



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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| Source                        | ROG  | NOX  | CO    | SO2  | PM10 | PM25 | CO2      |
|-------------------------------|------|------|-------|------|------|------|----------|
| General office building       | 2.20 | 3.18 | 28.41 | 0.03 | 4.79 | 0.93 | 2,852.66 |
| TOTALS (lbs/day, unmitigated) | 2.20 | 3.18 | 28.41 | 0.03 | 4.79 | 0.93 | 2,852.66 |

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Erfac: Version : Erfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type           | Acreage | Trip Rate  | Unit Type | No. Units | Total Trips | Total VMT |
|-------------------------|---------|------------|-----------|-----------|-------------|-----------|
| General office building | 21.44   | 1000 sq ft | 12.70     | 272.29    | 2,771.21    | 2,771.21  |

Vehicle Fleet Mix

| Vehicle Type                       | Percent Type | Non-Catalyst | Catalyst | Diesel |
|------------------------------------|--------------|--------------|----------|--------|
| Light Auto                         | 53.6         | 1.1          | 98.7     | 0.2    |
| Light Truck < 3750 lbs             | 6.8          | 2.9          | 94.2     | 2.9    |
| Light Truck 3751-5750 lbs          | 22.8         | 0.4          | 99.6     | 0.0    |
| Med Truck 5751-8500 lbs            | 10.0         | 1.0          | 99.0     | 0.0    |
| Lite-Heavy Truck 8501-10,000 lbs   | 1.5          | 0.0          | 86.7     | 13.3   |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.5          | 0.0          | 60.0     | 40.0   |



Vehicle Fleet Mix

| Vehicle Type                        | Percent Type | Non-Catalyst | Catalyst | Diesel |
|-------------------------------------|--------------|--------------|----------|--------|
| Med-Heavy Truck 14,001-33,000 lbs   | 0.9          | 0.0          | 22.2     | 77.8   |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.5          | 0.0          | 0.0      | 100.0  |
| Other Bus                           | 0.1          | 0.0          | 0.0      | 100.0  |
| Urban Bus                           | 0.1          | 0.0          | 0.0      | 100.0  |
| Motorcycle                          | 2.3          | 69.6         | 30.4     | 0.0    |
| School Bus                          | 0.1          | 0.0          | 0.0      | 100.0  |
| Motor Home                          | 0.8          | 0.0          | 87.5     | 12.5   |

Travel Conditions

|                           | Residential |           |            |         | Commercial |          |
|---------------------------|-------------|-----------|------------|---------|------------|----------|
|                           | Home-Work   | Home-Shop | Home-Other | Commute | Non-Work   | Customer |
| Urban Trip Length (miles) | 12.7        | 7.0       | 9.5        | 13.3    | 7.4        | 8.9      |
| Rural Trip Length (miles) | 17.6        | 12.1      | 14.9       | 15.4    | 9.6        | 12.6     |
| Trip speeds (mph)         | 30.0        | 30.0      | 30.0       | 30.0    | 30.0       | 30.0     |
| % of Trips - Residential  | 32.9        | 18.0      | 49.1       |         |            |          |

% of Trips - Commercial (by land use)

|                         |      |      |      |
|-------------------------|------|------|------|
| General office building | 35.0 | 17.5 | 47.5 |
|-------------------------|------|------|------|

## Summary of One Acre Site Example Results By Phase

### Total On-Site

|                                   | <b>CO</b> | <b>NOx</b> | <b>PM10</b> | <b>PM2.5</b> |
|-----------------------------------|-----------|------------|-------------|--------------|
| Demolition                        | 0.0       | 0.0        | 0.0         | 0.0          |
| Site Preparation                  | 9.1       | 20.9       | 1.6         | 1.2          |
| Grading                           | 17.1      | 36.7       | 2.1         | 1.8          |
| Building                          | 12.4      | 28.1       | 1.7         | 1.6          |
| Arch Coating and Paving           | 18.2      | 36.3       | 2.6         | 2.4          |
| Localized Significance Threshold* | 147.0     | 633.0      | 6.0         | 4            |
| Exceed Significance?              | NO        | NO         | NO          | NO           |

\* For illustration purposes only, this analysis is based on the most stringent LSTs. Please consult App. C of the Methodology Paper for applicable LSTs.

**Greenhouse Gas Emission Worksheet**

**Mobile Emissions**

8497 Sunset

**From URBEMIS 2007 Vehicle Fleet Mix Output:**

Daily Vehicle Miles Traveled (VMT): 2,771 (Net: Proposed - Existing)

Annual VMT: 2,999,935

| Vehicle Type                        | Percent Type | CH4 Emission Factor (g/mile)* | CH4 Emission (g/mile) | N2O Emission Factor (g/mile)* | N2O Emission (g/mile) |
|-------------------------------------|--------------|-------------------------------|-----------------------|-------------------------------|-----------------------|
| Light Auto                          | 53.6%        | 0.4                           | 0.2144                | 0.4                           | 0.2144                |
| Light Truck < 3750 lbs              | 6.8%         | 0.5                           | 0.034                 | 0.6                           | 0.0408                |
| Light Truck 3751-5750 lbs           | 22.8%        | 0.5                           | 0.114                 | 0.6                           | 0.1368                |
| Med Truck 5751-8500 lbs             | 10.0%        | 0.5                           | 0.05                  | 0.6                           | 0.06                  |
| Lite-Heavy Truck 8501-10,000 lbs    | 1.5%         | 0.12                          | 0.0018                | 0.2                           | 0.003                 |
| Lite-Heavy Truck 10,001-14,000 lbs  | 0.5%         | 0.12                          | 0.0006                | 0.2                           | 0.001                 |
| Med-Heavy Truck 14,001-33,000 lbs   | 0.9%         | 0.12                          | 0.00108               | 0.2                           | 0.0018                |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.5%         | 0.12                          | 0.0006                | 0.2                           | 0.001                 |
| Other Bus                           | 0.1%         | 0.5                           | 0.0005                | 0.6                           | 0.0006                |
| Urban Bus                           | 0.1%         | 0.5                           | 0.0005                | 0.6                           | 0.0006                |
| Motorcycle                          | 2.3%         | 0.09                          | 0.00207               | 0.01                          | 0.00023               |
| School Bus                          | 0.1%         | 0.5                           | 0.0005                | 0.6                           | 0.0006                |
| Motor Home                          | 0.8%         | 0.12                          | 0.00096               | 0.2                           | 0.0016                |
| <b>Total</b>                        |              |                               | <b>0.42101</b>        |                               | <b>0.46243</b>        |

\* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).

Assume Model year 2000-present, gasoline fueled.

Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 2.2, March 2007.

|  |
|--|
| <b>Total Emissions (metric tons) =</b><br><b>Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g</b> |
|--|

**Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)**

CH4 23 GWP

N2O 296 GWP

1 ton (short, US) = 0.90718474 metric ton.

**Annual Mobile Emissions:**

|                  | Total Emissions     | Total CO2e units     |
|------------------|---------------------|----------------------|
| CO2 Emissions* : | 4169.6 tons CO2     | 337 metric tons CO2e |
| CH4 Emissions:   | 1.3 metric tons CH4 | 27 metric tons CO2e  |
| N2O Emissions:   | 1.4 metric tons N2O | 430 metric tons CO2e |

|                       |                             |
|-----------------------|-----------------------------|
| <b>Project Total:</b> | <b>794 metric tons CO2e</b> |
|-----------------------|-----------------------------|

\* From URBEMIS 2007 results for mobile sources

## Greenhouse Gas Emission Worksheet

### Operational Emissions

Agoura Road Office Project

| Electricity Generation * | (kWh)  |          | Project units | Project Usage  |
|--------------------------|--------|----------|---------------|----------------|
| Commercial Consumption   | 16,750 | per KSF  | 12.7          | 212,725        |
| Residential Consumption  | 7,000  | per unit | 0             | 0              |
| <b>Total</b>             |        |          |               | <b>212,725</b> |

\* Generation Factor Source: CAPCOA, January 2008. CEQA and Climate Change.

Total Project Annual kWh: **212,725** kWh/year  
 Project Annual MWh: **213** MWh/year

#### Emission Factors:

CO2 \* 804.54 lbs/MWh/year  
 CH4 \*\* 0.0067 lbs/MWh/year  
 N2O \*\* 0.0037 lbs/MWh/year

**Total Annual Operational Emissions (metric tons) =  
 (Electricity Use (kWh) x EF) / 2,204.62 lbs/metric ton**

#### Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4 21 GWP  
 N2O 310 GWP  
 1 ton (short, US) = 0.90718474 metric ton.

#### Annual Operational Emissions:

|                             | Total Emissions    | Total CO2e Units            |
|-----------------------------|--------------------|-----------------------------|
| CO2 emissions, electricity: | 85.5729 tons       | 77.6 metric tons CO2e       |
| CO2 emissions***:           | 904.0700 tons      | 280.0 metric tons CO2e      |
| CH4 emissions:              | 0.0006 metric tons | 0.0 metric tons CO2e        |
| N2O emissions:              | 0.0004 metric tons | 0.1 metric tons CO2e        |
| <b>Project Total</b>        |                    | <b>358 metric tons CO2e</b> |

#### References

\* Table C.1: EPA eGRID CO2 Electricity Emission Factors by Subregion (Year 2000)

\*\* Table C.2: Methane and Nitrous Oxide Electricity Emission Factors by State and Region (Average years 2001-1003)

\*\*\* URBEMIS Annual Emissions output for Area Source emissions; includes natural gas combustion for heating.

Sources: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 2.2, March 2007  
 Third Assessment Report, 2001, U.S. Environmental Protection Agency, U.S. Greenhouse Gas Emissions and Sinks, 1990-2000 (April 2002).

**Appendix B**  
*Traffic Study*





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May 12, 2008

07092R02.WP

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***REVISED TRAFFIC AND CIRCULATION STUDY FOR THE  
AGOURA ROAD OFFICE PROJECT, CITY OF AGOURA HILLS, CALIFORNIA***

Associated Transportation Engineers is pleased to submit the following revised traffic and circulation study for the Agoura Road Office Project, proposed on Agoura Road in the City of Agoura Hills. The revised traffic and circulation study addresses comments by City Staff in letters dated December 21, 2007 and January 9, 2008.

Associated Transportation Engineers

Scott A. Schell, AICP  
Principal Transportation Planner

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## **INTRODUCTION**

The following study contains an analysis of the potential traffic and circulation impacts associated with the proposed Agoura Road Office Project, located in the City of Agoura Hills. The report provides information relative to existing and future traffic conditions at key intersections adjacent to the project site. The study also reviews site access for the project.

## **PROJECT DESCRIPTION**

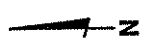
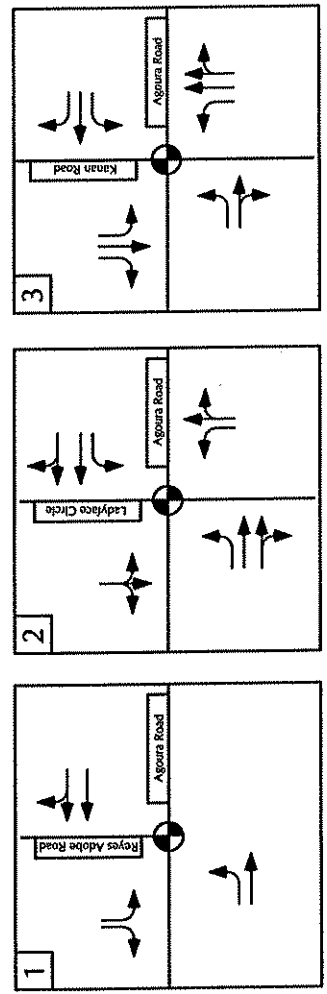
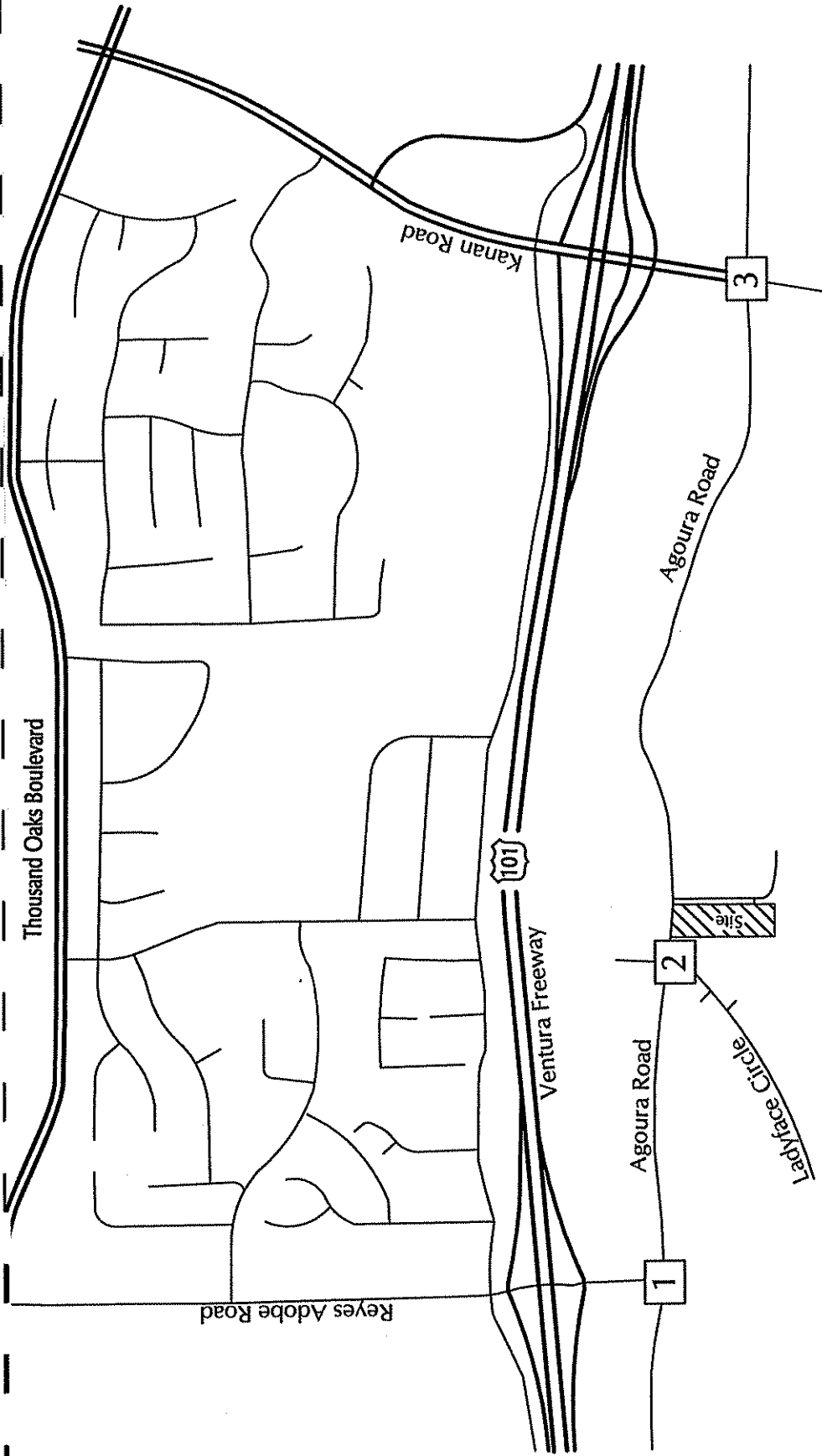
The project site is located southeast of the Agoura Road/Ladyface Circle intersection in the City of Agoura Hills. Figure 1 illustrates the location of the project site. The project is proposing to develop the vacant site with one office building totaling 12,700 square feet, with a first floor story parking garage located at the north end of the structure. Access to the site is proposed via two driveways. One of the driveways is located on the existing private road that connects to Agoura Road about 300 feet east of the Agoura Road/Ladyface Circle intersection. The other connection is via an existing driveway that intersects the east side of Ladyface Circle about 275 feet south of the Agoura Road/Ladyface Circle intersection. This driveway serves an existing parking lot on the parcel located directly west of the project site. The parking lot for the Agoura Road Office Project would connect to the parking lot on the parcel located directly west of the project site.

## **SCOPE OF WORK**

The scope of work for the Agoura Road Office Project traffic analysis was developed by ATE in consultation with City staff. A.M. and P.M. peak hour operational analyses are provided for the Agoura Road/Reyes Adobe Road, Agoura Road/Ladyface Circle, and Agoura Road/Kanan Road intersections within the study area. The project's access is also reviewed, including analyses of the driveway access on Agoura Road and the driveway on Ladyface Circle. The study assesses operations for Existing, Existing + Project, Cumulative, and Cumulative + Project traffic scenarios.

## **LEVEL OF SERVICE CRITERIA**

"Levels of Service" (LOS) A through F are used to rate traffic operations, with LOS A indicating very good operation and LOS F indicating poor operation. More complete definitions are provided in Table 1 on Page 4. The City of Agoura Hills standard is to provide LOS C or better.



NOT TO SCALE

**LEGEND**

● - Signalized Intersection



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

PROJECT SITE LOCATION/EXISTING STREET NETWORK

FIGURE 1

MAP - 07092



**Table 1  
Level of Service Definitions**

| LOS | ICU Range | Definition  |
|-----|-----------|---|
| A   | 0.00-0.60 | Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.   |
| B   | 0.61-0.70 | Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.   |
| C   | 0.71-0.80 | Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.   |
| D   | 0.81-0.90 | Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.  |
| E   | 0.91-1.00 | Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.   |
| F   | > 1.00    | Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal. |

## EXISTING CONDITIONS

### Street Network

Figure 1 illustrates the study-area street network. The following text provides a brief description of the facilities that comprise the street network.

Agoura Road, classified as a Secondary Arterial in the City's Circulation Element, extends in an east-west direction parallel to U.S. Highway 101. Agoura Road contains four travel lanes and Class II bike lanes west of Ladyface Circle. The roadway narrows and contains one travel lane in each direction and Class II bike lanes east of Ladyface Circle. Traffic signals control the study-area intersections at Agoura Road/Reyes Adobe Road, Agoura Road/Ladyface Circle, and Agoura Road/Kanan Road. One of the access driveways for the Agoura Road Office Project is proposed via the existing private road that connects to Agoura Road just east of Ladyface Circle (see Figure 2 - Project Site Plan).

Reyes Adobe Road, a Secondary Arterial, runs north-south and connects Agoura Road to U.S. Highway 101. The roadway contains two lanes in each direction between Agoura Road and the freeway ramps.

Kanan Road is classified as a Secondary Arterial south of Agoura Road and a Major Arterial north of Agoura Road. Two travel lanes are provided in each direction north of Agoura Road, with left-turn lanes at intersections. At the approaches to the U.S. 101 interchange, three lanes are provided in each direction. South of Agoura Road, the roadway contains one southbound lane and two northbound through lanes with a left-turn lane.

Ladyface Circle is a two-lane local street that runs south of Agoura Road. The roadway serves City Hall and institutional uses to the south. Access to the parking area for the Agoura Road Office Project is proposed via an existing driveway on Ladyface Circle across from City Hall (see Figure 2 - Project Site Plan).

### Intersection Operations

Traffic flow within the Agoura Road corridor is most restricted at intersections during peak travel periods. The traffic analyses therefore examines peak hour operating conditions at the key intersections within corridor. Figure 3 shows the Existing A.M. and P.M. peak hour traffic volumes. City staff provided traffic count data for the Kanan Road/Agoura Road intersection collected in June 2007. The two remaining intersections were counted in September 2007. Schools were in session during the traffic counts in June and September according to the Las Virgenes Unified School District calendar. The June 2007 and September 2007 traffic count data is utilized in this analysis. Traffic count worksheets are provided in the technical appendix for reference.

Pursuant to City policies, levels of service were calculated for the study-area intersections using the "Intersection Capacity Utilization" (ICU) methodology (level of service worksheets are contained in the Technical Appendix). Table 2 lists the existing levels of service. As shown, the study-area intersections operate at LOS A or LOS B, which meet the City's LOS C standard.

**Table 2  
Existing Intersection Operations**

| Intersection                 | A.M. Peak Hour |       | P.M. Peak Hour |       |
|------------------------------|----------------|-------|----------------|-------|
|                              | ICU            | LOS   | ICU            | LOS   |
| Agoura Road/Reyes Adobe Road | 0.55           | LOS A | 0.61           | LOS B |
| Agoura Road/Ladyface Circle  | 0.23           | LOS A | 0.25           | LOS A |
| Agoura Road/Kanan Road       | 0.64           | LOS B | 0.61           | LOS B |



|   |  |
|---|--|
| <p><b>1</b></p> <p>Reyes Adobe Road</p> <p>Agoura Road</p> <p>356(152)</p> <p>244(152)</p> <p>(379)94</p> <p>(529)193</p> <p>(136)537</p> <p>(177)279</p> | <p>Agoura Road</p> <p>67(7)</p> <p>316(308)</p> <p>21(87)</p> <p>56(13)</p> <p>0(0)</p> <p>31(9)</p>         |
| <p><b>2</b></p> <p>Ladyface Circle</p> <p>Agoura Road</p> <p>(3)2</p> <p>(1)1</p> <p>(2)9</p> <p>(15)2</p> <p>(285)470</p> <p>(71)20</p>                  | <p>Agoura Road</p> <p>188(81)</p> <p>189(116)</p> <p>112(77)</p> <p>93(87)</p> <p>554(424)</p> <p>34(29)</p> |
| <p><b>3</b></p> <p>Kanan Road</p> <p>Agoura Road</p> <p>(307)122</p> <p>(614)433</p> <p>(94)174</p> <p>(80)163</p> <p>(109)152</p> <p>(56)71</p>          | <p>Agoura Road</p> <p>188(81)</p> <p>189(116)</p> <p>112(77)</p> <p>93(87)</p> <p>554(424)</p> <p>34(29)</p> |



NOT TO SCALE

**LEGEND**

— (XXX)XX - (A.M.)P.M. Peak Hour Volumes



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EXISTING TRAFFIC VOLUMES

FIGURE 3



## TRAFFIC IMPACT THRESHOLDS

The City of Agoura Hills considers LOS C or better acceptable for intersection operations. A significant impact would occur when a proposed project increases traffic demand on a facility by 2% of capacity (V/C increase  $\geq 0.02$ ) at a facility that would operate at LOS D or worse with project-added traffic volumes.

## PROJECT-SPECIFIC ANALYSIS

### Trip Generation

Trip generation estimates were calculated for the Agoura Road Office Project based on rates for General Office (Land Use #710) presented in the Institute of Transportation Engineers (ITE) trip generation manual<sup>1</sup>. Table 3 shows the project trip generation estimates (trip generation calculations are included in the Technical Appendix for reference). As shown, the project would generate 272 average daily trips, with 36 trips occurring during the A.M. peak hour and 41 trips occurring during the P.M. peak hour.

**Table 3**  
**Project Trip Generation**

| Land Use       | Size      | ADT   |       | A.M. Peak Hour |       | P.M. Peak Hour |       |
|----------------|-----------|-------|-------|----------------|-------|----------------|-------|
|                |           | Rate  | Trips | Rate           | Trips | Rate           | Trips |
| General Office | 12,700 SF | 21.44 | 272   | 2.83           | 36    | 3.20           | 41    |

### Trip Distribution

Project-generated traffic was distributed and assigned to the study-area street network according to the percentages shown in Table 4 and Figure 4. The trip distribution pattern was developed based on the existing traffic patterns, distribution percentages derived from the Agoura Hills Traffic Model and consideration of the most logical travel routes for drivers accessing the proposed development.

---

<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 7<sup>th</sup> Edition, 2003.

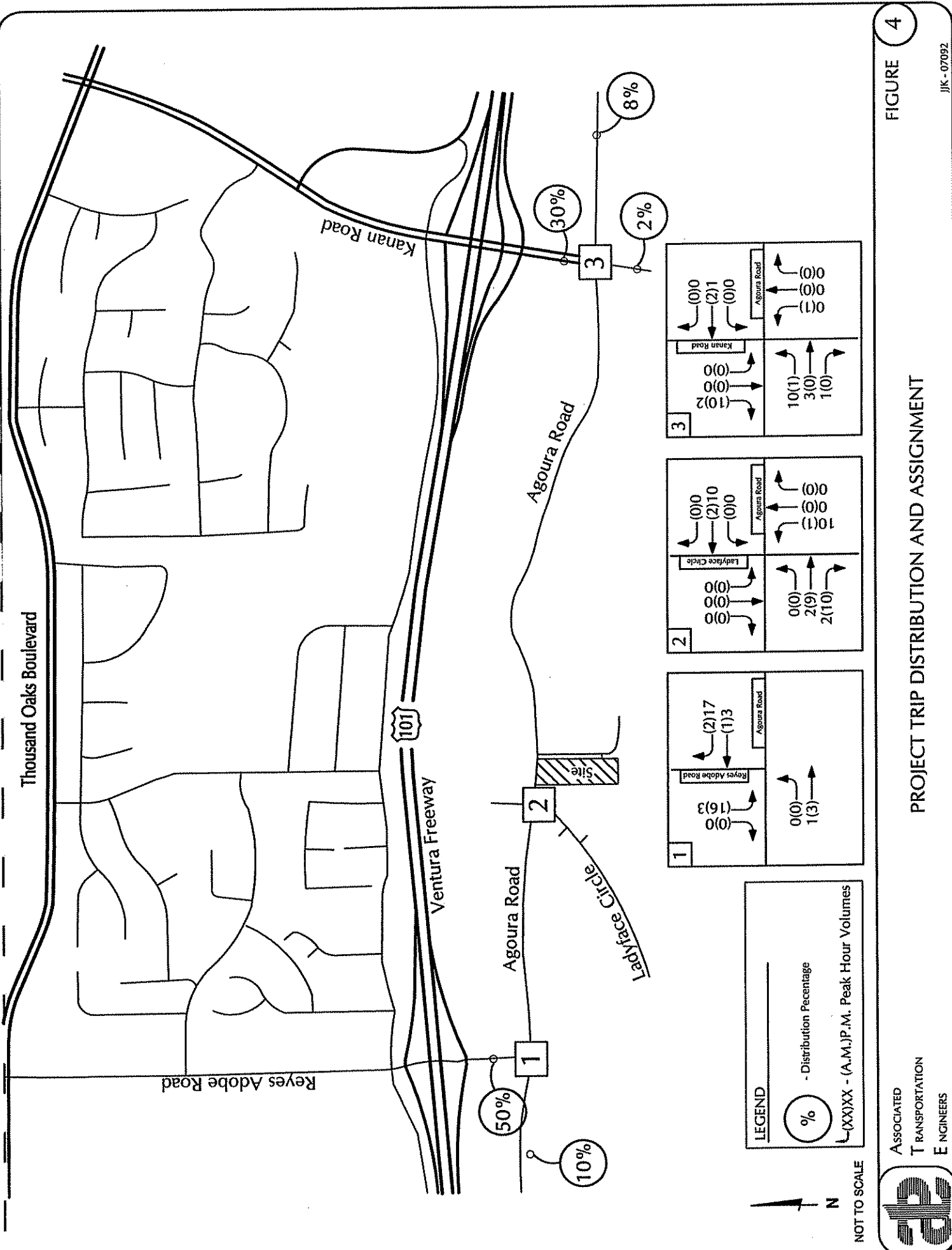


FIGURE 4

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

JJK - 07092

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**Table 4  
Project Trip Distribution**

| Origin/Destination                    | Percent     |
|---------------------------------------|-------------|
| Agoura Road West of Reyes Adobe Road  | 10%         |
| Agoura Road East of Kanan Road        | 8%          |
| Reyes Adobe Road North of Agoura Road | 50%         |
| Kanan Road North of Agoura Road       | 30%         |
| Kanan Road South of Agoura Road       | 2%          |
| <b>Total</b>                          | <b>100%</b> |

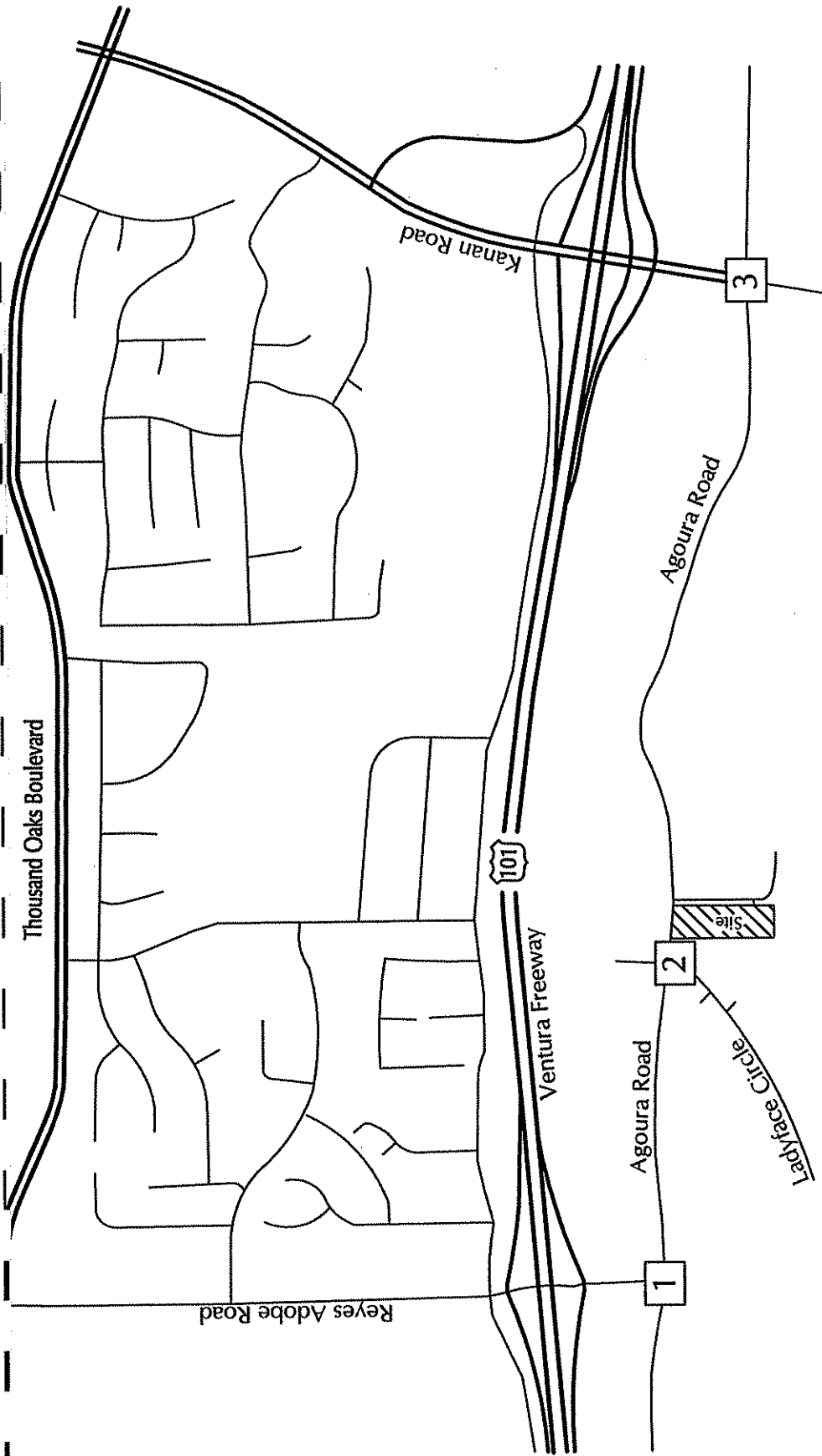
**Intersection Operations**

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes shown on Figure 5. Table 5 compares the Existing and Existing + Project levels of service.

**Table 5  
Existing and Existing + Project Intersection Operations**

| Intersection                 | ICU / LOS      |                    |                |                    |
|------------------------------|----------------|--------------------|----------------|--------------------|
|                              | A.M. Peak Hour |                    | P.M. Peak Hour |                    |
|                              | Existing       | Existing + Project | Existing       | Existing + Project |
| Agoura Road/Reyes Adobe Road | 0.55/LOS A     | 0.57/LOS A         | 0.61/LOS B     | 0.62/LOS B         |
| Agoura Road/Ladyface Circle  | 0.23/LOS A     | 0.23/LOS A         | 0.25/LOS A     | 0.26/LOS A         |
| Agoura Road/Kanan Road       | 0.64/LOS B     | 0.65/LOS B         | 0.61/LOS B     | 0.61/LOS B         |

The data presented in Table 5 indicate that the study-area intersections are forecast to operate at LOS A or LOS B with Existing + Project traffic volumes, which meets the City's LOS C standard. Based on City thresholds, the project would not significantly impact the study-area intersections.



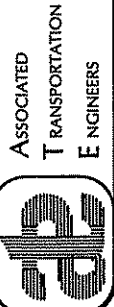
|  |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
|--|------------------|-------------|---------|----------|----------|----------|----------|--|----------|--|--|----------------|-------------|------|-------|------|----------|------|--------|-------|--|----------|--|--------|--|--------|--|------|--|------|--|--|------------|-------------|----------|---------|----------|----------|---------|--------|---------|--|----------|--|---------|--|--------|--|----------|--|--------|--|
| <p><b>1</b></p> <table border="1"> <tr> <td>Reyes Adobe Road</td> <td>Agoura Road</td> </tr> <tr> <td>(379)94</td> <td>(138)554</td> </tr> <tr> <td>(545)196</td> <td>(178)282</td> </tr> <tr> <td>356(152)</td> <td></td> </tr> <tr> <td>245(155)</td> <td></td> </tr> </table> | Reyes Adobe Road | Agoura Road | (379)94 | (138)554 | (545)196 | (178)282 | 356(152) |  | 245(155) |  | <p><b>2</b></p> <table border="1"> <tr> <td>Ladface Circle</td> <td>Agoura Road</td> </tr> <tr> <td>(3)2</td> <td>(15)2</td> </tr> <tr> <td>(2)9</td> <td>(287)480</td> </tr> <tr> <td>(1)1</td> <td>(71)20</td> </tr> <tr> <td>67(7)</td> <td></td> </tr> <tr> <td>318(317)</td> <td></td> </tr> <tr> <td>23(97)</td> <td></td> </tr> <tr> <td>66(14)</td> <td></td> </tr> <tr> <td>0(0)</td> <td></td> </tr> <tr> <td>3(9)</td> <td></td> </tr> </table> | Ladface Circle | Agoura Road | (3)2 | (15)2 | (2)9 | (287)480 | (1)1 | (71)20 | 67(7) |  | 318(317) |  | 23(97) |  | 66(14) |  | 0(0) |  | 3(9) |  | <p><b>3</b></p> <table border="1"> <tr> <td>Kanan Road</td> <td>Agoura Road</td> </tr> <tr> <td>(317)124</td> <td>(80)163</td> </tr> <tr> <td>(614)433</td> <td>(111)153</td> </tr> <tr> <td>(94)174</td> <td>(56)71</td> </tr> <tr> <td>198(82)</td> <td></td> </tr> <tr> <td>192(116)</td> <td></td> </tr> <tr> <td>113(77)</td> <td></td> </tr> <tr> <td>93(88)</td> <td></td> </tr> <tr> <td>554(424)</td> <td></td> </tr> <tr> <td>34(29)</td> <td></td> </tr> </table> | Kanan Road | Agoura Road | (317)124 | (80)163 | (614)433 | (111)153 | (94)174 | (56)71 | 198(82) |  | 192(116) |  | 113(77) |  | 93(88) |  | 554(424) |  | 34(29) |  |
| Reyes Adobe Road   | Agoura Road      |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (379)94  | (138)554         |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (545)196   | (178)282         |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 356(152)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 245(155)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| Ladface Circle   | Agoura Road      |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (3)2   | (15)2            |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (2)9   | (287)480         |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (1)1   | (71)20           |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 67(7)  |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 318(317)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 23(97)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 66(14)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 0(0)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 3(9)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| Kanan Road   | Agoura Road      |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (317)124   | (80)163          |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (614)433   | (111)153         |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| (94)174  | (56)71           |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 198(82)  |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 192(116)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 113(77)  |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 93(88)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 554(424)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |
| 34(29)   |                  |             |         |          |          |          |          |  |          |  |  |                |             |      |       |      |          |      |        |       |  |          |  |        |  |        |  |      |  |      |  |  |            |             |          |         |          |          |         |        |         |  |          |  |         |  |        |  |          |  |        |  |

NOT TO SCALE

**LEGEND**  
 (XXX)XX - (A.M.)P.M. Peak Hour Volumes

FIGURE 5

EXISTING + PROJECT TRAFFIC VOLUMES



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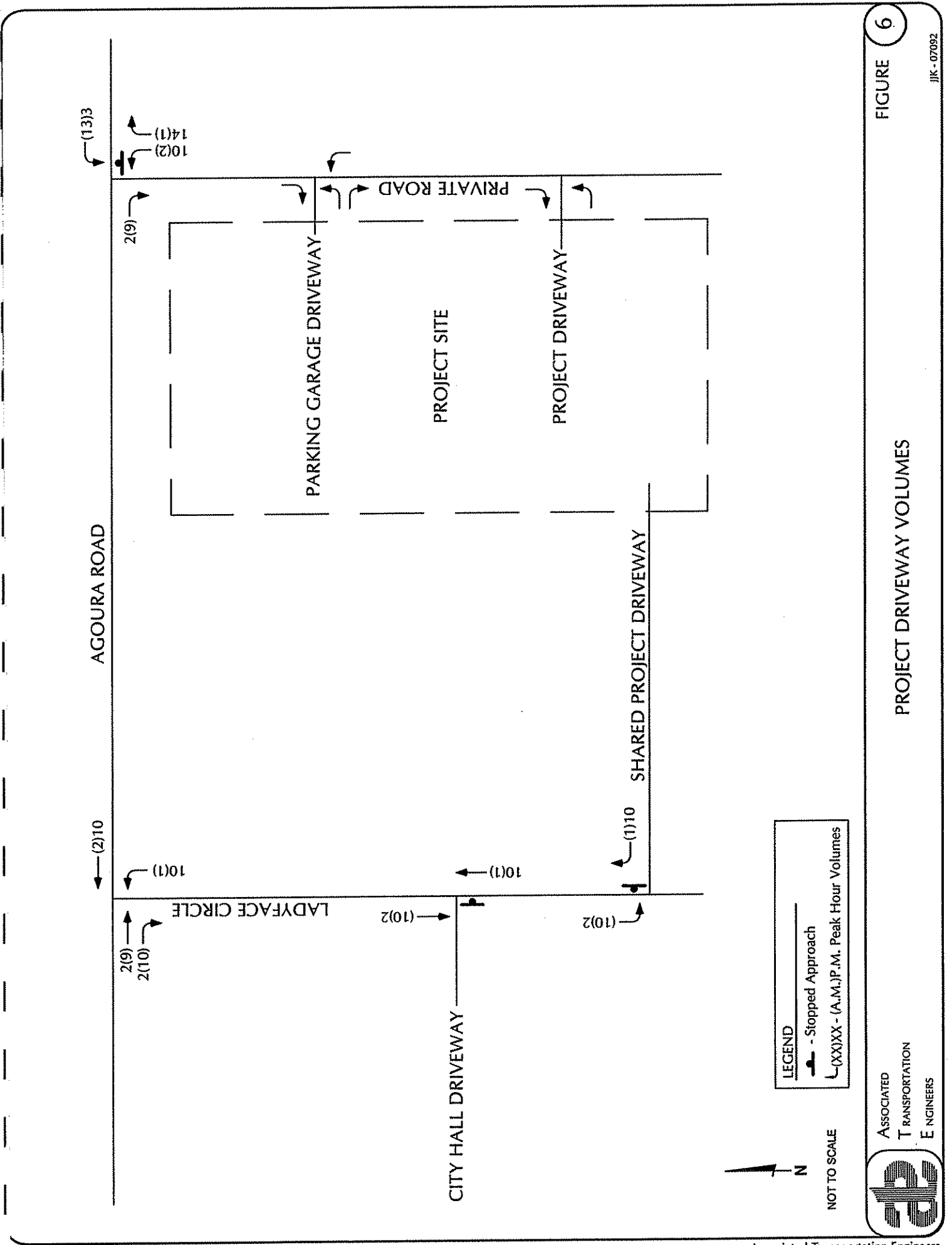
## Site Access and Circulation

Access to the site is proposed via two driveways. The main driveway for the project is located on the existing private road that connects to Agoura Road about 300 feet east of the Agoura Road/Ladyface Circle intersection. The secondary connection to the site is via an existing driveway that serves the existing parking lot on the parcel located directly west of the project site. This driveway intersects the east side of Ladyface Circle about 275 feet south of the Agoura Road/Ladyface Circle intersection. Project added traffic volumes at the project driveways are shown in Figure 6. Level of service and gap analyses were completed for the two proposed access points using the peak hour volumes shown in Figure 7. The traffic volumes were forecast for the Cumulative + Project A.M. and P.M. peak hour periods in order to provide a conservative approach in the operational analyses. The following text summarizes the results of the operational analyses.

Agoura Road Connection. The existing private road intersects Agoura Road about 300 feet east of the Agoura Road/Ladyface Circle intersection. The Agoura Road cross-section includes an opening in the median that allows full access at the connection (right- and left-turns inbound and outbound). The connection is located on the inside curve of the Agoura Road alignment and sight distances are adequate for movements to/from the connection. Based on City Staff recommendations this traffic analysis assumes 100% of the project traffic originating east of the project and 50% of the project traffic originating west of the project site would access the project site via the private driveway on Agoura Road. This analysis assumes 50% of the project traffic originating west of the project site would access the project site via the existing driveway located on the east side of Ladyface Circle.

A level of service and gap analysis was completed to assess operations at the intersection (worksheets are contained in the Technical Appendix). The results show that there are sufficient gaps for traffic to enter and exit the connection under Cumulative + Project conditions. Delays would be in the LOS A range for left-turns inbound to the site during the peak hour periods and LOS B-C range for left- and right-turn outbound from the site during the peak hour periods.

Ladyface Circle Connection. The existing driveway intersects the east side of Ladyface Circle about 275 feet south of the Agoura Road/Ladyface Circle intersection. The driveway is in proximity to the City Hall driveway, which intersects the west side of Ladyface Circle about 190 feet south of the Agoura Road/Ladyface Circle intersection. Level of service analyses were completed to assess operations at the two driveway intersections (worksheets are contained in the Technical Appendix). The results show that the driveways will operate at LOS A (little or no delay) during the peak hour periods under Cumulative + Project conditions. There is sufficient distance between the two driveways (85 feet) so that turning movements at the project driveway do not conflict and disrupt operations on Ladyface Circle at the driveway that serves City Hall.





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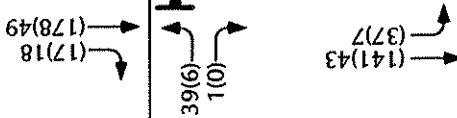
**LEGEND**

- Stopped Approach
- (XXX)XX - (A.M.)P.M. Peak Hour Volumes

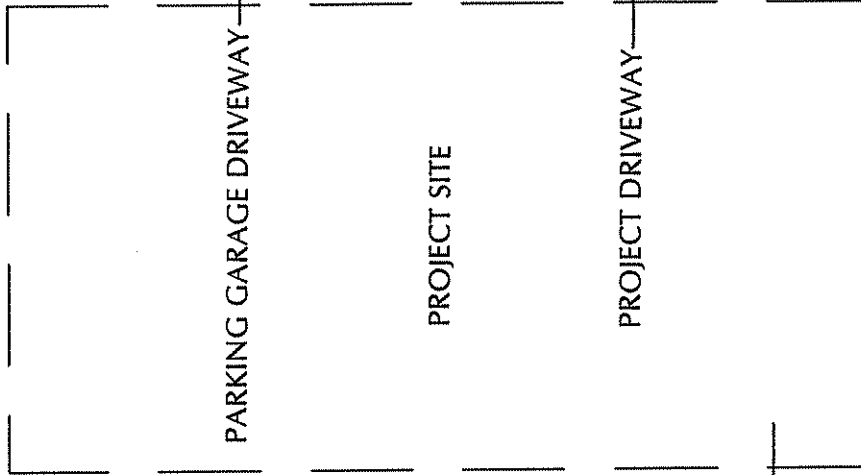
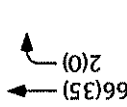
AGOURA ROAD

LADYFACE CIRCLE

CITY HALL DRIVEWAY



SHARED PROJECT DRIVEWAY

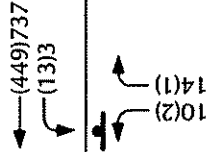


PROJECT SITE

PARKING GARAGE DRIVEWAY

PROJECT DRIVEWAY

PRIVATE ROAD



CUMULATIVE + PROJECT DRIVEWAY VOLUMES

FIGURE 7



## Parking Analysis

Parking for the development would be provided by 28 surface level parking spaces and 26 spaces provided in a first floor parking garage, for a total of 54 on-site parking spaces. The City of Agoura Hills Zoning Ordinance requires 3.33 parking spaces per 1,000 square feet of office use. Based on the building size of 12,700 square feet, the project would be required to provide 42 parking spaces. The proposed project's 54 parking spaces exceeds the City's parking requirement by 12 parking spaces.

## CUMULATIVE ANALYSIS

Cumulative traffic forecasts were developed assuming development of the approved and pending projects in the area. A copy of the City's approved and pending projects list is contained in the Technical Appendix for reference. The Technical Appendix also contains a worksheet showing the cumulative trip generation calculations.

## Intersection Operations

Figures 8 and 9 illustrate the Cumulative and Cumulative + Project traffic forecasts for the study-area intersections. Tables 6 and 7 compares the level of service forecasts for the Cumulative and Cumulative + Project scenarios and identify the significance of project added traffic under Cumulative conditions.

**Table 6**  
**A.M. Peak Hour**  
**Cumulative and Cumulative + Project Intersection Operations**

| Intersection                 | ICU / LOS  |                      | Project Added |         |
|------------------------------|------------|----------------------|---------------|---------|
|                              | Cumulative | Cumulative + Project | ICU           | Impact? |
| Agoura Road/Reyes Adobe Road | 0.69/LOS B | 0.70/LOS B           | 0.01          | NO      |
| Agoura Road/Ladyface Circle  | 0.31/LOS A | 0.32/LOS A           | 0.01          | NO      |
| Agoura Road/Kanan Road       | 0.85/LOS D | 0.85/LOS D           | 0.00          | NO      |

**Table 7**  
**P.M. Peak Hour**  
**Cumulative and Cumulative + Project Intersection Operations**

| Intersection                 | ICU / LOS  |                      | Project Added |         |
|------------------------------|------------|----------------------|---------------|---------|
|                              | Cumulative | Cumulative + Project | ICU           | Impact? |
| Agoura Road/Reyes Adobe Road | 0.83/LOS D | 0.84/LOS D           | 0.01          | NO      |
| Agoura Road/Ladyface Circle  | 0.40/LOS A | 0.41/LOS A           | 0.01          | NO      |
| Agoura Road/Kanan Road       | 0.95/LOS E | 0.96/LOS E           | 0.01          | NO      |

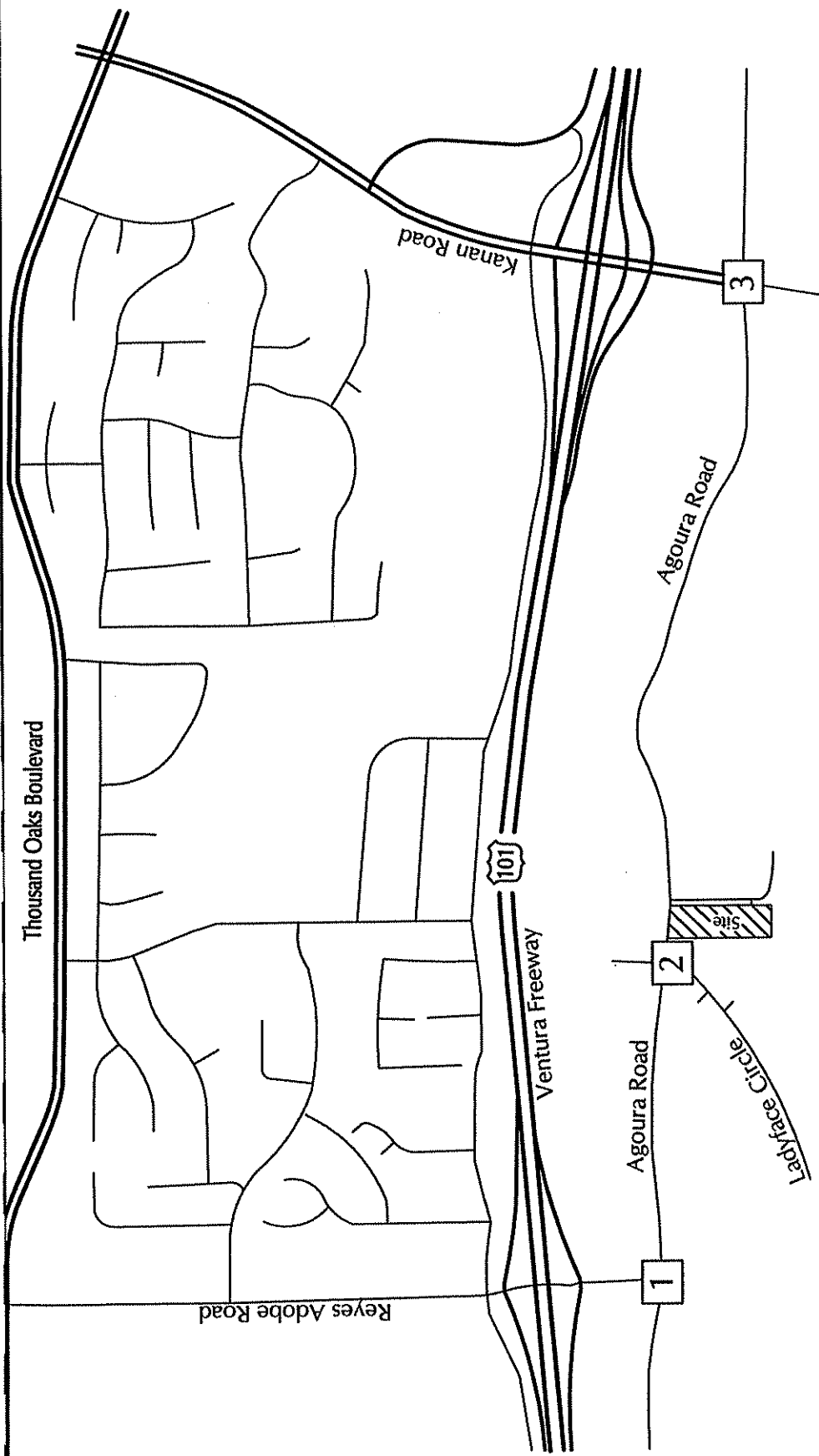
Agoura Road/Reyes Adobe Road is forecast to operate at LOS D during the P.M. peak period under Cumulative and Cumulative + Project conditions. The Agoura Road Office Project would add 0.01 to the ICU, which is below the City's 0.02 impact thresholds. The project's contribution would therefore be less than significant based on City thresholds.

As identified in the Agoura Village Specific Plan, operations could be improved by adding a southbound left-turn lane to the intersection. The southbound approach contains one left-turn lane and the right-turn lane that are separated by a wide striped channelization island. There is sufficient pavement width between the raised median and the western curb (43 ft) to restripe the approach to two left-turn lanes and a right-turn lane. There are two receiving lanes on Agoura Road for the second left-turn lane. This improvement would provide LOS C (ICU 0.75) under Cumulative + Project conditions.

Agoura Road/Ladyface Circle is forecast to operate at LOS A during the A.M. and P.M. peak periods under Cumulative and Cumulative + Project conditions, which meets the City's standard.

Agoura Road/Kanan Road is forecast to operate at LOS D during the A.M. peak period under Cumulative and Cumulative + Project conditions. The Agoura Road Office Project would add 0.00 to the ICU during the A.M. peak period, which is below the City's 0.02 impact thresholds. Similarly, the intersection is forecast to operate at LOS E during the P.M. peak period under Cumulative and Cumulative + Project conditions. The Agoura Road Office Project would add 0.01 to the ICU during the P.M. peak period, which is below the City's 0.02 impact thresholds. The project's contribution would therefore be less than significant based on City thresholds.

It is noted that the City identified a roundabout concept for this intersection in the Agoura Village Specific Plan. The City is proceeding with converting the intersection from a conventional signalized intersection to a modern roundabout. The roundabout would improved operations to meet City standards (LOS A-C range).



|   |                                  |                           |                                 |
|---|----------------------------------|---------------------------|---------------------------------|
| 3 | (442)230<br>(819)616<br>(262)293 | Kanan Road<br>Agoura Road | 125(134)<br>754(482)<br>60(58)  |
|   | 477(166)<br>264(166)<br>175(92)  | Agoura Road               | (144)382<br>(159)227<br>(71)107 |

|   |                               |                                 |                              |
|---|-------------------------------|---------------------------------|------------------------------|
| 2 | (7)29<br>(1)1<br>(13)91       | Ladysface Circle<br>Agoura Road | 77(33)<br>0(0)<br>36(13)     |
|   | 13(94)<br>487(484)<br>39(108) | Agoura Road                     | (95)19<br>(375)722<br>(76)25 |

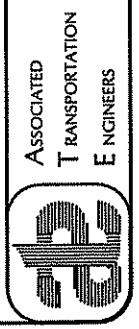
|   |                      |                                 |                      |
|---|----------------------|---------------------------------|----------------------|
| 1 | (482)119<br>(686)291 | Reyes Adobe Road<br>Agoura Road | 464(168)<br>338(269) |
|   | (192)731<br>(229)435 | Agoura Road                     |                      |

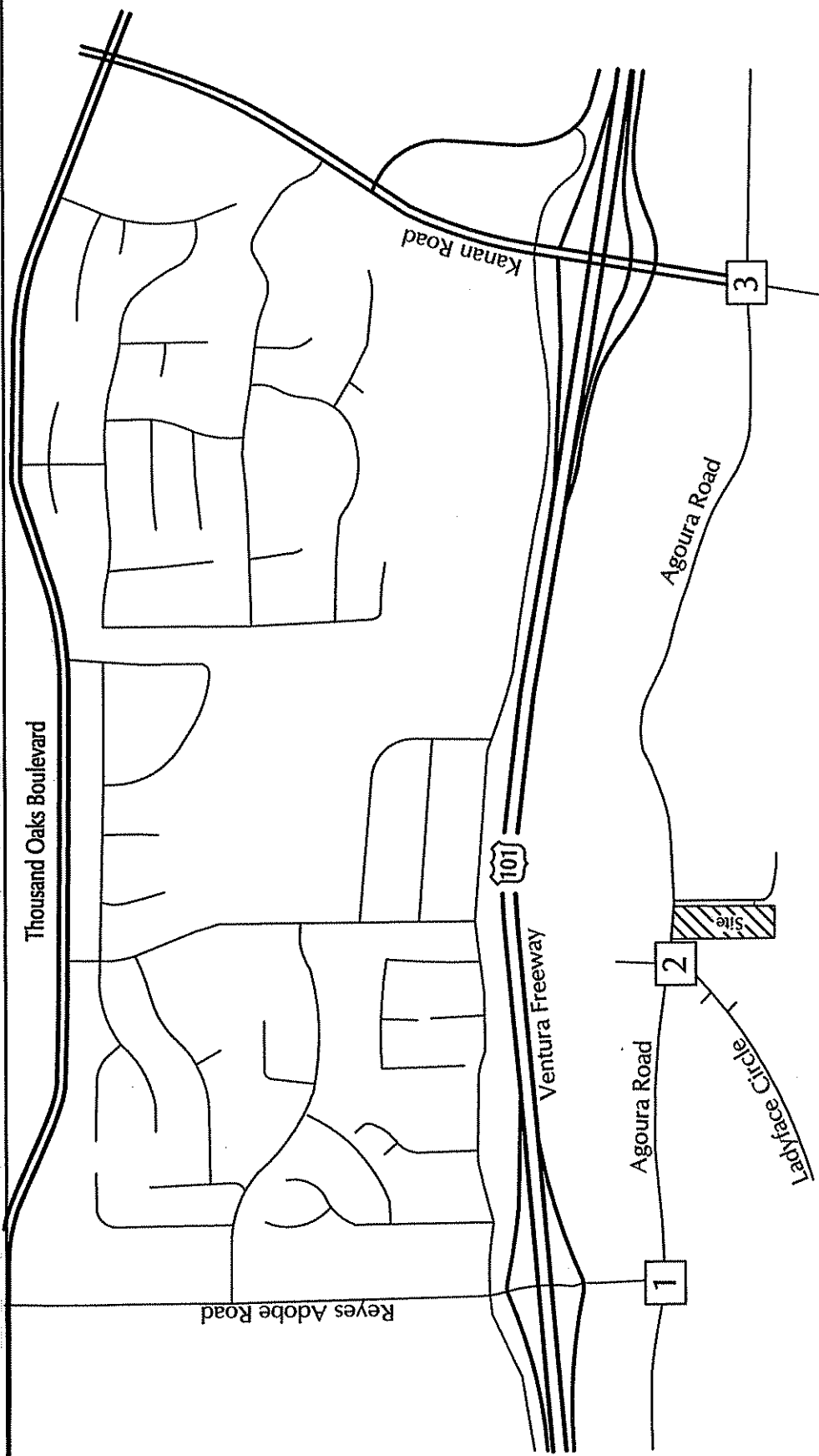
N  
 NOT TO SCALE

**LEGEND**  
 (XXXX) - (A.M.)P.M. Peak Hour Volumes

FIGURE 8

CUMULATIVE TRAFFIC VOLUMES





|   |   |   |
|---|---|---|
| <p>1</p> <p>Reyes Adobe Road</p> <p>Agoura Road</p> <p>482(119) ←</p> <p>← (702)294</p> <p>464(168) →</p> <p>339(272) →</p> | <p>2</p> <p>Ladface Circle</p> <p>Agoura Road</p> <p>(7)29 →</p> <p>← (13)91</p> <p>87(34) ←</p> <p>0(0) ←</p> <p>36(13) ←</p> <p>13(94) →</p> <p>489(493) →</p> <p>41(118) →</p> | <p>3</p> <p>Kanan Road</p> <p>Agoura Road</p> <p>(452)232 →</p> <p>← (819)616</p> <p>487(167) →</p> <p>267(166) →</p> <p>176(92) →</p> <p>125(135) ←</p> <p>754(482) ←</p> <p>60(58) ←</p> <p>(144)382 ←</p> <p>(161)228 ←</p> <p>(71)107 ←</p> |
|---|---|---|

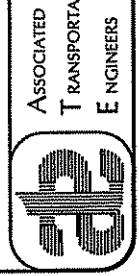


LEGEND

↳ (XXX)XX - (A.M.)P.M. Peak Hour Volumes

FIGURE 9

CUMULATIVE + PROJECT TRAFFIC VOLUMES



## CONGESTION MANAGEMENT PROGRAM ANALYSIS

### Impact Criteria

As required by the Congestion Management Program (CMP), a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts at designated monitoring locations on the CMP highway system. The analysis has been prepared according to the procedures outlined in Appendix D of the Congestion Management Program for the Los Angeles County<sup>1</sup>.

### Potential Intersection Impacts

The CMP guidelines require that intersection monitoring locations must be examined if the proposed project would add 50 PHT or more during the A.M. or P.M. peak hour. The project generates less than 50 peak hour trips, and none of the intersections included in this traffic study are included in the CMP network. Therefore, no further review of potential impacts to CMP intersections is required.

### Potential Freeway Impacts

The CMP guidelines require that freeway monitoring locations must be examined if the proposed project would add 150 PHT or more (in either direction) during the A.M. or P.M. peak hour. The proposed project is forecast to add less than 150 peak hour trips to U.S. Highway 101. Based on CMP criteria the project would not generate a significant impact to the freeway segments located in the study-area.

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<sup>2</sup> 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, 2004.

## REFERENCES AND PERSONS CONTACTED

### Associated Transportation Engineers

Scott A. Schell, AICP, Principal Transportation Planner  
Dan Dawson, Supervising Transportation Planner  
Joshua Kohlhaas, Transportation Planner

### References

Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

Traffic Impact Analysis for a Proposed Office Development Located at 29621 Agoura Road, Overland Traffic Consultants, February 2005.

Trip Generation, Institute of Transportation Engineers, 7<sup>th</sup> Edition, 2003.

### Persons Contacted

Jean Fares, City of Agoura Hills  
Doug Hooper, City of Agoura Hills  
Ramiro Aldera, City of Agoura Hills

## TECHNICAL APPENDIX

INTERSECTION COUNT WORKSHEETS

PROJECT TRIP GENERATION WORKSHEET

CITY OF AGOURA HILLS APPROVED/PENDING PROJECT LIST (JUNE 2007)

CUMULATIVE TRIP GENERATION ANALYSIS

LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Agoura Road/Reyes Adobe Road
- Reference 2 - Agoura Road/Ladyface Circle
- Reference 3 - Agoura Road/Kanan Road
- Reference 4 - Agoura Road/Project Driveway
- Reference 5 - Ladyface Circle/Project Driveway
- Reference 6 - Ladyface Circle/City Hall Driveway

**INTERSECTION COUNT WORKSHEETS**

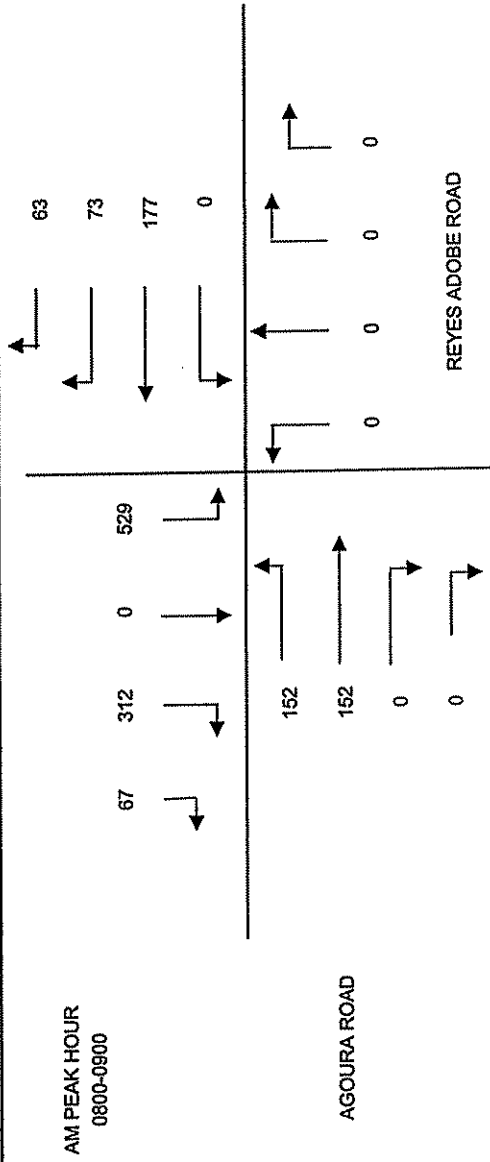


**INTERSECTION TURNING MOVEMENT COUNT SUMMARY**

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: AGOURA HILLS TRAFFIC COUNTS  
 DATE: WEDNESDAY SEPTEMBER 26, 2007  
 PERIOD: 7:00 AM TO 9:00 AM  
 INTERSECTION: REYES ADOBE ROAD  
 E/W: AGOURA ROAD

**VEHICLE COUNTS**

| PERIOD             | 1R<br>SBRT<br>ON/RED | 1R<br>SBRT<br>ON/RED | 2<br>SBTH | 3<br>SBRT<br>ON/RED | 4<br>WBRT<br>ON/RED | 5<br>WBTH | 6<br>WBRT<br>ON/RED | 7<br>NBRT<br>ON/RED | 8<br>NBTH | 9<br>NBRT<br>ON/RED | 10<br>EBRT<br>ON/RED | 11<br>EBTH | 12<br>EBRT<br>ON/RED | TOTAL |
|--------------------|----------------------|----------------------|-----------|---------------------|---------------------|-----------|---------------------|---------------------|-----------|---------------------|----------------------|------------|----------------------|-------|
| 15 MIN COUNT       |                      |                      |           |                     |                     |           |                     |                     |           |                     |                      |            |                      |       |
| 7:00-7:15          | 34                   | 62                   | 0         | 49                  | 15                  | 30        | 0                   | 0                   | 0         | 0                   | 0                    | 22         | 28                   | 247   |
| 7:15-7:30          | 39                   | 41                   | 0         | 59                  | 14                  | 36        | 0                   | 0                   | 0         | 0                   | 0                    | 37         | 25                   | 259   |
| 7:30-7:45          | 29                   | 75                   | 0         | 68                  | 12                  | 39        | 0                   | 0                   | 0         | 0                   | 0                    | 40         | 27                   | 302   |
| 7:45-8:00          | 20                   | 79                   | 0         | 90                  | 11                  | 18        | 0                   | 0                   | 0         | 0                   | 0                    | 27         | 39                   | 296   |
| 8:00-8:15          | 23                   | 96                   | 0         | 109                 | 22                  | 38        | 0                   | 0                   | 0         | 0                   | 0                    | 34         | 43                   | 378   |
| 8:15-8:30          | 13                   | 76                   | 0         | 120                 | 21                  | 41        | 0                   | 0                   | 0         | 0                   | 0                    | 47         | 29                   | 359   |
| 8:30-8:45          | 12                   | 73                   | 0         | 127                 | 18                  | 42        | 0                   | 0                   | 0         | 0                   | 0                    | 34         | 52                   | 375   |
| 8:45-9:00          | 19                   | 67                   | 0         | 173                 | 12                  | 56        | 0                   | 0                   | 0         | 0                   | 0                    | 37         | 28                   | 413   |
| <b>HOUR TOTALS</b> |                      |                      |           |                     |                     |           |                     |                     |           |                     |                      |            |                      |       |
| 07:00-08:00        | 122                  | 257                  | 0         | 266                 | 52                  | 123       | 0                   | 0                   | 0         | 0                   | 0                    | 126        | 119                  | 1104  |
| 07:15-08:15        | 111                  | 291                  | 0         | 326                 | 59                  | 131       | 0                   | 0                   | 0         | 0                   | 0                    | 138        | 134                  | 1235  |
| 07:30-08:30        | 85                   | 326                  | 0         | 387                 | 66                  | 136       | 0                   | 0                   | 0         | 0                   | 0                    | 148        | 138                  | 1395  |
| 07:45-08:45        | 68                   | 324                  | 0         | 446                 | 72                  | 139       | 0                   | 0                   | 0         | 0                   | 0                    | 142        | 163                  | 1408  |
| 08:00-09:00        | 67                   | 312                  | 0         | 529                 | 73                  | 177       | 0                   | 0                   | 0         | 0                   | 0                    | 152        | 152                  | 1525  |

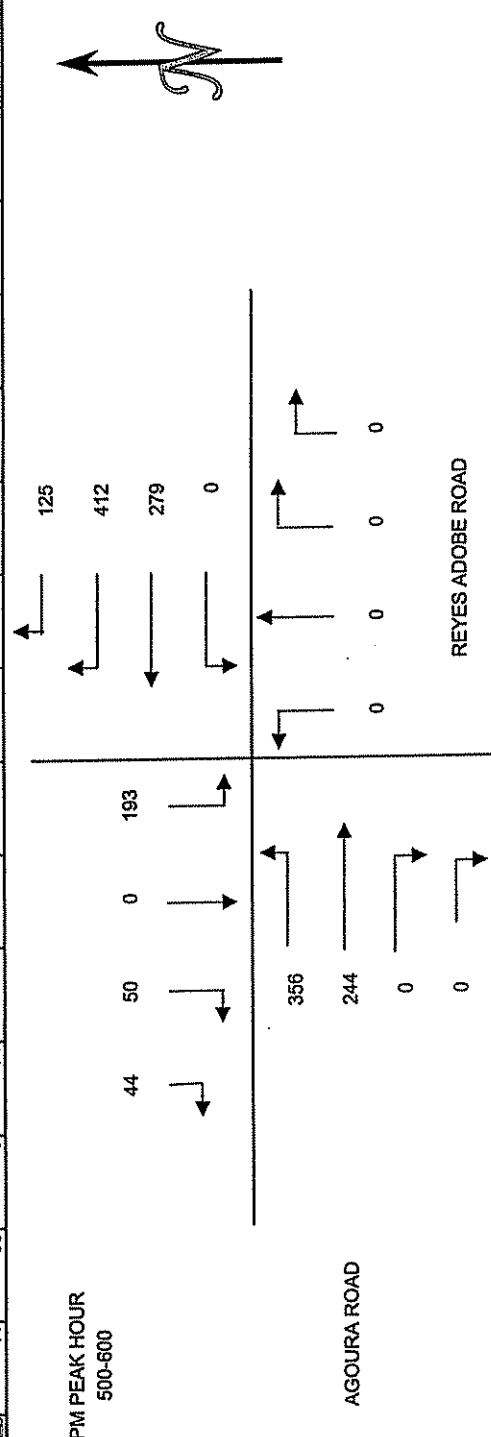


**INTERSECTION TURNING MOVEMENT COUNT SUMMARY**

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: AGOURA HILLS TRAFFIC COUNTS  
 DATE: WEDNESDAY SEPTEMBER 26, 2007  
 PERIOD: 4:00 PM TO 6:00 PM  
 INTERSECTION: REYES ADOBE ROAD  
 E/W: AGOURA ROAD

**VEHICLE COUNTS**

| PERIOD               | 1R<br>SBRT<br>ON/RED | 2<br>SBTH | 3<br>SBRT<br>ON/RED | 4R<br>WBRT<br>ON/RED | 4<br>WBRT | 5<br>WBTH | 6<br>WBRT<br>ON/RED | 7R<br>NBRT<br>ON/RED | 7<br>NBRT | 8<br>NBTH | 9R<br>EBRT<br>ON/RED | 9<br>EBRT | 10<br>EBRT | 11<br>EBTH | 12<br>EBRT<br>ON/RED | TOTAL |
|----------------------|----------------------|-----------|---------------------|----------------------|-----------|-----------|---------------------|----------------------|-----------|-----------|----------------------|-----------|------------|------------|----------------------|-------|
| 4:00-4:15            | 9                    | 0         | 52                  | 22                   | 70        | 43        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 46         | 108                  | 359   |
| 4:15-4:30            | 10                   | 0         | 52                  | 34                   | 52        | 33        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 40         | 71                   | 308   |
| 4:30-4:45            | 8                    | 0         | 31                  | 19                   | 66        | 64        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 45         | 97                   | 339   |
| 4:45-5:00            | 8                    | 0         | 53                  | 27                   | 89        | 56        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 49         | 77                   | 368   |
| 5:00-5:15            | 17                   | 0         | 47                  | 24                   | 131       | 81        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 63         | 124                  | 501   |
| 5:15-5:30            | 9                    | 0         | 45                  | 34                   | 107       | 64        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 62         | 89                   | 431   |
| 5:30-5:45            | 7                    | 0         | 40                  | 32                   | 98        | 79        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 60         | 64                   | 387   |
| 5:45-6:00            | 11                   | 0         | 61                  | 35                   | 76        | 55        | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 58         | 79                   | 384   |
| <b>FIGURE TOTALS</b> |                      |           |                     |                      |           |           |                     |                      |           |           |                      |           |            |            |                      |       |
| 4:00-6:00            | 35                   | 0         | 188                 | 102                  | 277       | 196       | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 180        | 353                  | 1374  |
| 4:15-5:15            | 43                   | 0         | 183                 | 104                  | 338       | 234       | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 197        | 369                  | 1516  |
| 4:30-5:30            | 42                   | 0         | 176                 | 104                  | 393       | 265       | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 218        | 387                  | 1639  |
| 4:45-5:45            | 41                   | 0         | 185                 | 117                  | 425       | 280       | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 234        | 354                  | 1687  |
| 5:00-6:00            | 44                   | 0         | 193                 | 125                  | 412       | 279       | 0                   | 0                    | 0         | 0         | 0                    | 0         | 0          | 244        | 356                  | 1703  |

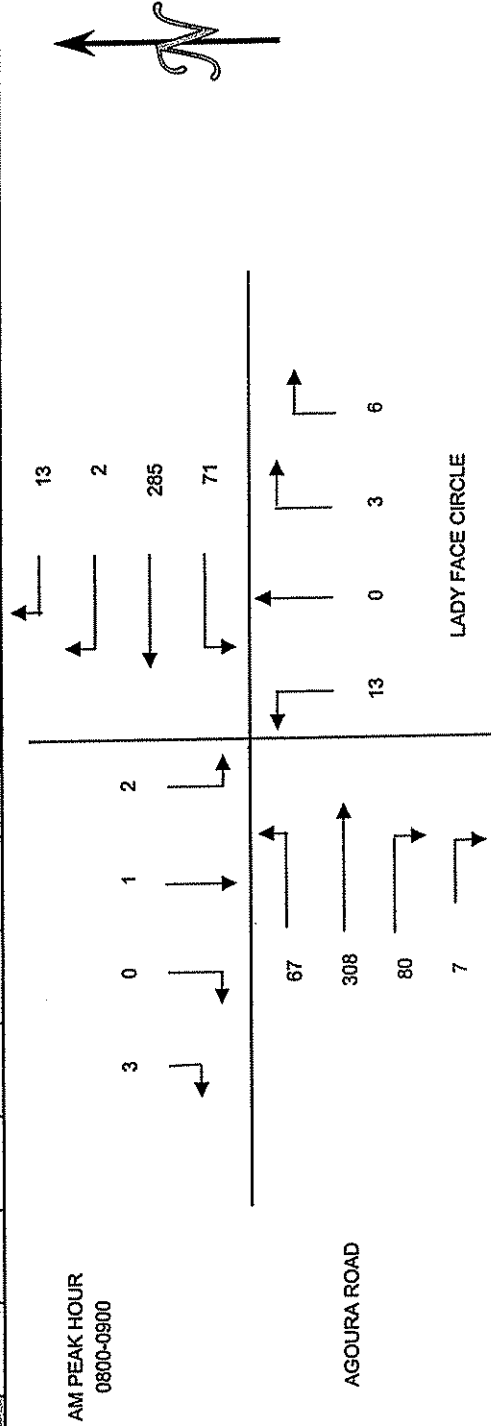


**INTERSECTION TURNING MOVEMENT COUNT SUMMARY**

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: AGOURA HILLS TRAFFIC COUNTS  
 DATE: WEDNESDAY SEPTEMBER 26, 2007  
 PERIOD: 7:00 AM TO 9:00 AM  
 INTERSECTION: LADY FACE CIRCLE  
 E/W: AGOURA ROAD

**VEHICLE COUNTS**

| PERIOD             | 1R<br>SBRT | 2<br>SBRT | 3<br>SBRT | 4R<br>WBRT | 4<br>WBRT | 5<br>WBTH | 6<br>WBTH | 7R<br>NBRT | 7<br>NBRT | 8<br>NBTH | 9<br>NBTH | 10R<br>EBRT | 10<br>EBRT | 11<br>EBTH | 12<br>EBTH | TOTAL |
|--------------------|------------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-------------|------------|------------|------------|-------|
| 15 MIN COUNTRIES   |            |           |           |            |           |           |           |            |           |           |           |             |            |            |            |       |
| 700-715            | 0          | 0         | 1         | 0          | 0         | 38        | 4         | 0          | 0         | 0         | 0         | 0           | 9          | 39         | 6          | 97    |
| 715-730            | 0          | 0         | 0         | 0          | 0         | 39        | 6         | 0          | 0         | 0         | 1         | 0           | 2          | 45         | 2          | 95    |
| 730-745            | 0          | 0         | 1         | 0          | 0         | 42        | 5         | 0          | 0         | 0         | 1         | 0           | 8          | 56         | 1          | 114   |
| 745-800            | 0          | 0         | 1         | 0          | 0         | 59        | 8         | 0          | 0         | 0         | 0         | 1           | 13         | 65         | 4          | 151   |
| 800-815            | 0          | 0         | 0         | 1          | 0         | 59        | 13        | 4          | 0         | 0         | 2         | 0           | 15         | 60         | 4          | 158   |
| 815-830            | 0          | 1         | 0         | 2          | 0         | 65        | 15        | 1          | 1         | 0         | 4         | 1           | 14         | 83         | 12         | 199   |
| 830-845            | 3          | 0         | 2         | 3          | 1         | 78        | 10        | 0          | 1         | 0         | 2         | 1           | 17         | 82         | 18         | 218   |
| 845-900            | 0          | 0         | 0         | 7          | 1         | 83        | 33        | 1          | 1         | 0         | 5         | 5           | 34         | 83         | 33         | 286   |
| <b>HOUR TOTALS</b> |            |           |           |            |           |           |           |            |           |           |           |             |            |            |            |       |
| 0700-0800          | 0          | 0         | 3         | 0          | 0         | 178       | 23        | 0          | 0         | 0         | 2         | 1           | 32         | 205        | 13         | 457   |
| 0715-0815          | 0          | 0         | 2         | 1          | 0         | 199       | 32        | 4          | 0         | 0         | 4         | 1           | 38         | 226        | 11         | 518   |
| 0730-0830          | 0          | 1         | 2         | 3          | 0         | 225       | 41        | 5          | 1         | 0         | 7         | 2           | 50         | 264        | 21         | 622   |
| 0745-0845          | 3          | 0         | 3         | 6          | 1         | 261       | 46        | 5          | 2         | 0         | 8         | 3           | 59         | 290        | 38         | 726   |
| 0800-0900          | 3          | 0         | 2         | 13         | 2         | 285       | 71        | 6          | 3         | 0         | 13        | 7           | 80         | 308        | 67         | 861   |

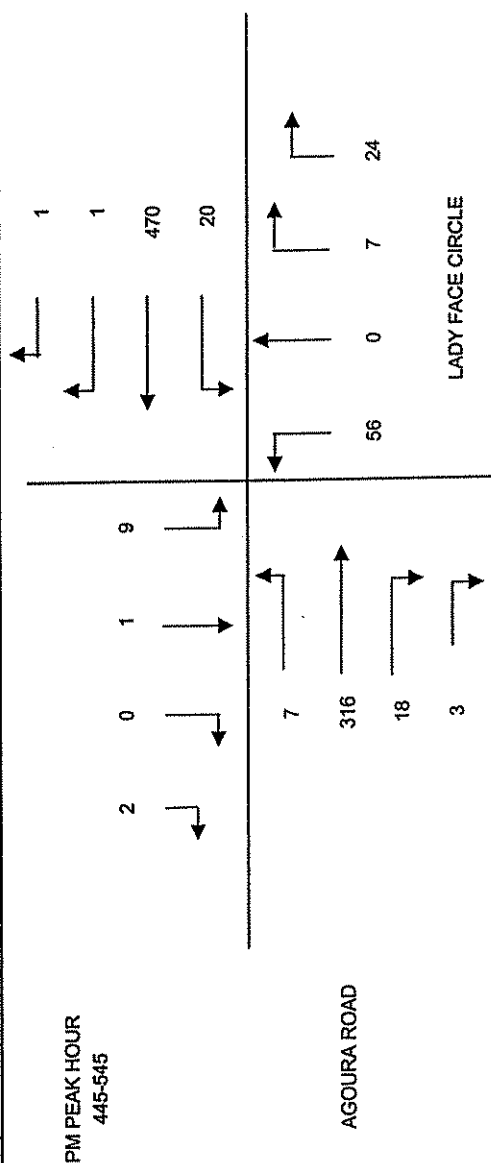


**INTERSECTION TURNING MOVEMENT COUNT SUMMARY**

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: AGOURA HILLS TRAFFIC COUNTS  
 DATE: WEDNESDAY SEPTEMBER 26, 2007  
 PERIOD: 4:00 PM TO 6:00 PM  
 INTERSECTION/S: LADY FACE CIRCLE  
 EW: AGOURA ROAD

**VEHICLE COUNTS**

| PERIOD             | 1 (R) SBRT | 2 SBRT | 3 SBRT | 4R WBRT | 5 WBTH | 6 WBRT | 7R NBRT | 8 NBTH | 9 NBRT | 10 EBRT | 11 EBTH | 12 EBRT | TOTAL |
|--------------------|------------|--------|--------|---------|--------|--------|---------|--------|--------|---------|---------|---------|-------|
| 15 MIN COUNT       | ON/RED     | ON/RED | ON/RED | ON/RED  | ON/RED | ON/RED | ON/RED  | ON/RED | ON/RED | ON/RED  | ON/RED  | ON/RED  |       |
| 400-415            | 0          | 0      | 2      | 2       | 84     | 8      | 7       | 4      | 9      | 10      | 71      | 2       | 199   |
| 415-430            | 1          | 0      | 2      | 1       | 78     | 9      | 4       | 1      | 6      | 9       | 58      | 3       | 172   |
| 430-445            | 0          | 1      | 2      | 1       | 103    | 6      | 7       | 3      | 12     | 11      | 56      | 2       | 204   |
| 445-500            | 0          | 1      | 1      | 0       | 111    | 6      | 6       | 0      | 11     | 8       | 82      | 1       | 227   |
| 500-515            | 0          | 0      | 2      | 0       | 103    | 2      | 6       | 3      | 22     | 3       | 89      | 3       | 237   |
| 515-530            | 0          | 0      | 2      | 1       | 121    | 3      | 6       | 1      | 12     | 4       | 69      | 1       | 220   |
| 530-545            | 2          | 0      | 4      | 0       | 135    | 9      | 6       | 3      | 11     | 3       | 76      | 2       | 251   |
| 545-600            | 0          | 0      | 2      | 1       | 108    | 7      | 10      | 2      | 12     | 10      | 55      | 1       | 208   |
| <b>HOUR TOTALS</b> |            |        |        |         |        |        |         |        |        |         |         |         |       |
| 200-500            | 1          | 2      | 7      | 4       | 376    | 29     | 24      | 8      | 38     | 0       | 267     | 8       | 802   |
| 415-515            | 1          | 2      | 7      | 2       | 395    | 23     | 23      | 7      | 51     | 3       | 285     | 9       | 840   |
| 430-530            | 0          | 2      | 7      | 2       | 438    | 17     | 25      | 7      | 57     | 3       | 296     | 7       | 888   |
| 445-545            | 2          | 1      | 9      | 1       | 470    | 20     | 24      | 7      | 56     | 3       | 316     | 7       | 935   |
| 500-600            | 2          | 0      | 10     | 2       | 467    | 21     | 28      | 9      | 57     | 3       | 289     | 7       | 916   |



**TRAFFIC DATA SERVICES, INC**  
**SUMMARY OF VEHICULAR TURNING MOVEMENTS**

N/S ST: KANAN RD  
 E/W ST: AGOURA RD  
 CITY: AGOURA HILLS

FILENAME: 0670601  
 DATE: 6/12/07  
 DAY: TUESDAY

| PERIOD BEGINS | NORTHBOUND |     |    | SOUTHBOUND |     |     | EASTBOUND |    |    | WESTBOUND |    |    | Total |
|---------------|------------|-----|----|------------|-----|-----|-----------|----|----|-----------|----|----|-------|
|               | NL         | NT  | NR | SL         | ST  | SR  | EL        | ET | ER | WL        | WT | WR |       |
| LANES:        | 1          | 2   | 0  | 1          | 1   | 1   | 1         | 1  | 0  | 1         | 1  | 1  |       |
| 7:00 AM       | 9          | 64  | 4  | 11         | 157 | 42  | 12        | 13 | 14 | 13        | 15 | 16 | 370   |
| 15 AM         | 12         | 82  | 4  | 11         | 146 | 31  | 6         | 14 | 11 | 12        | 11 | 8  | 348   |
| 30 AM         | 12         | 100 | 11 | 12         | 190 | 47  | 10        | 8  | 11 | 12        | 16 | 15 | 444   |
| 45 AM         | 18         | 118 | 10 | 31         | 158 | 66  | 15        | 10 | 22 | 14        | 14 | 11 | 487   |
| 8:00 AM       | 14         | 133 | 5  | 25         | 151 | 63  | 24        | 16 | 14 | 18        | 21 | 21 | 505   |
| 15 AM         | 16         | 105 | 12 | 19         | 153 | 55  | 16        | 39 | 16 | 12        | 27 | 15 | 485   |
| 30 AM         | 33         | 99  | 6  | 23         | 143 | 88  | 15        | 25 | 20 | 13        | 32 | 23 | 520   |
| 45 AM         | 24         | 87  | 6  | 27         | 167 | 101 | 26        | 36 | 27 | 13        | 29 | 21 | 564   |

PHF: 0.92

PEAK HOUR BEGINS AT:

800 AM

VOLUMES = 87 424 29 94 614 307 81 116 77 56 109 80 2074

FILENAME: 0670601P  
 DATE: 6/12/07  
 DAY: TUESDAY

| PERIOD BEGINS | NORTHBOUND |     |    | SOUTHBOUND |     |    | EASTBOUND |    |    | WESTBOUND |    |    | Total |
|---------------|------------|-----|----|------------|-----|----|-----------|----|----|-----------|----|----|-------|
|               | NL         | NT  | NR | SL         | ST  | SR | EL        | ET | ER | WL        | WT | WR |       |
| 4:00 PM       | 34         | 151 | 7  | 41         | 91  | 32 | 43        | 43 | 15 | 16        | 33 | 30 | 536   |
| 15 PM         | 19         | 164 | 9  | 48         | 93  | 24 | 32        | 48 | 28 | 16        | 35 | 35 | 551   |
| 30 PM         | 23         | 136 | 8  | 42         | 102 | 31 | 32        | 35 | 24 | 11        | 41 | 40 | 525   |
| 45 PM         | 23         | 141 | 11 | 40         | 99  | 26 | 42        | 36 | 26 | 10        | 39 | 30 | 523   |
| 5:00 PM       | 17         | 157 | 5  | 37         | 103 | 17 | 44        | 41 | 17 | 20        | 49 | 44 | 551   |
| 15 PM         | 29         | 164 | 8  | 47         | 117 | 33 | 43        | 49 | 37 | 20        | 28 | 39 | 614   |
| 30 PM         | 26         | 111 | 12 | 47         | 103 | 28 | 51        | 61 | 26 | 20        | 41 | 45 | 571   |
| 45 PM         | 21         | 122 | 9  | 43         | 110 | 44 | 50        | 38 | 32 | 11        | 34 | 35 | 549   |

PHF: 0.93

PEAK HOUR BEGINS AT:

1700 PM

VOLUMES = 93 554 34 174 433 122 188 189 112 71 152 163 2285

COMMENTS:

**PROJECT TRIP GENERATION WORKSHEET**

Gupta Office Project Trip Generation Analysis

| Land Use          | Size   | Pass-By Factor | ADT   |       | A.M. |       |      |       | P.M.  |       |      |       |      |       |       |       |
|-------------------|--------|----------------|-------|-------|------|-------|------|-------|-------|-------|------|-------|------|-------|-------|-------|
|                   |        |                | Rate  | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 1. General Office | 12,700 | 1.00           | 21.44 | 272   | 2.83 | 36    | 88%  | 32    | 12%   | 4     | 3.20 | 41    | 17%  | 7     | 83%   | 34    |

**CITY OF AGOURA HILLS APPROVED/PENDING PROJECT LIST (JUNE 2007)**



Commercial Cases  
June 2007

| Proj. No. | Project Name   | Case No.(s)                                     | Project Location   | Parcel Number   | Site Size   | Floor Area  | Project Description  | Case Planner |
|-----------|--|---|--|---|---|---|--|--------------|
| IN REVIEW |  |   |  |   |   |   |  |              |
| 1         | Hammond  | 89-SPR-010                                      | Dorothy Dr.  | 2061-012-042  | N/A   | N/A   | Code Enforcement referral as non-conforming outdoor storage  | C.A.         |
| 2         | Berman, Shirle (Burgundy Creek Bistro)                       | 00-CUP-009<br>00-OTP-008                        | Vacant lot west of 28818 Agoura Rd.  | 2061-029-003-008  | 2 acres   | 11,000 sqft.  | New restaurant and reception hail  | A.C.         |
| 3         | Rose (Stuart Rose)   | 01-SPR-009                                      | 5216 Chesebro Rd.  | 2052-008-041+042  | 1.5 acres   | N/A   | Code Enforcement: Parking, screening and landscape improvements required.  | D.H.         |
| 4         | E.F. Moore & Co.   | 03-CUP-006                                      | SEC of Agoura and Kanan  | 2061-031-020  | 18 acres  | 118 du, 91,800 retail, 10,000 office  | Agoura Village Mixed Use Development   | A.C.         |
| 5         | Heathcote for Buckley  | 03-CUP-019                                      | South of Agoura Rd., near western City Limits  | 2064-004-022 2061-001-031   | 3 acres   | 14,075 sqft.  | Commercial/Medical Building  | A.C.         |
| 6         | Heathcote for Silver-Reek LLP - Conerstone                   | 03-CUP-024                                      | SEC Agoura Rd. and Cornell Rd.   | 2061-029-008 thru 18<br>2061-030-001 thru 013                                       | 243,172 sqft.   | 26,000 sqft Retail<br>18,000 sqft. Office<br>41,000 sqft Residential  | Mixed-Use Development  | A.C.         |
| 7         | Agoura Business Center (D. Poe)                              | 04-CUP-002                                      | 5301 Derry Ave. No.W. corner of Derry and Canwood  | 2048-012-022  | 32,169 sqft.  | 19,810 sq.ft.   | Multi-tenant industrial building,warehouse,office,storage,light manufacturing.   | V.D.         |
| 8         | Kim  | 05-VAR-006                                      | 5115 Claretan Dr.  | 2048-011-039  | N/A   | N/A   | Parking Reduction for a medical tenant.  | R.M.         |
| 9         | Behr Browers Properties, LLC                                 | PM 27094 reinstatement                          | 28371 Agoura Rd.   | 2061-009-041; 042; 045; 047; 049  |   |   | Combine 5 lots into one (1) lot for the purpose of building an office building. Related case is 06-SPR-006   | V.D.         |
| 10        | Brian Norris for Chapter 8                                   | 05-CUP-001 Amendment                            | 29020 Agoura Road  | 2061-031-023 and 024  | N/A   | N/A   | Amend CUP to add 3-piece band 5 p.m. to 10 p.m. Tues. through Friday nights  | V.D.         |
| 11        | Carlos Khantzis  | 05-PSR-004                                      | 30800 Agoura Rd.   | 2061-001-025  | 6.31 ac.  | 57,391 sq.ft.   | 46 senior condos   | D.H.         |
| 12        | Sunbelt enterprises  | 05-CUP-005                                      | 28541 & 29555 Canwood St.  | 2053-001-008  | 3.23 ac   | 25,200 sq.ft.   | 2 identical 12,600 sq. ft. medical & general office bldgs.   | V.D.         |
| 13        | Shirvanian Family Investment                                 | 06-CUP-003<br>06-OTP-005<br>PM 65503            | Lots between 28700 and 28811 Canwood Street  | 2048-012-026  | 10.02 acres   | 113,000 sqft.   | Industrial park with 7 buildings   | D.H.         |
| 14        | Danari Oak Creek, LLC for Adler Realty Investments, Inc.     | 06-CUP-007;<br>06-OTP-016;<br>06-SP-037         | Five (5) commercial lots of Tr 53752 on the north side of Canwood St., east of Kanan Rd. | 2049-011-048; 2048-011-050; 2048-011-051; 2048-011-052; 2048-011-053; 2049-011-061; | Lot 3 has 1.2 ac. and an additional section of 16,450 sq. ft.; Lot 4 has 38,897 sq. ft.; Lot 5 has 43,470 sq. ft.; Lot 6 has 1.26 ac.; Lot 7 has 35,419 sq. ft. | Building A: 7,360 sq. ft. Building B-1: 6,000 sq. ft. Building B-2: 6,800 sq. ft. Building C-1: 7,500 sq. ft. Building C-2: 7,000 sq. ft. | Construct 5 buildings, totaling 34,660 sq. ft. 2 retail buildings of 6,000 sq. ft. and 7,000 sq. ft., with a 1,420 sq. ft. portion for multi-use; and 3 restaurant buildings of 5,940 sq. ft., 6,800 sq. ft. and 7,500 sq. ft. And implement a sign program. | D.H.         |
| 15        | Royal Street Communications LLC                              | 06-CUP-011                                      | 28001 Dorothy Dr.  | 2061-011-021  |   |   | 6 panel antennas, 1 GPS antenna, 1 microwave antenna, 4 equipment cabinets   | V.D.         |
| 16        | 27489 Agoura Road LLC (Previously known as Cardinal Liberty) | 06-SPR-009<br>PM 67397 (06-PAR-003 /99-SPR-015) | NW corner of Liberty Cyn & Agoura Rd.  | 2064-006-006,007,009, 016,018,019   | 5 empty lots and one developed lot for a site total of approx. 4.18 acres   | 30,000 sq. ft. (existing bldg. on site is 24,450 sq. ft.)   | 2 bldgs. One single-story, 10,000 sq. ft. and one two-story, 20,400 sq. ft. + Parcel Map to combine the 6 lots.  | V.D.         |

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| Proj. No. | Project Name                                 | Case No.(s)  | Project Location   | Parcel Number                      | Site Size        | Floor Area   | Project Description   | Case Planner |
|-----------|--|--|--|------------------------------------|------------------|--|---|--------------|
| 17        | Signature Signs for the Agoura Design Center | 08-SP-044  | 28501; 28505; and 28509 Canwood St.  | 2048-012-017; 018                  |                  |  | Sign Program for the Agoura Design Center   | R.M.         |
| 18        | Wildman Design, LLC/ Eric Rochin             | 08-SPR-012<br>08-OTP-032<br>08-SP-059                                    | 28340 Roadside Dr.   | 2061-009-044                       | .079 ac.         | 21,560   | Construction of new Commercial Building   | V.D.         |
| 19        | Moe Sherif for GU                            | 07-SPR-012;<br>07-VAR-003;<br>07-SP-024                                  | 29338 Roadside Drive   | 2061-004-023                       | .82 acres        | 2,612 sq. ft.  | Proposal to eliminate self-service washing stalls & tunnel; maintain two lube bays & add new retail area & office. A Variance is requested to reduce the rear yard setbacks. A Sign Program approval is also requested.           | V.D.         |
| 20        | Dollinger Properties for Joseph Shaboni      | 07-PAR-004   | 29401 Canwood St.  | 2053-001-005                       | 6.05 acres       | 50,000 sq.ft.  | A Pre-application to discuss the issues relative to building a 50,000 sq. ft. health club   | V.D.         |
| 21        | Agoura-Kanan, LLC/ The Martin Group          | 07-AVDP-001  | 4995 Kanan Rd. (Southwest corner of Kanan and Agoura Rd.)                            | 2061-033-016                       | 21.58 acres      | 107 residential units of (?) sq.ft. and a total of 167,000 sq. ft. of retail/commercial space. | First phase of development & parcelization of site includes 107 res. units over 62,000sq.ft. of retail space. (other phases to include 30,000 sq.ft. of retail and 75,000 sq.ft. of commercial space).                            | A.C.         |
| 22        | Elias Ben Hazany                             | 07-CUP-001   | 5226 Palo Comado Canyon Rd.  | 2052-008-030                       | 0.45 ac.         | 1,454.7 sq. ft.  | Remodel existing gas station building and remove the service-bay facilities in order to convert entire building to a Food Mart.   | R.M.         |
| 23        | BBA Properties                               | 06-SPR-006 +<br>06-OTP-024<br>Amendment<br>(Reference Case No. PM 27084) | 28371 Agoura Rd.   | 2061-009-041, 042, 045, 047, & 049 | .67 acres merged | 9,440 sqft.  | A request for a time extension for an SPR which approved the construction of an office building.  | V.D.         |
| 24        | Omnipoint Communications for T-Mobile USA    | 07-CUP-002   | Approx. address, 4856 Kanan Rd. , Pole #2107098E in the Public Right-of-Way          | N/A                                | N/A              | N/A  | Install 3 antennas on the existing utility pole with cross arms 25 ft. above grade. Associated radio equip. will also be mounted on the pole. Electric meter pedestal   | V.D.         |
| 25        | Omnipoint Communications for T-Mobile USA    | 07-CUP-003   | Approx. 228 yards north of Eagleton St. on the west side of Kanan Rd. Pole #2171948E | N/A                                | N/A              | N/A  | Install 3 antennas above a new 29 ft. 6 in. replacement utility light pole. (Total proposed pole height is 32 ft. 6 in.) Associated radio equip. at grade adjacent to the existing transformer. Electric meter pedestal at grade. | V.D.         |
| 26        | Omnipoint Communications for T-Mobile USA    | 07-CUP-004   | Approx. 3914 Liberty Cyn. Rd. Pole #1587440E in the Public Right-of-Way              | N/A                                | N/A              | N/A  | Install 3 antennas on existing 75 ft. utility with cross arms to mount antennas 30 ft. above grade. Associated radio equip. mounted on pole. Electric meter pedestal at grade.  | V.D.         |

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| Proj. No. | Project Name   | Case No.(s)                                   | Project Location   | Parcel Number                 | Site Size  | Floor Area     | Project Description   | Case Planner |
|-----------|--|---|--|-------------------------------|--|----------------|---|--------------|
| 27        | Meridian Telecom, Inc. for Verizon Wireless                    | 07-CUP-006                                    | 30401 Agoura Rd.   | 2081-002-047                  | N/A  | N/A            | Install rooftop wireless communications site consisting of 12 panel antennas(4 antennas per sector-3 sectors) Each antenna's size is 4'x1'x8" and 4 outdoor radio equip. cabinets. Entire facility to be screened to match existing.  | V.D-R.M.     |
| 28        | Vinod & Chanresh Gupta Trust                                   | 07-PSR-001 (Ref.Cases: 07-CUP-009 07-CUP-012) | 29760 Agoura Road  | 2081-033-015                  | 1.65 acre  | 15,000 sq. ft. | A Pre-Screen Review application to have the Council consider a Specific Plan Amendment to allow a 15,000 sq.ft. building instead of an 8,000 sq. ft. bldg., which is required by the Ladyface Mtn. Specific Plan.   | D.H.         |
| 29        | David Myers/Ware Malcomb for Venture Corporation               | 07-PAR-003                                    | 28508 Roadside Drive or 28505 Agoura Road based upon the project orientation | 2081-004-030                  | 5.71 acres   | 73,800 sq. ft. | A proposed commercial condominium development consisting of 38 individual properties which will range in size from 1,100 to 3,413 sq. ft.   | V.D.         |
| 30        | Rhomboid (former Minder/Samson Dev.)                           | 01-SPR-004; Tr.53543; 02-OTP-002              | 5241 Colodny   |                               |  |                | Amendment to approved application due to developer revisions to approved elevations and site plan and landscaping plan for 19 condos  | V.D.         |
| 31        | SureSite/Omnipoint Communications for T-Mobile                 | 07-CUP-007                                    | 5844 Larboard Lane   | 2056-015-900                  |  |                | Install six(6) antennas flush mounted in a new 50 ft. high monopole. The installation includes six(6) equipment cabinets adjacent to the monopole, surrounded by a masonry equipment enclosure on the Lindero Cyn. Middle School site.  | R.M.         |
| 32        | Lulihly, Joseph  | 07-DUP-008 and 07-OTP-005                     | 28818 Agoura Road  | 2061-029-002                  |  | 1,082 sq. ft.  | Convert existing non-conforming S.F. D.U. in BP-OR Zone to Com. Bldg. and add a 113 sq.ft. 1st floor addition; a 729 sq. ft. 2nd floor addition and a new 220 sq. ft. covered patio; convert existing lattice patio cover to solid roof and convert the 684 sq.ft. garage to work area. | V.D.         |
| 33        | Vinod & Chanresh Gupta Trust                                   | 07-CUP-009 and 07-OTP-012                     | 29760 Agoura Road  | 2061-033-015                  | 1.65 ac.   | 12,700 sq.ft.  | Two-story, 12,700 sq. ft. office building   |              |
| 34        | Coast Sign for Agoura Hills Investors (Gerald Collier)         | 07-SP-017                                     | 5667 Kanan Raod  | 2053-007-025                  |  |                | New Sign Program for the Bank of America  |              |
| 35        | Ware/Malcomb for Agoura Business Center West,LLC / William Poe | 07-CUP-010; 07-GPA-001; 07-ZC-001; PM 69426   | Northwest corner of Canwood & Derry  | 2048-012-022 and 2048-012-027 | The entire Lot 2 of Tr.33249 is 8.82 buildable area; however, with the new Parcel Map, the project site is proposed to be 1.93 ac. | 21,782 sq. ft. | A GPA and ZC app.to change project site from Bus.Manufacturing to Commercial Retail and a CUP app.to construct 3 retail buildings totalling 21,782 sq.ft.   |              |

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| Proj. No.                            | Project Name   | Case No.(s)                                       | Project Location                                 | Parcel Number                     | Site Size  | Floor Area                                | Project Description  | Case Planner     |
|--------------------------------------|--|---|--|-----------------------------------|--|---|--|------------------|
| 38                                   | PS Services for First Horizon                          | 07-SP-028   | 28238 Roadside Drive                             | 2061-008-051                      | N/A  | N/A                                       | A request to amend an approved sign program                                    | B.T.             |
| PROJECTS APPROVED UNDER CONSTRUCTION |  |   |  |                                   |  |   |  |                  |
| 1P                                   | Rasmussen Larry  | 99-CUP-006<br>PM 28009<br>99-OTP-008              | N. Agoura Rd. East of Palo Comado                | 2061-013-045                      | 3.27 acres   | 46,000sqft.                               | Office building  | J.P.             |
| 2P                                   | BBA Properties LLC for Michael Browers                 | 02-SPR-016<br>02-OTP-011<br>TE#1 TE#2             | 28371 Agoura Rd.                                 | 2081-009-41,42,45,47 & 49         | 0.67 acre  | 9,000 sqft.                               | Office Building  | D.H.             |
| 3P                                   | Silagi "Canwood Plaza" Bldg. C                         | 00-CUP-010<br>Amendment                           | NW Corner Kanan Rd. & Canwood Street             | 2053-001-804                      | 2.03 acres   | 22,898 sqft.                              | Office Building  | D.H.             |
| 4P                                   | Semler (Alan Hartley)                                  | 00-CUP-011<br>00-LLA-001<br>01-OTP-008<br>PM28239 | NEC Canwood St. and Derry Ave.                   | 2055-003-064 2048-012-017 & 018   | 6.7 acres  | 125,000 sqft.                             | 2 Office Buildings   | Staff            |
| 5P                                   | Development Partners                                   | 00-SPR-001<br>00-OTP-001                          | 30101 Agoura Ct.                                 | 2061-003-035                      | 4.3 acres  | 31,160 sqft.                              | 2 Story office building  | D.H.             |
| 6P                                   | Realty Bancorp Equities                                | 01-SPR-011;<br>02-VAR-007;<br>02-CUP-008          | 29801 Agoura Rd.                                 | 2061-003-023                      | 8.98 acres   | 76,750 sqft.                              | Two-story commercial building  | D.H.             |
| 7P                                   | Infranext, Inc for AT&T                                | 03-CUP-005  | 28545 Driver Ave.                                | 2048-008-901                      | n/a  | n/a                                       | Wireless telecommunications antenna & equipment bldg.                          | V.D.             |
| 8P                                   | Stockton for Levy                                      | 02-SPR-021  | 288211 Canwood St.                               | 2048-011-032                      | 38,376 sqft.   | 16,700 sqft.                              | 10,000 Furniture Store, 6,000 sqft. Office Space, 700 sqft. Miscellaneous Uses | D.H.             |
| 9P                                   | Carlos Orozco  | 06-CUP-012  | 30315 Canwood St.                                | 2054-020-040                      | Two lots, each having 60,760 sq. ft. and 53,940 sq. ft. respectively | Tenant in the Reyes Adobe Shopping Center | Application for a Live Entertainment Permit                                    | V.D. to Britteny |
| 10P                                  | Hillel   | 05-SPR-015  | Two lots at SEC of Palo Comado and Chesebro Road | 2055-008-017&049-2052-008-017&019 | 1 acre   | 8,605 sqft.                               | Car Wash and lube facility   | V.D.             |
| 11P                                  | Heathcote for T. R. Funding (see Development Partners) | 04-SPR-005  | 30101 Agoura Ct.                                 | 2061-003-033 2061-003-035         | 4.3 acres  | N/A                                       | Parking lot redesign to replace approved building.                             | D.H.             |
| 12P                                  | Adobe Cantina  | 03-SPR-010  | 29100 Agoura Rd.                                 | 2061-031-022                      | 33,698 sqft.   | 882+460 sq.ft.                            | Enclose outdoor dining patio + add to Kitchen area.                            | R.M.             |
| 13P                                  | Scheu (Corp. Point)                                    | 98-CUP-012 &<br>98-LLA-003                        | S/S Agoura Rd. @Reyes Adobe Rd.                  | 2061-002-022                      | 87 acres   | 81,000 sqft.                              | 2 new buildings  | D.H.             |
| 14P                                  | Zaghi  | 03-CUP-008<br>03-VAR-004                          | 29348 Roadside Dr.                               | 2061-004-023                      | 38,768 sqft.   | 11,636 sqft.                              | One-story warehouse and light manufacturing                                    | D.H.             |
| 15P                                  | New Com.Jewish Sch                                     | 04-CUP-008  | 29903 Agoura Road                                | 2061-003-029                      | 4.84 ac  | 103,000 sq.ft.                            | Sch. Use of building   | Staff            |
| 16P                                  | Meridian for Verizon Wireless                          | 04-CUP-005  | 28545 Driver Ave.                                | 2048-008-001-2048-008-801         | N/A  | N/A                                       | Wireless telecommunications antenna & equipment bldg.                          | V.D.             |

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| Proj. No. | Project Name  | Case No.(s)  | Project Location                        | Parcel Number                             | Site Size     | Floor Area                          | Project Description  | Case Planner |
|-----------|---|--|---|---|---------------|-------------------------------------|--|--------------|
| 17P       | Alesco Development  | 02-CUP-004<br>02-LLA-001<br>03-OTP-015<br>03-VAR-007 | NEC Chesebro and Agoura Rds.            | 2061-013-011-031-041-042-043-044-045-028. | 4.13 acres    | 8 Office Buildings:<br>83,208 sqft. | New office buildings   | D.H.         |
| 18P       | Agoura Detailing Center                                     | 03-CUP-014   | 100 Reyes Adobe                         | 2053-028-078                              | 44,330 sqft.  | 10,333 sqft.                        | Auto detailing center with offices   | D.H.         |
| 19P       | Adler Realty  | 04-CUP-007<br>04-OTP-020<br>04-LLA-011<br>PM 62245   | Canwood St between Lewis and Derry Ave. | 2055-003-084 2048-012-017 & 018           | 292,065 sqft. | 120,230 sqft.                       | Furniture/Home Decorating Center   | D.H.         |
| 20P       | California Neon Products (for MI Pollo Loco)                | 04-SP-005<br>05-SM-002                               | 5050 Kanan Rd.                          | 2061-008-045                              | N/A           | N/A                                 | New Sign Program for El Pollo Loco   | V.D.         |
| 21P       | Fox for AT&T  | 04-CUP-004   | 5126 Clareton Dr.                       | 2048-011-024                              | N/A           | N/A                                 | Wireless telecommunications antenna & equipment bldg.  | V.D.         |
| 22P       | Scheu Development Co. for Agoura Hills Corporate point, LLC | 98-CUP-012<br>and 98-OTP-010<br>Amendment            | 30200 and 30300 Agoura Road             | 2061-022-022                              | 28 acres      | 71,844                              | Amendment to approved application to extend the approval beyond the allowed extension already granted for two com.office buildings on 5.23 ac. The balance of the site to be deed restricted to prevent development. | D.H.         |
| 23P       | Conoco/Phillips   | 05-SP-022  | 28203 Dorothy Dr.                       | 2061-010-011                              | .75 acres     | N/A                                 | Sign Program Upgrade for a 78 gas station.   | V.D.         |
| 24P       | Dcss for Rick Principe (TR Funding) Development Partners    | 00-SPR-001<br>Amendment #1                           | 30101 Agoura Ct.                        | 2061-003-035                              | 4.78 net ac.  | 30,000 sq. ft.                      | Add a two-story bldg to a site which has an existing building on it. An amendment to the approval, asking to extend the expired approval.  | R.M.         |
| 25P       | HQ Development for Agoura Hills Acquisition, LLC            | 05-SPR-010,<br>05-OTP-010,<br>05-SP-008              | 28621 Agoura Rd.                        | 2061-003-027                              | 5.17 ac.      | 85,215 sq.ft.                       | 2-story commercial office bldg.  | V.C.         |
| 26P       | Wm.Paul Companies for Archstone Smith                       | 05-SP-059 and<br>05-VAR-008                          | 29128 Oak Creek Lane                    | 2048-011-045,046,047,048,057              |               |                                     | Replace 2 monument signs (Var. is for more than 1 sign)  | V.D.         |
| 27P       | GU  | 05-VAR-007   | 29338 Roadside Dr.                      | 2061-004-025 & 026                        | 24,090 sqft.  | N/A                                 | Lot line Adjustment for two commercial parcels.  | V.D.         |
| 28P       | Todd Ryzow  | 08-CUP-002   | 5653 Kanan Rd.                          | 2053-007-228                              | n/a           | n/a                                 | Request for a Live Entertainment Permit  | V.D.         |
| 29P       | Center Ct.Plaza/Silagl                                      | 04-CUP-010<br>Tr. 62211                              | 29501 Canwood St.                       | 2053-001-008                              | 3.24 ac.      | 48,350 sq.ft.                       | 1 Two-story office building  | D.H.         |
| 30P       | St Paul Lutheran Church                                     | 04-CUP-009   | 30600 Thousand Oaks Blvd.               | 2054-017-018                              | 1.9 acres     | 980 sqft.                           | Modular building   | V.D.         |
| 31P       | Agoura Equip. Rental  | 07-MOD-001   | 29149 Agoura Road                       | 2061-006-008                              |               |                                     | Request to allow an existing non-conforming sign to remain larger than Code allows when a portion of the existing letters are changed to re-name the business  | B.T.         |

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| Proj. No.                            | Project Name   | Case No.(s)  | Project Location                              | Parcel Number                    | Site Size  | Floor Area          | Project Description  | Case Planner  |
|--------------------------------------|--|--|---|----------------------------------|--|---------------------|--|---------------|
| 32P                                  | Temple Beth Haverim  | 02-CUP-010 Amendment                                 | 28900 Ladyface Cir.                           | 2081-005-031                     | N/A  | N/A                 | Request to extend the life of the temporary sanctuary  | J.R.          |
| 33P                                  | Rick Principe  | 00-SPR-001 Amendment #2<br>08-VAR-003                | 30101 and 30077 Agoura Court                  | 2061-003-035                     | N/A  | N/A                 | Request to change colors, materials and architectural features and increase height.                              | R.M.          |
| 34P                                  | Vogue Signs for Farmers Ins.                                       | 06-SP-028  | 30801 Agoura Rd.                              | 2061-001-029                     |  |                     | Two wall signs   | V.D.          |
| 35P                                  | BBA Properties LLC for Michael Browers                             | 06-SPR-006   | 28371 Agoura Rd.                              | 2061-009-041; 042; 045; 047; 049 | Approx. 30,000 sq.ft.  | 9,400 sq.ft.        | TE for case # 02-SPR-016: a new 9,400 sq.ft. office building + parking   | V.D.          |
| 36P                                  | Conejo Jewish Day School   | 08-CUP-010<br>08-SPA-002                             | 28001 Ladyface Ct. (Temple Beth Havarim site) | 2081-005-031                     |  |                     | A Specific Plan Amendment and a Cond. Use Permit to allow a school to operate on the existing Temple site.       | J.R.          |
| 37P                                  | Rabbi Bryskid for the Chabad of the Conejo (Arch. Filiberto Gomez) | 06-CUP-006 and 06-VAR-002                            | 30345 and 30347 Canwood St.                   | 2054-020-038 and 2054-020-039    | Existing bldg. lot is 9,970 sq.ft. Proposed bldg. lot is 15,390 sq.ft. | 6,999 sq. ft.       | Remodel existing Chabad Center bldg. and construct a 6,999 sq.ft. bldg. on rear lot for offices and class rooms. | V.D.          |
| MOST RECENTLY COMPLETED CONSTRUCTION |  |  |   |                                  |  |                     |  |               |
| 1C                                   | AT&T Wireless Services (Novak & Assoc.)                            | 02-CUP-003   | 30105-30131 Agoura Rd.                        | 2061-005-026                     | 1.66 acres   | n/a                 | Wall mounted antennas and related roof-mounted equipment in an existing shopping center                          | V.D.          |
| 2C                                   | Temple Beth Haverim  | 02-CUP-010   | 29900 Ladyface Cir.                           | 2081-005-031                     | n/a  | n/a                 | Tent for worship for a period of three years.  | V.D. to Jared |
| 3C                                   | J.G. Management  | 02-SPR-023   | 28525 Canwood St.                             | 2053-001-007                     | 170,755 sqft.  | n/a                 | Parking lot redesign.  | R.H.          |
| 4C                                   | Saylor/Tireman   | 00-SPR-013   | 28117 Dorothy Drive                           | 2061-011-018+017+020             | 0.914 acre   | 8,000 sqft.         | 2 Tire Retail Buildings  | Staff         |
| 5C                                   | Mahterian  | 02-SPR-020   | 28351 Agoura Rd.                              | 2061-009-054                     | 8,098 sqft.  | 1660 sqft. Building | Rehab existing building for an architectural firm  | R.H.          |
| 6C                                   | The Consulting Group for Cingular                                  | 02-CUP-009   | 29646 Agoura Rd.                              | 2061-033-013                     | n/a  | n/a                 | Wireless telecommunications antenna & equipment bldg.  | V.D.          |
| 7C                                   | Gillian Anguish  | 03-CUP-021   | 28914 Roadside Dr.                            | 2061-007-041 & 052               | N/A  | N/A                 | Request to operate a flea market on the first Saturday of every month.   | V.D.          |
| 8C                                   | Reyes Adobe Partners, L.P. (Sleep Shoppe)                          | 02-SPR-008<br>02-SPR-002<br>02-OTP-003<br>03-LLA-002 | Reyes Adobe Rd directly south of US 101       | 2061-005-022 and 908             | 75,000 sqft.   | 14,500 sqft.        | Mattress and bedroom showroom  | R.H.          |
| 9C                                   | Chesebro Properties, LLC   | 00-SPR-018   | 5231 Chesebro Rd.                             | 2052-008-040                     | 19,500 sqft.   | 8,000 sqft.         | New office building  | E.B.          |
| 10C                                  | Leader Carpets (Ugrik for Simons)                                  | 01-SPR-007<br>02-OTP-010                             | 28350 Roadside Dr.                            | 2061-009-043                     | 35,490 sqft.   | 14,080sqft.         | New carpet/flooring store  | E.B.          |

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| Proj. No. | Project Name                           | Case No.(s)   | Project Location                       | Parcel Number  | Site Size                 | Floor Area   | Project Description  | Case Planner |
|-----------|--|---|--|--|---------------------------|--|--|--------------|
| 11C       | J.H. Snyder                            | 01-CUP-009<br>01-GPA-003<br>01-ZC-003<br>01-OTR-005<br>02-ZOA-001<br>TR 53752<br>03-VAR-003<br>03-VAR-008 | North of Canwood St, east of Kanan Rd. | 2048-011-008 2048-011-009 2048-011-010 2048-011-033 2048-011-038 2048-011-037 2048-011-902 | 29 acres                  | Residential = 358,000 sqft. Other components under separate applications | 336 apartments   | D.H.         |
| 12C       | Levy, Moshe                            | 00-SPR-019,<br>00-OTR-016,<br>00-ABAN-003   | Roadside Dr., west of Lewis Rd.        | 2061-009-050   | 31,452 sqft. (7.22 acres) | 20,830 sqft.   | New office building with underground parking                     | E.B.         |
| 13C       | Warehouse Discount                     | 03-SPR-002  | 30821 Canwood St.                      | 2054-005-010   | N/A                       | N/A  | Façade Remodel   | E.B.         |
| 14C       | J.G. Management                        | 03-SPR-007  | 29525 Canwood St.                      | 2053-001-007   | N/A                       | N/A  | Revise parking lot grading                                       | R.H.         |
| 15C       | Cingular Wireless                      | 03-CUP-013  | 28545 Driver Ave.                      | 2048-008-901   | N/A                       | N/A  | Wireless telecommunications antenna & equipment bldg.            | V.D.         |
| 16C       | Wickman "Agoura Furniture Center"      | 00-SPR-020<br>00-OTR-017<br>PM 28535<br>00-SPR-020<br>AmendL.<br>04-SP-050<br>AmendL.<br>05-LLA-004       | 28205 & 28207 Canwood St.              | 2055-007-119-123+127   | 2.2 acres                 | 38,760 sqft.   | New furniture sales center; Bldg A 17,260 s.f., Bldg B 21,500 sf | D.H.         |
| 17C       | Texaco -> Shell (Ambience Engineering) | 02-SPR-009<br>02-SP-012<br>03-VAR-003<br>03-CUP-009   | 5227 Palo Camodo Rd.                   | 2052-008-030   | 0.45 acres                | N/A  | Remodel, monument sign, minimart.                                | E.B.         |
| 18C       | Pacifica Property Management           | 04-SP-035   | 30301 Agoura Rd.                       | 2061-002-046   | N/A                       | N/A  | Establish a new sign program                                     | V.D.         |
| 19C       | HRS Architects for Countrywide         | 02-SPR-019<br>03-SP-027   | 29851 and 29701 Agoura Rd.             | 2081-003-025, 026, 027, 028  | 328,442 + 206,474 sqft.   | N/A  | Exterior Improvements to an existing structure.                  | E.B.         |
| 20C       | FDSI                                   | 05-SP-047   | 28001 Dorothy Dr.                      | 2081-011-021   | 0.39 acres                | 15,000 sqft.   | Sign Program   | V.D.         |
| 21C       | Cimm's for Burger King                 | 04-SM-001   | 29136 Roadside Dr.                     | 2061-008-039   | N/A                       | N/A  | Amend the sign program   | V.D.         |
| 22C       | Signature/Wickman                      | 04-SP-050 & Amendment   | 28205/29207 Canwood                    | 2055-007-119, 120, 121 and 122   | N/A                       | N/A  | Signs for Center   | V.D.         |
| 23C       | THQ                                    | 05-SPR-004<br>05-VAR-002<br>05-OTR-004<br>05-SP-023<br>05-SPR-004   | 28903 Agoura Rd.                       | 2061-003-029   | 5.18 acres                | Existing 103,400 sq.ft. bldg.  | Exterior remodel and add parking on site and off site            | D.H.         |
| 24C       | Diaz for Simply Discount Furniture     | 05-SP-044   | 28714 Canwood St.                      | 2048-012-028- 2048-012-022   | 4.66 acres                | 6,100 sqft.  | Sign Program Amendment for Simply Discount Furniture             | V.D.         |
| 25C       | Lovlace for McDonald's                 | 05-SPR-018<br>05-SP-035   | 29161 Canwood Street                   | 2048-011-029   | 47,589 sq.ft.             | 5,586 sq.ft.   | Building and parking remodel for McDonald's Restaurant.          | R.M.         |

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| Proj. No. | Project Name                      | Case No.(s)   | Project Location                         | Parcel Number               | Site Size                     | Floor Area                                       | Project Description  | Case Planner |
|-----------|-----------------------------------|---|--|-----------------------------|-------------------------------|--|--|--------------|
| 26C       | Willy's Smokin BBQ/Marca Gauzurez | 05-SPR-029  | 28434 Roadside Dr.                       | 2061-008-048                |                               | 273 sq.ft.                                       | Add 273 sq. ft. of office space and kitchen storage                            | R.M.         |
| 27C       | Fire Station No. 89               | N/A   | Canwood St., east of Strawberry Hill Dr. | 2053-001-900                | 3.26 acres                    | 12,500 sqft.                                     | New Fire Station (County Project)  | M.K.         |
| 28C       | Ball Properties (Centerpointe)    | 99-CUP-013<br>99-CUP-013<br>Amend. for time extension<br>05-LLA-001 | 30005 & 30009 Ladyface Cir.              | 2061-005-908+909            | 4.2 acres                     | Building 1: 27,340sqft<br>Building 2: 33,700sqft | 2 office buildings   | D.H.         |
| 29C       | Signature Signs for YGAL LEVY     | 06-SP-023   | 28811 Canwood St.                        | 2048-011-032                | n/a                           | n/a  | Sign Program for Levy building   | V.D.         |
| 30C       | Employer's Direct                 | 06-SP-050   | 30301 Agoura Road                        | 2061-002-046                |                               |  | Addmendment to existing sign   | B.T.         |
| 31C       | Heyman/Finefrock                  | 04-SPR-024<br>05-CUP-001<br>05-ODP-001<br>05-VAR-001                | 29020 Agoura Rd, Unit 14                 | 2061-031-023 & 024          | 1.88 acres                    | 6,000 sqft Tenant Space                          | 1077 sq.ft. Outdoor dining patio and live entertainment at existing restaurant | V.D.         |
| 32C       | N W Rugs (by 'Sign A Rama')       | 06-SP-045   | 28610 Canwood St.                        | 2048-012-016                |                               |  | Request for a new sign program for the existing store                          | V.D.         |
| 33C       | HBF Holdings                      | 03-CUP-018<br>04-SP-047<br>05-LLA-002<br>Amendment<br>06-SP-028     | North of Canwood, west of Clareton Dr.   | 2048-011-033                | 3 acres                       | 88,108 sqft.                                     | 125-Unit Hotel Homewood Suites   | D.H.         |
| 34C       | Mahterian for Vannelli            | 04-SPR-015<br>04-OTP-017<br>04-LLA-015                              | 28205 Agoura Rd.                         | 2061-012-044 & 2061-012-024 | 2 lots/total of 10,000 sq.ft. | 1,019 sq.ft.                                     | 1-story addition to an existing office   | V.D.         |



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| Proj. No. | Project Name                                      | Case No.(s)   | Project Location   | Parcel Number                    | Site Size  | Floor Area   | Project Description   | Case Planner |
|-----------|---|---|--|----------------------------------|--|--|---|--------------|
| IN REVIEW |   |   |  |                                  |  |  |   |              |
| 1         | Finkelstein Waters                                | 03-CUP-002<br>03-OTP-002                              | 28031 Balkins Dr.  | 2055-023-065                     | 1.69 acres or<br>69,280 sqft.                          | 5,098 sqft. W/ 790<br>sqft. Garage   | Custom house on<br>hillside lot   | V.D.         |
| 2         | McAfee, Jane                                      | 05-SPR-028  | 5451 Colodny Dr.   | 2055-013-032                     | 20,512 sq.ft.  | 771 sq.ft.   | Add 771 sq.ft. (2<br>bedrooms and 2<br>baths) to existing<br>3,000 sq.ft. D.U. with<br>a 455 sq.ft. garage.   | R.M.         |
| 3         | Schaff  | 03-SPR-006  | 28314 Foothill Dr.   | 2055-016-033                     | 22,433 sqft.   | 2,498 sqft.  | Room addition to an<br>existing single-family<br>residence  | V.D.         |
| 4         | Stockton/Lamburg                                  | 03-CUP-016<br>03-OTP-017                              | 6149 Palo Comado<br>Canyon Rd.   | 2055-023-073                     | 40,080 sqft.   | 4,688 sqft.  | A two-story custom<br>house with three car<br>garage  | V.D.         |
| 5         | Ashnoor Pirouti                                   | 03-CUP-022  | 28454 Renee Dr.  | 2061-021-005                     | 5,040 sq. ft.  | 1,534 sq. ft.  | two-story S.F. D.U  | V.D.         |
| 6         | Ashnoor Pirouti                                   | 03-CUP-023  | 28456 Renee Dr.  | 2061-021-023                     | 6,452 sq. ft.  | 1,219 sq. ft.  | two-story S.F. D.U  | V.D.         |
| 7         | Murphy for Mergan-<br>Blinkinsoph for<br>Thompson | 04-CUP-003<br>03-LLA-001<br>03-PAR-001                | Lewis Pl.  | 2061-022-029,30                  | 13,129 sq. ft.   | 2,567 sq. ft.  | single-fam D.U.   | V.D.         |
| 8         | Lampert, Greg                                     | 04-LLA-013 To<br>be upgraded to<br>a Parcel Map       | 5911 Fairview Pl.  | 2055-025-060<br>through 084      | N/A  | N/A  | combine 5 lots  | S.S.         |
| 9         | Yvanova for Laura<br>La Plante LLC                | 05-CUP-002<br>05-VAR-003<br>05-LLA-003<br>05-OTP-015  | 28221 Laura LaPlante<br>Dr.  | 2061-016-063 & 2061<br>016-072   | 16,390 sq.ft. (2<br>lots)                              | 3,400 sq. ft.  | SFR, Variance for<br>frontyard setback, lot<br>merger and removal<br>of oak trees   | V.D.         |
| 10        | Holmes for Morse                                  | 05-SPR-022<br>and 05-OTP-<br>029                      | 5810 Colodny Dr.   | 2055-023-046                     | 2.5 ac.  | Square footage<br>was not indicated<br>for all the new<br>structures to be<br>added to the site.                                       | New barn, garage,<br>horse shelters, horse<br>pen, corrals, arena,<br>retaining walls.  | V.D.         |
| 11        | Zev Beckerman<br>(Sasson Bezael for<br>Zev)       | 07-SPR-003;<br>Related case:<br>08-SPR-005<br>(admin) | 27862 Blythdale Rd.  | 2055-024-004                     | 1.04 ac.   | 3,055 sq.ft.   | Construct a new<br>3,055 sq. ft. D.U. in<br>same area as former<br>"tear-down". The lot<br>has an existing<br>garage and pool.  | R.M.         |
| 12        | Siboni  | 05-SPR-028  | 5446 Lewis Rd.   | 205-005-070- 2055-<br>005-070    | 27,440 sqft.   | 6,335 sqft.  | A 4,995 sqft. Single-<br>family detached<br>residence with 852<br>sqft. garage and a<br>488 sqft. pool house.   | R.M.         |
| 13        | CC&R for Henry<br>Halimi                          | 06-PSR-002  | Lot G no. of<br>T.O.Blvd., east of Carell  | 2048-003-002                     |  |  | Pre-screen Review<br>requesting City to<br>vacate easterly<br>portion of T.O. Blvd.,<br>to allow a SFR on a<br>Open Space lot   | D.H.         |
| 14        | Dawson for Sharon                                 | 06-CUP-001  | 28243 Balkins Dr.  | 2055-022-080                     | 1.13 acres   | 5,878 sqft.  | A 4,968 sqft. Single-<br>family detached<br>residence with 710<br>sqft. garage with pool<br>and spa.  | R.M.         |
| 15        | Steve Potter for John<br>Manos                    | PM65552   | 2 parcels on the west<br>side of Foothill, east of<br>Easterly, south of<br>Fountain Pl. | 2055-018-022 and<br>2055-018-023 | one lot is 27,880<br>sq.ft. and one lot<br>is 1.97 ac. | one lot proposed<br>to be 48,295 sq.<br>ft., one lot<br>proposed to be<br>24,890 sq.ft. and<br>one lot proposed<br>to be 21,815 sq.ft. | A Parcel Map to<br>create 3 lots from 2<br>hillside lots. Parcel 3<br>has 2 D.U. and 2<br>accessory blgs.<br>One D.U. is to be<br>removed. The one to<br>remain is only 2 to 3<br>feet from the south<br>property line. | RM           |

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| Proj. No. | Project Name                                  | Case No.(s)               | Project Location                                      | Parcel Number                 | Site Size   | Floor Area   | Project Description   | Case Planner         |
|-----------|---|---------------------------|---|-------------------------------|---|--|---|----------------------|
| 16        | Steve and Marguerite Edwards                  | 06-CUP-008 and 06-OTP-017 | 5852 Lapworth Dr. N.E. corner of Lapworth and Balkins | 2055-022-073                  | Approx. 59,983 sq. ft.  | 4,950 sq.ft., 808 sq.ft., 347 sq. ft., and 1,502 sq. ft. Total of 7,707 sq. ft.  | A 2-story 4,950 sq.ft. D.U. w/808 sq.ft. attached 3-car garage w/347 sq.ft. studio above garage and 1,502 sq. ft. barn  | R.M.                 |
| 17        | Asa Arava                                     | 06-CUP-018 and 06-OTP-025 | 28443 Foothill Drive                                  | 2055-019-036                  | 1 acre  | 4,286 sq. ft.  | Three (3) story, 35 ft. high, single-family residence on a hillside lot.  | R.M.                 |
| 18        | Terry and Brian Condon                        | 06-LLA-001                | 5856 Colodny Dr.                                      | 2055-011-043 and 2055-011-044 | One lot is 21,340 sq. ft. and one lot is 20,470 sq. ft.   | Adjust lot lines so that one lot is 21,728 sq. ft. and one lot is 20,150 sq. ft. | Adjust lot lines to accommodate a pool on a lot without a primary structure.  | S.S. and Ken Berkman |
| 19        | Abudalu, Joseph (Architect: Studio by Design) | 06-CUP-019                | 28303 Laura La Plante Drive                           | 2061-022-051                  | 23,090 sq. ft.  | 3,630 sq. ft.  | Construct 3,230 sq. ft., 2-story S.F.D. with a 400 sq. ft. attached garage.   | R.M.                 |
| 20        | DNA Construction for Albaum, David            | 06-SPR-010                | 5866 Fairview Place                                   | 2055-027-074                  | 61,020 gross sq. ft., 41,810 net sq.ft. after road and flood hazard is subtracted               | 494 sq. ft.  | Construct a 494 sq. ft. single-story room addition to a 2,868 sq. ft. S.F.D. and remodel kitchen  | B.T.                 |
| 21        | Mike Millett                                  | 06-SPR-011 and 06-OTP-031 | 5446 Fairview Place                                   | 2055-014-018                  | 41,500 sq. ft.  | 1,399 sq. ft.  | Room additions and replacement of master bedroom and bath. Add porch to rear of property  | B.T.                 |
| 22        | M. Fredric & Co. (Fred and Lisa Levine)       | 06-PAR-006                | 6475 Chesebro Road                                    | 2055-029-008                  | 4.52 ac. (.06 ac. is driveway and 2.79 ac. is restricted use area. Buildable area is 1.67 ac.)  | 12,092 sq. ft.   | A Pre-App. to discuss issues relative to building a 8,727 sq. ft., 2-story S.F.D. w/ a 779 sq.ft. detached garage, a 429 sq. ft. pool pavilion, a 1,520 sq. ft. pool & deck and a 637 sq. ft. "Art Studio". | V.D.                 |
| 23        | Leo Felerelsen for Garner                     | 07-SPR-014                | 28004 Indian Ridge Ct.                                | 2051-002-034                  |   | 869 sq. ft.  | Add 212 sq. ft. to 1st floor, 234 sq. ft. to 2nd floor & a 423 sq. ft. covered patio  | B.T.                 |
| 24        | Hedva Ergas                                   | 07-SPR-004                | 5490 Fairview Pl.                                     | 2055-014-027                  | 45,005 sq.ft.   | 799 sq. ft.  | Add a 342 sq.ft. family rm. And a 457 sq. ft. office and gym to existing 1,702 sq.ft. D.U. w/ 499 sq.ft. garage.  | B.T.                 |
| 25        | Ginsburg, Moty and Margo                      | 07-CUP-005 and 07-OTP-003 | 5643 Colodny Dr.                                      | 2055-012-051                  | 18,840 sq. ft. minus 5,130 sq.ft. of flood hazard area, leaving 13,710 sq.ft. of buildable area | 6,752 sq.ft.   | Build a 6,752 sq.ft. single-family house. ( 1st flr. 2,929 sq.ft.; 2nd flr. 2,034 sq.ft.; basement 1,790 sq.ft.   | R.M.                 |
| 26        | Shuken, Jonathan (Architect, David Rhea)      | 07-PAR-001                | 6491 Chesebro Rd.                                     | 2055-029-003                  | 1.46 ac.  | 6,546 sq.ft.   | Pre-app. to discuss issues re building a 8,546 sq.ft. D.U. (5,109 sq.ft. living area, 1,437 sq.ft. garage)  | V.D.                 |
| 27        | Ginsburg, Moty and Margo                      | 07-INT-001                | 5643 Colodny Dr.                                      | 2055-012-051                  |   |  | Interpretation by P.C. Does a 1,790 sq.ft. basement count as a floor and add to height of building  | R.M.                 |

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| Proj. No.   | Project Name   | Case No.(s)                                      | Project Location  | Parcel Number        | Site Size                   | Floor Area                                     | Project Description   | Case Planner |
|---|--|--|---|----------------------|-----------------------------|--|---|--------------|
| 28  | Jager Associates for Michael Palache                 | 07-PAR-002                                       | Balkins Drive, 3 lots west of Lapworth, behind 2055-021-044 | 2055-021-018         | 42,260 sq.ft.               | 5,500 sq. ft. building area, 690 sq.ft. garage | Pre-app. to discuss issues re building a 5,500 sq.ft., 2-story, single-story D.U. with a 690 sq.ft. garage. Bldg. footprint is 3,444 sq.ft. Paved area is 3,493 sq.ft. Paved driveway area is 11,149 sq.ft. | R.M.         |
| 29  | Mahterian for Hesen                                  | 07-SPR-008                                       | 5575 Micaela Dr.  | 2053-024-097         |                             | 1,672 sq. ft.                                  | Add 1st. & 2nd.floer bedrooms & a garage totalling 1,672 sq.ft. to an existing 2,857 sq. ft. D.U. with an existing garage.  | B.T.         |
| 30  | Sifin for Daniel Bouganin                            | 07-SPR-009                                       | 5519 Lewis Lane   | 2055-017-028         | 21,490 sq.ft.               | 694 sq.ft.                                     | Add a 694 sq.ft. first floor master bdrm. & bath to the existing first floor sq.footage of 2,668.   | B.T.         |
| 31  | Francisco Vazquez for Janice Atkins                  | 04-SPR-022 Amendment                             | 28506 Driver Ave.   | 2055-004-011 and 032 | 62,820 sq.ft.               | 426 sq.ft.                                     | Add 426 sq.ft. to an approved project and revise the grading plan to include both of the combined lots.   | R.M.         |
| 32  | Araujo, Ruben and Debra / Brent Schnelder, Architect | 07-SPR-010                                       | 6021 Colodny Drive  | 2055-028-036         | 41,820 sq. ft.              | 8,634 sq.ft.                                   | Construct 2-story, 5,962 sq.ft. S.F.R. with attached 1,622 sq.ft. garage; a 1,050 sq.ft. barn; a driveway motorcourt, a pool, horse rldng ring, corals and horse turn-out area.                             | R.M.         |
| 33  | Sharon, Rafi and Orit                                | 07-SPR-011 and 07-OTP-018                        | 28220 Foothill Dr.  | 2055-016-023         | 31,360 sq.ft.               | 5,750 sq.ft.                                   | Construct a 2-story, 3,751 sq. ft. S.F.R. with a 1,259 sq.ft. attached garage and 740 sq. ft. of patios.  | R.M.         |
| 34  | Chuck Francoeur for 'Montage Dev.'                   | Tr. 69073 (related to 01-SPR-008 and 06-SPR-003) | 5310 Colodny Dr.  | 2055-007-053         |                             |  | Convert the approved (unconstructed) apt.units to condos  | R.M.         |
| 35  | Moshe and Matly Bryski                               | 2007-DCP-001                                     | 5662 Middlecrest Dr.  | 2056-027-002         |                             |  | Application for a large family Day Care Permit  | R.M.         |
| 36  | Larry Pollock  | 07-SPR-013                                       | 5734 Fairview Pl.   | 2055-012-035         | .96 ac.                     | 336 sq. ft.                                    | Application to remodel and add 336 sq. ft. to the existing 2,605 sq. ft. single-family residence  | B.T.         |
| <b>PROJECTS APPROVED &amp; UNDER CONSTRUCTION</b> |  |  |   |                      |                             |  |   |              |
| 1P  | Golenberg  | 02-SPR-010 02-OTP-008                            | 5927 Colodny Dr.  | 2055-028-040         | 45,372 sqft.                | 476 sqft.                                      | Room addition to an existing single-family dwelling   | V.D.         |
| 2P  | Mirder Rhombold                                      | 01-SPR-004 TR53543                               | 5241 Colodny Dr.  | 2055-006-026         | .88 acre                    | 1600-1700 sqft. Total: App. 31,000sqft         | New 19 unit condo project   | (E.B.) D.H.  |
| 3P  | Stockton   | 01-SPR-008                                       | 5310 Colodny Dr.  | 2055-007-053         | 13,650 sqft.                | 8,068 sqft.                                    | 4-unit apartment building   | D.H.         |
| 4P  | Avlezer  | 03-CUP-007                                       | 27901 Blythdale   | 2055-001-038         | 6.45 acres or 280,962 sqft. | 6,238 sqft. With 875 sqft. Garage              | Custom house on hillside lot  | V.D.         |

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| Proj. No. | Project Name              | Case No.(s)                           | Project Location                                | Parcel Number                     | Site Size     | Floor Area                                       | Project Description  | Case Planner<br>(R.H.) D.H |
|-----------|---------------------------|---------------------------------------|---|-----------------------------------|---------------|--|--|----------------------------|
| 5P        | Mineo                     | 01-CUP-006<br>01-VAR-005              | Lot 3 on Canyon Wy.                             | 2061-017-003                      | 6,824 sqft.   | 2,868 sqft.                                      | New single-family dwelling   | (R.H.) D.H                 |
| 6P        | Feehan, Tim               | 04-SPR-004                            | 5472 Fairview Pl.                               | 2055-014-028                      | 21000 sqft.   | 700 sq. ft.                                      | second story rm addition   | D.H.                       |
| 7P        | San Juan for Sherman      | 03-CUP-011                            | Lewis Rd. (So.of Driver                         | 2055-004-020                      | 23,021 sqft.  | 5,430 Incl. Garage                               | Single-family D.U.   | V.D.                       |
| 8P        | Ryan                      | 04-MOD-001                            | 29029 Acanthus Ct.                              | 2051-003-006                      | 6,756 sq.ft.  | 457 sq. ft.                                      | Mod. For 2nd story room add.   | V.D.                       |
| 9P        | Schwartzberg for Datner   | 04-SPR-012                            | 6137 Braemer Ct.                                | 2056-050-044                      | 20,140sq.ft.  | 1,904 sq.ft.                                     | 2-story rm. Add  | V.D.                       |
| 10P       | Mandler                   | 04-SPR-009                            | 5445 Meadow Vista                               | 2053-019-007                      | 5676 sq. ft.  | 1,593 sq.ft.                                     | One and two-story room addition  | V.D.                       |
| 11P       | Biddison, M               | 04-SPR-003                            | 28359 Driver Ave.                               | 2055-015-063                      | .96 acres     | 3,080/665 sq.ft.                                 | 1 story SF DU  | D.H.                       |
| 12P       | Vladimir Zlatkov          | 08-CUP-004<br>refer to 05-<br>PAR-003 | 28331 Laura LaPlante Dr.                        | 2061-022-016                      | 7,000 sq.ft.  | 3,235 sq.ft. D.U. with a 682 sq. ft. garage      | Two-story single-family dwelling unit  | R.M.                       |
| 13P       | Waters Diamond            | 04-SPR-011                            | 5833 Lapworth Dr.                               | 2055-021-028                      | 1 acre        | 1,369 sqft.                                      | One-story room addition  | V.D.                       |
| 14P       | Swenson and Nadel         | 03-CUP-011<br>03-OTP-008              | 28354 Balkins Dr.                               | 2055-021-042                      | 39,247 sqft.  | 4,627 sqft.                                      | A custom house with attached three car garage  | (E.B.) D.H.                |
| 15P       | Adivi formerly Levy       | 03-CUP-003                            | 6029 Fairview Dr.                               | 2055-022-047                      | 2.56 acres    | 6,917 sqft.                                      | Custom house on hillside lot   | (D.H.) R.M.                |
| 16P       | Schaub for Leggett        | 04-SPR-018<br>04-OTP-021              | 5939 Colodny Dr.                                | 2055-028-039                      | 40,950 sq.ft. | 1,779 sq. ft.                                    | One story room addition  | V.D.                       |
| 17P       | Dawson for Sharon         | 04-SPR-017                            | 28314 Foothill Dr.                              | 2055-016-033                      | 22,440        | 1,268 sq. ft.                                    | Two-story room addition  | V.D.                       |
| 18P       | Sears & Chase             | 04-LLA-014                            | 30020&30014 Trail Creek Drive & HOA Common Area | 2053-029-040 & 041 & 2053-016-033 | N/A           | N/A  | Adjust south property line of two lots   | Eng. Dept.                 |
| 19P       | Falcone/Garces            | 05-SPR-006 05<br>MOD-003              | 27411 Freetown Ln.                              | 2064-009-037                      | 9401 sqft.    | add 1,206 sq.ft.                                 | 1 & 2 story rm.add & garage add.   | R.M.                       |
| 20P       | Cooper for Slitt          | 05-SPR-005 &<br>05-OTP-007            | 28037 Balkins Dr.                               | 2055-023-080                      | 1.6 acres     | add 735 sq.ft. and 1,052 sq.ft. interior remodel | 1st & 2nd story add. And remodel   | R.M.                       |
| 21P       | John/Linda Quinn          | 05-SPR-007                            | 5703 Willowtree Dr.                             | 2056-037-014                      | 20,741 sqft.  | add 1,428 sq.ft.                                 | 1 story add. & remodel 780 sq. ft. kitchen   | R.M.                       |
| 22P       | Von Buck                  | 03-CUP-017<br>03-OTP-016              | 27801 Blythedale Rd.                            | 2055-001-035                      | 4.27 acres    | 4,274 sqft with 1,272 sqft. Garage               | A two-story custom house with three car garage   | V.D.                       |
| 23P       | Blahosky/Mallach          | 05-SPR-008                            | 5533 Gladehollow Ct.                            | 2053-002-003                      | 6,099 sqft.   | add 1,142 sq.ft.                                 | 2nd story rm.add.  | R.M.                       |
| 24P       | Linda Rich                | 05-SPR-009                            | 5626 Fairview Pl.                               | 2055-012-049                      | 26,136 sq.ft. | add 233 sq.ft.                                   | 2-story add.& remodel interior   | R.M.                       |
| 25P       | Davud Hazlett             | 05-SPR-013                            | 4956 Vejar Dr.                                  | 2061-025-036                      | 14,360 sq.ft. | 720 sq. ft.                                      | 1 & 2 story rm.add   | R.M.                       |
| 26P       | Agoura TNT LLC/Terry Gray | 06-CUP-005<br>and 06-OTP-008          | 6170 Fairview Pl.                               | 2055-023-096                      | 1.25 ac.      | 5,764 sq.ft.                                     | New 5,764 sq. ft., two-story, single-family D.U. with a 1,008 sq.ft. attached garage and a 532 sq. ft. detached garage with future "pool house" above the detached garage structure. | R.M.                       |

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| Proj. No. | Project Name                                  | Case No.(s)   | Project Location                   | Parcel Number                          | Site Size               | Floor Area   | Project Description  | Case Planner |
|-----------|---|---|------------------------------------|--|-------------------------|--|--|--------------|
| 27P       | Slisso  | 05-SPR-017  | 5415 Lewis Rd. (So.of Driver Ave.) | 2055-004-020                           | 23,021 sq.ft.           | a 4,065 sqft house with a 440 sqft. garage, 600 sqft. guest house and 350 sqft. cabana | A request to modify an existing approved residence. Increase sqft and change gardening.  | V.D.         |
| 28P       | Roit, Leo                                     | 06-CUP-013;<br>06-VAR-006;<br>06-OTP-030                              | 28161 Laura LaPlante               | 2061-016-053                           | 8,000 sq. ft.           | 2,604 sq. ft.  | Construct a 2,172 sq. ft. , one-story, single-family D.U. with a 432 sq. ft. attached garage   | R.M.         |
| 29P       | Benton (former Swift Construction for Coglín) | 03-CUP-001<br>03-VAR-001  | Lot 18 on Laura La Plante Dr.      | 2061-018-054                           | .271 acres or 11,801.76 | 3000 sqft.   | Custom House on hillside lot   | V.D.         |
| 30P       | Raymond                                       | 04-SPR-007  | 5344 Lewis Rd.                     | 2055-005-058                           | 19,520 sq.ft.           | 1,663 sq.ft.   | 2nd.flr.room add.  | V.D.         |
| 31P       | Zoldan  | 05-SPR-016  | 5850 Lapworth Dr.                  | 2055-027-065                           | 40,281 sq.ft.           | 6,590 sq. ft.  | A request to build a 5,830 sq.ft.D.U. with a 760 sq. ft. garage  | V.D.         |
| 32P       | Leininger, Bart & Laura                       | 05-SPR-025  | 6162 Lake Lindero Dr.              | 2055-054-009                           | 9,639 sq.ft.            | 365 sq.ft. addition to be added to a prior 327 sq.ft. addition built in 2005.          | First and second story room addition to existing single-family residence   | C.A.         |
| 33P       | Jacob   | 05-SPR-002-<br>now 05-CUP-<br>005 + 05-VAR-<br>008 and 05-<br>OTP-003 | North of 5847 Colodny Dr.          | 2055-028-042                           | 27,880 sq.ft.           | 4,061+518+864 s.f.   | 2 story S.F.D.U.w/porch,garage, barn + future pool   | V.D.         |
| 34P       | ARC Design/Ewing                              | 05-SPR-011  | 28080 Balkins Dr.                  | waiting for e-cerret #<br>2055-023-098 | 44,965 sq.ft.           | 4,037 sq.ft. + 1,408   | 2 story SFR w/garage + acc. Bldg.  | R.M.         |
| 35P       | Kersey  | 04-CUP-008<br>04-VAR-003<br>04-PAR-001                                | 28406 Lewis Pl.                    | 2061-022-018                           | 5619 sqft.              | 2,089 sq.ft.   | 2-story, single-family D.U.  | R.M.         |
| 36P       | Vasquez for Atkins                            | 04-LLA-012<br>04-SPR-022<br>04-CFC-001                                | 28508 Driver Ave.                  | 2055-004-032                           | N/A                     | N/A  | combine 2 lots + 2,098 sqft. room addition   | V.D.         |
| 37P       | Mahlerian for Turley                          | 05-SPR-001  | 6144 3/4 Chesebro Rd.              | 2055-024-053                           | 44,431 sqft.            | 5,296 sq.ft. & 592 sq.ft.  | S.F. res. w/ detached bldg.  | R.M.         |
| 38P       | Payan   | 04-CUP-001<br>04-VAR-001  | 28254 Laura La Plante Dr.          | 2061-017-007                           | 6,68 sqft.              | 3,154 sq.ft.   | two-story SFDU   | V.D.         |
| 39P       | Mahlerian for Mogan                           | 05-CUP-004<br>05-MOD-005<br>05-LLA-008                                | 28250 Laura LaPlante Dr.           | 2061-17-29;43;44;46                    | .51 acres Merge 4 lots  | Add 1,015 sq.ft to an existing 1,339 sqft. DU with a 362 sqft. garage                  | Mod. Request to reduce front yard setback from 25' to 20'. Total finished sq.ft. of D.U. will be 2,354 sq.ft., plus 362 sq.ft. garage. | R.M.         |
| 40P       | N.E. Designs for Bar family                   | 06-SPR-008  | 28466 Foothill Dr.                 | 2055-017-009                           | 28,700 sq.ft.           | 840 sq.ft.   | 840 sq.ft., one-story addition to existing 2,157 sq. ft. D.U.  | RM           |
| 41P       | Stockton for Slisso                           | 06-SPR-004  | 5415 Lewis Rd. (So.of Driver Ave.) | 2055-004-020                           | approx. 23,000 sq.ft.   | 3,850 sq. ft. D.U. & 650 sq. ft. garage  | Single-story, single-family D.U. with attached 2 car garage.   | V.D.         |
| 42P       | Scott Berg for Kearns                         | 06-SPR-002  | 5740 Colodny Dr.                   | 2055-011-039                           | 19,600 sq.ft.           | 222 sq.ft.   | 222 sq.ft. room addition to existing D.U.  | R.M.         |
| 43P       | Dembky for Almany                             | 05-MOD-008  | 3945 United Rd.                    | 2064-018-006                           | N/A                     | 846 sq.ft.   | A Mod. Request to reduce the required front yard setback from 25 ft. to 21 feet.   | C.A.         |

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| Proj. No. | Project Name                              | Case No.(s)  | Project Location   | Parcel Number  | Site Size      | Floor Area                             | Project Description  | Case Planner |
|-----------|---|--|--|--|----------------|--|--|--------------|
| 44P       | McCann for Anav                           | 05-SPR-027   | 5533 Fairview Pl.  | 2055-018-026   | 42,690 sq.ft.  | 1,039 sq.ft.                           | 1,039 sq.ft. add. To existing 1,009 sq.ft. D.U. and a 586 sq.ft. covered porch   | R.M.         |
| 45P       | Pendlebury for Barnett                    | 08-SPR-001   | 8044 Chesebro Rd.  | 2055-028-030   | 1.02 ac.       | 415 sq.ft.                             | 415 sq.ft. addition  | R.M.         |
| 46P       | Bezalet for Beckerman                     | 08-SPR-005   | 27862 Blythdale Rd.  | 2055-024-004   | 1.00 ac.       | 665 sq. ft.                            | 665 sq. ft. addition to existing 2,223 sq.ft. house  | R.M.         |
| 47P       | CJF Development Consultants for "Montage" | 08-SPR-003   | 5310 Colodny Dr.   | 2055-007-053   | 13,650 sqft.   | 8,088 sqft.                            | Time extension on 4 units. Former case number 01-SPR-008   | R.M.         |
| 48P       | Frank LaRosa and Emily Prano              | 06-SPR-007   | 5348 Chesebro Rd.  | 2052-007-007   | 21,699 sq.ft.  | 2,092 sq.ft.                           | 695 sq.ft. garage conversion. 191 sq.ft. 1st flr add. And 576 sq.ft. 1st flr garage add. & 630 sq. ft. 2nd flr.addition  | R.M.         |
| 49P       | Roser                                     | 03-CUP-020   | 28537 Fountain Pl.   | 2055-019-025   | 5.25 acres     | 4,736 sqft.                            | A two-story custom house   | A.C.         |
| 50P       | Foster                                    | 04-SPR-019   | 5545 Foothill Dr.  | 2055-018-041   | 24,480 sq. ft. | 2,998 sq. ft.                          | 1 story, S.F. D.U.   | V.D.         |
| 51P       | Riopham USA Inc.                          | 03-CUP-010<br>03-VAR-005<br>TR 46901                 | South side of Agoura Rd between Palo Comado and Liberty Canyon | 2061-014-007 through 015 & 2061-014-18 through 20 & 2061-014-23 through 26 | 10.58 acres    | Three models from 2,777 to 3,235 sqft. | Renew CUP for 13 Single-family residences  | D.H.         |
| 52P       | Riopham 2                                 | TT48901 90-CUP-010 98-CUP-007                        | 27650 Agoura Rd.   | 2061-014-027 through 042   | 10.58 acres    | Three models from 2,777 to 3,235 sqft. | Renew CUP for 14 Single-family residences  | D.H.         |
| 53P       | Mogan, Tom/Susan                          | 05-CUP-004   | 28259 Laura LaPlante   | 2061-017-046   | .51 ac.        | 1,015 sq. ft.                          | 1,015 sq.ft. 1st.& 2nd.floor add. To existing SFD. (See related MOD & LLA  | R.M.         |
| 54P       | Bagwell Construction for Joel Rizer       | 07-SPR-001   | 5709 Fairview Pl   | 2055-020-064   | 20,262 sq.ft.  | 716 sq. ft., plus 1,266 sq. ft.        | Add 716 sq. ft. rm.addition to existing 2,428 sq.ft. D.U., plus add a 1st & 2nd story deck totaling 1,266 sq. ft.  | B.T.         |
| 55P       | Linda Medvene                             | 07-SPR-005 and 05-OTP-002 (related case: 05-SPR-003) | 5857 Fairview Pl.  | 2055-027-066   | 1.26 ac.       | 589.75 sq.ft.                          | Add 589.75 sq. ft. to existing 3,831 sq.ft. residence and add a 672 sq.ft. garage and a 600 sq. ft. barn.  | B.T.         |
| 56P       | Carroll, Gerald                           | 07-SPR-006   | 5730 Fairview Place  | 2055-012-031   |                | 576 sq. ft.                            | Addition of a 576 sq. ft. storage building in rear yard  | B.T.         |
| 57P       | Bailey for Tamara Friend                  | 07-SPR-007 and 07-OTP-009                            | 6350 Chesebro Road   | 2055-001-041   | 3.29 ac        | 665 sq.ft.                             | Add a new 499 sq.ft.garage & a new 186 sq.ft. porch, convert an exist. 1,901sq.ft. garage to living space & convert an exist.breezeway to 573 sq.ft of living space to exist. D.U. | B.T.         |

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| Proj. No.                                   | Project Name                                  | Case No.(s)                            | Project Location                             | Parcel Number                            | Site Size     | Floor Area                              | Project Description  | Case Planner |
|---|---|--|--|--|---------------|---|--|--------------|
| 58P   | Charles Blaughrund for Mr. & Mrs. Joey Butson | 07-SPR-002 and 07-VAR-001              | 5819 Silcars Circle                          | 2054-018-132                             | 4,070 sq.ft.  | 1,866 sq. ft.                           | Add a 1,845 sq.ft. 2nd story w/a 156 sq.ft. balcony and a 65 sq.ft. addition to the first floor of an existing 1,667 sq.ft. D.U. and a Variance app. requesting a reduction of side & rear yard setbacks | R.M.         |
| <b>MOST RECENTLY COMPLETED CONSTRUCTION</b> |   |  |  |  |               |   |  |              |
| 1C  | Gniadek/ Bulmer for Rasmussen                 | 02-SPR-016                             | 28611 Barnfield Ct.                          | 2050-022-001                             | 16.84 acres   | 5,200 sqft.                             | 1,186 sqft room addition.  | V.D.         |
| 2C  | Crosby  | 01-CUP-010<br>01-VAR-011               | 28357 Foothill Dr.                           | 2055-019-035                             | 20,473 sqft.  | 1,700 sqft.                             | New SF House and Variance to allow private septic  | Staff        |
| 3C  | Parrot/ Green                                 | 03-SPR-004                             | 20734 Blythedale Rd.                         | 2055-024-007                             | 1 acre        | 5,100 sqft                              | Custom house with three car garage   | Staff        |
| 4C  | Rosas   | 02-SPR-01                              | 28366 Agoura Rd.                             | 2061-022-034                             | 8,799 sqft.   | N/A                                     | Slope Repairs with retaining walls.  | V.D.         |
| 5C  | Cardoni Group for Heflin                      | 02-SPR-001                             | 5826 Colodny Dr.                             | 2055-009-011                             | 40,946 sqft.  | 327 sqft.                               | 327 sqft room addition to single family  | Staff        |
| 6C  | Casey   | 02-SPR-013                             | 5580 Fairview Pl.                            | 2055-012-016, 2055-013-027, 2055-012-015 | 1.56 acres    | 1,277 sqft.                             | Addition to an existing residence  | Staff        |
| 7C  | Ybanez  | 01-SPR-003<br>(Admin.)                 | 5505 Foothill Dr.                            | 2055-018-031                             | 20,081 sqft.  | 578 sqft. 2nd fl.<br>165 sqft. 1st flr. | 1st and 2nd addition to existing SFR   | Staff        |
| 8C  | Littman                                       | 02-SPR-022                             | 5401 Fairview Dr.                            | 2055-015-047                             | 26,223 sqft.  | 1,306 sqft.                             | Room Addition.   | Staff        |
| 9C  | Sorgenstein/ Parrot                           | 03-CUP-004<br>and Amend.               | 5364 Lewis Rd.                               | 2055-005-052                             | 0.5 acre      | 2,471 sqft.                             | One single-family detached   | D.H.         |
| 10C   | Tamayi  | 03-MOD-002                             | 3955 Patrick Henry Rd.                       | 2084-015-022                             | 8,293 sqft.   | 1,550+216 sqft.                         | Modification from required setbacks for a 216 sqft. addition.  | Staff        |
| 11C   | Palo Comado Ranch                             | 97-CUP-012<br>TTS2397                  | w/s of Chesebro Rd. at northerly city limits | 2055-001-028                             | 91 acres      | N/A                                     | 8 residential lots   | D.H.         |
| 12C   | Martow for Schiffman                          | 04-SPR-006                             | 28461 Driver Ave.                            | 2055-017-036                             | 22,240 sq.dr. | 529 sq. ft.                             | Room addition to an existing dwelling unit   | Staff        |
| 13C   | Gray  | 03-CUP-012                             | 5936 Fairview Pl.                            | 2055-028-048                             | 1.01 acres    | 5,610 sqft.                             | A custom house with attached three car garage  | V.D.         |
| 14C   | Moraga  | 02-CUP-001                             | 6000 Fairview Pl.                            | 2055-028-047                             | 1.01 acres    | 3,663 sqft                              | One single-family detached   | Staff        |
| 15C   | ARC Inc.                                      | 02-SPR-012                             | 29236 Laro Dr.                               | 2056-042-011                             | 33,400 sqft.  | 4,975 sqft.                             | Single-family detached residence   | Staff        |
| 16C   | Dan Sheldon                                   | 00-CUP-005                             | 28232 Driver Ave.                            | 2055-005-043                             | .50 acre      | 3,700 sqft.                             | One single-family detached   | Staff        |
| 17C   | Phillips                                      | 03-PAR-006<br>03-CUP-015<br>03-OTP-006 | 5743 Fairview Pl.                            | 2055-020-068                             | 1.01 acres    | 5,610 sqft.                             | A custom house with attached car garage and amendt. to add a 620 sqft. second story.   | D.H.         |
| 18C   | Stockton for Britton                          | 03-SPR-005                             | 27918 Blythedale Rd.                         | 2055-024-006                             | 43,916 sqft.  | 3,62 sqft. + 637 sqft. Garage           | Custom house and accessory building  | Staff        |

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| Proj. No. | Project Name                          | Case No.(s)                            | Project Location   | Parcel Number            | Site Size        | Floor Area                                | Project Description  | Case Planner         |
|-----------|---------------------------------------|--|--|--------------------------|------------------|---|--|----------------------|
| 19C       | Oak View Ranch                        | 03-LLA-004<br>03-LLA-005<br>03-LLA-008 | Various properties on Amelia Drive, Etna Court-Evita Court, Adelina Court Lots 46 of Tract 36749 and 62,63 & 64 of Tract 36746 | N/A                      | N/A              | N/A                                       | Lot line adjustments to comply with existing fence lines   | S.S.                 |
| 20C       | Gaines                                | 03-SPR-009                             | 6070 Chesebro Rd.  | 2055-026-035             | 1 acre           | 4,197 sqft.                               | A one-story custom house   | V.D.                 |
| 21C       | Carpenter for Danielson               | 01-CUP-013                             | 28428 Lewis Pl.  | 2061-022-044             | 3,720 sqft.      | 2,610 sqft.                               | Single-family detached residence   | Staff                |
| 22C       | DNA Construction for Mahter           | 04-SPR-013                             | 5732 Rainbow Hill Rd.  | 2056-014-010             | 7,008            | 811 sq.ft.                                | One and two-story room addition  | R.M.                 |
| 23C       | Linda Tatum                           | 03-CUP-004<br>Amendment                | 5364 Lewis Rd.   | 2055-005-052             | 25,700 sqft.     | n/a                                       | Re-alignment of approved driveway  | R.M.                 |
| 24C       | Odney                                 | 05-SPR-019                             | 30716 Lakefront Dr.  | 2054-008-050             | 0.11 acres       | 1,083 sq. ft.                             | A 952 sqft. addition   | C.A.                 |
| 25C       | Forest Construction for M/M Mohammadi | 04-SPR-014                             | 29033 Woodcreek Ct   | 2051-009-027             | 7,085            | 835 sq.ft.                                | One and two-story room addition  | R.M.                 |
| 26C       | Richard Goodman                       | 05-LLA-005                             | 5437 and 5445 Colodny Dr.  | 2055-013-016             | 1 acre           | N/A                                       | Lot Line Adjustment for two residential parcels.   | S.S.                 |
| 27C       | Shifman, Alan                         | 04-SPR-018 &<br>Amendment              | 5539 Fairview Pl.  | 2055-016-032             | 20,025.39 sq.ft. | 308 sq.ft.                                | Library/laundry rm addition to existing single-family residence  | R.M.                 |
| 28C       | RJ Builders for Kupfer                | 05-MOD-001                             | 28679 Kimberly Dr.   | 2056-053-035             | 44,792 sqft.     | 59 sq.ft.add.                             | Request for side yard reduction  | W.W.                 |
| 29C       | Benham for Alkoby                     | 04-SPR-021                             | 28326 Foothill Dr.   | 2055-016-011             | 21,780 sqft.     | 364 sqft.                                 | 364 sqft. Room Addition  | R.M.                 |
| 30C       | Mahterian for Clark                   | 04-SPR-008                             | 28242 Foothill Dr.   | 2055-018-020             | 20,040 sq. ft.   | 337 sq. ft.                               | single-story rm addition   | D.H.                 |
| 31C       | Ryan & Lynette Lee                    | 05-MOD-004                             | 29577 Fountainwood St.   | 2051-013-017             | 10,972 sqft.     | 470 sq. ft.                               | 2nd story rm.add. With reduced set-back  | R.M.                 |
| 32C       | Schnelder                             | 00-SPR-007<br>01-OTP-011               | 5276 Colodny Dr.   | 2055-007-050             | .253 acre        | 6,688 sqft.                               | 4 unit condominium project   | R.H.                 |
| 33C       | JOR Development for Rocca             | 04-SPR-001                             | 5425 Lewis Rd.   | 2055-004-019             | 0.526 acres      | 4,595 sqft.                               | Single-family dwelling   | D.H.                 |
| 34C       | Darryl Levine                         | 05-SPR-023                             | 5540 Colodny Dr.   | 2055-008-024             | 20,020 sq.ft.    | 775 sq ft                                 | 339 sq. ft. single-story addition & 436 sq ft. covered patio   | C.A.                 |
| 35C       | Scaglioni                             | 00-CUP-004                             | 28331 Foothill Dr.   | 2055-020-058             | 22,168 sqft.     | 3,784 sqft.                               | New single-family dwelling   | D.H.                 |
| 36C       | CC&R for Henry Halimi                 | 06-PSR-002                             | Lot G no. of T.O.Bld.,east of Cerrell  | 2048-003-002             |                  |   | Pre-screen Review requesting City to vacate easterly portion of T.O. Blvd., to allow a SFR on a Open Space lot | D.H.                 |
| 37C       | Richard Goodman                       | 05-LLA-010                             | 5437 and 5445 Colodny Dr.  | 2055-013-033;<br>042,043 | N/A              | 2/20,000 sqft. Lots                       | Revise Lot Line Adjustment for 2 res. Parcels  | S.S. and Ken Berkman |
| 38C       | Peter Stern                           | 04-SPR-025                             | 5544 Colodny Dr.   | 2055-009-025             | 21,370           | 4,105 sq.ft, 482 sq. ft. garage plus acc. | D.U. , garage,barn   | V.D.                 |
| 39C       | Flint                                 | 05-SPR-020                             | 5552 Colodny Dr.   | 2055-009-016             | 21,780 sq.ft.    | 3,438 sq.ft.                              | A 1,650 sqft. addition with a 1,788s sqft. barn  | C.A.                 |



## CUMULATIVE TRIP GENERATION ANALYSIS

**ZONE A - North of 101 Freeway and West of Forest Cove Lane**

| Land Use                | Size  | Pass-By Factor | ADT   |       | A.M. |       |      |       | P.M.  |       |      |       |      |       |       |       |
|-------------------------|-------|----------------|-------|-------|------|-------|------|-------|-------|-------|------|-------|------|-------|-------|-------|
|                         |       |                | Rate  | Trips | Rate | Trips | In % | Trips | Out % | Trips | Rate | Trips | In % | Trips | Out % | Trips |
| 1. General Office - 37P | 6,999 | 1.00           | 22.66 | 159   | 2.97 | 21    | 88%  | 18    | 12%   | 3     | 3.40 | 24    | 17%  | 4     | 83%   | 20    |

**ZONE B - North of 101 Freeway and East of Forest Cove Lane**

| Land Use                         | Size    | Multi-Trip Factor | ADT    |              | A.M.  |            |      |            | P.M.  |            |       |              |      |            |       |            |
|----------------------------------|---------|-------------------|--------|--------------|-------|------------|------|------------|-------|------------|-------|--------------|------|------------|-------|------------|
|                                  |         |                   | Rate   | Trips        | Rate  | Trips      | In % | Trips      | Out % | Trips      | Rate  | Trips        | In % | Trips      | Out % | Trips      |
| 1. General Office - 12           | 12,500  | 1.00              | 21.52  | 269          | 2.84  | 36         | 88%  | 32         | 12%   | 4          | 3.21  | 40           | 17%  | 7          | 83%   | 33         |
| 2. Medical Office - 12           | 12,500  | 1.00              | 36.13  | 452          | 2.48  | 31         | 79%  | 24         | 21%   | 7          | 3.72  | 47           | 27%  | 13         | 73%   | 34         |
| 3. Health/Fitness Club - 20      | 50,000  | 1.00              | 32.93  | 1,647        | 1.21  | 61         | 42%  | 26         | 58%   | 35         | 4.05  | 203          | 51%  | 104        | 49%   | 99         |
| 4. General Office - 29P          | 49,350  | 1.00              | 15.69  | 774          | 2.24  | 111        | 88%  | 98         | 12%   | 13         | 2.24  | 111          | 17%  | 19         | 83%   | 92         |
| 5. General Office - 3P           | 22,896  | 1.00              | 18.73  | 429          | 2.52  | 58         | 88%  | 51         | 12%   | 7          | 2.74  | 63           | 17%  | 11         | 83%   | 52         |
| 6. Industrial Park - 13          | 113,000 | 1.00              | 6.96   | 786          | 0.84  | 95         | 82%  | 78         | 18%   | 17         | 0.86  | 97           | 21%  | 20         | 79%   | 77         |
| 7. Specialty Retail - 14         | 14,420  | 0.65              | 45.39  | 425          | 1.36  | 13         | 60%  | 8          | 40%   | 5          | 3.89  | 36           | 44%  | 16         | 56%   | 20         |
| 8. High Turnover Restaurant - 14 | 20,240  | 0.65              | 127.15 | 1,673        | 11.52 | 152        | 52%  | 79         | 48%   | 73         | 10.92 | 144          | 61%  | 88         | 39%   | 56         |
| 9. Furniture Store - 8P          | 10,000  | 1.00              | 5.06   | 51           | 0.17  | 2          | 71%  | 1          | 29%   | 1          | 0.46  | 5            | 46%  | 2          | 54%   | 3          |
| 10. General Office - 8P          | 6,700   | 1.00              | 22.66  | 152          | 2.97  | 20         | 88%  | 18         | 12%   | 2          | 3.40  | 23           | 17%  | 4          | 83%   | 19         |
| 11. Specialty Retail - 35        | 21,782  | 0.65              | 44.51  | 630          | 1.34  | 19         | 60%  | 11         | 40%   | 8          | 3.39  | 48           | 44%  | 21         | 56%   | 27         |
| 12. General Office - 4P          | 125,000 | 1.00              | 12.67  | 1,584        | 1.79  | 224        | 88%  | 197        | 12%   | 27         | 1.75  | 219          | 17%  | 37         | 83%   | 182        |
| 13. Furniture Store - 19P        | 120,230 | 1.00              | 5.06   | 608          | 0.17  | 20         | 71%  | 14         | 29%   | 6          | 0.46  | 55           | 46%  | 25         | 54%   | 30         |
| <b>Zone Total:</b>               |         |                   |        | <b>9,480</b> |       | <b>842</b> |      | <b>637</b> |       | <b>205</b> |       | <b>1,091</b> |      | <b>367</b> |       | <b>724</b> |

**ZONE C - South of 101 Freeway and West of Reyes Adobe Road**

| Land Use                | Size   | Multi-Trip Factor | ADT   |              | A.M. |            |      |            | P.M.  |           |      |            |      |           |       |            |
|-------------------------|--------|-------------------|-------|--------------|------|------------|------|------------|-------|-----------|------|------------|------|-----------|-------|------------|
|                         |        |                   | Rate  | Trips        | Rate | Trips      | In % | Trips      | Out % | Trips     | Rate | Trips      | In % | Trips     | Out % | Trips      |
| 1. Medical Office - 5   | 14,075 | 1.00              | 36.13 | 509          | 2.48 | 35         | 79%  | 28         | 21%   | 7         | 3.72 | 52         | 27%  | 14        | 73%   | 38         |
| 2. General Office - 13P | 81,000 | 1.00              | 14.00 | 1,134        | 1.96 | 159        | 88%  | 140        | 12%   | 19        | 2.09 | 169        | 17%  | 29        | 83%   | 140        |
| 3. General Office - 22P | 71,844 | 1.00              | 14.39 | 1,034        | 2.00 | 144        | 88%  | 127        | 12%   | 17        | 2.22 | 159        | 17%  | 27        | 83%   | 132        |
| <b>Zone Total:</b>      |        |                   |       | <b>2,677</b> |      | <b>338</b> |      | <b>295</b> |       | <b>43</b> |      | <b>380</b> |      | <b>70</b> |       | <b>310</b> |

**ZONE D - South of 101 Freeway between Reyes Adobe Road and Ladyface Circle**

| Land Use               | Size   | Multi-Trip Factor | ADT   |            | A.M. |            |      |           | P.M.  |           |      |            |      |           |       |           |
|------------------------|--------|-------------------|-------|------------|------|------------|------|-----------|-------|-----------|------|------------|------|-----------|-------|-----------|
|                        |        |                   | Rate  | Trips      | Rate | Trips      | In % | Trips     | Out % | Trips     | Rate | Trips      | In % | Trips     | Out % | Trips     |
| 1. General Office - 5P | 31,160 | 1.00              | 17.44 | 543        | 2.37 | 74         | 88%  | 65        | 12%   | 9         | 2.53 | 79         | 17%  | 13        | 83%   | 66        |
| 2. High School - 36P   | 61     | 1.00              | 4.46  | 272        | 0.82 | 50         | 52%  | 26        | 48%   | 24        | 0.81 | 49         | 47%  | 23        | 53%   | 26        |
| <b>Zone Total:</b>     |        |                   |       | <b>815</b> |      | <b>124</b> |      | <b>91</b> |       | <b>33</b> |      | <b>128</b> |      | <b>36</b> |       | <b>92</b> |

**ZONE E - South of 101 Freeway and between Ladyface Circle and Kanan Road**

| Land Use                  | Size   | Multi-Trip Factor | ADT   |               | A.M. |            |      |            | P.M.  |            |      |              |      |            |       |              |
|---------------------------|--------|-------------------|-------|---------------|------|------------|------|------------|-------|------------|------|--------------|------|------------|-------|--------------|
|                           |        |                   | Rate  | Trips         | Rate | Trips      | In % | Trips      | Out % | Trips      | Rate | Trips        | In % | Trips      | Out % | Trips        |
| 1. General Office - 6P    | 76,750 | 1.00              | 14.18 | 1,088         | 1.98 | 152        | 88%  | 134        | 12%   | 18         | 2.15 | 165          | 17%  | 28         | 83%   | 137          |
| 2. General Office - 25P   | 95,215 | 1.00              | 13.49 | 1,284         | 1.89 | 180        | 88%  | 158        | 12%   | 22         | 1.95 | 186          | 17%  | 32         | 83%   | 154          |
| 3. General Office - 29    | 73,800 | 1.00              | 14.31 | 1,056         | 1.99 | 147        | 88%  | 129        | 12%   | 18         | 2.19 | 162          | 17%  | 28         | 83%   | 134          |
| 4. Condominium - 11       | 46     | 1.00              | 5.86  | 270           | 0.44 | 20         | 16%  | 3          | 84%   | 17         | 0.52 | 24           | 67%  | 16         | 33%   | 8            |
| 5. Manufacturing - 14P    | 11,636 | 1.00              | 3.82  | 44            | 0.73 | 8          | 77%  | 6          | 23%   | 2          | 0.74 | 9            | 36%  | 3          | 64%   | 6            |
| 6. Condominium - 4        | 118    | 1.00              | 5.86  | 691           | 0.44 | 52         | 16%  | 8          | 84%   | 44         | 0.52 | 61           | 67%  | 41         | 33%   | 20           |
| 7. Specialty Retail - 4   | 91,800 | 0.65              | 69.79 | 4,164         | 1.62 | 97         | 61%  | 59         | 39%   | 38         | 6.45 | 385          | 48%  | 185        | 52%   | 200          |
| 8. General Office - 4     | 10,000 | 1.00              | 22.66 | 227           | 2.97 | 30         | 88%  | 26         | 12%   | 4          | 3.41 | 34           | 17%  | 6          | 83%   | 28           |
| 9. Condominium - 21       | 107    | 1.00              | 5.86  | 627           | 0.44 | 47         | 16%  | 8          | 84%   | 39         | 0.52 | 56           | 67%  | 38         | 33%   | 18           |
| 10. Specialty Retail - 21 | 92,000 | 0.65              | 69.92 | 4,181         | 1.62 | 97         | 61%  | 59         | 39%   | 38         | 6.44 | 385          | 48%  | 185        | 52%   | 200          |
| 11. General Office - 21   | 75,000 | 1.00              | 14.25 | 1,069         | 1.99 | 149        | 88%  | 131        | 12%   | 18         | 2.17 | 163          | 17%  | 28         | 83%   | 135          |
| <b>Zone Total:</b>        |        |                   |       | <b>14,701</b> |      | <b>979</b> |      | <b>721</b> |       | <b>258</b> |      | <b>1,630</b> |      | <b>590</b> |       | <b>1,040</b> |

**ZONE F - South of 101 Freeway and East of Kanan Road**

| Land Use                        | Size   | Multi-Trip Factor | ADT    |              | A.M.  |            |      |            | P.M.  |            |       |            |      |            |       |            |
|---------------------------------|--------|-------------------|--------|--------------|-------|------------|------|------------|-------|------------|-------|------------|------|------------|-------|------------|
|                                 |        |                   | Rate   | Trips        | Rate  | Trips      | In % | Trips      | Out % | Trips      | Rate  | Trips      | In % | Trips      | Out % | Trips      |
| 1. High Turnover Restaurant - 2 | 11,000 | 0.65              | 127.15 | 909          | 11.52 | 82         | 52%  | 43         | 48%   | 39         | 10.92 | 78         | 61%  | 48         | 39%   | 30         |
| 2. Condominium - 6              | 40     | 1.00              | 7.36   | 294          | 0.62  | 25         | 18%  | 5          | 82%   | 20         | 0.71  | 28         | 66%  | 18         | 34%   | 10         |
| 3. Specialty Retail - 6         | 26,000 | 0.65              | 44.23  | 747          | 1.33  | 22         | 60%  | 13         | 40%   | 9          | 3.23  | 55         | 44%  | 24         | 56%   | 31         |
| 4. General Office - 6           | 18,000 | 1.00              | 19.79  | 356          | 2.64  | 48         | 88%  | 42         | 12%   | 6          | 2.92  | 53         | 17%  | 9          | 83%   | 44         |
| 5. General Office - 16          | 30,400 | 1.00              | 17.54  | 533          | 2.38  | 72         | 88%  | 63         | 12%   | 9          | 2.54  | 77         | 17%  | 13         | 83%   | 64         |
| 6. Specialty Retail - 18        | 21,590 | 0.65              | 44.52  | 625          | 1.34  | 19         | 60%  | 11         | 40%   | 8          | 3.39  | 48         | 44%  | 21         | 56%   | 27         |
| 7. General Office - 23          | 9,440  | 1.00              | 22.66  | 214          | 2.97  | 28         | 88%  | 25         | 12%   | 3          | 3.40  | 32         | 17%  | 5          | 83%   | 27         |
| 8. General Office - 1P          | 45,000 | 1.00              | 16.03  | 721          | 2.20  | 99         | 88%  | 87         | 12%   | 12         | 2.29  | 103        | 17%  | 18         | 83%   | 85         |
| 9. Automated Car Wash - 10P     | 8,605  | 1.00              | 161.90 | 1,393        | 0.00  | 0          | 50%  | 0          | 50%   | 0          | 14.12 | 122        | 50%  | 61         | 50%   | 61         |
| 10. General Office - 17P        | 63,208 | 1.00              | 14.83  | 937          | 2.06  | 130        | 88%  | 114        | 12%   | 16         | 2.37  | 150        | 17%  | 26         | 83%   | 124        |
| 11. Specialty Retail - 18P      | 10,333 | 1.00              | 46.42  | 480          | 1.39  | 14         | 60%  | 8          | 40%   | 6          | 4.48  | 46         | 44%  | 20         | 56%   | 26         |
| <b>Zone Total:</b>              |        |                   |        | <b>7,209</b> |       | <b>539</b> |      | <b>411</b> |       | <b>128</b> |       | <b>792</b> |      | <b>263</b> |       | <b>529</b> |

|   |  |      |  |               |  |              |  |              |  |            |  |              |  |              |  |              |
|---|--|------|--|---------------|--|--------------|--|--------------|--|------------|--|--------------|--|--------------|--|--------------|
| <b>Total Estimated Cumulative Traffic</b> |  | 1.00 |  | <b>35,041</b> |  | <b>2,843</b> |  | <b>2,173</b> |  | <b>670</b> |  | <b>4,045</b> |  | <b>1,330</b> |  | <b>2,715</b> |
|---|--|------|--|---------------|--|--------------|--|--------------|--|------------|--|--------------|--|--------------|--|--------------|

## **LEVEL OF SERVICE CALCULATION WORKSHEETS**

- Reference 1 - Agoura Road/Reyes Adobe Road**
- Reference 2 - Agoura Road/Ladyface Circle**
- Reference 3 - Agoura Road/Kanan Road**
- Reference 4 - Agoura Road/Project Driveway**
- Reference 5 - Ladyface Circle/Project Driveway**
- Reference 6 - Ladyface Circle/City Hall Driveway**

**INTERSECTION CAPACITY UTILIZATION WORKSHEET**

REF. #1AM

**AGOURA HILLS OFFICE PROJECT - #07092**

COUNT DATE: 09/26/2007  
 N/S STREET: REYES ADOBE ROAD  
 E/W STREET: AGOURA ROAD  
 TIME PERIOD: A.M. PEAK HOUR  
 CONTROL TYPE: SIGNAL

**TRAFFIC VOLUME SUMMARY**

| CONDITION       | NORTH BOUND |   |   | SOUTH BOUND |   |     | EAST BOUND |     |   | WEST BOUND |     |     |
|-----------------|-------------|---|---|-------------|---|-----|------------|-----|---|------------|-----|-----|
|                 | L           | T | R | L           | T | R   | L          | T   | R | L          | T   | R   |
| (A) EXISTING:   | 0           | 0 | 0 | 529         | 0 | 379 | 152        | 152 | 0 | 0          | 177 | 136 |
| (B) PROJECT:    | 0           | 0 | 0 | 16          | 0 | 0   | 0          | 3   | 0 | 0          | 1   | 2   |
| (C) CUMULATIVE: | 0           | 0 | 0 | 686         | 0 | 482 | 168        | 269 | 0 | 0          | 229 | 192 |

**GEOMETRICS:**

| MOVEMENTS | # OF LANES | CAPACITY | NORTH BOUND |   |   |   | SOUTH BOUND |   | EAST BOUND |   | WEST BOUND |  |
|-----------|------------|----------|-------------|---|---|---|-------------|---|------------|---|------------|--|
|           |            |          | L           | T | R | L | R           | L | T          | T | TR         |  |

| MOVEMENTS                                 | # OF LANES | CAPACITY | SCENARIO VOLUMES |     |     |     | SCENARIO V/C RATIOS |         |         |         |  |  |
|---|------------|----------|------------------|-----|-----|-----|---------------------|---------|---------|---------|--|--|
|   |            |          | 1                | 2   | 3   | 4   | 1                   | 2       | 3       | 4       |  |  |
| NBL                                       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |  |  |
| NBT                                       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |  |  |
| NBR                                       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |  |  |
| SBL                                       | 1          | 1600     | 529              | 545 | 686 | 702 | 0.331 *             | 0.341 * | 0.429 * | 0.439 * |  |  |
| SBT                                       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |  |  |
| SBR (a)                                   | 1          | 1600     | 315              | 315 | 400 | 400 | 0.197               | 0.197   | 0.250   | 0.250   |  |  |
| EBL                                       | 1          | 1600     | 152              | 152 | 168 | 168 | 0.095 *             | 0.095 * | 0.105 * | 0.105 * |  |  |
| EBT                                       | 1          | 1600     | 152              | 155 | 269 | 272 | 0.095               | 0.097   | 0.168   | 0.170   |  |  |
| EBR                                       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |  |  |
| WBL                                       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |  |  |
| WBT                                       | 2          | 3200     | 177              | 178 | 229 | 230 | 0.078 *             | 0.079 * | 0.104 * | 0.105 * |  |  |
| WBR (b)                                   | 0          | 0        | 73               | 75  | 104 | 105 | -                   | -       | -       | -       |  |  |
| <b>CLEARANCE INTERVAL:</b>                |            |          |                  |     |     |     | 0.05 *              | 0.05 *  | 0.05 *  | 0.05 *  |  |  |
| <b>INTERSECTION CAPACITY UTILIZATION:</b> |            |          |                  |     |     |     | 0.55                | 0.57    | 0.69    | 0.70    |  |  |
| <b>LEVEL OF SERVICE:</b>                  |            |          |                  |     |     |     | A                   | A       | B       | B       |  |  |

SCENARIO 1: EXISTING (A)  
 SCENARIO 2: EXISTING+PROJECT (A+B)  
 SCENARIO 3: CUMULATIVE (C)  
 SCENARIO 4: CUMULATIVE+PROJECT (C+B)

**NOTES:**

(a) 17% RTOR  
 (b) 46% RTOR

**INTERSECTION CAPACITY UTILIZATION WORKSHEET**

REF. #1PM

**AGOURA HILLS OFFICE PROJECT - #07092**

COUNT DATE: 09/26/2007  
 N/S STREET: REYES ADOBE ROAD  
 E/W STREET: AGOURA ROAD  
 TIME PERIOD: P.M. PEAK HOUR  
 CONTROL TYPE: SIGNAL

**TRAFFIC VOLUME SUMMARY**

| CONDITION       | NORTH BOUND |   |   | SOUTH BOUND |   |     | EAST BOUND |     |   | WEST BOUND |     |     |
|-----------------|-------------|---|---|-------------|---|-----|------------|-----|---|------------|-----|-----|
|                 | L           | T | R | L           | T | R   | L          | T   | R | L          | T   | R   |
| (A) EXISTING:   | 0           | 0 | 0 | 193         | 0 | 94  | 356        | 244 | 0 | 0          | 279 | 537 |
| (B) PROJECT:    | 0           | 0 | 0 | 3           | 0 | 0   | 0          | 1   | 0 | 0          | 3   | 17  |
| (C) CUMULATIVE: | 0           | 0 | 0 | 291         | 0 | 119 | 464        | 338 | 0 | 0          | 435 | 731 |

**GEOMETRICS:**

| MOVEMENTS | # OF LANES | CAPACITY | SCENARIO VOLUMES |     |     |     | SCENARIO V/C RATIOS |         |         |         |
|-----------|------------|----------|------------------|-----|-----|-----|---------------------|---------|---------|---------|
|           |            |          | 1                | 2   | 3   | 4   | 1                   | 2       | 3       | 4       |
| NBL       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |
| NBT       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |
| NBR       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |
| SBL       | 1          | 1600     | 193              | 196 | 291 | 294 | 0.121 *             | 0.123 * | 0.182 * | 0.184 * |
| SBT       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |
| SBR (a)   | 1          | 1600     | 51               | 51  | 64  | 64  | 0.032               | 0.032   | 0.040   | 0.040   |
| EBL       | 1          | 1600     | 356              | 356 | 464 | 464 | 0.223 *             | 0.223 * | 0.290 * | 0.290 * |
| EBT       | 1          | 1600     | 244              | 245 | 338 | 339 | 0.153               | 0.153   | 0.211   | 0.212   |
| EBR       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |
| WBL       | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |
| WBT       | 2          | 3200     | 279              | 282 | 435 | 438 | 0.216 *             | 0.222 * | 0.312 * | 0.317 * |
| WBR (b)   | 0          | 0        | 413              | 427 | 563 | 576 | -                   | -       | -       | -       |

CLEARANCE INTERVAL: 0.05 \* 0.05 \* 0.05 \* 0.05 \*

INTERSECTION CAPACITY UTILIZATION: 0.61 0.62 0.83 0.84  
 LEVEL OF SERVICE: B B D D

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING+PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE+PROJECT (C+B)

**NOTES:**

(a) 46% RTOR  
 (b) 23% RTOR

**INTERSECTION CAPACITY UTILIZATION WORKSHEET**

REF. #2AM

**AGOURA HILLS OFFICE PROJECT - #07092**

COUNT DATE: 09/26/2007  
 N/S STREET: LADYFACE CIRCLE  
 E/W STREET: AGOURA ROAD  
 TIME PERIOD: A.M. PEAK HOUR  
 CONTROL TYPE: SIGNAL

**TRAFFIC VOLUME SUMMARY**

| CONDITION       | NORTH BOUND |   |    | SOUTH BOUND |   |   | EAST BOUND |     |     | WEST BOUND |     |    |
|-----------------|-------------|---|----|-------------|---|---|------------|-----|-----|------------|-----|----|
|                 | L           | T | R  | L           | T | R | L          | T   | R   | L          | T   | R  |
| (A) EXISTING:   | 13          | 0 | 9  | 2           | 1 | 3 | 67         | 308 | 87  | 71         | 285 | 15 |
| (B) PROJECT:    | 1           | 0 | 0  | 0           | 0 | 0 | 0          | 9   | 10  | 0          | 2   | 0  |
| (C) CUMULATIVE: | 33          | 0 | 13 | 13          | 1 | 7 | 94         | 484 | 108 | 76         | 375 | 95 |

| GEOMETRICS:<br>MOVEMENTS                  | # OF LANES | CAPACITY | NORTH BOUND LTR  |     |     |     | SOUTH BOUND LTR |         |         |         | EAST BOUND L T TR   |  |  | WEST BOUND L T TR |  |  |  |
|---|------------|----------|------------------|-----|-----|-----|-----------------|---------|---------|---------|---------------------|--|--|-------------------|--|--|--|
|   |            |          | SCENARIO VOLUMES |     |     |     |                 |         |         |         | SCENARIO V/C RATIOS |  |  |                   |  |  |  |
|   |            |          | 1                | 2   | 3   | 4   | 1               | 2       | 3       | 4       |                     |  |  |                   |  |  |  |
| NBL                                       | 0          | 0        | 13               | 14  | 33  | 34  | -               | -       | -       | -       |                     |  |  |                   |  |  |  |
| NBT                                       | 1          | 1600     | 0                | 0   | 0   | 0   | 0.010 *         | 0.011 * | 0.023 * | 0.024 * |                     |  |  |                   |  |  |  |
| NBR (a)                                   | 0          | 0        | 3                | 3   | 4   | 4   | -               | -       | -       | -       |                     |  |  |                   |  |  |  |
| SBL                                       | 0          | 0        | 2                | 2   | 13  | 13  | -               | -       | -       | -       |                     |  |  |                   |  |  |  |
| SBT                                       | 1          | 1600     | 1                | 1   | 1   | 1   | 0.002 *         | 0.002 * | 0.009 * | 0.009 * |                     |  |  |                   |  |  |  |
| SBR (b)                                   | 0          | 0        | 0                | 0   | 0   | 0   | -               | -       | -       | -       |                     |  |  |                   |  |  |  |
| EBL                                       | 1          | 1600     | 67               | 67  | 94  | 94  | 0.042           | 0.042   | 0.059   | 0.059   |                     |  |  |                   |  |  |  |
| EBT                                       | 2          | 3200     | 308              | 317 | 484 | 493 | 0.121 *         | 0.127 * | 0.182 * | 0.188 * |                     |  |  |                   |  |  |  |
| EBR (c)                                   | 0          | 0        | 80               | 89  | 99  | 109 | -               | -       | -       | -       |                     |  |  |                   |  |  |  |
| WBL                                       | 1          | 1600     | 71               | 71  | 76  | 76  | 0.044 *         | 0.044 * | 0.048 * | 0.048 * |                     |  |  |                   |  |  |  |
| WBT                                       | 2          | 3200     | 285              | 287 | 375 | 377 | 0.090           | 0.090   | 0.121   | 0.122   |                     |  |  |                   |  |  |  |
| WBR (d)                                   | 0          | 0        | 2                | 2   | 13  | 13  | -               | -       | -       | -       |                     |  |  |                   |  |  |  |
| <b>CLEARANCE INTERVAL:</b>                |            |          |                  |     |     |     | 0.05 *          | 0.05 *  | 0.05 *  | 0.05 *  |                     |  |  |                   |  |  |  |
| <b>INTERSECTION CAPACITY UTILIZATION:</b> |            |          |                  |     |     |     | 0.23            | 0.23    | 0.31    | 0.32    |                     |  |  |                   |  |  |  |
| <b>LEVEL OF SERVICE:</b>                  |            |          |                  |     |     |     | A               | A       | A       | A       |                     |  |  |                   |  |  |  |

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING+PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE+PROJECT (C+B)

**NOTES:**

- (a) 66% RTOR
- (b) 100% RTOR
- (c) 8% RTOR
- (d) 86% RTOR

**INTERSECTION CAPACITY UTILIZATION WORKSHEET**

REF. #2PM

**AGOURA HILLS OFFICE PROJECT - #07092**

COUNT DATE: 09/26/2007  
 N/S STREET: LADYFACE CIRCLE  
 E/W STREET: AGOURA ROAD  
 TIME PERIOD: P.M. PEAK HOUR  
 CONTROL TYPE: SIGNAL

**TRAFFIC VOLUME SUMMARY**

| CONDITION       | NORTH BOUND |   |    | SOUTH BOUND |   |    | EAST BOUND |     |    | WEST BOUND |     |    |
|-----------------|-------------|---|----|-------------|---|----|------------|-----|----|------------|-----|----|
|                 | L           | T | R  | L           | T | R  | L          | T   | R  | L          | T   | R  |
| (A) EXISTING:   | 56          | 0 | 31 | 9           | 1 | 2  | 7          | 316 | 21 | 20         | 470 | 2  |
| (B) PROJECT:    | 10          | 0 | 0  | 0           | 0 | 0  | 0          | 2   | 2  | 0          | 10  | 0  |
| (C) CUMULATIVE: | 77          | 0 | 36 | 91          | 1 | 29 | 13         | 487 | 39 | 25         | 722 | 19 |

| GEOMETRICS: | NORTH BOUND |  |  | SOUTH BOUND |  |  | EAST BOUND |  |  | WEST BOUND |  |  |
|-------------|-------------|--|--|-------------|--|--|------------|--|--|------------|--|--|
|             | LTR         |  |  | LTR         |  |  | L T TR     |  |  | L T TR     |  |  |

| MOVEMENTS                          | # OF LANES | CAPACITY | SCENARIO VOLUMES |     |     |     | SCENARIO V/C RATIOS |         |         |         |  |  |
|------------------------------------|------------|----------|------------------|-----|-----|-----|---------------------|---------|---------|---------|--|--|
|                                    |            |          | 1                | 2   | 3   | 4   | 1                   | 2       | 3       | 4       |  |  |
| NBL                                | 0          | 0        | 56               | 66  | 77  | 87  | -                   | -       | -       | -       |  |  |
| NBT                                | 1          | 1600     | 0                | 0   | 0   | 0   | 0.039 *             | 0.046 * | 0.053 * | 0.059 * |  |  |
| NBR (a)                            | 0          | 0        | 7                | 7   | 8   | 8   | -                   | -       | -       | -       |  |  |
| SBL                                | 0          | 0        | 9                | 9   | 91  | 91  | -                   | -       | -       | -       |  |  |
| SBT                                | 1          | 1600     | 1                | 1   | 1   | 1   | 0.006 *             | 0.006 * | 0.058 * | 0.058 * |  |  |
| SBR (b)                            | 0          | 0        | 0                | 0   | 0   | 0   | -                   | -       | -       | -       |  |  |
| EBL                                | 1          | 1600     | 7                | 7   | 13  | 13  | 0.004 *             | 0.004 * | 0.008 * | 0.008 * |  |  |
| EBT                                | 2          | 3200     | 316              | 318 | 487 | 489 | 0.104               | 0.106   | 0.163   | 0.164   |  |  |
| EBR (c)                            | 0          | 0        | 18               | 20  | 34  | 35  | -                   | -       | -       | -       |  |  |
| WBL                                | 1          | 1600     | 20               | 20  | 25  | 25  | 0.013               | 0.013   | 0.016   | 0.016   |  |  |
| WBT                                | 2          | 3200     | 470              | 480 | 722 | 732 | 0.147 *             | 0.150 * | 0.229 * | 0.232 * |  |  |
| WBR (d)                            | 0          | 0        | 1                | 1   | 10  | 10  | -                   | -       | -       | -       |  |  |
| CLEARANCE INTERVAL:                |            |          |                  |     |     |     | 0.05 *              | 0.05 *  | 0.05 *  | 0.05 *  |  |  |
| INTERSECTION CAPACITY UTILIZATION: |            |          |                  |     |     |     | 0.25                | 0.26    | 0.40    | 0.41    |  |  |
| LEVEL OF SERVICE:                  |            |          |                  |     |     |     | A                   | A       | A       | A       |  |  |

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING+PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE+PROJECT (C+B)

- NOTES:**
- (a) 77% RTOR
  - (b) 100% RTOR
  - (c) 14% RTOR
  - (d) 50% RTOR

**INTERSECTION CAPACITY UTILIZATION WORKSHEET**

REF. #3AM

**AGOURA HILLS OFFICE PROJECT - #07092**

COUNT DATE: 09/26/2007  
 N/S STREET: KANAN ROAD  
 E/W STREET: AGOURA ROAD  
 TIME PERIOD: A.M. PEAK HOUR  
 CONTROL TYPE: SIGNAL

**TRAFFIC VOLUME SUMMARY**

| CONDITION       | NORTH BOUND |     |    | SOUTH BOUND |     |     | EAST BOUND |     |    | WEST BOUND |     |     |
|-----------------|-------------|-----|----|-------------|-----|-----|------------|-----|----|------------|-----|-----|
|                 | L           | T   | R  | L           | T   | R   | L          | T   | R  | L          | T   | R   |
| (A) EXISTING:   | 87          | 424 | 29 | 94          | 614 | 307 | 81         | 116 | 77 | 56         | 109 | 80  |
| (B) PROJECT:    | 1           | 0   | 0  | 0           | 0   | 10  | 1          | 0   | 0  | 0          | 2   | 0   |
| (C) CUMULATIVE: | 134         | 482 | 58 | 262         | 819 | 442 | 166        | 166 | 92 | 71         | 159 | 144 |

**GEOMETRICS:**

| MOVEMENTS | # OF LANES | CAPACITY | NORTH BOUND |   |    |   | SOUTH BOUND |    |   |    | EAST BOUND |    | WEST BOUND |  |
|-----------|------------|----------|-------------|---|----|---|-------------|----|---|----|------------|----|------------|--|
|           |            |          | L           | T | TR | L | T           | TR | L | TR | L          | TR |            |  |

| MOVEMENTS                                 | # OF LANES | CAPACITY | SCENARIO VOLUMES |     |     |     | SCENARIO V/C RATIOS |         |         |         |  |  |
|---|------------|----------|------------------|-----|-----|-----|---------------------|---------|---------|---------|--|--|
|   |            |          | 1                | 2   | 3   | 4   | 1                   | 2       | 3       | 4       |  |  |
| NBL                                       | 1          | 1600     | 87               | 88  | 134 | 135 | 0.054 *             | 0.055 * | 0.084 * | 0.084 * |  |  |
| NBT                                       | 2          | 3200     | 424              | 424 | 482 | 482 | 0.142               | 0.142   | 0.169   | 0.169   |  |  |
| NBR                                       | 0          | 0        | 29               | 29  | 58  | 58  | -                   | -       | -       | -       |  |  |
| SBL                                       | 1          | 1600     | 94               | 94  | 262 | 262 | 0.059               | 0.059   | 0.164   | 0.164   |  |  |
| SBT                                       | 1          | 1600     | 614              | 614 | 819 | 819 | 0.384 *             | 0.384 * | 0.512 * | 0.512 * |  |  |
| SBR                                       | 1          | 1600     | 307              | 317 | 442 | 452 | 0.192               | 0.198   | 0.276   | 0.283   |  |  |
| EBL                                       | 1          | 1600     | 81               | 82  | 166 | 167 | 0.051               | 0.051   | 0.104   | 0.104   |  |  |
| EBT                                       | 1          | 1600     | 116              | 116 | 166 | 166 | 0.121 *             | 0.121 * | 0.161 * | 0.161 * |  |  |
| EBR                                       | 0          | 0        | 77               | 77  | 92  | 92  | -                   | -       | -       | -       |  |  |
| WBL                                       | 1          | 1600     | 56               | 56  | 71  | 71  | 0.035 *             | 0.035 * | 0.044 * | 0.044 * |  |  |
| WBT                                       | 1          | 1600     | 109              | 111 | 159 | 161 | 0.068               | 0.069   | 0.099   | 0.101   |  |  |
| WBR                                       | 1          | 1600     | 80               | 80  | 144 | 144 | 0.050               | 0.050   | 0.090   | 0.090   |  |  |
| <b>CLEARANCE INTERVAL:</b>                |            |          |                  |     |     |     | 0.05 *              | 0.05 *  | 0.05 *  | 0.05 *  |  |  |
| <b>INTERSECTION CAPACITY UTILIZATION:</b> |            |          |                  |     |     |     | 0.64                | 0.65    | 0.85    | 0.85    |  |  |
| <b>LEVEL OF SERVICE:</b>                  |            |          |                  |     |     |     | B                   | B       | D       | D       |  |  |

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING+PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE+PROJECT (C+B)

**NOTES:**



**INTERSECTION CAPACITY UTILIZATION WORKSHEET**

REF. #3PM

**AGOURA HILLS OFFICE PROJECT - #07092**

COUNT DATE: 09/26/2007  
 N/S STREET: KANAN ROAD  
 E/W STREET: AGOURA ROAD  
 TIME PERIOD: P.M. PEAK HOUR  
 CONTROL TYPE: SIGNAL

**TRAFFIC VOLUME SUMMARY**

| CONDITION       | NORTH BOUND |     |    | SOUTH BOUND |     |     | EAST BOUND |     |     | WEST BOUND |     |     |
|-----------------|-------------|-----|----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
|                 | L           | T   | R  | L           | T   | R   | L          | T   | R   | L          | T   | R   |
| (A) EXISTING:   | 93          | 554 | 34 | 174         | 433 | 122 | 188        | 189 | 112 | 71         | 152 | 163 |
| (B) PROJECT:    | 0           | 0   | 0  | 0           | 0   | 2   | 10         | 3   | 1   | 0          | 1   | 0   |
| (C) CUMULATIVE: | 125         | 754 | 60 | 293         | 616 | 230 | 477        | 264 | 175 | 107        | 227 | 382 |

| GEOMETRICS: | NORTH BOUND |   |    | SOUTH BOUND |   |   | EAST BOUND |    | WEST BOUND |   |   |
|-------------|-------------|---|----|-------------|---|---|------------|----|------------|---|---|
|             | L           | T | TR | L           | T | R | L          | TR | L          | T | R |

| MOVEMENTS                          | # OF LANES | CAPACITY | SCENARIO VOLUMES |     |     |     | SCENARIO V/C RATIOS |         |         |         |  |  |
|------------------------------------|------------|----------|------------------|-----|-----|-----|---------------------|---------|---------|---------|--|--|
|                                    |            |          | 1                | 2   | 3   | 4   | 1                   | 2       | 3       | 4       |  |  |
| NBL                                | 1          | 1600     | 93               | 93  | 125 | 125 | 0.058 *             | 0.058 * | 0.078 * | 0.078 * |  |  |
| NBT                                | 2          | 3200     | 554              | 554 | 754 | 754 | 0.184               | 0.184   | 0.254   | 0.254   |  |  |
| NBR                                | 0          | 0        | 34               | 34  | 60  | 60  | -                   | -       | -       | -       |  |  |
| SBL                                | 1          | 1600     | 174              | 174 | 293 | 293 | 0.109               | 0.109   | 0.183   | 0.183   |  |  |
| SBT                                | 1          | 1600     | 433              | 433 | 616 | 616 | 0.271 *             | 0.271 * | 0.385 * | 0.385 * |  |  |
| SBR                                | 1          | 1600     | 122              | 124 | 230 | 232 | 0.076               | 0.078   | 0.144   | 0.145   |  |  |
| EBL                                | 1          | 1600     | 188              | 198 | 477 | 487 | 0.118               | 0.124   | 0.298 * | 0.304 * |  |  |
| EBT                                | 1          | 1600     | 189              | 192 | 264 | 267 | 0.188 *             | 0.191 * | 0.274   | 0.277   |  |  |
| EBR                                | 0          | 0        | 112              | 113 | 175 | 176 | -                   | -       | -       | -       |  |  |
| WBL                                | 1          | 1600     | 71               | 71  | 107 | 107 | 0.044 *             | 0.044 * | 0.067   | 0.067   |  |  |
| WBT                                | 1          | 1600     | 152              | 153 | 227 | 228 | 0.095               | 0.096   | 0.142 * | 0.143 * |  |  |
| WBR                                | 1          | 1600     | 163              | 163 | 382 | 382 | 0.102               | 0.102   | 0.239   | 0.239   |  |  |
| CLEARANCE INTERVAL:                |            |          |                  |     |     |     | 0.05 *              | 0.05 *  | 0.05 *  | 0.05 *  |  |  |
| INTERSECTION CAPACITY UTILIZATION: |            |          |                  |     |     |     | 0.61                | 0.61    | 0.95    | 0.96    |  |  |
| LEVEL OF SERVICE:                  |            |          |                  |     |     |     | B                   | B       | E       | E       |  |  |

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING+PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE+PROJECT (C+B)

NOTES:

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |              |  | Site Information |                         |
|----------------------|--------------|--|------------------|-------------------------|
| Analyst              | JJK          |  | Intersection     | AGOURA/PROJECT DRIVEWAY |
| Agency/Co.           | ATE          |  | Jurisdiction     | CITY OF AGOURA HILLS    |
| Date Performed       | 10/9/2007    |  | Analysis Year    | CUMULATIVE + PROJECT    |
| Analysis Time Period | AM PEAK HOUR |  |                  |                         |

|                                     |                                      |
|-------------------------------------|--------------------------------------|
| Project Description 07092           |                                      |
| East/West Street: AGOURA ROAD       | North/South Street: PROJECT DRIVEWAY |
| Intersection Orientation: East-West | Study Period (hrs): 1.00             |

### Vehicle Volumes and Adjustments

| Major Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
| Movement                      | 1         | 2    | 3    | 4         | 5    | 6    |
|                               | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                |           | 488  | 9    | 13        | 449  |      |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         | 488  | 9    | 13        | 449  | 0    |
| Percent Heavy Vehicles        | 0         | --   | --   | 0         | --   | --   |
| Median Type                   | Undivided |      |      |           |      |      |
| RT Channelized                |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 1    | 0    | 0         | 2    | 0    |
| Configuration                 |           |      | TR   | LT        | T    |      |
| Poststream Signal             |           | 0    |      |           | 0    |      |

| Minor Street                  | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
| Movement                      | 7          | 8    | 9    | 10         | 11   | 12   |
|                               | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                | 2          |      | 1    |            |      |      |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 2          | 0    | 1    | 0          | 0    | 0    |
| Percent Heavy Vehicles        | 0          | 0    | 0    | 0          | 0    | 0    |
| Percent Grade (%)             |            | 0    |      |            | 0    |      |
| Flared Approach               |            | N    |      |            | N    |      |
| Storage                       |            | 0    |      |            | 0    |      |
| RT Channelized                |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 0    | 0    | 0          | 0    | 0    |
| Configuration                 |            | LR   |      |            |      |      |

### Delay, Queue Length, and Level of Service

| Approach               | Eastbound | Westbound | Northbound |      |   | Southbound |    |    |
|------------------------|-----------|-----------|------------|------|---|------------|----|----|
| Movement               | 1         | 4         | 7          | 8    | 9 | 10         | 11 | 12 |
| Line Configuration     |           | LT        |            | LR   |   |            |    |    |
| Volume (veh/h)         |           | 13        |            | 3    |   |            |    |    |
| Control Delay (s/veh)  |           | 1077      |            | 395  |   |            |    |    |
| Delay (s/veh)          |           | 0.01      |            | 0.01 |   |            |    |    |
| 95% queue length       |           | 0.04      |            | 0.02 |   |            |    |    |
| Control Delay (s/veh)  |           | 8.4       |            | 14.2 |   |            |    |    |
| LOS                    |           | A         |            | B    |   |            |    |    |
| Approach Delay (s/veh) | --        | --        | 14.2       |      |   |            |    |    |
| Approach LOS           | --        | --        | B          |      |   |            |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                 |              |  | Site Information                     |                         |  |
|-------------------------------------|--------------|--|--------------------------------------|-------------------------|--|
| Analyst                             | JJK          |  | Intersection                         | AGOURA/PROJECT DRIVEWAY |  |
| Agency/Co.                          | ATE          |  | Jurisdiction                         | CITY OF AGOURA HILLS    |  |
| Date Performed                      | 10/9/2007    |  | Analysis Year                        | CUMULATIVE + PROJECT    |  |
| Analysis Time Period                | PM PEAK HOUR |  |                                      |                         |  |
| Project Description 07092           |              |  |                                      |                         |  |
| East/West Street: AGOURA ROAD       |              |  | North/South Street: PROJECT DRIVEWAY |                         |  |
| Intersection Orientation: East-West |              |  | Study Period (hrs): 1.00             |                         |  |

| Vehicle Volumes and Adjustments |            |      |      |            |      |      |
|---------------------------------|------------|------|------|------------|------|------|
| Major Street                    | Eastbound  |      |      | Westbound  |      |      |
| Movement                        | 1          | 2    | 3    | 4          | 5    | 6    |
|                                 | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                  |            | 521  | 2    | 3          | 737  |      |
| Peak-Hour Factor, PHF           | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 0          | 521  | 2    | 3          | 737  | 0    |
| Percent Heavy Vehicles          | 0          | --   | --   | 0          | --   | --   |
| Median Type                     | Undivided  |      |      |            |      |      |
| T Channelized                   |            |      | 0    |            |      | 0    |
| Lanes                           | 0          | 1    | 0    | 0          | 2    | 0    |
| Configuration                   |            |      | TR   | LT         | T    |      |
| Upstream Signal                 |            | 0    |      |            | 0    |      |
| Minor Street                    | Northbound |      |      | Southbound |      |      |
| Movement                        | 7          | 8    | 9    | 10         | 11   | 12   |
|                                 | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                  | 10         |      | 14   |            |      |      |
| Peak-Hour Factor, PHF           | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 10         | 0    | 14   | 0          | 0    | 0    |
| Percent Heavy Vehicles          | 0          | 0    | 0    | 0          | 0    | 0    |
| Percent Grade (%)               |            | 0    |      |            | 0    |      |
| Flared Approach                 |            | N    |      |            | N    |      |
| Storage                         |            | 0    |      |            | 0    |      |
| T Channelized                   |            |      | 0    |            |      | 0    |
| Lanes                           | 0          | 0    | 0    | 0          | 0    | 0    |
| Configuration                   |            | LR   |      |            |      |      |

| Delay, Queue Length, and Level of Service |           |           |            |      |   |            |    |    |
|---|-----------|-----------|------------|------|---|------------|----|----|
| Approach                                  | Eastbound | Westbound | Northbound |      |   | Southbound |    |    |
| Movement                                  | 1         | 4         | 7          | 8    | 9 | 10         | 11 | 12 |
| Lane Configuration                        |           | LT        |            | LR   |   |            |    |    |
| Volume (veh/h)                            |           | 3         |            | 24   |   |            |    |    |
| Control Delay (s/veh)                     |           | 1054      |            | 381  |   |            |    |    |
| LOS                                       |           | 0.00      |            | 0.06 |   |            |    |    |
| 95% queue length                          |           | 0.01      |            | 0.20 |   |            |    |    |
| Control Delay (s/veh)                     |           | 8.4       |            | 15.1 |   |            |    |    |
| LOS                                       |           | A         |            | C    |   |            |    |    |
| Approach Delay (s/veh)                    | --        | --        | 15.1       |      |   |            |    |    |
| Approach LOS                              | --        | --        | C          |      |   |            |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |              |  | Site Information |                             |
|----------------------|--------------|--|------------------|-----------------------------|
| Analyst              | JJK          |  | Intersection     | LADYFACE CIRCLE/PROJECT DWY |
| Agency/Co.           | ATE          |  | Jurisdiction     | CITY OF AGOURA HILLS        |
| Date Performed       | 10/9/2007    |  | Analysis Year    | CUMULATIVE + PROJECT        |
| Analysis Time Period | AM PEAK HOUR |  |                  |                             |

|                                       |                                     |
|---------------------------------------|-------------------------------------|
| Project Description 07092             |                                     |
| East/West Street: PROJECT DRIVEWAY    | North/South Street: LADYFACE CIRCLE |
| Intersection Orientation: North-South | Study Period (hrs): 1.00            |

### Vehicle Volumes and Adjustments

| Major Street                  | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
| Movement                      | 1          | 2    | 3    | 4          | 5    | 6    |
|                               | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                |            | 35   | 0    | 37         | 141  |      |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0          | 35   | 0    | 37         | 141  | 0    |
| Percent Heavy Vehicles        | 0          | --   | --   | 0          | --   | --   |
| Median Type                   | Undivided  |      |      |            |      |      |
| T Channelized                 |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 1    | 0    | 0          | 1    | 0    |
| Configuration                 |            |      | TR   | LT         |      |      |
| Poststream Signal             |            | 0    |      |            | 0    |      |

| Minor Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
| Movement                      | 7         | 8    | 9    | 10        | 11   | 12   |
|                               | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                |           |      |      | 0         |      | 5    |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0    | 0    | 0         | 0    | 5    |
| Percent Heavy Vehicles        | 0         | 0    | 0    | 0         | 0    | 0    |
| Percent Grade (%)             |           | 0    |      |           | 0    |      |
| Shared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| T Channelized                 |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 0    | 0    |
| Configuration                 |           |      |      |           | LR   |      |

### Delay, Queue Length, and Level of Service

| Approach               | Northbound | Southbound | Westbound |      |   | Eastbound |    |    |
|------------------------|------------|------------|-----------|------|---|-----------|----|----|
| Movement               | 1          | 4          | 7         | 8    | 9 | 10        | 11 | 12 |
| Line Configuration     |            | LT         |           | LR   |   |           |    |    |
| Volume (veh/h)         |            | 37         |           | 5    |   |           |    |    |
| Flow (veh/h)           |            | 1589       |           | 1044 |   |           |    |    |
| Delay (s/veh)          |            | 0.02       |           | 0.00 |   |           |    |    |
| 85% queue length       |            | 0.07       |           | 0.01 |   |           |    |    |
| Control Delay (s/veh)  |            | 7.3        |           | 8.5  |   |           |    |    |
| LOS                    |            | A          |           | A    |   |           |    |    |
| Approach Delay (s/veh) | --         | --         |           | 8.5  |   |           |    |    |
| Approach LOS           | --         | --         |           | A    |   |           |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |              | Site Information |                             |
|----------------------|--------------|------------------|-----------------------------|
| Analyst              | JJK          | Intersection     | LADYFACE CIRCLE/PROJECT DWY |
| Agency/Co.           | ATE          | Jurisdiction     | CITY OF AGOURA HILLS        |
| Date Performed       | 10/9/2007    | Analysis Year    | CUMULATIVE + PROJECT        |
| Analysis Time Period | PM PEAK HOUR |                  |                             |

|                                       |                                     |
|---------------------------------------|-------------------------------------|
| Project Description 07092             |                                     |
| East/West Street: PROJECT DRIVEWAY    | North/South Street: LADYFACE CIRCLE |
| Intersection Orientation: North-South | Study Period (hrs): 1.00            |

| Vehicle Volumes and Adjustments |            |      |      |            |      |      |
|---------------------------------|------------|------|------|------------|------|------|
| Major Street Movement           | Northbound |      |      | Southbound |      |      |
|                                 | 1          | 2    | 3    | 4          | 5    | 6    |
|                                 | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                  |            | 66   | 2    | 7          | 43   |      |
| Peak-Hour Factor, PHF           | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 0          | 66   | 2    | 7          | 43   | 0    |
| Percent Heavy Vehicles          | 0          | --   | --   | 0          | --   | --   |
| Median Type                     | Undivided  |      |      |            |      |      |
| Channelized                     |            |      | 0    |            |      | 0    |
| Lanes                           | 0          | 1    | 0    | 0          | 1    | 0    |
| Configuration                   |            |      | TR   | LT         |      |      |
| Stream Signal                   |            | 0    |      |            | 0    |      |

| Minor Street Movement         | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
|                               | 7         | 8    | 9    | 10        | 11   | 12   |
|                               | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                |           |      |      | 0         |      | 11   |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0    | 0    | 0         | 0    | 11   |
| Percent Heavy Vehicles        | 0         | 0    | 0    | 0         | 0    | 0    |
| Percent Grade (%)             |           | 0    |      |           | 0    |      |
| Shared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| Channelized                   |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 0    | 0    |
| Configuration                 |           |      |      |           | LR   |      |

| Delay, Queue Length, and Level of Service |            |      |           |      |   |           |    |    |
|---|------------|------|-----------|------|---|-----------|----|----|
| Approach Movement                         | Northbound |      | Westbound |      |   | Eastbound |    |    |
|   | 1          | 4    | 7         | 8    | 9 | 10        | 11 | 12 |
| Line Configuration                        |            | LT   |           | LR   |   |           |    |    |
| Volume (veh/h)                            |            | 7    |           | 11   |   |           |    |    |
| Flow (veh/h)                              |            | 1546 |           | 1002 |   |           |    |    |
| Control                                   |            | 0.00 |           | 0.01 |   |           |    |    |
| 85% queue length                          |            | 0.01 |           | 0.03 |   |           |    |    |
| Control Delay (s/veh)                     |            | 7.3  |           | 8.6  |   |           |    |    |
| LOS                                       |            | A    |           | A    |   |           |    |    |
| Approach Delay (s/veh)                    | --         | --   | 8.6       |      |   |           |    |    |
| Approach LOS                              | --         | --   | A         |      |   |           |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |              | Site Information |                               |
|----------------------|--------------|------------------|-------------------------------|
| Analyst              | JJK          | Intersection     | LADYFACE CIRCLE/CITY HALL DWY |
| Agency/Co.           | ATE          | Jurisdiction     | CITY OF AGOURA HILLS          |
| Date Performed       | 10/9/2007    | Analysis Year    | CUMULATIVE + PROJECT          |
| Analysis Time Period | AM PEAK HOUR |                  |                               |

|                                       |                                     |
|---------------------------------------|-------------------------------------|
| Project Description 07092             |                                     |
| East/West Street: CITY HALL DRIVEWAY  | North/South Street: LADYFACE CIRCLE |
| Intersection Orientation: North-South | Study Period (hrs): 1.00            |

| Vehicle Volumes and Adjustments |            |      |      |            |      |      |
|---------------------------------|------------|------|------|------------|------|------|
| Major Street Movement           | Northbound |      |      | Southbound |      |      |
|                                 | 1          | 2    | 3    | 4          | 5    | 6    |
|                                 | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                  | 1          | 40   |      |            | 178  | 17   |
| Peak-Hour Factor, PHF           | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 1          | 40   | 0    | 0          | 178  | 17   |
| Percent Heavy Vehicles          | 0          | --   | --   | 0          | --   | --   |
| Median Type                     | Undivided  |      |      |            |      |      |
| Drainage Channelized            |            |      | 0    |            |      | 0    |
| Lanes                           | 0          | 1    | 0    | 0          | 1    | 0    |
| Configuration                   | LT         |      |      |            |      | TR   |
| Stream Signal                   |            | 0    |      |            | 0    |      |

| Minor Street Movement         | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
|                               | 7         | 8    | 9    | 10        | 11   | 12   |
|                               | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                | 6         |      | 0    |           |      |      |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 6         | 0    | 0    | 0         | 0    | 0    |
| Percent Heavy Vehicles        | 0         | 0    | 0    | 0         | 0    | 0    |
| Percent Grade (%)             |           | 0    |      |           | 0    |      |
| Flared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| Drainage Channelized          |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 0    | 0    |
| Configuration                 |           | LR   |      |           |      |      |

| Delay, Queue Length, and Level of Service |            |            |           |   |   |           |      |    |
|---|------------|------------|-----------|---|---|-----------|------|----|
| Approach Movement                         | Northbound | Southbound | Westbound |   |   | Eastbound |      |    |
|   | 1          | 4          | 7         | 8 | 9 | 10        | 11   | 12 |
| Line Configuration                        | LT         |            |           |   |   |           | LR   |    |
| Volume (veh/h)                            | 1          |            |           |   |   |           | 6    |    |
| Control Delay (s/veh)                     | 1390       |            |           |   |   |           | 764  |    |
| Control Delay (s/veh)                     | 0.00       |            |           |   |   |           | 0.01 |    |
| 95% queue length                          | 0.00       |            |           |   |   |           | 0.02 |    |
| Control Delay (s/veh)                     | 7.6        |            |           |   |   |           | 9.7  |    |
| LOS                                       | A          |            |           |   |   |           | A    |    |
| Approach Delay (s/veh)                    | --         | --         |           |   |   |           | 9.7  |    |
| Approach LOS                              | --         | --         |           |   |   |           | A    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |              | Site Information |                               |
|----------------------|--------------|------------------|-------------------------------|
| Analyst              | JJK          | Intersection     | LADYFACE CIRCLE/CITY HALL DWY |
| Agency/Co.           | ATE          | Jurisdiction     | CITY OF AGOURA HILLS          |
| Date Performed       | 10/9/2007    | Analysis Year    | CUMULATIVE + PROJECT          |
| Analysis Time Period | PM PEAK HOUR |                  |                               |

|                                       |                                     |
|---------------------------------------|-------------------------------------|
| Project Description 07092             |                                     |
| East/West Street: CITY HALL DRIVEWAY  | North/South Street: LADYFACE CIRCLE |
| Intersection Orientation: North-South | Study Period (hrs): 1.00            |

### Vehicle Volumes and Adjustments

| Major Street Movement         | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
|                               | 1          | 2    | 3    | 4          | 5    | 6    |
|                               | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                | 3          | 74   |      |            | 49   | 18   |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 3          | 74   | 0    | 0          | 49   | 18   |
| Percent Heavy Vehicles        | 0          | --   | --   | 0          | --   | --   |
| Median Type                   | Undivided  |      |      |            |      |      |
| Channelized                   |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 1    | 0    | 0          | 1    | 0    |
| Configuration                 | LT         |      |      |            |      | TR   |
| Stream Signal                 |            | 0    |      |            | 0    |      |

| Major Street Movement         | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
|                               | 7         | 8    | 9    | 10        | 11   | 12   |
|                               | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                | 39        |      | 1    |           |      |      |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 39        | 0    | 1    | 0         | 0    | 0    |
| Percent Heavy Vehicles        | 0         | 0    | 0    | 0         | 0    | 0    |
| Percent Grade (%)             |           | 0    |      |           | 0    |      |
| Shared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| Channelized                   |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 0    | 0    |
| Configuration                 |           | LR   |      |           |      |      |

### Delay, Queue Length, and Level of Service

| Approach Movement      | Northbound | Southbound | Westbound |   |   | Eastbound |      |    |
|------------------------|------------|------------|-----------|---|---|-----------|------|----|
|                        | 1          | 4          | 7         | 8 | 9 | 10        | 11   | 12 |
| Queue Configuration    | LT         |            |           |   |   |           | LR   |    |
| Volume (veh/h)         | 3          |            |           |   |   |           | 40   |    |
| Flow (veh/h)           | 1547       |            |           |   |   |           | 861  |    |
| PHF                    | 0.00       |            |           |   |   |           | 0.05 |    |
| 95% queue length       | 0.01       |            |           |   |   |           | 0.15 |    |
| Control Delay (s/veh)  | 7.3        |            |           |   |   |           | 9.4  |    |
| LOS                    | A          |            |           |   |   |           | A    |    |
| Approach Delay (s/veh) | --         | --         |           |   |   |           | 9.4  |    |
| Approach LOS           | --         | --         |           |   |   |           | A    |    |

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**Appendix C**  
*Oak Tree Report*

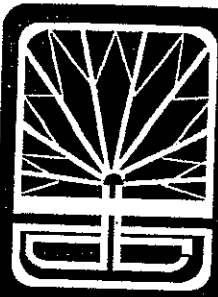




**GUPTA**  
**CORPORATE OFFICES**  
REVISED 03-21-09

**OAK TREE REPORT**

**RICHARD W. CAMPBELL**  
**OAK TREE SPECIALIST**



Richard W. Campbell  
 ASLA BSLA  
 Landscape Architect  
 Calif. #1099 - Nev. #14  
 (905) 375-1010  
 P. O. Box 6192  
 Thousand Oaks, Calif. 91359

**OAK TREE REPORT #2**  
 GUPTA CORPORATE OFFICES  
 May 18, 2007 (rev. 3-24-08, 6-9-08, 9-15-08,  
 11-10-08, 11-24-08, 3-10-09, 3-21-09)

**GUPTA CORPORATE OFFICES**  
 c/o Dr. Vinod Gupta  
 996 Vista Ridge Lane  
 Westlake Village, California 91362

Attn.: Dr. Gupta

SUBJECT SITE:

**GUPTA CORPORATE OFFICES  
 IN THE LADYFACE AREA  
 OF THE CITY OF AGOURA HILLS, CALIFORNIA**

**GENERAL STATEMENT**

On May 18 & 19, 2007, March 24, 2008 and November 8, 2008, Oak Tree "surveys" were conducted at the Subject Site. A ground level field inventory and external details (caliper size, health and physical & aesthetic character) were recorded, based upon the existing site conditions. **Twenty-three (23)** Oak Trees were "surveyed" and evaluated for their present condition based on "owner's" concern for their general health and potential impacts from the proposed demolition, grading and construction activities, per Architect's Site Plan. **Fourteen (14)** of the Trees evaluated are Quercus agrifolia, **six (6)** are Quercus lobata and two (2) are a Quercus berberidifolia trees/groves. Even though undersized, one of the "Surveyed" Oak trees (**GOT-11**) was in a position to be preserved in place, **but has since died. Tree GOT-21 has been dead for a number of years.** Other physically "protected" on and off-site Oak Trees are not included in this Report, as they are "guarded" by roads and/or other on-site and off-site Oak Trees. **Five** Oak Trees (**GOT-9, GOT-10, GOT-10A, GOT-13 and GOT-17**) are scheduled to be removed and/or transplanted because of the proposed construction, and **thirteen others (GOT-1, GOT-2, GOT-3, GOT-4, GOT-5, GOT-6, GOT-8, GOT-11, GOT-16, GOT-18, GOT-19, GOT-20 AND GOT-22)** are expected to be impacted by **minor to moderate encroachments.** The results of the "Survey" are shown on the attached Tree Evaluation Forms, Oak Tree Map and/or as outlined herein.

The Oak Trees have been "tagged" with aluminum flags, at 42" above grade, with their corresponding Plan Tree numbers (GOT-1, GOT-2, GOT-3, GOT-4, GOT-5, GOT-6, GOT-7, GOT-8, GOT-9, GOT-10, GOT-10A, GOT-11, GOT-12, GOT-13, GOT-14, GOT-15, GOT-16, GOT-17, GOT-18, GOT-19, GOT-20, GOT-21 and GOT-22). The conditions of the Trees are itemized on the Tree Evaluation forms and Oak Tree Map attached.



## PURPOSE AND SCOPE

The purpose and scope of this report, in accordance with the City of Agoura Hills Zoning Ordinance #9657 and #9657.5 Appendix A **Oak Tree Preservation Guidelines**, is to identify native and "planted" oak species and evaluate their present condition. A report on impacts, if known, and proposed mitigation measures is required, for submittal to the City for review by the Planning Department, if any work is planned to take place in or within the "PROTECTED ZONE" of any Quercus genus two (2") inches, and over, in diameter at 42" above grade.

## SITE CONDITIONS

The site for the Oak Trees is located east of the intersection of Agoura Road and Ladyface Drive, in the "Ladyface Corridor" area of the City of Agoura Hills. The site is a mildly sloping commercial property "pad", with a steep ascending slope from Agoura Road to the north and a moderately ascending slope at the south of the "pad" into an undisturbed sage scrub natural habitat. There is a developed commercial property along the west property line, a church/school property across a small access drive to the east. In addition to the on and off-site Oak Trees, reported on herein, there are mature native Oaks "guarded" by roads and/or other Oaks, and are not included in this Report. Although these trees are within the 250' reporting area, they will not be impacted by the construction of the proposed project. The "pad" part of the site has been recently disced for brush fire control. The west boundary includes irrigated landscape plantings.

Tree GOT-1 is a multi-trunk volunteer **off-site** Valley Oak Tree (*actually two trees*), located at the northwest corner of the property, near Agoura Road. A Proposed new sidewalk, grading and fiber optics conduit will encroach within the "Protected Zone" of this tree. Tree GOT-2 is a young volunteer **off-site** Valley Oak Tree, located at the northwest corner of the property, near Agoura Road. A Proposed new sidewalk, grading, landscaping and fiber optics conduit will encroach within the "Protected Zone" of this tree. Tree GOT-3 is a young volunteer **off-site** Valley Oak Tree, located at the northwest corner of the property, near Agoura Road. Proposed new sidewalk, grading, landscaping and fiber optics conduit will encroach within the "Protected Zone" of this tree. Tree GOT-4 is a maturing planted **off-site** Coast Live Oak Tree, located at the northwest corner of the property, in an irrigated planter near Agoura Road. Proposed new grading and landscaping will encroach within the "Protected Zone" of this tree. Tree GOT-5 is a maturing planted **off-site** Coast Live Oak Tree, located in an irrigated planter near the northeast corner of the existing office building. Proposed new grading and landscaping will encroach within the "Protected Zone" of this tree. Tree GOT-6 is a maturing planted **off-site** Coast Live Oak Tree, located in an irrigated planter midway along the east side of the existing office building. Proposed new low wall, grading and landscaping will encroach within the "Protected Zone" of this tree. Tree GOT-7 is a maturing planted Coast Live Oak Tree, located in an irrigated planter near the southeast corner of the existing office building. **No encroachments are expected** within the "Protected Zone" of this tree. Tree GOT-8 is a maturing planted **off-site** Coast Live Oak Tree, located in an irrigated planter, overhanging the existing parking lot and proposed drive aisle near the southeast corner of the existing office building. Proposed grading and concrete curb will encroach within the "Protected Zone" of this tree. Tree GOT-9 is a maturing planted **off-site** Coast Live Oak Tree, located in an irrigated planter within the proposed drive aisle near the southeast corner of the existing office building. Proposed access drive, from the existing office building parking lot will require this Tree to be removed.

Tree GOT-10 is a young planted *off-site* Coast Live Oak Tree, located *in an irrigated parking lot 'finger planter'* near the southeast corner of the existing office building. Proposed access drive, from the existing office building is expected to require the removal of this severely *encroach-upon tree*. *Tree GOT-10A is a young volunteer Coast Live Oak Tree, located within the proposed drive aisle near the southeast corner of the existing office building. Proposed access drive, from the existing office building will require this Tree to be removed.* Tree GOT-11 is a young volunteer Coast Live Oak Tree, located south of the proposed drive aisle near the southeast corner of the existing office building. *This Tree is dead and will be removed.* Tree GOT-12 is a mature Scrub Oak *grove* habitat, located at the south end of the existing disced "pad". Proposed grading will not encroach into the "Protected Zone" of this Oak grove habitat of trees, however and canopy removal is expected. Tree GOT-13 is a mature multi-stem Scrub Oak Tree, located within the proposed parking lot. Proposed grading and parking lot *construction* will require this Tree to be removed. Tree GOT-14 is a mature native Valley Oak Tree, located south of the southeast corner of the disced "pad" along the *adjacent* church/school property's narrow access drive, next to GOT-15. Proposed construction is not expected to encroach within the "Protected Zone" of this tree. Tree GOT-15 is a mature native Valley Oak Tree, located south of the southeast corner of the disced "pad" along the church/school property narrow access drive, next to GOT-14. Proposed construction is not expected to encroach within the "Protected Zone" of this tree. Tree GOT-16 is a maturing *native* Coast Live Oak Tree, located next to the church/school property *narrow* access drive. *Proposed access from the church/school property narrow access drive and underground storm drain line will encroach into the "Protected Zone" of this Tree.* Tree GOT-17 is a maturing planted Valley Oak Tree, located next to the church/school property narrow access drive. Proposed access from the church/school property small access drive will require this Tree to be removed. *Tree GOT-18 is an off-site mature native off-site Valley Oak Tree, located next to the church/school property narrow access drive, near Agoura Road. Existing and proposed access from the church/school property's expanded access drive and retaining wall both encroach within the "Protected Zone" of this Tree.* *Tree GOT-19 is an off-site young native Coast Live Oak Tree, located south of the southeast corner of the disced "pad" along the church/school property narrow access drive, next to GOT-20. Proposed construction is expected to encroach within the "Protected Zone" of this tree.* *Tree GOT-20 is an off-site mature native Coast Live Oak Tree, located south of the southeast corner of the disced "pad" along the church/school property narrow access drive, next to GOT-19 and GOT-21. Proposed construction is expected to encroach within the "Protected Zone" of this tree.* *Tree GOT-21 is an off-site young native Coast Live Oak Tree, located south of the southeast corner of the disced "pad" along the church/school property narrow access drive, next to GOT-20. This off-site Tree is dead and will remain in place.* *Tree GOT-21 is a young native Coast Live Oak Tree, located south of the southeast corner of the disced "pad" along the church/school property narrow access drive, near GOT-14. Proposed construction is not expected to encroach within the "Protected Zone" of this tree.*

Nearly all the Trees are in relatively good health and, other than codominant scaffolds, deadwood, vines on trunk, metal tree stake in trunk, hollow branching, need no treatment at this time. Trees **GOT-9, GOT-10, GOT-10A, GOT-13 and GOT-17** must be removed to allow for the construction of the proposed project. **Trees GOT-11 and GOT-21 are dead.** See Oak Tree Map and Tree Evaluation Forms for specific notes and comments.

## WORK PROCEDURES (AS APPLICABLE)

All work, as applicable, (construction / maintenance activity) around existing oak trees is recommended to follow this work procedures program. This program has been developed to minimize the impacts to each tree and protect them from unscheduled damage and unauthorized treatment.

1. **All work** within the oak tree aerial/root ("protected") zone shall be regularly observed by the oak tree preservation consultant.
2. The extent of all new construction work affecting oak trees shall be staked, where applicable, by field survey and reviewed with the oak tree preservation consultant.
3. Any approved pruning shall be done by a qualified tree trimmer, and observed by the oak tree preservation consultant of record.
4. **Hand dig** vertical trench or fence post(s) at the final location to final grade and "bridge-over", move footing/post or cleanly cut and seal with tree/root seal, as approved by the oak tree preservation consultant, any and all roots encountered. (This procedure shall protect the root system from unnecessary damage by excavation equipment).
5. All footings for wall construction (as applicable) shall be designed to provide minimal impact to the tree and backfilled with topsoil. Where roots greater in diameter than one (1") inch are encountered, footings must be "bridged" over the affected roots.
6. Unless waived, a minimum five (5') foot high temporary chain link fence shall be constructed at the limit of approved work, prior to the commencement of work, to

protect the adjacent trees from further unauthorized damage and remain in place until completion of construction. A Fencing Plan shall be submitted at the preconstruction meeting. The fence must have four (4) warning signs located equidistant from each other around each Tree or group of Trees. For groves of Oak Trees, the signs must be no further than fifty (50') feet apart around the grove. The signs must be two (2') feet square and contain the following language:

WARNING  
THIS FENCE SHALL NOT BE REMOVED OR  
RELOCATED WITHOUT WRITTEN AUTHORIZATION  
FROM THE CITY OF AGOURA HILLS DEPARTMENT OF  
PLANNING AND COMMUNITY DEVELOPMENT

Should any work be required within the limit of work, and the temporary fence must be opened, the oak tree preservation consultant **must** direct **all work** at any time the fence is open.

7. **No** further work within the aerial/root ("protected") zone shall be done beyond that which was approved, without obtaining written approval prior to proceeding.
8. The area within the chain link fence shall **not** be used at any time for material or equipment storage or parking.

9. No chemicals or herbicides shall be applied to the soil surface within 100' of an oak tree's aerial/root (protected) zone.
10. Copies of the following shall be maintained on the site during any work to or around the Oaks, as applicable:

OAK TREE REPORT  
OAK TREE PERMIT  
OAK TREE LOCATION MAP  
ENGINEERING PLANS  
INSPECTION TICKET  
OAK TREE PRESERVATION AND GUIDELINES  
OAK TREE ORDINANCE  
APPROVED SITE PLAN  
APPROVED PLANTING AND IRRIGATION PLAN

11. Oak Tree preservation device such as air ventilation systems, tree wells, drains, special paving and branch cabling, if required, must be installed prior to completion of grading and prior to the construction phase.
12. A utilities trenching pathway plan must be submitted, prior to completion of grading and prior to the construction phase, in order to avoid unnecessary damage to the Tree root systems. The plan shall indicate the routing of all trenching including but not limited to storm drains, subdrains, sewers, easements, area drains, gas lines, electrical service, cable TV, water mains, irrigation main lines and any other underground installations.
13. In areas where Trees are in or adjacent to walkways or parking areas, pervious paving shall be employed to mitigate the effects of root air space reduction, as approved.
14. Oak Tree removals shall be replaced as follows:

Commercial properties----- For dead or hazardous Trees, one (1) thirty-six inch box Oak Tree shall be planted on site for each unhealthy Oak Tree approved for removal. For healthy Trees, two (2) twenty-four inch box specimen Oak Trees and one (1) thirty-six inch box specimen Oak Tree shall be planted on site for each healthy Oak Tree approved for removal. For landmark trees (forty-eight inch diameter and larger), a nursery grown Oak Tree of equivalent diameter to the Tree removed or two (2) nursery container grown sixty inch box Oak Trees shall be planted on site for each healthy Oak Tree approved for removal.

Residential properties----- For dead or hazardous Trees one (1) thirty-six inch box Oak Tree shall be planted on site for each Tree approved for removal. However, in cases where houses currently exist on the property, the requirement for replacement shall be one (1) fifteen gallon Oak

Tree be planted on site for each unhealthy Tree approved for removal. For landmark trees (forty-eight inch diameter and larger), one (1) nursery container grown sixty inch box Oak Tree shall be planted on site for each healthy Oak Tree approved for removal.

In the case of Trees which are candidates for transplant, a refundable cash deposit, in the amount equal to the cost of purchasing an equivalent nursery grown Oak Tree, shall be made with the City. The deposit will be refunded after twelve (12) months if, in the opinion of the City's Oak Tree Consultant, the transplanted Tree has survived and is considered to be in good health. Should the Tree be in marginal health or physical condition, the deposit will be retained for an additional twelve (12) months. At the end of the second twelve month period, should the Tree continue to be in a marginal or poor health condition, then the Tree shall be removed and replaced with an equivalent nursery grown Oak Tree and the deposit will be retained for at least an additional twelve (12) months.

15. Whenever any construction work is being performed contrary to the provisions of the Oak Tree Permit/Ordinance, a City inspector may issue a written notice to the responsible party, to stop work on the project on which the violation occurred or upon which danger exists. The "Stop Work Order" will state the nature of the violation or danger and no work may proceed until the violation has been rectified and approved by the code enforcement officer or City's Oak Tree Consultant. During any construction and/or treatment, tree work and impacts must be closely monitored to further mitigate shock symptoms should they occur. If needed, water must be provided to irrigate the tree(s) and also to wash the dust from foliage.

## **PROTECTION**

Per paragraph 6 above, to preserve Oak trees in a construction area, a minimum 5' height chain link fence must be installed at the limit of work, prior to any clearing, grubbing, demolition, construction and/or treatment, in order to protect the sensitive "Z.O.N.E.", during all work operations. The Oak Tree Preservation Consultant of record must "function" as the fence for any work necessary within the Z.O.N.E. fenced area, while directing or observing work in and near any oak tree.

Z.O.N.E.= "Zone of Nutraire Endemic" (the area of natural or amended planting medium which may extend to or beyond the dripline of a native tree). An oak care and maintenance guideline, as provided by the City of Agoura Hills, should be followed, as well as regular monitoring throughout each tree's life cycle, by a qualified Oak Tree Preservation Specialist/Consultant.

## **EVALUATION CRITERIA**

In evaluating oak trees, as with any other trees, the reporting format records the external observation of the tree(s) at the time of the "survey," including approximate sizes of trunk, height and spread of the branching system to the outer drip line, surface observation of the trees' condition and other pertinent information. The Rating designation assigns a health/aesthetic value for each tree. Ratings range from "A" to "F", with "A" as the indicator of a tree exhibiting the best condition for the species in the area, and the lower letters indicating

lesser values. The "C" value represents an average condition for the species. An "F" rating is a candidate for removal for health or hazard reasons.

Plus (+) and minus (-) sub-values are assigned where a clear letter designation is not appropriate. The letter "E" is not used in order to avoid confusion with the term "excellent".

## **CARE AND SAFETY**

It must be noted that the tree referred to in this report is a living organisms, and therefore subject to change. And since internal, crown or subsurface systems could not be investigated, no warranties, either expressed or implied, are made that these trees will be in any condition other than as observed and reported herewith, beyond the date of the inventory walk-thru ("survey"). A copy of the OAK TREE--CARE AND MAINTENANCE , for

the care and maintenance of Oak trees, is available from The City of Agoura Hills for use in providing guidelines for the "on-going" maintenance of your Oak trees. The preferred maintenance procedure used in caring for native Oak trees is to promote and encourage proper vigor within the tree systems. In this way, the natural defenses are better able to ward-off pests and diseases.

## **CONSTRUCTION AND MAINTENANCE PROCEDURES**

According to the "City" Oak Tree Ordinance, all work, should it be necessary, within the "Protected Zone" (that area enclosed by a line five (5') feet beyond the natural "drip line" of the Oak Tree, but not less than fifteen (15) feet) shall be done using hand tools under the observation of the Oak Tree Preservation Consultant. This also includes pruning / trimming for clearance. Pruning for aesthetics is not permitted in the Ordinance.

**Current maintenance/treatment procedures for the Oak Trees at Gupta Corporate Offices facility, consist of the following (also see Tree Evaluation Forms, and Oak Tree Map):**

### **1) GENERAL:**

#### **IT IS OUR RECOMMENDATION THAT THE FOLLOWING TREATMENT(S) TO THE APPROPRIATE OAK TREES BE IMPLEMENTED:**

OAK TREE PRESERVATION SPECIALIST IS TO MONITOR AND DIRECT ALL WORK NEAR THE TREES TO REMAIN PROTECTED IN PLACE.

OAK TREE PRESERVATION SPECIALIST IS TO MONITOR AND DIRECT **THE REMOVAL AND/OR** BOXING, TRANSPORT, STORAGE AND REPLANTING OF OAK TREES GOT-9, GOT-10, **GOT-10A**, GOT-13 AND/OR GOT-17.

REMOVE DEADWOOD FROM APPROPRIATE SPECIMENS.

CLEAN-CUT PRIOR PRUNING/BROKEN BRANCH SCARS, AS DIRECTED.

PROTECT "DUFF" AREAS TO ALLOW SEEDLINGS TO ESTABLISH.

**CLEAN AND SCREEN TRUNK AND BRANCH CAVITIES ON APPROPRIATE SPECIMENS, AS DIRECTED.**



THE "PROTECTED ZONES" OF ALL TREES, TO REMAIN, MUST BE FENCED TO PROTECT THE CANOPIES AND ROOT SYSTEMS FROM DEMOLITION, GRADING, AND/OR CONSTRUCTION. SEE OAK TREE MAP.

FINAL DETERMINATION OF TREATMENT WILL BE AS DIRECTED IN THE FIELD BY THE OAK TREE PRESERVATION SPECIALIST.

## 2) IMPACT(S):

PER THE LATEST CVE GRADING PLAN, OAK TREES GOT-1 THRU GOT-8, GOT-12, **GOT-19 AND GOT-20 WILL HAVE MINIMAL TO MODERATE IMPACTS** BY ENCROACHMENT OF THE SITE CLEARING, **CURBS, SIDEWALK, RETAINING WALLS, BACK-CUTS, GRADING AND PAVING ADJACENT TO THE TREES**. THE CANOPIES AND ROOT ZONES OF THESE TREES MUST BE PROTECTED FROM **SITE CLEARING, CURBS, SIDEWALK, GRADING, BACK-CUTTING, RETAINING WALLS** AND CONSTRUCTION ACTIVITIES.

OAK TREES GOT-9, **GOT-10, GOT-10A**, GOT-13 AND GOT-17 MUST BE REMOVED AND/OR RELOCATED TO AVOID THE PROPOSED GRADING AND CONSTRUCTION OF THE PARKING LOT AND DRIVE AISLES.

OAK TREES **GOT-7, GOT-14, GOT-15 AND GOT-22** ARE NOT EXPECTED TO BE IMPACTED BY ANY ENCROACHMENT OF THE **PROPOSED SITE GRADING OR PAVING NEAR THE TREES**. THE CANOPIES AND ROOT ZONES OF THESE TREES MUST BE PROTECTED FROM **ANY SITE** ACTIVITIES.

**BASED UPON LATEST CVE GRADING PLAN TREE LOCATIONS, THE ESTIMATED PERCENTAGE OF ENCROACHMENT INTO "PROTECTED ZONE" AND ESTIMATED DIRECT IMPACTS TO OAK TREES, ARE AS FOLLOWS:**

| <u>TREE</u> | <u>% "P Z" ENCROACHMENT</u> | <u>DIRECT IMPACT</u> |
|-------------|-----------------------------|----------------------|
| GOT-1 =     | 15% TO 25%                  | MODERATE             |
| GOT-2 =     | 5% TO 10%                   | MINIMAL              |
| GOT-3 =     | 10% TO 15%                  | MINIMAL              |
| GOT-4 =     | 15% TO 20%                  | MINIMAL              |
| GOT-5 =     | 15% TO 20%                  | MINIMAL              |
| GOT-6 =     | LESS THAN 5%                | MINIMAL              |
| GOT-7 =     | 0%                          | NONE                 |
| GOT-8 =     | 12% TO 18%                  | MINIMAL              |
| GOT-9 =     | 100%                        | MAXIMUM              |
| GOT-10 =    | 100%                        | MAXIMUM              |
| GOT-10A =   | 100%                        | MAXIMUM              |
| GOT-11 =    | 10%                         | DEAD                 |
| GOT-12 =    | 0%                          | NONE                 |
| GOT-13 =    | 100%                        | MAXIMUM              |
| GOT-14 =    | 0%                          | NONE                 |
| GOT-15 =    | 0%                          | NONE                 |
| GOT-16 =    | 10% TO 15%                  | MINIMAL              |
| GOT-17 =    | 100%                        | MAXIMUM              |
| GOT-18 =    | 5% TO 10%                   | MINIMAL              |
| GOT-19 =    | 5%                          | <u>MINIMAL</u>       |
| GOT-20 =    | 10%                         | <u>MINIMAL</u>       |
| GOT-21 =    | 0%                          | <u>DEAD</u>          |
| GOT-22 =    | 0%                          | NONE                 |

### 3) TREE DATA:

#### GOT-1 (*Quercus lobata*)

Trunk diameter (2) 8", 2 1/2", spread 22'-34', Height 30', Health C+, Aesthetic Conformity C+. ***Encroachment into this off-site Tree, and possible direct impacts*** for proposed demolition, ***new sidewalk***, grading, or site construction are

expected. Although this Tree is growing northerly and has Ficus vine on its trunk, it appears to be in a good health and should be protected in place.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Remove Ficus vine from trunk. Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.

#### GOT-2 (*Quercus lobata*)

Trunk diameter 2 1/2", spread 3'-9', Height 19', Health B-, Aesthetic Conformity B-. ***Encroachment into this off-site Tree, and possible direct impacts*** for proposed demolition, ***new sidewalk***, grading, or site construction are expected. This Tree is growing northerly, appears to be in a good health and should be protected in place.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.

#### GOT-3 (*Quercus lobata*)

Trunk diameter 3 1/2", spread 5'-13', Height 18', Health B-, Aesthetic Conformity B-. ***Encroachment into this off-site Tree, but minimal to no direct impacts for proposed demolition, new sidewalk, grading, or site construction are expected. It appears to be in a good health and is a good candidate for transplanting, if the need arises.***

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

It is planned to preserve this Tree in place, **with some northerly canopy clearance pruning**. Should removal be necessary, box, transport, store and replant, using standard horticultural and safety practices, as directed by the Oak Tree Preservation Specialist. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

#### **GOT-4 (Quercus agrifolia)**

Trunk diameter 14", spread 24'-44', Height 45', Health B, Aesthetic Conformity B. **Encroachment into this off-site Tree, but minimal to no direct impacts for proposed demolition**, grading, or site construction are expected. Although this Tree is growing along the joint boundary, it appears that it could be protected in place.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.

#### **GOT-5 (Quercus agrifolia)**

Trunk diameter 18", spread 30'-39', Height  $\pm 50'$ , Health C, Aesthetic Conformity B. **Encroachment into this off-site Tree, but minimal to no direct impacts for proposed demolition**, grading, or site construction are expected. Although this Tree is growing along the joint boundary, it appears that it could be protected in place.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Remove embedded metal tree stake from the trunk. Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.

#### **GOT-6 (Quercus agrifolia)**

Trunk diameter 14 1/2", spread 28'-34', Height  $\pm 55'$ , Health B, Aesthetic Conformity B. **Encroachment into this off-site Tree, with minimal to no direct impacts for proposed demolition, grading, retaining wall** or site construction are

expected. Although this Tree is growing along the joint boundary, it appears that it could be protected in place.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.

#### GOT-7 (Quercus agrifolia)

Trunk diameter 11 1/2", spread 22'-25', Height  $\pm$ 50', Health C, Aesthetic Conformity B. ***No encroachment into the "Protected Zone" of this off-site Tree are expected. Although this Tree is growing along the joint boundary, it appears that it can be protected in place.***

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage of any Oak Tree. ***Some clearance pruning of the southeasterly canopy will be required.*** Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

#### GOT-8 (Quercus agrifolia)

Trunk diameter 16", spread 35'-50', Height  $\pm$ 50', Health C, Aesthetic Conformity B. Impacts for proposed site construction are expected. ***This off-site Tree is growing near the alignment of the proposed drive access, along the joint boundary, and will be encroached upon by the proposed drive access and a proposed concrete curb. Minor impacts for proposed demolition, grading, concrete curb, or site construction are expected. Although this Tree is growing along the joint boundary, it appears that it can be protected in place by employing clearance pruning, as well as, pruning smaller roots, if encountered.***

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

***Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Some clearance pruning of the southerly canopy will be required. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.***

**GOT-9 (Quercus agrifolia)**

Trunk diameter 12", spread 16'-21', Height  $\pm$ 38', Health B, Aesthetic Conformity B. Impacts for proposed site construction are expected. This **off-site** Tree is growing in the alignment of the proposed drive access, along the joint boundary, and it needs to be removed.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Remove and replace this Tree, *as directed*.

**GOT-10 (Quercus agrifolia)**

Trunk diameter 6", spread 14'-15', Height  $\pm$ 18', Health C, Aesthetic Conformity C+. Impacts for proposed site construction are expected. ***This off-site Tree is growing next the alignment of the proposed drive access, along the joint boundary, and will be further encroached upon, and severely impacted by the proposed new drive access. This Tree is growing in an existing irrigated finger planter at the joint parking lot access drive.***

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

***Remove and replace this dead Tree, as directed.***

**GOT-10A (Quercus agrifolia)**

***Trunk diameter 1", spread 2'-6', Height 8', Health C, Aesthetic Conformity C+. This Tree is growing in the alignment of the proposed drive access, and it needs to be removed.***

***IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:***

***Remove and replace this Tree, as directed.***

**GOT-11 (Quercus agrifolia)**

Trunk diameter 1" @ 12", spread 2'-2', Height 5', Health F, Aesthetic Conformity F. ***This Tree is dead.***

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

***Remove and replace this dead Tree, as directed.***

**GOT-12 (Quercus berberidifolia)**

Trunk diameter  $\pm$ 100", spread 100'-?, Height 6'-15', Health C, Aesthetic Conformity C. ***No encroachment is expected into the "Protected Zone" of this Tree for proposed demolition, retaining walls, grading, or site construction. This***

**Tree/Grove** appears to be in a good health and should be protected in place.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

**GOT-13 (Quercus berberidifolia)**

Trunk diameter 7", 6", (2) 5", 4", (2) 3", spread 24'-30', Height 12', Health C, Aesthetic Conformity C. impacts for proposed site construction are expected. This Tree is growing in the alignment of the proposed parking lot, and it needs to be removed.

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Remove and replace this Tree, as directed.

**GOT-14 (Quercus lobata)**

Trunk diameter 26", spread 35'-73', Height 60', Health B, Aesthetic Conformity B. No impacts for proposed demolition, grading, or site construction are expected. This Tree is growing along the eastern boundary **adjacent to an existing asphalt driveway, and it is proposed to be protected in place.**

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.

**GOT-15 (Quercus lobata)**

Trunk diameter 18", spread 30'-47', Height 60', Health B, Aesthetic Conformity B. No impacts for proposed demolition, grading, or site construction are expected. This Tree is growing along the eastern boundary **adjacent to an existing asphalt driveway, and it is proposed to be protected in place.**

IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.

**GOT-16 (Quercus agrifolia)**

Trunk diameter 8", 7", 4", 3", spread 22'-27', Height ±26', Health B, Aesthetic Conformity B. *Minimal encroachment, and some negative effects from indirect impacts for proposed demolition, grading, buried storm drain line or site construction, are expected. Although this Tree is growing next to the proposed south parking lot grading storm drain line and the existing asphalt driveway, it appears that it can be protected in place.*

**IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:**

*Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Although this Tree is growing along the eastern boundary next to an existing asphalt driveway, it appears that it can be protected in place by employing clearance pruning, to avoid larger roots and/or by pruning smaller ones, if necessary. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.*

**RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.**

**GOT-17 (Quercus agrifolia)**

Trunk diameter 8", 7", 4", 3", spread 22'-27', Height ±26', Health B, Aesthetic Conformity B. Impacts for proposed site construction are expected. This Tree is growing in the alignment of the *proposed expansion of an existing drive access*, along the eastern boundary, and it needs to be removed.

**IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:**

Remove and replace this Tree, as directed.

**GOT-18 (Quercus lobata)**

*Trunk diameter 27", spread 30'-39', Height 32', Health D+, Aesthetic Conformity C-. Encroachment into this off-site Tree, but no long term negative effects from the minimal direct impact for proposed widening and repaving of the existing private road and 2' to 5' ht. retaining wall are expected. This Tree is growing, off-site, along the eastern boundary, near Agoura Road and it appears that it can be protected in place.*

**IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:**

**Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Although this Tree is growing above a proposed 2' to 5' ht. retaining wall at the edge of its westerly dripline, it appears that it can be protected in place by avoiding larger roots and/or by pruning smaller ones. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.**

**RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.**

**GOT-19 (Quercus agrifolia)**

**Trunk diameter "6, 3", 2", spread 7'-16', Height 20', Health C, Aesthetic Conformity C. Encroachment into this off-site Tree, but no long term negative effects from the minimal direct impact for proposed repaving of the existing private road is expected. This Tree is growing, off-site, along the eastern boundary, and it appears that it can be protected in place.**

**IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:**

**Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Although edge of the westerly dripline of this Tree is growing above the existing asphalt driveway to be repaved, it appears that it can be protected in place no canopy or roots are expected to be pruned. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.**

**RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.**

**GOT-20 (Quercus agrifolia)**

**Trunk diameter 21", 20", spread 39'-57', Height 28', Health D+, Aesthetic Conformity C+ Encroachment into this off-site Tree, but no long term negative effects from the minimal direct impact for proposed repaving of the existing private road are expected. This Tree is growing, off-site, along the eastern boundary, and it appears that it can be protected in place.**

**IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:**



Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Although the edge of the westerly dripline of this Tree is growing above the existing asphalt driveway to be repaved, it appears that it can be protected in place, without pruning canopy or roots. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

**RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.**

**GOT-21 (Quercus agrifolia)**

Trunk diameter "7 1/2", 7", 4 1/2", spread 0'-23', Height 15', Health F, Aesthetic Conformity F. This Tree is dead.

**IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:**

This dead off-site Tree to remain in place.

**GOT-22 (Quercus agrifolia)**

Trunk diameter 5 1/2", spread 15'-23', Height 22', Health B, Aesthetic Conformity B. No impacts for proposed demolition, grading, or site construction are expected. This Tree is growing along the eastern boundary adjacent to an existing asphalt driveway, and it is proposed to be protected in place.

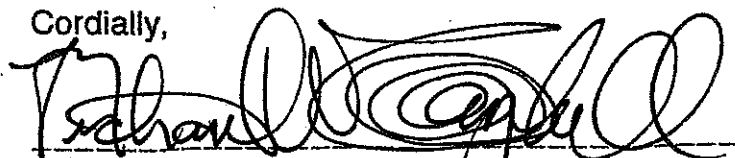
**IT IS OUR RECOMMENDATION, THAT THE FOLLOWING TREATMENT(S) BE IMPLEMENTED:**

Observe any construction within the "Protected zone" and direct workers to avoid canopy and/or root damage. Final determination of the treatment will be as directed in the field by the Oak Tree Preservation Specialist.

**RELIEVE OF SOIL COMPACTION WITH LIGHT MANUAL SCARIFYING (WITHOUT DAMAGING FEEDER ROOTS) FOR AIR / WATER TRANSFERENCE AS DIRECTED, IS ALSO RECOMMENDED.**

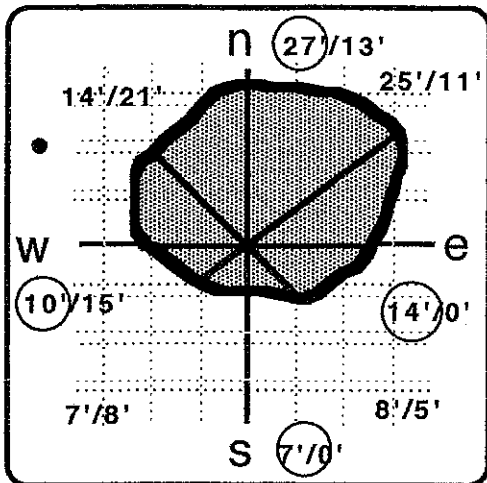
IN ADDITION TO THESE PROCEDURES SEE THE PREVIOUSLY SUBMITTED TREE EVALUATION FORMS. PERIODIC (AT LEAST QUARTERLY) MONITORING FOR DECLINING BRANCHING SYSTEMS, IS ALSO RECOMMENDED.

Cordially,



**Richard W. Campbell, A.S.L.A., B.S.L.A.**

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES: Quercus lobata**

APPEARANCE (A-F): C+      DATE: 5-19-07

HEALTH (A-F): C+      INSPECTOR: DC

NO. OF TRUNKS: 3      HEIGHT ± 30'

DIA. OF TRUNKS: (2)8", 21/2"

TREE #

GOT-1

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROTSUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HARZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND

**PESTS:**

- BORERS / TERMITES
- GIRDLEERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- FICUS VINE ON TRUNK

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- POOR DRAINAGE
- SEEDLINGS IN DUFF
- OVERHANGS ROAD

**GRAPHIC:**



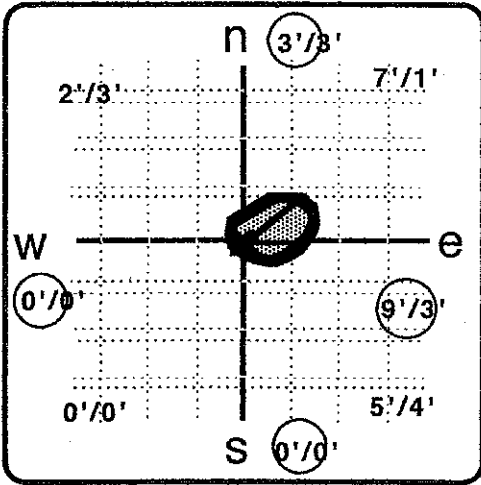
**REMARKS / RECOMMENDATIONS:**

REMOVE FICUS VINE FROM TRUNK.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** Quercus lobata

**APPEARANCE (A-F):** B-

**DATE:** 5-19-07

**HEALTH (A-F):** B-

**INSPECTOR:** DC

**NO. OF TRUNKS:** 1

**HEIGHT ± 19'**

**DIA. OF TRUNKS:** 2 1/2"

**TREE #**

GOT-2

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROT SUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HAZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND

**PESTS:**

- BORERS / TERMITES
- GIRDERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- FICUS VINE ON TRUNK

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- POOR DRAINAGE
- SEEDLINGS IN DUFF
- OVERHANGS ROAD

**GRAPHIC:**

**REMARKS / RECOMMENDATIONS:**

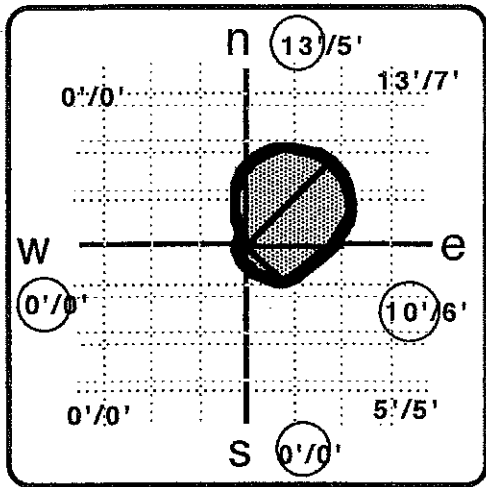


REMOVE DEADWOOD.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** Quercus lobata  
**APPEARANCE (A-F):** B-      **DATE:** 5-19-07  
**HEALTH (A-F):** B-      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 1      **HEIGHT ± 18'**  
**DIA. OF TRUNKS:** 3 1/2"

**TREE #**  
 GOT-3

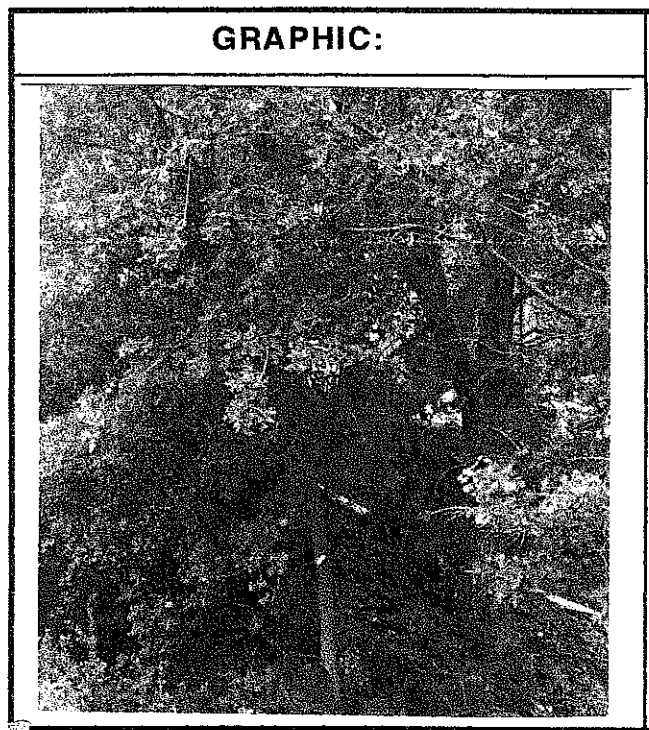
- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROT SUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HAZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - POOR DRAINAGE
  - SEEDLINGS IN DUFF
  - OVERHANGS ROAD

- PESTS:**
- BORERS / TERMITES
  - GIRDERS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - FICUS VINE ON TRUNK



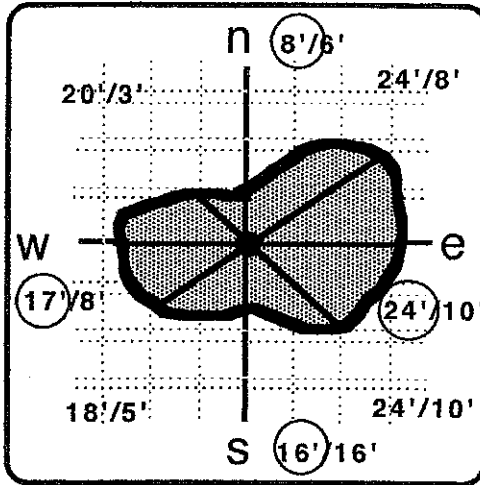
**REMARKS / RECOMMENDATIONS:**

NO TREATMENT REQUIRED AT THIS TIME.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
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 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus agrifolia*  
**APPEARANCE (A-F):** B      **DATE:** 5-19-07  
**HEALTH (A-F):** B      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 1      **HEIGHT ±** 45'  
**DIA. OF TRUNKS:** 14"

**TREE #**  
**GOT-4**

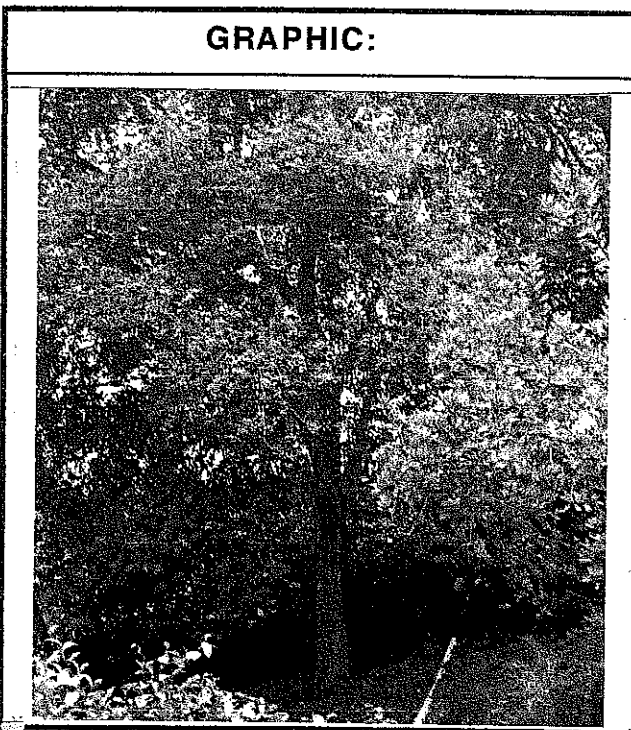
- PESTS:**
- BORERS / TERMITES
  - GIRDLETS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - FICUS VINE ON TRUNK

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - OVERHANGS ROAD

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAIIS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROT SUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HAZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - INTERTWINED IN GOT-5



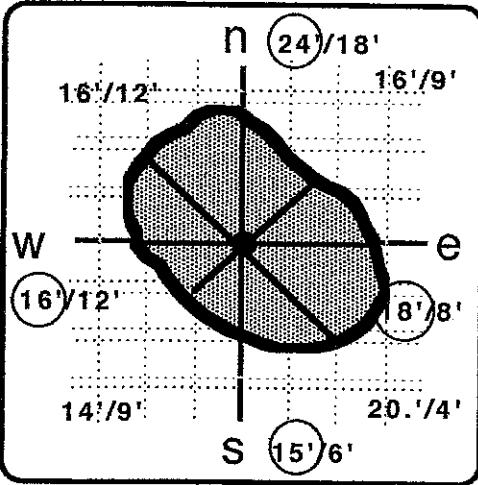
**REMARKS / RECOMMENDATIONS:**

NO TREATMENT REQUIRED AT THIS TIME.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

**RICHARD W. CAMPBELL, ASLA, BSLA**  
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 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus agrifolia*  
**APPEARANCE (A-F):** B      **DATE:** 5-19-07  
**HEALTH (A-F):** C      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 1      **HEIGHT ± 50'**  
**DIA. OF TRUNKS:** 18"

**TREE #**  
**GOT-5**

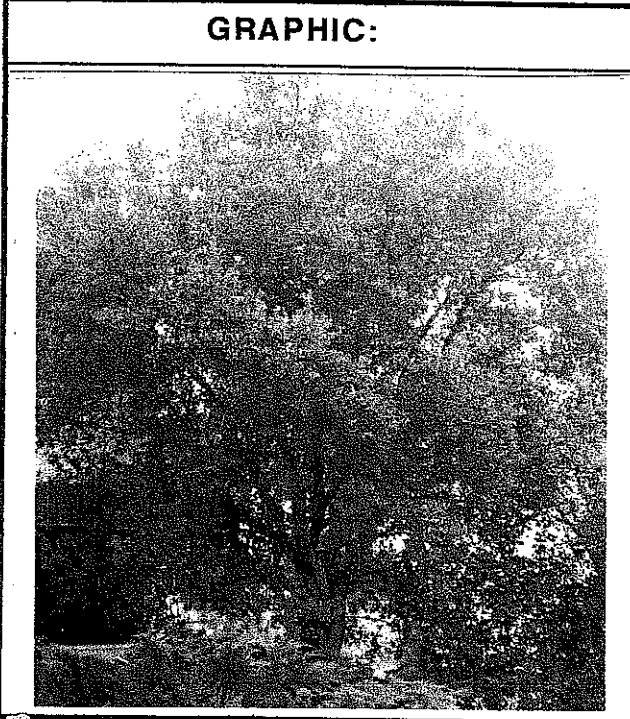
- PESTS:**
- BORERS / TERMITES
  - GIRDLERS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - METAL TREE STAKE IN TRUNK

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAIls/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROT SUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HAZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - INTERTWINED IN GOT-4

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - OVERHANGS ROOF



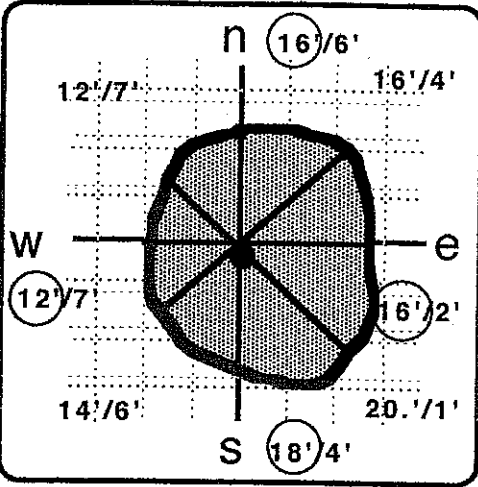
**REMARKS / RECOMMENDATIONS:**

REMOVE METAL TREE STAKE FROM TRUNK.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

**RICHARD W. CAMPBELL, ASLA, BSLA**  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus agrifolia*  
**APPEARANCE (A-F):** B      **DATE:** 5-19-07  
**HEALTH (A-F):** B      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 1      **HEIGHT ±** 55'  
**DIA. OF TRUNKS:** 14 1/2"

**TREE #**  
**GOT-6**

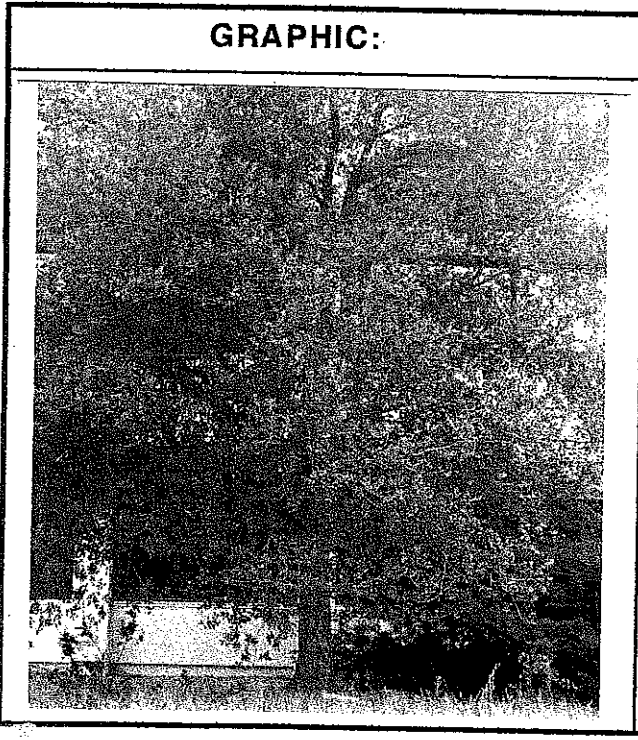
- PESTS:**
- BORERS / TERMITES
  - GIRDLETS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - METAL TREE STAKE IN TRUNK

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - OVERHANGS ROOF

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROTSUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HARZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - INTERTWINED IN GOT-4



**REMARKS / RECOMMENDATIONS:**

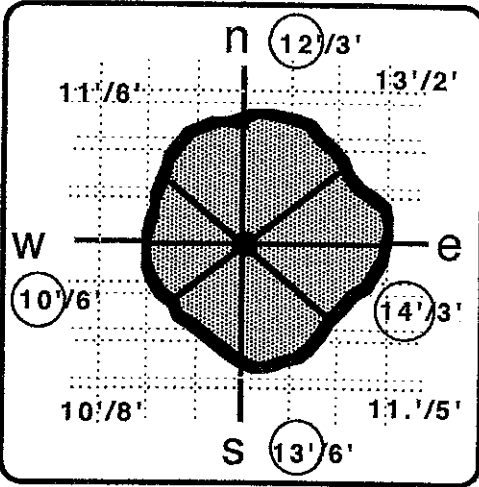
NO TREATMENT REQUIRED AT THIS TIME.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

**RICHARD W. CAMPBELL, ASLA, BSLA**  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359



# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus agrifolia*  
**APPEARANCE (A-F):** B      **DATE:** 5-19-07  
**HEALTH (A-F):** C-      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 1      **HEIGHT ±** 50'  
**DIA. OF TRUNKS:** 11 1/2"

**TREE #**  
**GOT-7**

- PESTS:**
- BORERS / TERMITES
  - GIRDERS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - METAL TREE STAKE IN TRUNK

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - OVERHANGS ROOF

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROTSUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HAZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - CODOMINANT SCAFFOLDS WITH INCLUDED BARK



**REMARKS / RECOMMENDATIONS:**

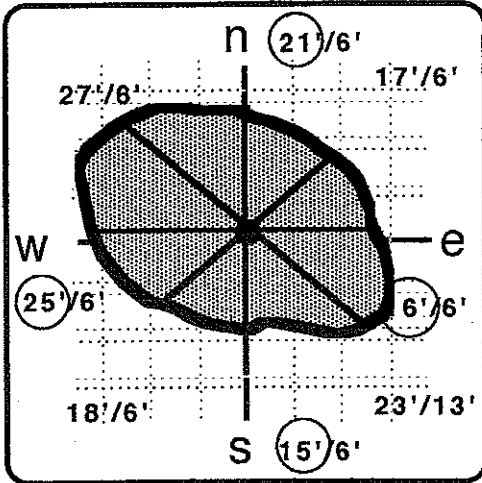
REMOVE 3" DIAMETER CROSSING BRANCH AT CODOMINANT UNION.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

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# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** Quercus agrifolia  
**APPEARANCE (A-F):** B      **DATE:** 5-19-07  
**HEALTH (A-F):** C      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 1      **HEIGHT ±** 50'  
**DIA. OF TRUNKS:** 16"

**TREE #**  
 GOT-8

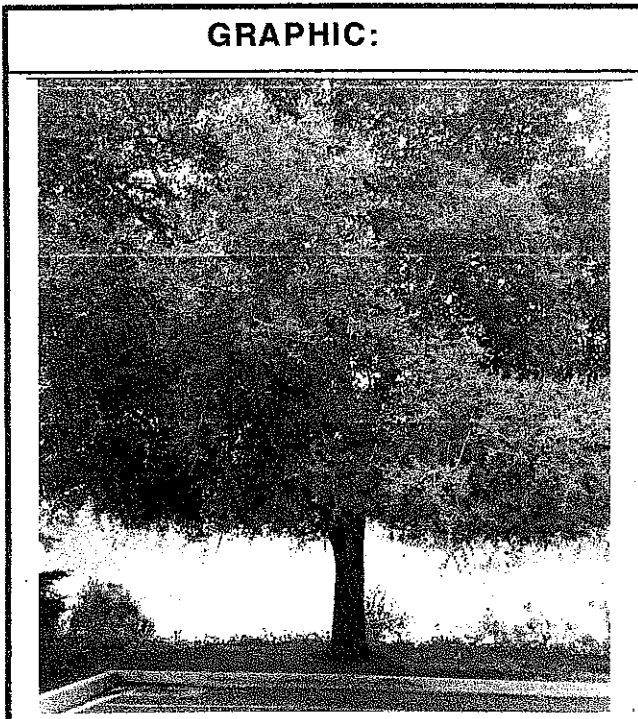
- PESTS:**
- BORERS / TERMITES
  - GIRDLERS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - METAL TREE STAKE IN TRUNK

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - INTERTWINED IN GOT-9

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROT/SUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HARZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - CODOMINANT SCAFFOLDS WITH INCLUDED BARK



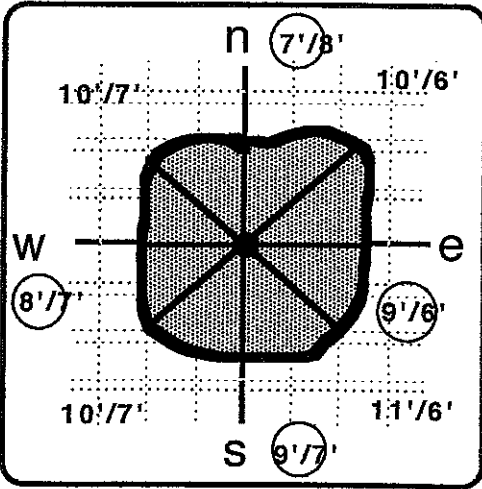
**REMARKS / RECOMMENDATIONS:**

NO TREATMENT REQUIRED AT THIS TIME.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES: Quercus agrifolia**

APPEARANCE (A-F): B

DATE: 5-19-07

HEALTH (A-F): B

INSPECTOR: DC

NO. OF TRUNKS: 1

HEIGHT ± 38'

DIA. OF TRUNKS: 12"

TREE #

GOT-9

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROTSUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HARZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLEERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- METAL TREE STAKE IN TRUNK

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-8

**GRAPHIC:**

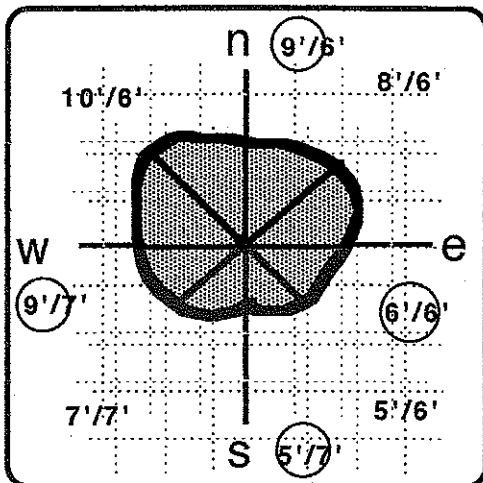


**REMARKS / RECOMMENDATIONS:**

REMOVE FOR PROJECT ACCESS.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** *Quercus agrifolia*

**APPEARANCE (A-F):** C+

**DATE:** 5-19-07

**HEALTH (A-F):** C

**INSPECTOR:** DC

**NO. OF TRUNKS:** 1

**HEIGHT ±** 18'

**DIA. OF TRUNKS:** 6"

**TREE #**

GOT-10

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROT SUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HAZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLETS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- METAL TREE STAKE IN TRUNK

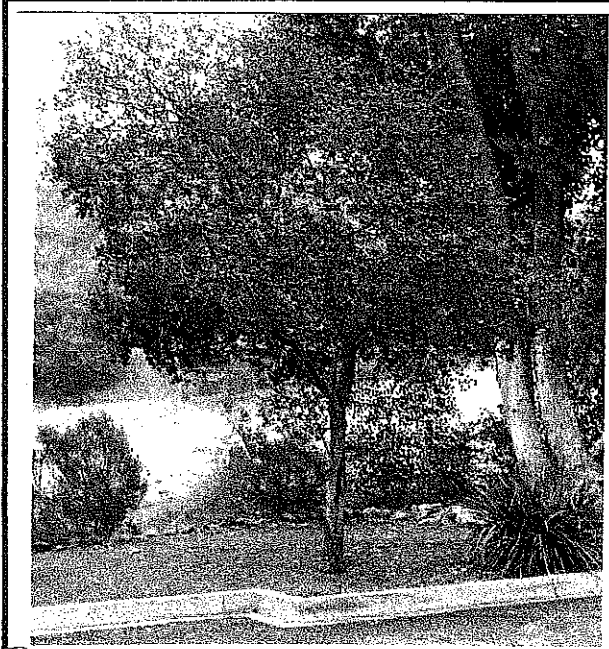
**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-8

**GRAPHIC:**

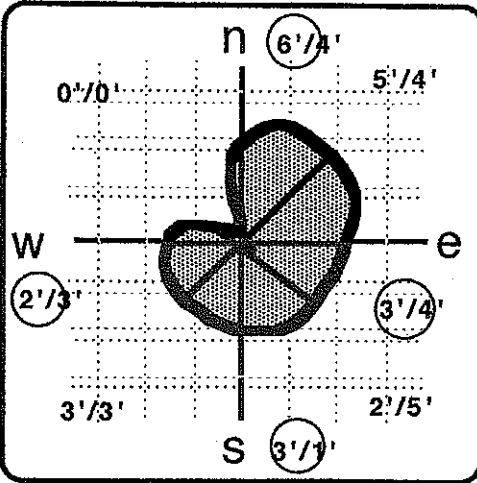


**REMARKS / RECOMMENDATIONS:**

REMOVE FOR PROJECT ACCESS.

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 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** *Quercus agrifolia*

**APPEARANCE (A-F):** C+

**DATE:** 3-24-08

**HEALTH (A-F):** C

**INSPECTOR:** DC

**NO. OF TRUNKS:** 1

**HEIGHT:** ±8'

**DIA. OF TRUNKS:** 1"

**TREE #**

GOT-10A

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROT SUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HAZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- METAL TREE STAKE IN TRUNK

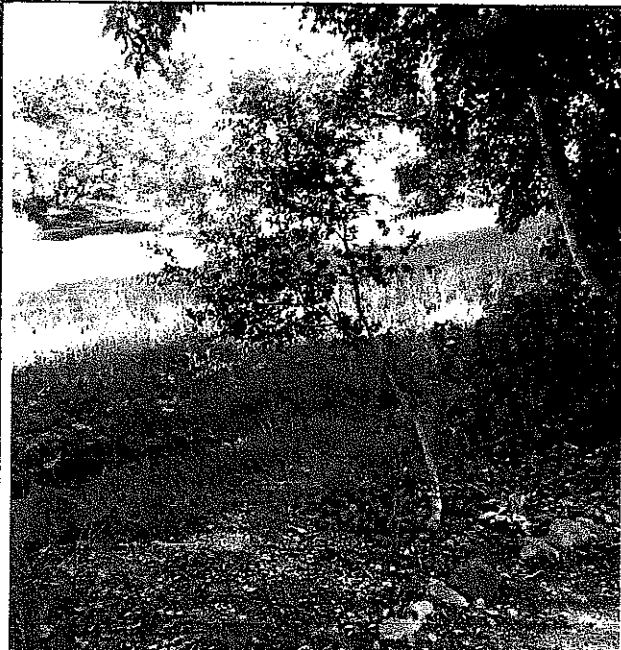
**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN WILD CUCUMBER

**GRAPHIC:**

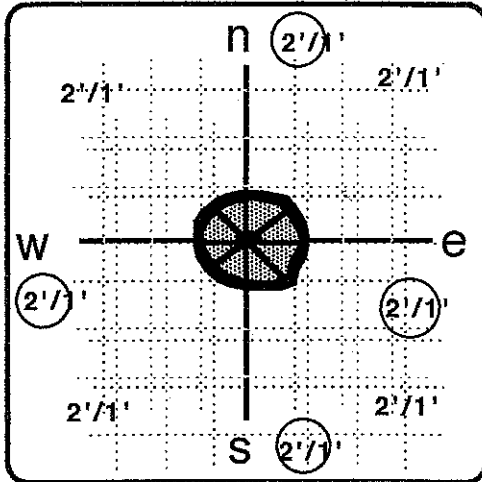


**REMARKS / RECOMMENDATIONS:**

REMOVE FOR PROJECT ACCESS.

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 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** *Quercus agrifolia*

**APPEARANCE (A-F):** F

**DATE:** 5-19-07

**HEALTH (A-F):** F

**INSPECTOR:** DC

**NO. OF TRUNKS:** 1

**HEIGHT ± 5'**

**DIA. OF TRUNKS:** 1" @ 12"

**TREE #**

GOT-11

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROT/SUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HAZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- LEAF MINERS

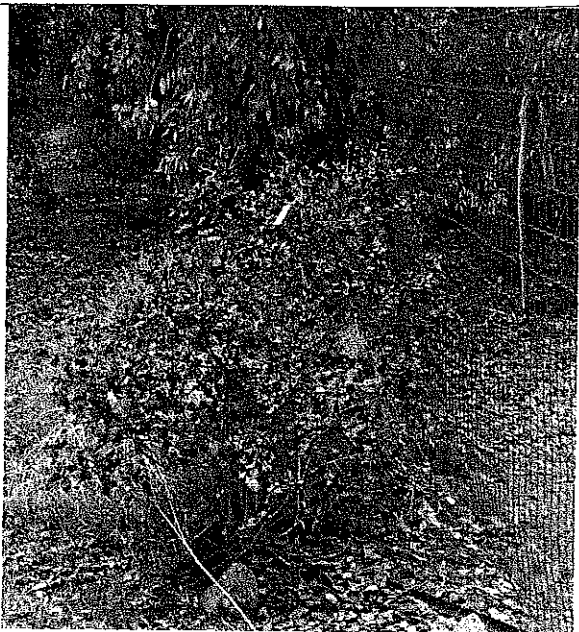
**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-8

**GRAPHIC:**

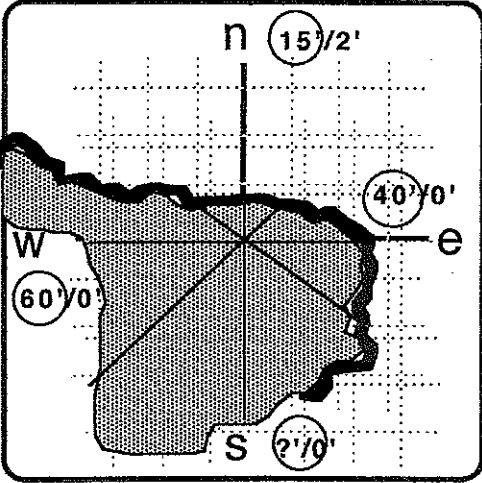


**REMARKS / RECOMMENDATIONS:**

REMOVE THIS DEAD TREE.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** *Quercus berberidifolia*  
**APPEARANCE (A-F):** B      **DATE:** 5-19-07  
**HEALTH (A-F):** B-      **INSPECTOR:** DC  
**NO. OF TRUNKS:** MULTI      **HEIGHT** ± 6'-15'  
**DIA. OF TRUNKS:** ± 100"

**TREE #**  
 GOT-12

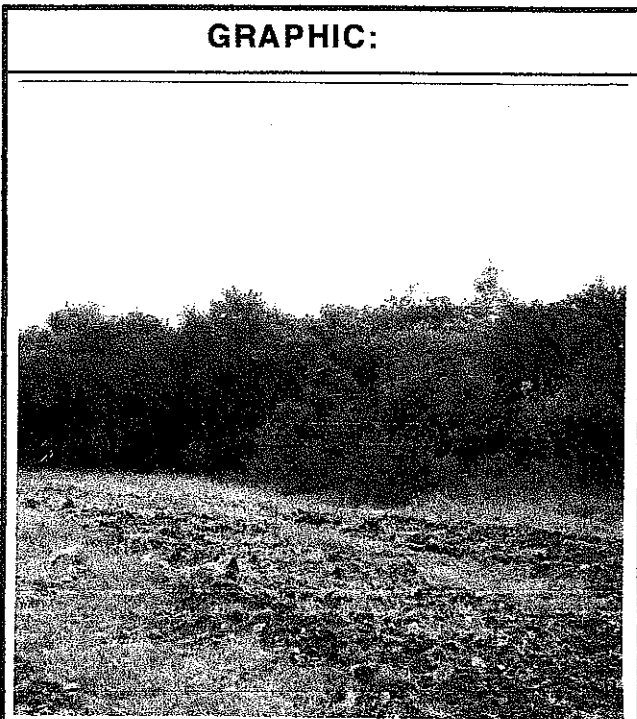
- PESTS:**
- BORERS / TERMITES
  - GIRDLETS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - POISON OAK
  - RATS NESTS

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - CONTINUOUS HABITAT

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROT SUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HAZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - CODOMINANT SCAFFOLDS WITH INCLUDED BARK



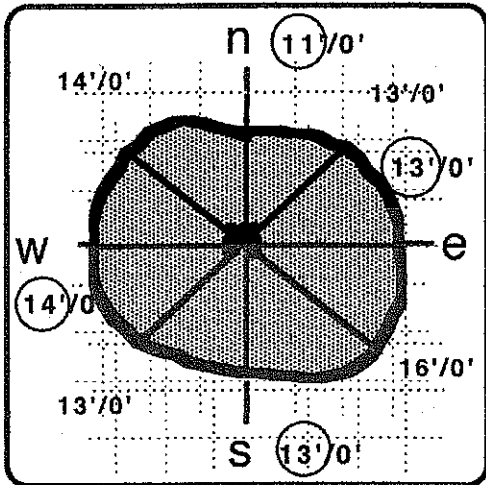
**REMARKS / RECOMMENDATIONS:**

SOME CLEARANCE PRUNING MAY BE REQUIRED.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus berberidifolia*  
**APPEARANCE (A-F):** C      **DATE:** 5-19-07  
**HEALTH (A-F):** C      **INSPECTOR:** DC  
**NO. OF TRUNKS:** MULTI HEIGHT ± 12'  
**DIA. OF TRUNKS:** 7", 6", (2) 5", 4", (2) 3"

**TREE #**  
**GOT-13**

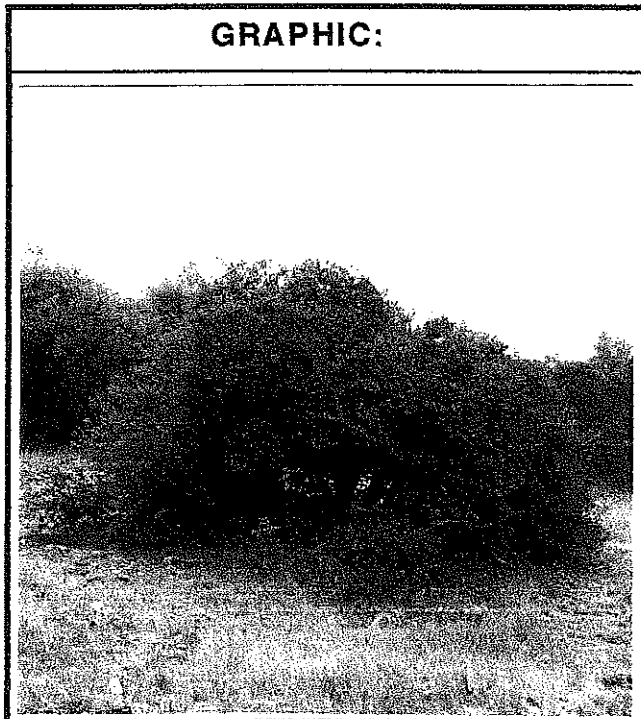
- PESTS:**
- BORERS / TERMITES
  - GIRDLERS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - POISON OAK
  - RATS NESTS

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - CONTINUOUS HABITAT

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROT SUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HAZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - CODOMINANT SCAFFOLDS WITH INCLUDED BARK



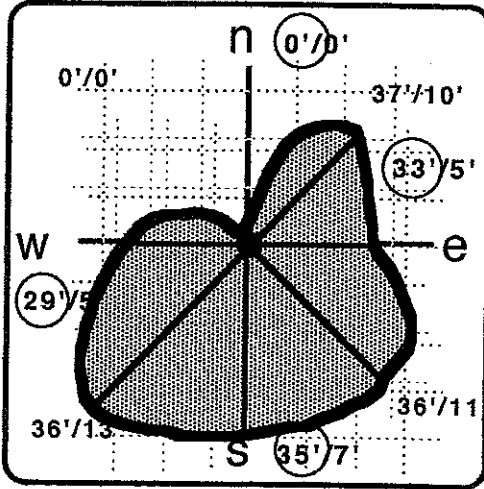
**REMARKS / RECOMMENDATIONS:**

REMOVE FOR PROJECT CONSTRUCTION.

**RICHARD W. CAMPBELL, ASLA, BSLA**  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359



# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus lobata*

**APPEARANCE (A-F):** B

**DATE:** 5-19-07

**HEALTH (A-F):** B

**INSPECTOR:** DC

**NO. OF TRUNKS:** 1

**HEIGHT ±** 60'

**DIA. OF TRUNKS:** 26"

**TREE #**

GOT-14

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROTSUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HARZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLEERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- POISON OAK
- RATS NESTS

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-15

**GRAPHIC:**



**REMARKS / RECOMMENDATIONS:**

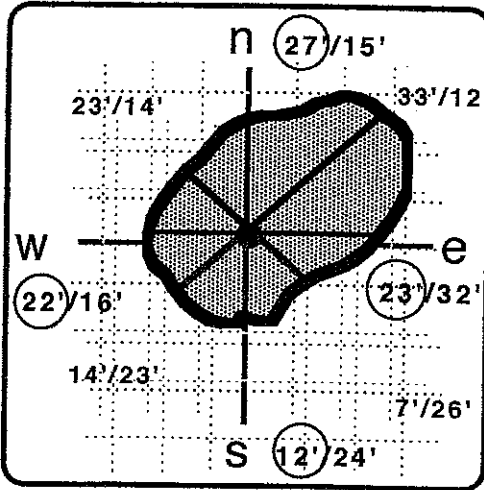
REMOVE FILL, DEADWOOD AND CLEAN-CUT BROKEN BRANCH SCARS AND PRIOR PRUNING CUTS.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359



# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES: Quercus lobata**

**APPEARANCE (A-F): B**

**DATE: 5-19-07**

**HEALTH (A-F): B**

**INSPECTOR: DC**

**NO. OF TRUNKS: 1**

**HEIGHT± 60'**

**DIA. OF TRUNKS: 18"**

**TREE #**

**GOT-15**

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROTSUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HARZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLEERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- POISON OAK
- RATS NESTS

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-14

**GRAPHIC:**



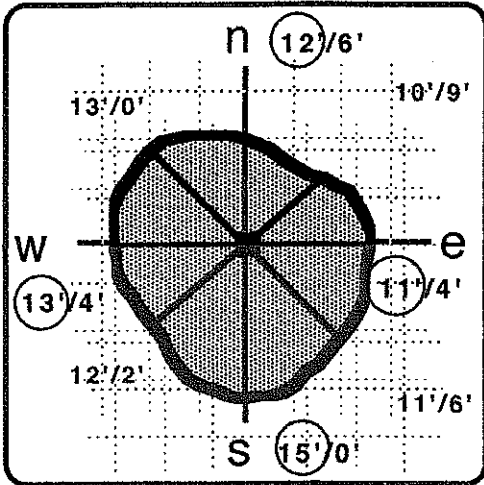
**REMARKS / RECOMMENDATIONS:**

REMOVE FILL, DEADWOOD AND CLEAN-CUT BROKEN BRANCH SCARS AND PRIOR PRUNING CUTS.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus agrifolia*  
**APPEARANCE (A-F):** B      **DATE:** 5-19-07  
**HEALTH (A-F):** B      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 4      **HEIGHT±** 26'  
**DIA. OF TRUNKS:** 8", 7", 4", 3"

**TREE #**  
 GOT-16

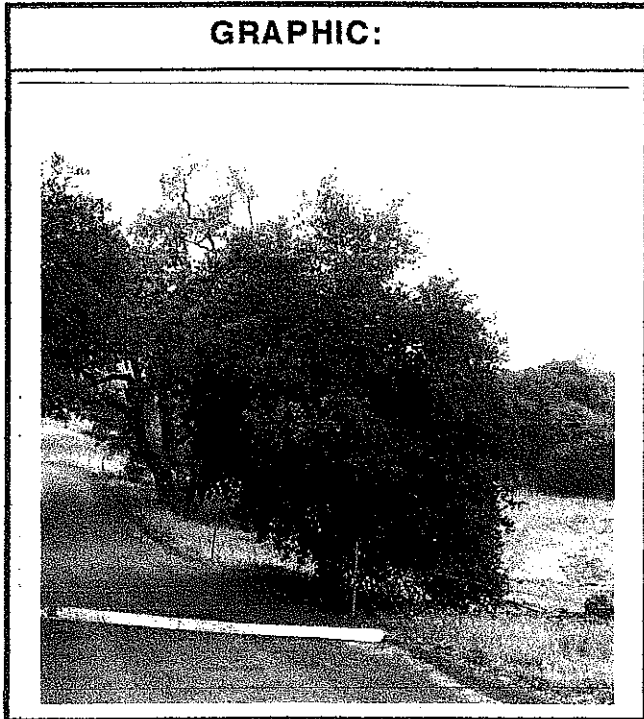
- PESTS:**
- BORERS / TERMITES
  - GIRDLETS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - POISON OAK
  - RATS NESTS

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - ADJACENT TO ROAD

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROTSUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HARZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - CODOMINANT SCAFFOLDS WITH INCLUDED BARK



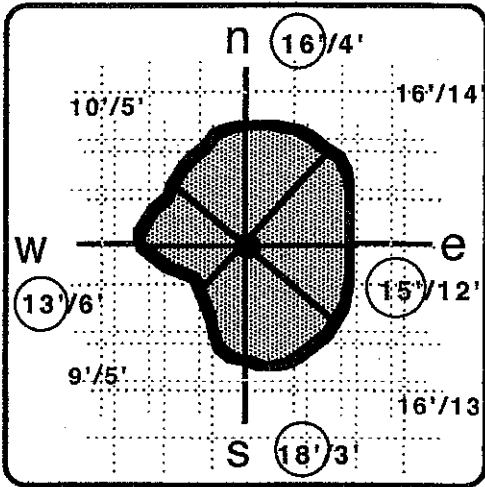
**REMARKS / RECOMMENDATIONS:**

NO TREATMENT REQUIRED AT THIS TIME.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES: Quercus lobata**

**APPEARANCE (A-F): B**

**DATE: 5-19-07**

**HEALTH (A-F): B**

**INSPECTOR: DC**

**NO. OF TRUNKS: 1**

**HEIGHT± 38'**

**DIA. OF TRUNKS: 11"**

**TREE #**

**GOT-17**

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROT SUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HAZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLETS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- POISON OAK
- RATS NESTS

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-14

**GRAPHIC:**

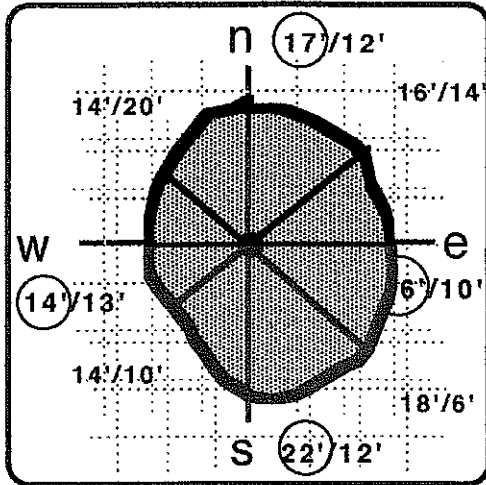


**REMARKS / RECOMMENDATIONS:**

REMOVE FOR PROJECT ACCESS.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** *Quercus lobata*

**TREE #**

**APPEARANCE (A-F):** C-

**DATE:** 3-24-08

**HEALTH (A-F):** D+

**INSPECTOR:** DC

**NO. OF TRUNKS:** 1

**HEIGHT±:** 32'

**DIA. OF TRUNKS:** 27"

GOT-18

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROT SUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HAZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLETS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- POISON OAK
- RATS NESTS

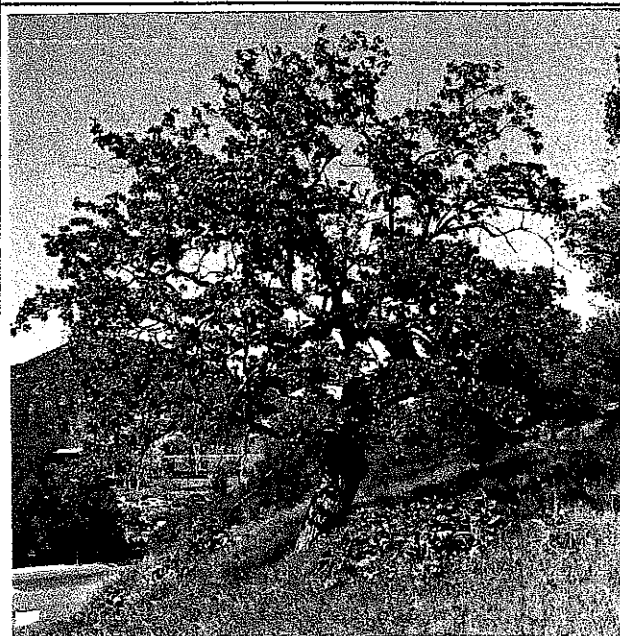
**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-14

**GRAPHIC:**



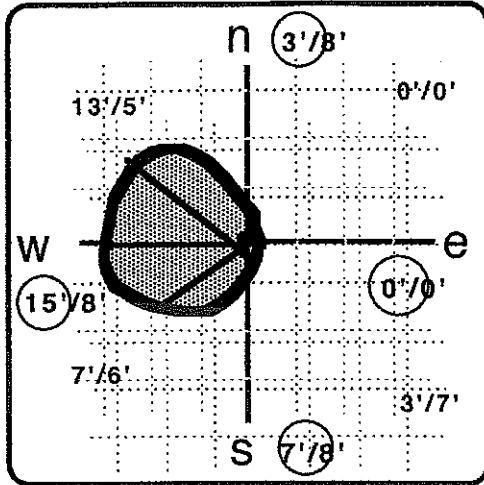
**REMARKS / RECOMMENDATIONS:**

DEADWOOD, CLEAN-CUT TORN BRANCHES AND CLEAN AND SCREEN CAVITIES, AS DIRECTED.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** Quercus agrifolia

**TREE #**

**APPEARANCE (A-F):** C

**DATE:** 11-8-08

**HEALTH (A-F):** C

**INSPECTOR:** DC

**NO. OF TRUNKS:** 3

**HEIGHT±:** 20'

**DIA. OF TRUNKS:** 6", 3", 2"

GOT-19

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROTSUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HARZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLEERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- POISON OAK
- RATS NESTS

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- INTERTWINED W/ GOT-20
- ADJACENT TO ROAD

**GRAPHIC:**

**REMARKS / RECOMMENDATIONS:**

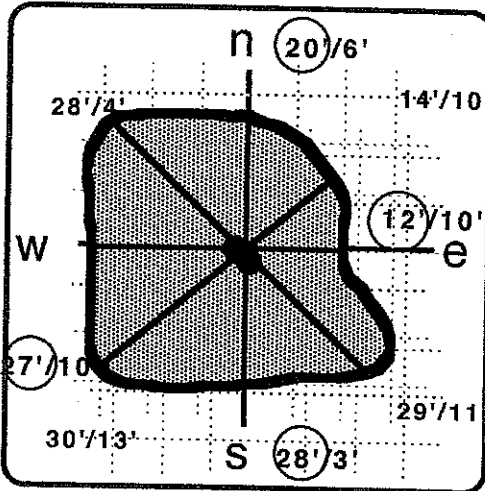


NO TREATMENT REQUIRED AT THIS TIME FOR THIS OFF-SITE TREE.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form **GUPTA CORPORATE OFFICES**



**SPECIES:** *Quercus agrifolia*

**APPEARANCE (A-F):** C+

**DATE:** 11-8-08

**HEALTH (A-F):** D+

**INSPECTOR:** DC

**NO. OF TRUNKS:** 2

**HEIGHT±:** 28'

**DIA. OF TRUNKS:** 21", 20"

**TREE #**

GOT-20

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROTSUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HARZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT TRUNKS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLEERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- POISON OAK
- RATS NESTS

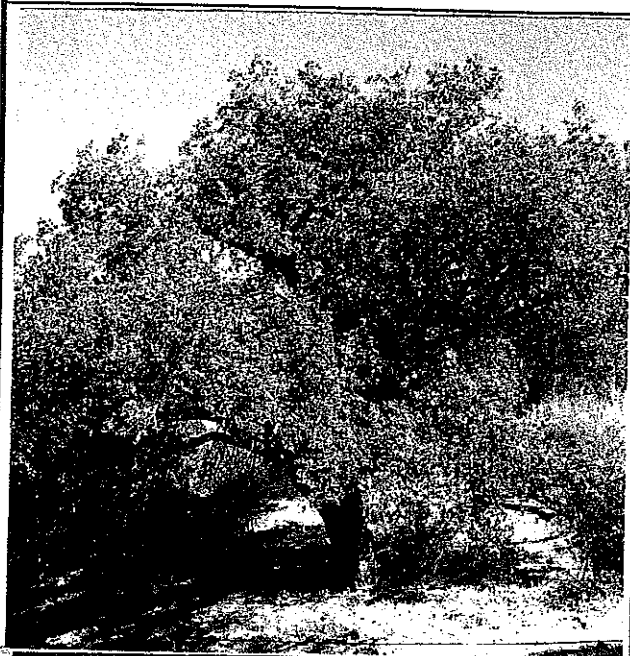
**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- ADJACENT TO ROAD
- INTERTWINED W/ GOT-19 & 21

**GRAPHIC:**



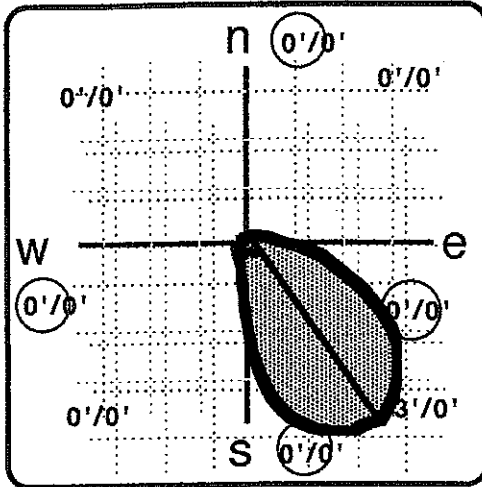
**REMARKS / RECOMMENDATIONS:**

NO TREATMENT REQUIRED AT THIS TIME.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359

# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** Quercus agrifolia

**APPEARANCE (A-F):** F

**DATE:** 11-8-08

**HEALTH (A-F):** F

**INSPECTOR:** DC

**NO. OF TRUNKS:** 3

**HEIGHT:** ± 15'

**DIA. OF TRUNKS:** 7 1/2", 7", 4 1/2 "

**TREE #**

GOT-21

**VIGOR:**

- CHLOROSIS
- EPICORMIC GROWTH
- DIEBACK
- DEADWOOD
- THINNING OF CROWN
- GOOD SHOOT GROWTH

**STRUCTURE:**

- BROKEN BRANCHES
- PRIOR PRUNING
- MECHANICAL INJURY
- WIRE/NAILS/SPIKES
- TORN BRANCH SCARS
- SHARP BRANCH ANGLE
- LOW BRANCHING
- WATER TRAP
- CAVITY-TRUNK
- HOLLOW BRANCH(S)
- LOPSIDED CANOPY
- EXCESS HORIZ. GROWTH
- DECAY / ROTSUSPECTED
- FIRE DAMAGE
- ROOTS EXPOSED
- HARZARDOUS CONDITION
- STRUCTURE CONFLICT
- STRESS CRACKS NOTED
- CROSSING BRANCHES
- BRANCHES ON GROUND
- CODOMINANT SCAFFOLDS WITH INCLUDED BARK

**PESTS:**

- BORERS / TERMITES
- GIRDLEERS
- ANTS
- WOODPECKERS
- GALLS
- WITCHES BROOM
- PIT-SCALE
- OAK MOTH
- BEES
- PLANT PARASITES
- LEAF MINERS

**DISEASE:**

- MARGINAL LEAF SCORCH
- EXFOLIATION
- LESIONS
- EXUDATIONS
- EHRHORN'S SCALE

**ENVIRONMENT:**

- FILL ON TRUNK
- ON SLOPE
- SEEDLINGS IN DUFF
- INTERTWINED IN GOT-20

**GRAPHIC:**

**REMARKS / RECOMMENDATIONS:**

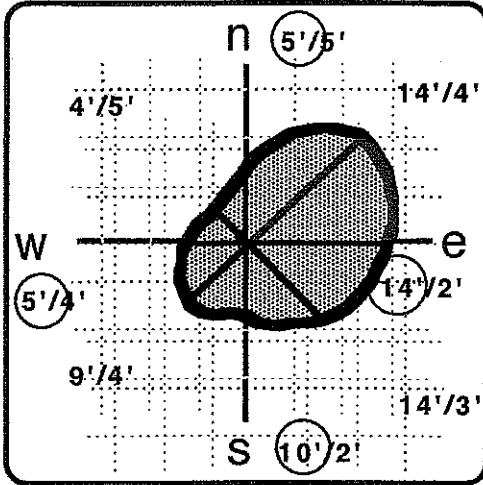


OFF-SITE DEAD TREE TO REMAIN.

RICHARD W. CAMPBELL, ASLA, BSLA  
 P. O. BOX 6192  
 THOUSAND OAKS, CALIFORNIA 91359



# tree evaluation form GUPTA CORPORATE OFFICES



**SPECIES:** *Quercus agrifolia*  
**APPEARANCE (A-F):** B      **DATE:** 11-8-08  
**HEALTH (A-F):** B      **INSPECTOR:** DC  
**NO. OF TRUNKS:** 1      **HEIGHT±:** 22'  
**DIA. OF TRUNKS:** 5 1/2"

**TREE #**  
 GOT-22

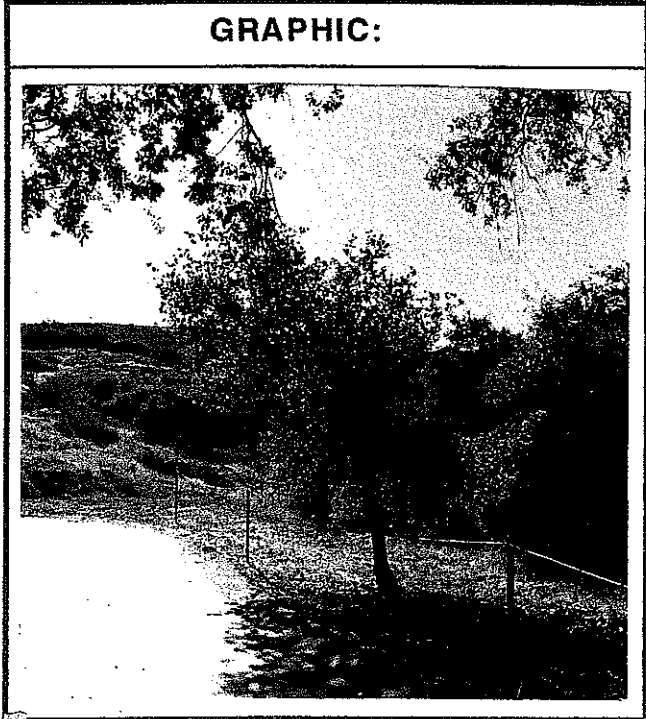
- PESTS:**
- BORERS / TERMITES
  - GIRDLETS
  - ANTS
  - WOODPECKERS
  - GALLS
  - WITCHES BROOM
  - PIT-SCALE
  - OAK MOTH
  - BEES
  - PLANT PARASITES
  - POISON OAK
  - RATS NESTS

- VIGOR:**
- CHLOROSIS
  - EPICORMIC GROWTH
  - DIEBACK
  - DEADWOOD
  - THINNING OF CROWN
  - GOOD SHOOT GROWTH

- STRUCTURE:**
- BROKEN BRANCHES
  - PRIOR PRUNING
  - MECHANICAL INJURY
  - WIRE/NAILS/SPIKES
  - TORN BRANCH SCARS
  - SHARP BRANCH ANGLE
  - LOW BRANCHING
  - WATER TRAP
  - CAVITY-TRUNK
  - HOLLOW BRANCH(S)
  - LOPSIDED CANOPY
  - EXCESS HORIZ. GROWTH
  - DECAY / ROTSUSPECTED
  - FIRE DAMAGE
  - ROOTS EXPOSED
  - HARZARDOUS CONDITION
  - STRUCTURE CONFLICT
  - STRESS CRACKS NOTED
  - CROSSING BRANCHES
  - BRANCHES ON GROUND
  - CODOMINANT SCAFFOLDS WITH INCLUDED BARK

- DISEASE:**
- MARGINAL LEAF SCORCH
  - EXFOLIATION
  - LESIONS
  - EXUDATIONS
  - EHRHORN'S SCALE

- ENVIRONMENT:**
- FILL ON TRUNK
  - ON SLOPE
  - SEEDLINGS IN DUFF
  - ADJACENT TO ROAD



**REMARKS / RECOMMENDATIONS:**

NO TREATMENT REQUIRED AT THIS TIME FOR THIS OFF-SITE TREE.

PROTECT TREE FROM DEMOLITION, GRADING AND CONSTRUCTION ACTIVITIES OF PROPOSED OFFICE FACILITY, AS DIRECTED.

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