REPORT TO PLANNING COMMISSION

To: Honorable Chair and Members of the Planning Commission

From: Damaris Abraham, Assistant Community Development Director

Prepared by: Carlos Serna, Associate Planner

Date: January 16, 2024

Subject: Planning Application No. 2023-15 (Starbucks – Collier Avenue) – A Request for a Conditional Use Permit to Establish and Operate a New Starbucks Coffee Shop with a Drive-through and Outdoor Dining Area and a Design Review for Minor Modifications to the Existing Building, Site Circulation, Parking Layout, Landscaping, and Related on Site Improvements located at 18295 Collier Ave

Applicant: Matthew Rocktashel, Urban Dweller Architects

Recommendation

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Existing Facilities);

2. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING PLANNING APPLICATION NO. 2023-15 (CONDITIONAL USE PERMIT NO. 2023-06) TO ESTABLISH AND OPERATE A STARBUCKS COFFEE SHOP WITH A DRIVE-THROUGH AND OUTDOOR DINING AREA IN AN EXISTING 4,400 SQ. FT. BUILDING LOCATED AT 18295 COLLIER AVENUE (APN: 377-120-057); and

3. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING PLANNING APPLCIATION NO. 2023-15 (COMMERCIAL DESIGN REVIEW NO. 2023-04) FOR MINOR ONSITE MODIFICATIONS RELATED TO EXISTING BUILDING SIZE, ELEVATIONS, PARKING LOT LAYOUT, SITE CIRCULATION, AND LANDSCAPING FOR AN EXISTING 4,400 SQ. FT. BUILDING LOCATED AT 18295 COLLIER AVENUE (APN: 377-120-057).

Project Location

The project currently contains an existing 4,400 sq. ft. vacant building and is located within the existing Oak Grove Crossing Shopping Center at the northeasterly corner of Collier Avenue and Central Avenue, more specifically 18295 Collier Avenue. (APN: 377-120-057).

Environmental Setting

	EXISTING LAND USE	GENERAL PLAN	ZONING
Project Site	Vacant Bldg.	General Commercial (GC)	General Commercial (C-2)
North	Commercial	General Commercial (GC)	General Commercial (C-2)
South	Business Professional	Business Professional (BP)	Commercial Manufacturing (C-M)
East	Commercial Plaza	General Commercial (GC)	General Commercial (C-2)
West	Target	General Commercial (GC)	General Commercial (C-2)

Project Description

Planning Application No. 2023-15 is a request for approval of a Conditional Use Permit (CUP No. 2023-06) to establish a Starbucks coffee shop in an existing 4,400 sq. ft. building (3,800 sq. ft. after remodel) with a drive-through and an outdoor dining area and a minor Commercial Design Review (CDR No. 2023-04) to remodel the existing 4,400 sq. ft. building and other onsite modifications on an approximately 0.96-acre site.

The site was formerly occupied by a bank (with drive-through) within the 4,400 sq. ft. building. The building is currently vacant. The project will include demolishing a portion of the existing 4,400 sq. ft. building and reducing the building size to 3,820 sq. ft. (a 580 sq. ft. reduction) and the construction of a new 497 sq. ft. outdoor seating area. New construction will include:

- Demolishing the existing storefront and constructing a new storefront
- Demolishing interior and exterior walls and replacing with new
- Demolish interior and exterior doors and replacing with new
- Adding new exterior patio furniture
- Demolishing roof membrane and mechanical equipment and replacing with new
- New custom poly signage, new drive-thru equipment, landscape patch and infill, new trash enclosure, and new drive-thru window

Interior renovations will include new interior partition walls, new restroom, new beverage preparation equipment, new casework, new floor finishes, new wall finishes, new ceiling, new lighting, new heating ventilation and air conditioning diffusers, and new trenching of the existing concrete slab for plumbing and electric.

The Coffee shop and the drive-through will be open to service between 4:00 am and 12:00 am. The Coffee shop offers an indoor and outdoor seating area and drive-through and pickup services. The Coffee shop is projected to have an average of 25 employees.

Analysis

General Plan Consistency

The project has a General Plan Land Use designation of General Commercial (GC) and is located in the Business District. The GC designation provides for retail, restaurants, professional and administrative offices, hotels and motels, mixed use projects, public and quasi-public uses, and similar and compatible uses. The Floor Area Ratio (FAR) shall not exceed 0.40. The proposed project, which includes a coffee shop with a drive-through and outdoor dining area, is consistent and compatible with the other intended uses of the GC Land Use Designation. The proposed project has a 0.09 FAR. Therefore, the project is consistent with the General Plan.

Municipal Code Consistency

The current zoning for the subject property is General Commercial (C-2). According to Section 17.124.020 (Permitted Uses) of the Lake Elsinore Municipal Code (LEMC), all permitted uses of the Commercial Office (C-O) and Neighborhood Commercial (C-1) districts as contained within LEMC Section 17.116.020 and 17.120.020 are also permitted in the C-2 zone. Restaurants and eating places are permitted uses. According to Section 17.124.030 of the LEMC, uses permitted subject to a use permit in the C-1 district as contained in LEMC 17.120.030 are also permitted in the C-2 zone subject to a Conditional Use Permit. Pursuant to LEMC 17.120.030 drive-through establishments are permitted use subject to a Conditional Use Permit.

The project also complies with the onsite parking standards listed in Lake Elsinore Municipal Code (LEMC) Chapter 17.148 (Parking Requirements) which requires one (1) parking space for each 45 square feet of customer area, plus one (1) parking space for each 200 square feet of noncustomer area. The project will require a total of 61 parking spaces. The proposed project will provide 42 parking stalls. Existing and future tenants share a parking agreement (First Amendment to Operation and Easement Agreement dated July 30, 2007). The agreement includes a non-exclusive easement for parking of vehicles over and across the parking, driveways, and sidewalk areas within the shopping center. Additionally, a Traffic Analysis dated December 6, 2023, was prepared by Urban Crossroads for the proposed project. The Traffic Analysis concluded that based on a field review of parking conditions, the shared parking area provides sufficient parking for all the uses within the shopping center without negatively affecting the availability of parking to each use in the shopping center.

Architecture and Site Design

The architectural design of the proposed building complies with the Nonresidential Development Standards (Chapter 17.112) of the LEMC. The existing building is rectangular in plan and will feature varying roof lines. The architecture of the building has been designed to achieve harmony and compatibility with surrounding Oak Grove Crossing shopping center. The revised design incorporates Riverstone accent finish throughout the building to harmonize with the adjacent commercial structures including Target, McDonald's, and Bank of America. The project also complies with applicable sections of the Nonresidential Development Standards (Chapter 17.112) of the LEMC for landscaping, lighting, circulation patterns, and trash enclosures.

The Design Review Committee, including Staff from the Planning, Building and Safety, Fire, and Engineering departments and the Elsinore Valley Municipal Water District, has reviewed the project and have added recommended conditions of approval to ensure compliance with adopted plans, policies, and regulations.

Traffic and Operations

A Traffic Analysis dated December 6, 2023, was prepared by Urban Crossroads for the proposed project. The purpose of the analysis is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. The site adjacent roadways of Collier Avenue (SR-74) and Central Avenue are currently built to their ultimate width based on the City's General Plan. The project does not propose any new driveways and will utilize the existing driveways on Collier Avenue (SR-74) and Central Avenue. As such, the study recommended the project maintain the existing roadway width at Collier Avenue (SR-74) and Central Avenue and maintain the existing traffic control and lane geometrics. Additionally, no off-site intersection improvements are required since all study area intersections currently operate at an acceptable Level of Service (LOS) during the peak hours and are anticipated to continue to operate at an acceptable LOS during the peak hours under both Existing (2023) and EAP (2025) traffic conditions.

The traffic study also included a drive-through queuing analysis for the proposed project to evaluate the adequacy of the drive-through lane queuing capacity. Section 17.148.060 of the LEMC requires drive-through lanes to have a minimum storage for eight vehicles at 20 feet per vehicle. The proposed drive-through would provide a drive-through queuing capacity of approximately 15 vehicles. According to the traffic study, the proposed drive-thru lanes for the Starbucks will provide sufficient capacity to accommodate average and peak vehicle demands for the proposed project. Additionally, the project is conditioned to submit queuing management plan detailing procedures and operational measures to be implemented to achieve safe parking lot circulation during peak drive-through demand (COA No. 12). Therefore, upon implementation of the traffic management plan required by conditions of approval, the project is consistent with the circulation goals and policies of the General Plan and is not expected to adversely impact the safety or efficiency of the surrounding roadways.

Environmental Determination

Staff has determined that the proposed Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1: Existing Facilities). Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The project proposes to remodel the 4,400 sq. ft. building by reducing the building footprint to 3,820 sq. ft. and construct a new 497 sq. ft. outdoor seating area. The site is fully developed, and only minor site modifications related to landscaping, drive-through, and parking lot layout are planned in association with the proposed project.

Public Notice

Notice of the hearing for this application has been published in the Press-Enterprise newspaper and mailed to property owners within 600 feet of the subject property. As of the writing of this report, no written comments concerning this application have been received by staff.

Attachments

Attachment 1 – CUP Resolution
Attachment 2 – CDR Resolution
Attachment 3 – Conditions of Approval
Attachment 4 – GIS Exhibits
Attachment 5 – Design Review Package
Attachment 6 – Project Description
Attachment 7 – Traffic Impact Analysis
Attachment 8 – Public Notice Materials

RESOLUTION NO. 2024-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING PLANNING APPLICATION NO. 2023-15 (CONDITIONAL USE PERMIT NO. 2023-06) TO ESTABLISH AND OPERATE A STARBUCKS COFFEE SHOP WITH A DRIVE-THROUGH AND OUTDOOR DINING AREA IN AN EXISTING 4,400 SQ. FT. BUILDING LOCATED AT 18295 COLLIER AVENUE (APN: 377-120-057)

Whereas, Matthew Rochtashel, Urban Dweller Architects, has filed an application with the City of Lake Elsinore (City) requesting approval of Planning Application No. 2023-15 (Conditional Use Permit No. 2023-06 and Commercial Design Review No. 2023-04) to permit the operation of a drive-through and an outdoor dining area in connection with the establishment of a Starbucks coffee shop. The project also includes minor onsite modifications related to the existing 4,400 square foot building's size, exterior elevations, parking lot layout, site circulation, and landscaping. The project site is located on an approximately 0.96-acre site at 18295 Collier Avenue. (APN: 377-120-057);

Whereas, Section 6.0 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) requires that all discretionary projects within a MSHCP Criteria Cell undergo the Lake Elsinore Acquisition Process (LEAP) and Joint Project Review (JPR) process to analyze the scope of the proposed development and establish a building envelope that is consistent with the MSHCP criteria;

Whereas, Section 6.0 of the MSHCP further requires that the City adopt consistency findings demonstrating that the proposed discretionary entitlement complies with the MSHCP Criteria Cell, and the MSHCP goals and objectives;

Whereas, Chapter 17.415.070.A of the Lake Elsinore Municipal Code (LEMC) provides that certain uses have operational characteristics that, depending on the location and design of the use, may have the potential to negatively impact adjoining properties, businesses or residents and therefore are permitted subject to the issuance of a Conditional Use Permit, which allows the City to comprehensively review and approve the use;

Whereas, pursuant to Chapter 17.415.070.B of the LEMC, the Planning Commission (Commission) has been delegated with the responsibility of reviewing and approving, conditionally approving, or denying Conditional Use Permits; and

Whereas, on January 16, 2024, at a duly noticed Public Hearing, the Commission has considered evidence presented by the Community Development Department and other interested parties with respect to this item.

NOW, THEREFORE, **THE PLANNING COMMISSION OF THE CITY OF LAKE ELSINORE DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:**

Section 1: The Commission has considered the project and has found it acceptable.

Section 2: That in accordance with the MSHCP, the Commission makes the following findings for MSHCP consistency:

1. *The project is not subject to the City's LEAP and the Western Riverside County Regional Conservation Authority's (RCA) JPR processes as it is not located within a Criteria Cell.*
2. *The project site is developed with existing Commercial uses. The project is proposing to remodel an existing commercial building. As such, the Riparian/Riverine Areas and Vernal Pool Guidelines as set forth in Section 6.1.2 of the MSHCP are not applicable.*
3. *The project is consistent with the Protection of Narrow Endemic Plant Species Guidelines as set forth in MSHCP Section 6.1.3 and the Additional Survey Needs and Procedures as set forth in MSHCP Section 6.3.2 because the project is not located within any Narrow Endemic Plant Species Survey Areas or Critical Species Survey Areas.*
4. *The project is consistent with the Fuels Management Guidelines because the project site is not within or adjacent to any MSHCP Criteria Cell or conservation areas.*
5. *The project is exempt from MSHCP local development mitigation fees pursuant to LEMC Section 16.85.090.B because the project involves remodeling to an existing development project and will not result in additional usable square footage.*

Section 3: The Commission hereby finds and determines that the project is categorically exempt from California Environmental Quality Act (Cal. Publ. Res. Code §§21000 et seq. "CEQA") and CEQA Guidelines (14. Cal. Code Regs. §§15000 et seq.), specifically pursuant to Section 15301 (Class 1 – Existing Facilities). Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The project proposes to remodel the 4,400 sq. ft. building by reducing the building foot print to 3,820 sq. ft. and construct a new 497 sq. ft. outdoor seating area. The site is fully developed, and only minor site modifications related to landscaping, drive-through, and parking lot layout are planned in association with the proposed project.

Section 4: That in accordance with LEMC Section 17.415.070.C. Findings, the Commission makes the following findings regarding Conditional Use Permit No. 2023-06:

1. That the proposed use, on its own merits and within the context of its setting, is in accord with the objectives of the General Plan and the purpose of the planning district in which the site is located.

   The project has a General Plan Land Use designation of General Commercial (GC) and is located in the Business District. The GC designation provides for retail, restaurants, professional and administrative offices, hotels and motels, mixed projects, public and quasi-public uses, and similar and compatible uses. The Floor Area Ratio (FAR) shall not exceed 0.40. The proposed project, which includes a coffee shop with a drive-through and outdoor dining area, is consistent and compatible with the other intended uses of the GC Land Use Designation. The proposed project has a 0.09 FAR. Therefore, the project is consistent with the General Plan.

   The current zoning for the subject property is General Commercial (C-2). According to Section 17.124.020 (Permitted Uses) of the Lake Elsinore Municipal Code (LEMC), all permitted uses of the Commercial Office (C-O) and Neighborhood Commercial (C-1)

districts as contained within LEMC Section 17.116.020 and 17.120.020 are also permitted in the C-2 zone. Restaurants and eating places are permitted uses. According to Section 17.124.030 of the LEMC, Uses permitted subject to a use permit in the C-1 district as contained in LEMC 17.120.030 are also permitted in the C-2 zone subject to a Conditional Use Permit. Pursuant to LEMC 17.120.030 drive-through establishments are permitted use subject to a Conditional Use Permit.

2. The proposed use will not be detrimental to the general health, safety, comfort or general welfare of persons residing or working within the neighborhood of the proposed use or the City, or injurious to property or improvements in the neighborhood or the City.

   The proposed use will be located within an existing building. The proposed use does not propose either directly or indirectly any detrimental effects to the existing surrounding community. The project has been conditioned as such to avoid any possible negative impacts associated with the conversion and operation of the proposed facility.

3. The site for the intended use is adequate in size and shape to accommodate the use, and for all the yards, setbacks, walls or fences, landscaping, buffers and other features required by this title.

   The proposed use has been reviewed for compliance with applicable sections of the LEMC, and the proposed use will complement the existing uses, based on the submitted plans and attached conditions of approval.

4. The site for the proposed use relates to streets and highways with proper design both as to width and type of pavement to carry the type and quantity of traffic generated by the subject use.

   The proposed use is located within an existing built environment, inclusive of streets. The existing streets are of adequate size to facilitate safe and convenient transportation to and from the site.

5. In approving the subject use at the specific location, there will be no adverse effect on abutting properties or the permitted and normal use thereof.

   The project has been thoroughly reviewed and conditioned by all applicable City departments thereby eliminating the potential for any adverse effects.

6. Adequate conditions and safeguards pursuant to Section 17.415.070.B of the LEMC, including guarantees and evidence of compliance with conditions, have been incorporated into the approval of the subject project to ensure development of the property in accordance with the objectives of this chapter and the planning district in which the site is located.

   Pursuant to Section 17.415.070.B *of the LEMC, the project was considered by the Commission at a duly noticed Public Hearing on January 16, 2024, appropriate and applicable conditions of approval have been included to protect and promote the public health, safety, and general welfare.*

Section 5: Based upon the evidence presented, both written and testimonial, and the above findings, the Commission hereby finds that the project is consistent with the MSHCP.

Section 6: Based upon the evidence presented, the above findings, and the Conditions of Approval imposed upon the project, the Commission hereby approves Planning Application No. 2023-15 (Conditional Use Permit No. 2023-06).

Section 7: This Resolution shall take effect immediately upon its adoption.

Passed and Adopted on this 16th day of January, 2024.

_____
Michael Carroll, Chairman

Attest:

_____
Damaris Abraham,
Assistant Community Development Director

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF LAKE ELSINORE)

I, Damaris Abraham, Assistant Community Development Director of the City of Lake Elsinore, California, hereby certify that Resolution No. 2024-__ was adopted by the Planning Commission of the City of Lake Elsinore, California, at a regular meeting held January 16, 2024 and that the same was adopted by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Damaris Abraham,
Assistant Community Development Director

RESOLUTION NO. 2024-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING PLANNING APPLCIATION NO. 2023-15 (COMMERCIAL DESIGN REVIEW NO. 2023-04) FOR MINOR ONSITE MODIFICATIONS RELATED TO EXISTING BUILDING SIZE, ELEVATIONS, PARKING LOT LAYOUT, SITE CIRCULATION, AND LANDSCAPING FOR AN EXISTING 4,400 SQ. FT. BUILDING LOCATED AT 18295 COLLIER AVENUE (APN: 377-120-057)

Whereas, Matthew Rochtashel, Urban Dweller Architects, has filed an application with the City of Lake Elsinore (City) requesting approval of Planning Application No. 2023-15 (Conditional Use Permit No. 2023-06 and Commercial Design Review No. 2023-04) to permit the operation of a drive-through and an outdoor dining area in connection with the establishment of a Starbucks coffee shop. The project also includes minor onsite modifications related to the existing 4,400 square foot building's size, exterior elevations, parking lot layout, site circulation, and landscaping. The project site is located on an approximately 0.96-acre site at 18295 Collier Avenue. (APN: 377-120-057)

Whereas, Section 6.0 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) requires that all discretionary projects within a MSHCP Criteria Cell undergo the Lake Elsinore Acquisition Process (LEAP) and Joint Project Review (JPR) process to analyze the scope of the proposed development and establish a building envelope that is consistent with the MSHCP criteria;

Whereas, Section 6.0 of the MSHCP further requires that the City adopt consistency findings demonstrating that the proposed discretionary entitlement complies with the MSHCP Criteria Cell, and the MSHCP goals and objectives;

Whereas, pursuant to Section 17.415.060 (Minor Design Review), Section 17.410.070 (Approving Authority), and Section 17.410.030 (Multiple Applications) of the LEMC, the Planning Commission (Commission) has been delegated with the responsibility of reviewing and approving, conditionally approving, or denying the conditional use permit and the minor design review application; and

Whereas, on January 16, 2024, at a duly noticed Public Hearing, the Commission has considered evidence presented by the Community Development Department and other interested parties with respect to this item.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LAKE ELSINORE DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

Section 1: The Commission has considered the project and its consistency with the MSHCP prior to adopting Findings of Consistency with the MSHCP.

Section 2: That in accordance with the MSHCP, the Commission makes the following findings for MSHCP consistency:

1. *The Project is not subject to the City's LEAP and the Western Riverside County Regional Conservation Authority's (RCA) JPR processes as it is not located within a Criteria Cell.*

2. *The Project is consistent with the Riparian/Riverine Areas, Vernal Pools Guidelines, and the Fuel Management Guidelines as the Project is wholly located within an existing building and does not include any earth disturbing activities therefore Sections 6.1.2 or 6.3.1 of the MSHCP are not applicable.*

3. *The project is consistent with the Protection of Narrow Endemic Plant Species Guidelines and the Additional Survey Needs and Procedures because the project is not located within any Narrow Endemic Plant Species Survey Areas or Critical Species Survey Areas.*

4. *The Project is consistent with the Fuels Management Guidelines because the Project site is not within or adjacent to any MSHCP Criteria Cell or conservation areas.*

5. *The project has been conditioned to pay any applicable MSHCP Local Development Mitigation fees.*

Section 3: The Commission has reviewed and analyzed the proposed project pursuant to the California Planning and Zoning Laws (Cal. Gov. Code §§ 59000 et seq.), the Lake Elsinore General Plan (GP), and the LEMC and finds and determines that the proposed project is consistent with the requirements of California Planning and Zoning Law and with the goals and policies of the GP and the LEMC.

Section 4: The Commission hereby finds and determines that the project is categorically exempt from California Environmental Quality Act (Cal. Publ. Res. Code §§21000 et seq. "CEQA") and CEQA Guidelines (14. Cal. Code Regs. §§15000 et seq.), specifically pursuant to Section 15301 (Class 1 – Existing Facilities). Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The project proposes to remodel the 4,400 sq. ft. building by reducing the building foot print to 3,820 sq. ft. and construct a new 497 sq. ft. outdoor seating area. The site is fully developed, and only minor site modifications related to landscaping, drive-through, and parking lot layout are planned in association with the proposed project.

Section 5: That in accordance with Section 17.415.050.G of the LEMC, the Commission makes the following findings regarding Commercial Design Review No. 2023-04:

1. The project, as approved, will comply with the goals and objectives of the General Plan and the zoning district in which the project is located.

   The subject site has a General Plan Land Use designation of General Commercial (GC) and is located in the Business District. The GC Land Use designation provides for retail, services, restaurants, professional and administrative offices, hotels, and motels, mixed-use projects, public and quasi-public uses, and similar and compatible uses with a maximum 0.40 floor area ratio (FAR). The project is proposing to renovate an existing commercial building and operate a drive-through restaurant with 0.09 FAR. Therefore, the Project is consistent with the General Plan.

   The current zoning for the subject property is General Commercial (C-2). According to Section 17.124.020 (Permitted Uses) of the Lake Elsinore Municipal Code (LEMC), all permitted uses of the Commercial Office (C-O) and Neighborhood Commercial (C-1) districts as contained within LEMC Section 17.116.020 and 17.120.020 are also permitted

in the C-2 zone. Restaurants and eating places are permitted uses. According to Section 17.124.030 of the LEMC, Uses permitted subject to a use permit in the C-1 district as contained in LEMC 17.120.030 are also permitted in the C-2 zone subject to a Conditional Use Permit. Pursuant to LEMC 17.120.030 drive-through establishments are permitted use subject to a Conditional Use Permit.

2. The Project complies with the design directives contained in the LEMC and all applicable provisions of the LEMC.

   The project is appropriate to the site and surrounding developments. The architectural design of the proposed buildings conforms to the Nonresidential Development Standards (Chapter 17.112) of the LEMC. Sufficient setbacks and enhanced onsite landscaping have been provided thereby creating interest and varying vistas as a person moves along abutting streets. The architecture has been designed to achieve harmony and compatibility with the surrounding area. The colors and materials proposed will assist in blending the architecture into the existing landscape and are compatible with other colors and materials used on other properties near the project site. In addition, safe and efficient circulation has been achieved onsite.

3. Conditions and safeguards pursuant to Section 17.415.050.G.3 of the LEMC, including guarantees and evidence of compliance with conditions, have been incorporated into the approval of the Project to ensure development of the property in accordance with the objectives of Section 17.415.050.

   Pursuant to Section 17.415.050.E of the LEMC, the project was considered by the Planning Commission at a duly noticed Public Hearing held on January 16, 2024. The project, as reviewed and conditioned by all applicable City divisions, departments and agencies, will not have a significant effect on the environment.

Section 6: Based upon the evidence presented, both written and testimonial, and the above findings, the Commission hereby finds that the project is consistent with the MSHCP.

Section 7: Based upon the evidence presented, the above findings, and the Conditions of Approval imposed upon the project, the Commission hereby approves Commercial Design Review No. 2023-04.

Section 8: This Resolution shall take effect immediately upon its adoption.

Passed and Adopted on this 16th day of January, 2024.

_____
Michael Carroll, Chairman

Attest:

_____
Damaris Abraham,
Assistant Community Development Director

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF LAKE ELSINORE)

I, Damaris Abraham, Interim Assistant Community Development Director of the City of Lake Elsinore, California, hereby certify that Resolution No. 2024-__ was adopted by the Planning Commission of the City of Lake Elsinore, California, at a regular meeting held January 16, 2024 and that the same was adopted by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Damaris Abraham,
Assistant Community Development Director

CONDITIONS OF APPROVAL

PROJECT: PA 2023-15 (CUP 2023-06 & CDR 2023-04)
PROJECT NAME: Starbucks – Collier Ave
PROJECT LOCATION: APN: 377-120-057 (18295 Collier Ave.)
APPROVAL DATE:
EFFECTIVE DATE:
EXPIRATION DATE:

GENERAL

1. Planning Application No. 2023-15 (CUP 2023-06 and CDR 2023-04) proposes to permit the operation of a drive-through and an outdoor dining area in connection with the establishment of a Starbucks coffee shop. The project also includes minor onsite modifications related to the existing 4,400 square foot building's size, exterior elevations, parking lot layout, site circulation, and landscaping. The project site is located on an approximately 0.96-acre site at 18295 Collier Avenue. (APN: 377-120-057)

2. The applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City, its Officials, Officers, Employees, Agents, and its Consultants (Indemnitees) from any claim, action, or proceeding against the Indemnitees to attack, set aside, void, or annul an approval of the City, its advisory agencies, appeal boards, or legislative body concerning approval, implementation and construction of CUP 2023-06 and CDR 2023-04, which action is bought within the time period provided for in California Government Code Sections 65009 and/or 66499.37, and Public Resources Code Section 21167, including the approval, extension or modification of CUP 2023-06 and CDR 2023-04 or any of the proceedings, acts or determinations taken, done, or made prior to the decision, or to determine the reasonableness, legality or validity of any condition attached thereto. The Applicant's indemnification is intended to include, but not be limited to, damages, fees and/or costs awarded against or incurred by Indemnitees and costs of suit, claim or litigation, including without limitation attorneys' fees, penalties and other costs, liabilities and expenses incurred by Indemnitees in connection with such proceeding. The City will promptly notify the applicant of any such claim, action, or proceeding against the City. If the project is challenged in court, the City and the applicant shall enter into formal defense and indemnity agreement, consistent with this condition.

3. Within 30 days of project approval, the applicant shall sign and complete an "Acknowledgment of Conditions" and shall return the executed original to the Community Development Department for inclusion in the case records.

PLANNING DIVISION

4. Conditional Use Permit No. 2023-06 shall lapse and become void two years following the date on which the conditional use permit became effective, unless one of the following: (1) prior to the expiration of two years, a building permit related to the conditional use permit is issued and construction commenced and diligently pursued toward completion; or (2) prior to the expiration of two years, the applicant has applied for and has been granted an extension of the conditional use permit approval pursuant to subsections (a), (b), and (c) of Lake Elsinore Municipal Code (LEMC) Section 17.415.070.D.2. Subject to the provisions of LEMC Section 17.415.070.I, a conditional use permit granted pursuant to the provisions of this section shall run with the land and shall continue to be valid upon a change of ownership

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of the site or structure, which was the subject of the Conditional Use Permit application.

5. Commercial Design Review No. 2023-04 shall lapse and become void two years following the date on which the design review became effective, unless one of the following: (1) prior to the expiration of two years, a building permit related to the design review is issued and construction commenced and diligently pursued toward completion; or (2) prior to the expiration of two years, the applicant has applied for and has been granted an extension of the design review approval pursuant to subsections (1) and (2) of Lake Elsinore Municipal Code (LEMC) Section 17.415.050.I.1. Notwithstanding conditions to the contrary, a design review granted pursuant to LEMC Section 17.415.050.I.2 shall run with the land for this two-year period, subject to any approved extensions, and shall continue to be valid upon a change of ownership of the site, which was the subject of the design review application.

6. An application for modification, expansion or other change in a Conditional Use Permit shall be reviewed according to the provisions of the Section 17.415.070 of the LEMC, in a similar manner as a new application.

7. If operation of this use triggers concerns related to parking, noise, traffic, or other impacts, at the discretion of the Community Development Director, this Conditional Use Permit may be referred back to the Planning Commission for subsequent review at a Public Hearing. If necessary, the Commission may modify or add conditions of approval to mitigate such impacts, or may revoke said Conditional Use Permit.

8. All Conditions of Approval shall be reproduced on page one of building plans prior to their acceptance by the Building and Safety Division, Community Development Department. All Conditions of Approval shall be met prior to the issuance of a Certificate of Occupancy and release of utilities.

9. All future development proposals shall be reviewed by the City on a project-by-project basis. If determined necessary by the Community Development Director or designee, additional environmental analysis will be required.

10. Any proposed minor revisions to approved plans shall be reviewed and approved by the Community Development Director or designee. Any proposed substantial revisions to the approved plans shall be reviewed according to the provisions of the Municipal Code in a similar manner as a new application. Grading plan revisions shall be reviewed by the City Engineer.

11. The applicant shall provide all project-related on-site and off-site improvements as required by these Conditions of Approval.

12. The applicant will be required to provide a Queueing Management Plan prior to occupancy of the Starbucks Coffee Shop building. The project shall be required to comply with the queueing management plan at all times to that the operation of the drive-through does not interfere with the free and orderly circulation of the parking lots and to avoid spillover of vehicles in the public right-of-way.

13. Provisions of the City's Noise Ordinance (LEMC Chapter 17.176) shall be satisfied during all site preparation and construction activity. Site preparation activity and construction shall not commence before 7:00 AM and shall cease no later than 5:00 PM, Monday through Friday. Only finish work and similar interior construction may be conducted on Saturdays

and may commence no earlier than 8:00 am and shall cease no later than 4:00 p.m. Construction activity shall not take place on Sunday, or any Legal Holidays.

14. No individual signs are approved as part of this approval. The applicant or designee shall submit an application for a sign permit, pay appropriate fees and receive approval from the Community Development Department for any sign(s) installed at the project site. **OR** The applicant shall submit a sign program for review and approval of the Planning Commission prior to installation.

15. Graffiti shall be removed within 24 hours.

16. All materials and colors depicted on the approved plans shall be used. If the applicant wishes to modify any of the approved materials or colors depicted on the plans, the applicant shall submit a proposal setting forth the modifications for review by the Community Development Director or his designee

17. All roof mounted equipment shall be fully screened.

18. The entire site shall be kept free from trash and debris at all times and in no event shall trash and debris remain for more than 24 hours.

19. If any of the conditions of approval set forth herein fail to occur, or if they are, by their terms, to be implemented and maintained over time, if any of such conditions fail to be so implemented and maintained according to their terms, the City shall have the right to revoke or modify all approvals herein granted, deny or further condition issuance of all future building permits, deny revoke, or further condition all certificates of occupancy issued under the authority of approvals herein granted; record a notice of violation on the property title; institute and prosecute litigation to compel their compliance with said conditions or seek damages for their violation

Prior to Issuance of Grading Permits/Building Permits

20. Prior to issuance of a building permit, the applicant shall pay Development Impact Fees (DIF) and MSHCP Fees per LEMC Section 16.85, at the rate in effect at the time of payment.

21. All roof mounted or ground support air conditioning units or other mechanical equipment incidental to development shall be architecturally screened or shielded by landscaping so that they are not visible from neighboring property or public streets. Any roof mounted central swamp coolers shall also be screened, and the Community Development Director, prior to issuance of building permit shall approve screening plan.

22. The project shall meet all requirements of the Elsinore Valley Municipal Water District (EVMWD). The applicant shall submit water and sewer plans to the EVMWD and shall incorporate all district conditions and standards.

23. The property address (in numerals at least six inches high) shall be displayed near the entrance and be easily visible from the front of the subject property and public right-of-way.

24. The applicant shall construct trash enclosure(s) with a decorative roof to match the colors, materials and design of the project architecture.

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25. A uniform hardscape and street furniture design including seating benches, trash receptacles, free-standing potted plants, bike racks, light bollards, etc., shall be utilized and be compatible with the architectural style. Detailed designs shall be submitted for Planning Division review and approval prior to the issuance of building permits.

26. Prior to issuance of a building permit, one (1) set of the Final Landscaping / Irrigation Detail Plans along with a digital copy (i.e. PDF format) shall be submitted to the Community Development Department with appropriate fees, for review and approval by the Community Development Director or designee.

    a. All planting areas shall have permanent and automatic sprinkler system with 50% plant coverage using a drip irrigation method.
    b. All planting areas shall be separated from paved areas with a six inch (6”) high and six inch (6”) wide concrete curb. Runoff shall be allowed from paved areas into landscape areas.
    c. Planting within fifteen feet (15’) of ingress/egress points shall be no higher than twenty-four inches (24”).
    d. Landscape planters shall be planted with an appropriate parking lot shade tree pursuant to the LEMC and Landscape Design Guidelines.
    e. No required tree planting bed shall be less than 5 feet wide.
    f. Root barriers shall be installed for all trees planted within 10 feet of hardscape areas to include sidewalks.
    g. Any transformers and mechanical or electrical equipment shall be indicated on landscape plan and screened as part of the landscaping plan.
    h. The landscape plan shall provide for ground cover, shrubs, and trees and meet all requirements of the City’s adopted Landscape Guidelines.
    i. All landscaping and irrigation shall be installed within affected portion of any phase at the time a Certificate of Occupancy is requested for any building.
    j. Final landscape plan must be consistent with approved site plan.
    k. Final landscape plans to include planting and irrigation details.
    l. Final landscape plans shall include drought tolerant planting consistent with Elsinore Valley Municipal Water District standards subject to plan check and approval by the City’s landscape plan check consultant.
    m. No turf shall be permitted.

27. Landscaping installed for the project shall be continuously maintained to the reasonable satisfaction of the Community Development Director. If it is determined that the landscaping is not being maintained, the Director of Community Development shall have the authority to require the property owner to bring the landscaping into conformance with the approved landscape plan. The continued maintenance of all landscaped areas shall be the responsibility of the developer or any successors in interest.

28. The proposed location of on-site construction trailers shall be approved by the Community Development Director or designee. A cash bond of $1,000 shall be required for any construction trailers placed on the site and used during construction. Bonds will be released after removal of trailers and restoration of the site to an acceptable state, subject to approval of the Community Development Director or designee. Such trailer(s) shall be fully on private property and outside the public right of way.

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BUILDING DIVISION

General Conditions

29. Final Building and Safety Conditions. Final Building and Safety Conditions will be addressed when building construction plans are submitted to Building and Safety for review. These conditions will be based on occupancy, use, the California Building Code (CBC), and related codes which are enforced at the time of building plan submittal.

30. Compliance with Code. All design components shall comply with applicable provisions of the 2022 edition of the California Building, Plumbing and Mechanical Codes: 2022 California Electrical Code; California Administrative Code, 2022 California Energy Codes, 2022 California Green Building Standards, California Title 24 Disabled Access Regulations, and Lake Elsinore Municipal Code.

31. Disabled Access. Applicant shall provide details of all applicable disabled access provisions and building setbacks on plans to include:

    a. All ground floor units to be adaptable.
    b. Disabled access from the public way to the entrance of the building.
    c. Van accessible parking located as close as possible to the main entry.
    d. Path of accessibility from parking to furthest point of improvement.
    e. Path of travel from public right-of-way to all public areas on site, such as club house, trach enclosure tot lots and picnic areas.

32. Street Addressing. Applicant must obtain street addressing for all proposed buildings by requesting street addressing and submitting a site plan for commercial or multi-family residential projects or a recorded final map for single- family residential projects. It takes 10 days to issue address and notify other agencies. Please contact Sonia Salazar at ssalazar@lake-elsinore.org or 951-674-3124 X 286.

33. Clearance from LEUSD. A receipt or clearance letter from the Lake Elsinore School District shall be submitted to the Building and Safety Department to ensure the payment or exemption from School Mitigation Fees.

34. Obtain Approvals Prior to Construction. Applicant must obtain all building plans and permit approvals prior to commencement of any construction work.

35. Obtaining Separate Approvals and Permits. Trash enclosures, patio covers, light standards, and any block walls will require separate approvals and permits.

36. Sewer and Water Plan Approvals. On-site sewer and water plans will require separate approvals and permits. Septic systems will need to be approved from Riverside County Environmental Health Department before permit issuance.

37. House Electrical Meter. Applicant shall provide a house electrical meter to provide power for the operation of exterior lighting, irrigation pedestals and fire alarm systems for each building on the site. Developments with single user buildings shall clearly show on the plans how the operation of exterior lighting and fire alarm systems when a house meter is not specifically proposed.

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At Plan Review Submittal

38. Submitting Plans and Calculations. Applicant must submit to Building and Safety four (4) complete sets of plans and two (2) sets of supporting calculations for review and approval including:

    a. An electrical plan including load calculations and panel schedule, plumbing schematic, and mechanical plan applicable to scope of work.
    b. A Sound Transmission Control Study in accordance with the provisions of the Section 5.507, of the 2022 edition of the California Building Code.
    c. A precise grading plan to verify accessibility for the persons with disabilities.
    d. Truss calculations that have been stamped by the engineer of record of the building and the truss manufacturer engineer.

Prior to Issuance of Grading Permit(s)

39. Onsite Water and Sewer Plans. Onsite water and sewer plans, submitted separately from the building plans, shall be submitted to Building and Safety for review and approval.

40. Demolition Permits. A demolition permit shall be obtained if there is an existing structure to be removed as part of the project. Asbestos report and lead base paint reports are required before demo permit will be issued.

Prior to Issuance of Building Permit(s)

41. Plans Require Stamp of Registered Professional. Applicant shall provide appropriate stamp of a registered professional with original signature on the plans. Provide C.D. of approved plans to the Building Division.

Prior to Beginning of Construction

42. Pre-Construction Meeting. A pre-construction meeting is required with the building inspector prior to the start of the building construction.

ENGINEERING DIVISION

44. In accordance with the City's Franchise Agreement for waste disposal and recycling, the applicant shall be required to contract with CR&R, Inc. for removal and disposal of all waste material, debris, vegetation, and other rubbish generated both during cleaning, demolition, clear and grubbing or all other phases of construction and during occupancy.

45. The site will accommodate all construction activity, building activity, vehicles, etc. No staging on public streets, or private property belonging to others shall be conducted without the written permission of the property owner.

46. Minimum good housekeeping and erosion and sediment control Best Management Practices (BMPs) shall be implemented.

47. The project is responsible for complying with the Santa Ana Region National Pollutant Discharge Elimination System (NPDES) requirements as warranted based on the nature of development and/or activity.

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48. Parking lot landscaping areas shall be designed to provide for treatment, retention or infiltration of runoff.

49. Project trash enclosure shall be covered, bermed, and designed to divert drainage from adjoining paved areas and regularly maintained.

50. All restaurants and commercial food handling facilities must provide an area for the washing/steam cleaning of equipment and accessories. The area must be self-contained, equipped with a grease trap, and properly connected to a sanitary sewer. If the wash area is located outdoors, it must be covered, paved have secondary containment, and be connected to the sanitary sewer or other appropriately permitted disposal facility. Plan Requirements: The Owner/Applicant shall incorporate these food facility requirements into project design and depict on plans, including detail plans as needed.

CITY OF LAKE ELSINORE FIRE MARSHAL

43. The applicant/operator shall comply with all requirements of the Riverside County Fire Department Lake Elsinore Office of the Fire Marshal. Questions should be directed to the Riverside County Fire Department, Lake Elsinore Office of the Fire Marshal at 130 S. Main St., Lake Elsinore, CA 92530. Phone: (951) 671-3124 Ext. 225.

44. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation, and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.

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I hereby state that I acknowledge receipt of the approved Conditions of Approval for the above named project and do hereby agree to accept and abide by all Conditions of Approval as approved by the Planning Commission of the City of Lake Elsinore on _____. I also acknowledge that all Conditions shall be met as indicated.

Date: _____

Applicant's Signature: _____

Print Name: _____

Address: _____

_____

Phone Number: _____

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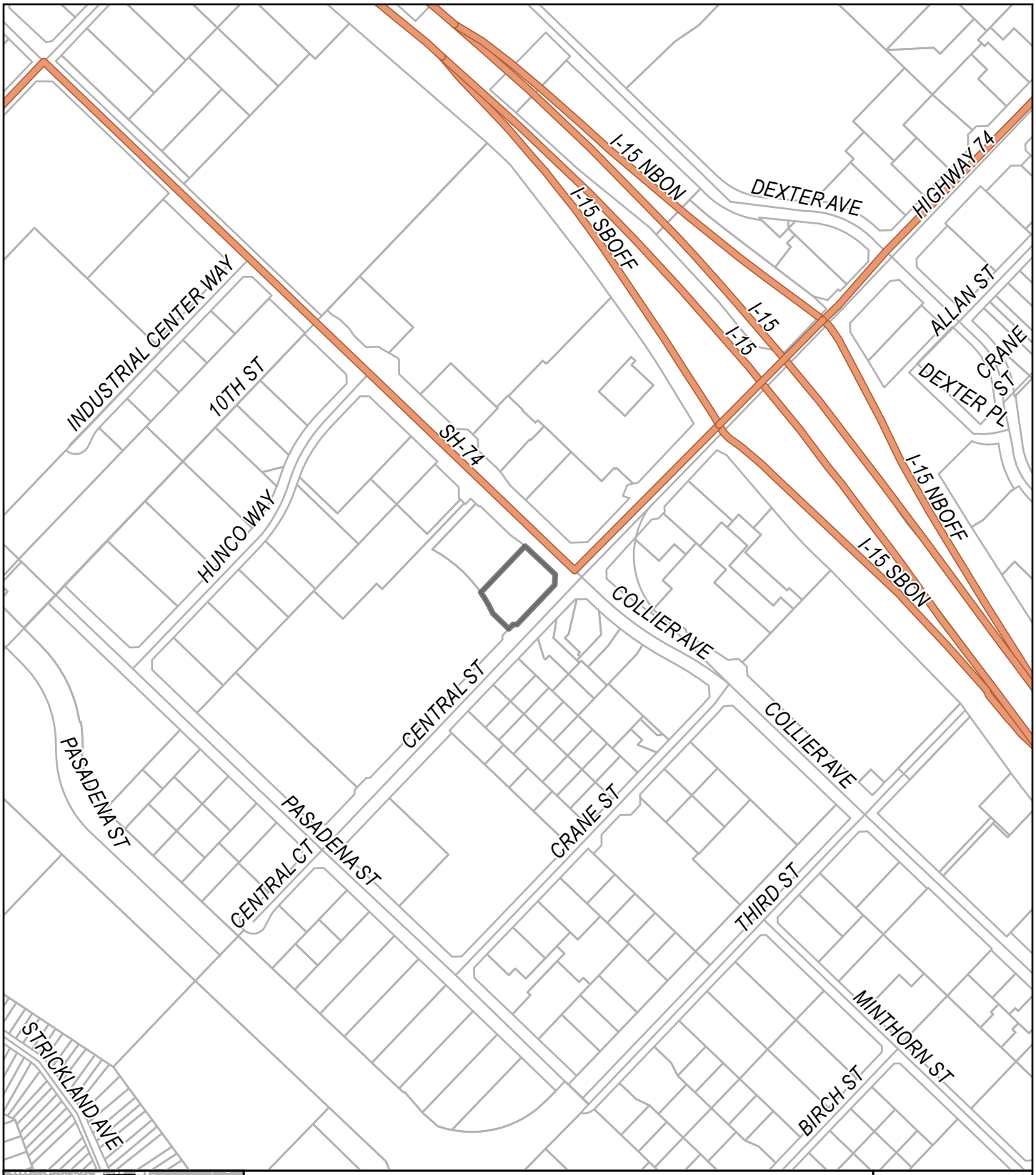
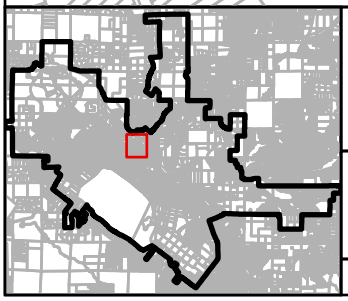




Vicinity Map

N

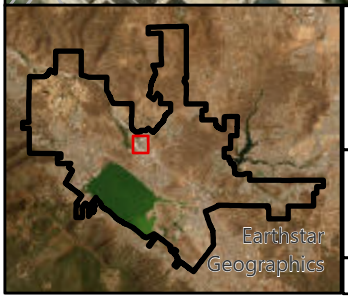
0 187.5 375

US Feet

Planning Application No. 2023-15
CUP No. 2023-06, CDR No. 2023-04

Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet

CITY OF LAKE ELSINORE
DREAM EXTREME



Aerial Map

Planning Application No. 2023-15
CUP No. 2023-06, CDR No. 2023-04

Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet

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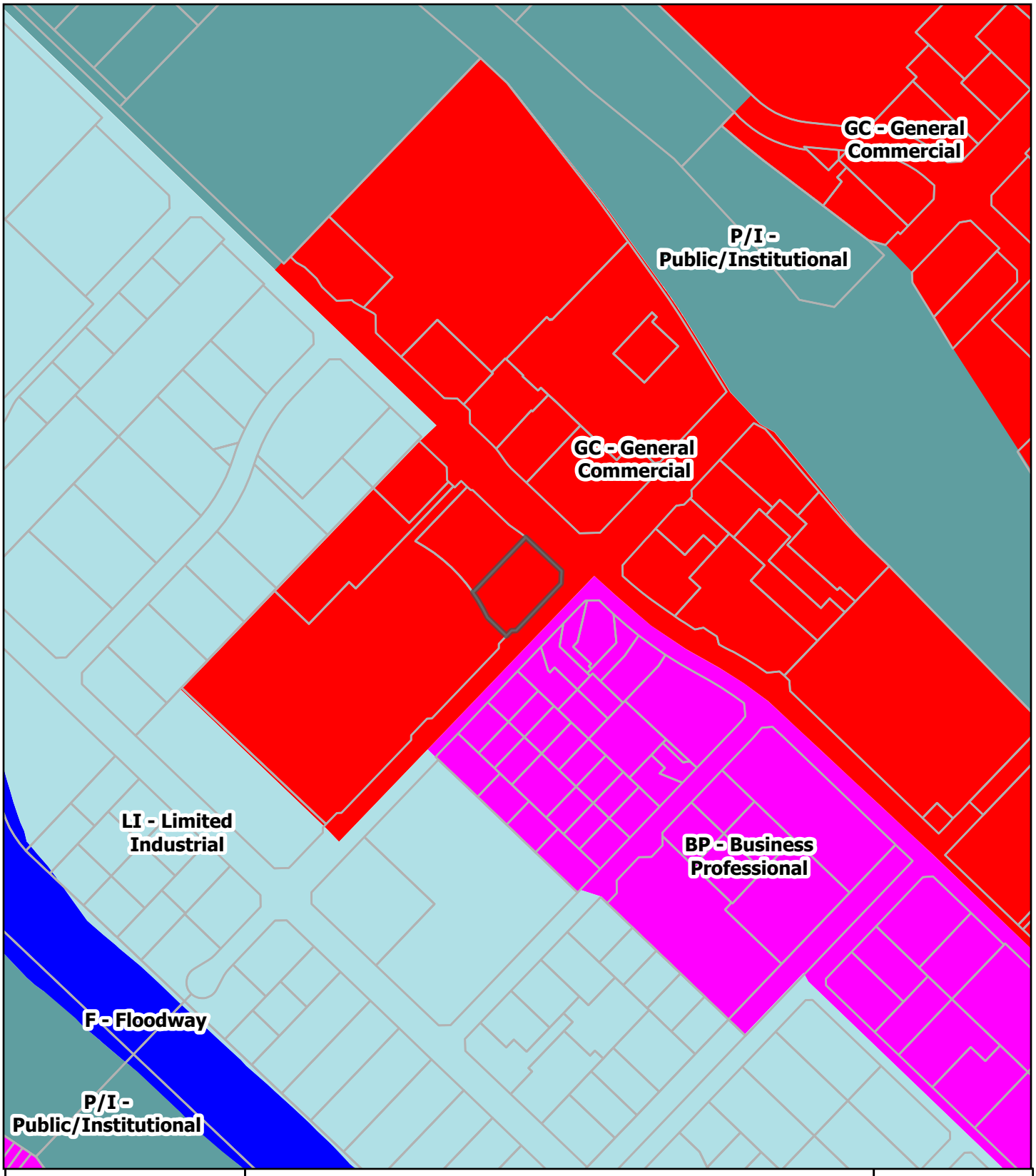
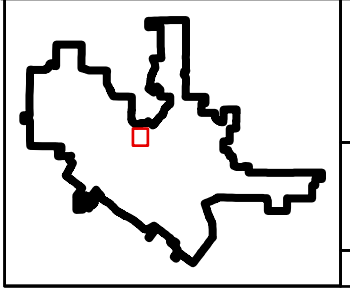
US Feet

CITY OF LAKE ELSINORE
DREAM EXTREME





General Plan Exhibit

Planning Application No. 2023-15
CUP No. 2023-06, CDR No. 2023-04

Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet

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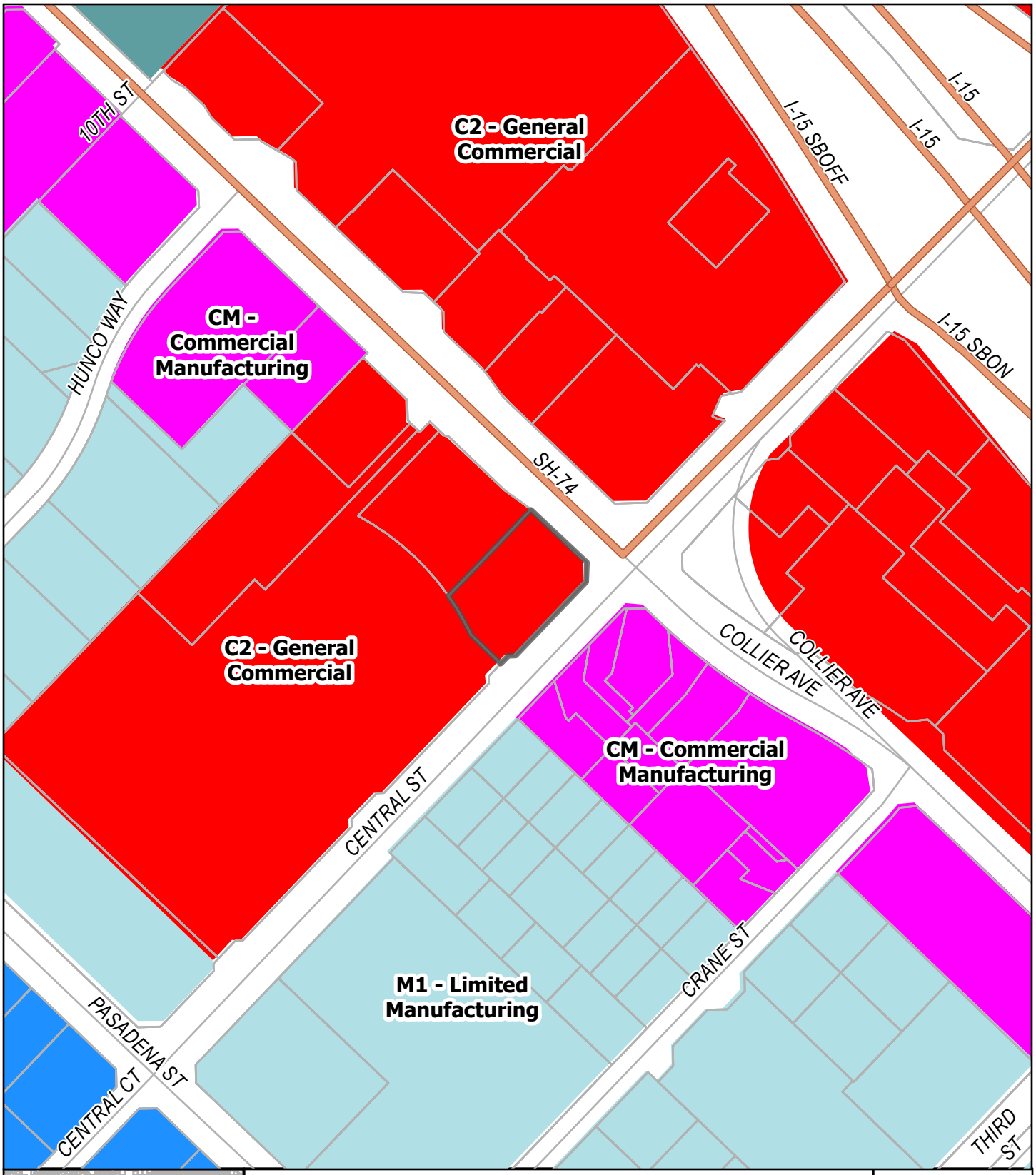
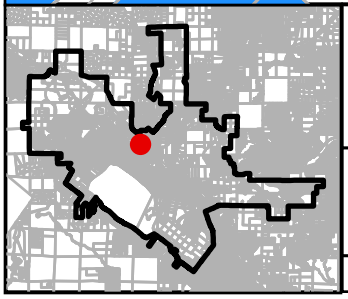
US Feet

CITY OF LAKE ELSINORE
DREAM EXTREME





Zoning Exhibit

N

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US Feet

Planning Application No. 2023-15
CUP No. 2023-06, CDR No. 2023-04

Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet

CITY OF LAKE ELSINORE
DREAM EXTREME

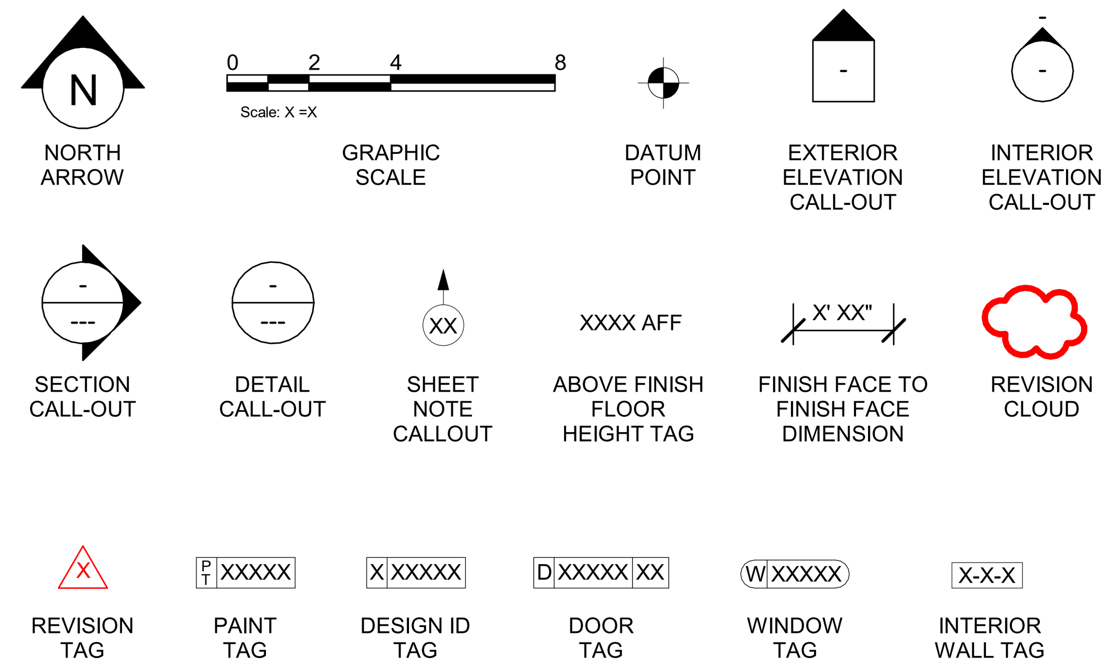
ABBREVIATIONS

A/C	AIR CONDITIONING
ACT	ACOUSTICAL CEILING TILE
ADJ	ADJUSTABLE
AFF	ABOVE FINISHED FLOOR
AMP	AMPERE
ARCH	ARCHITECT
BOH	BACK OF HOUSE
CAB	CABINET
CL	CENTER LINE
CLG	CEILING
CM	STARBUCKS CONSTRUCTION MANAGER
CTR	CENTER
CX	COMMISSIONING
CXA	COMMISSIONING AGENT
DEG	DEGREE
DET	DETAIL
DIA	DIAMETER
DIM	DIMENSION
DM	STARBUCKS DESIGN MANAGER
DN	DOWN
EA	EACH
EL	ELEVATION
EQ	EQUAL
EXIST	EXISTING
EXT	EXTERIOR
FF&E	FURNITURE, FIXTURE, AND EQUIPMENT
FLR	FLOOR
FOH	FRONT OF HOUSE
FOIC	FURNISHED BY OWNER, INSTALLED BY CONTRACTOR
FOIO	FURNISHED BY OWNER INSTALLED BY OWNER
FT	FOOT/FEET
G	GROUND
GC	GENERAL CONTRACTOR
GWB	GYPSUM WALLBOARD
HC	HOLLOW CORE
HDW	HARDWARE
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HR	HOUR
HT	HEIGHT
HVAC	HEATING, VENTILATING AND AIR CONDITIONING
I.D.	INSIDE DIAMETER
LEED	LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN
LL	LANDLORD
LV	LOW VOLTAGE
MAX	MAXIMUM
MEP	"MECHANICAL, ELECTRICAL AND PLUMBING"
MFR	MANUFACTURER
MIN	MINIMUM
NIC	NOT IN CONTRACT
NL	NIGHT LIGHT
NTS	NOT TO SCALE
OC	ON CENTER
O.D.	OUTSIDE DIAMETER
PIR	PASSIVE INFRARED SENSOR
PLC	PLACE
R	RADIUS
REF	REFERENCE
REQ'D	REQUIRED
REV	REVISION
RND	ROUND
SB	STARBUCKS
SC	SOLID CORE
SF	SQUARE FEET
SHT	SHEET
SIM	SIMILAR
SPEC	SPECIFICATION
SQ	SQUARE
TEMP	TEMPORARY
TYP	TYPICAL
UC	UNDER COUNTER
UNO	UNLESS NOTED OTHERWISE
VERT	VERTICAL
VIF	VERIFY IN FIELD

RESPONSIBILITY LEGEND

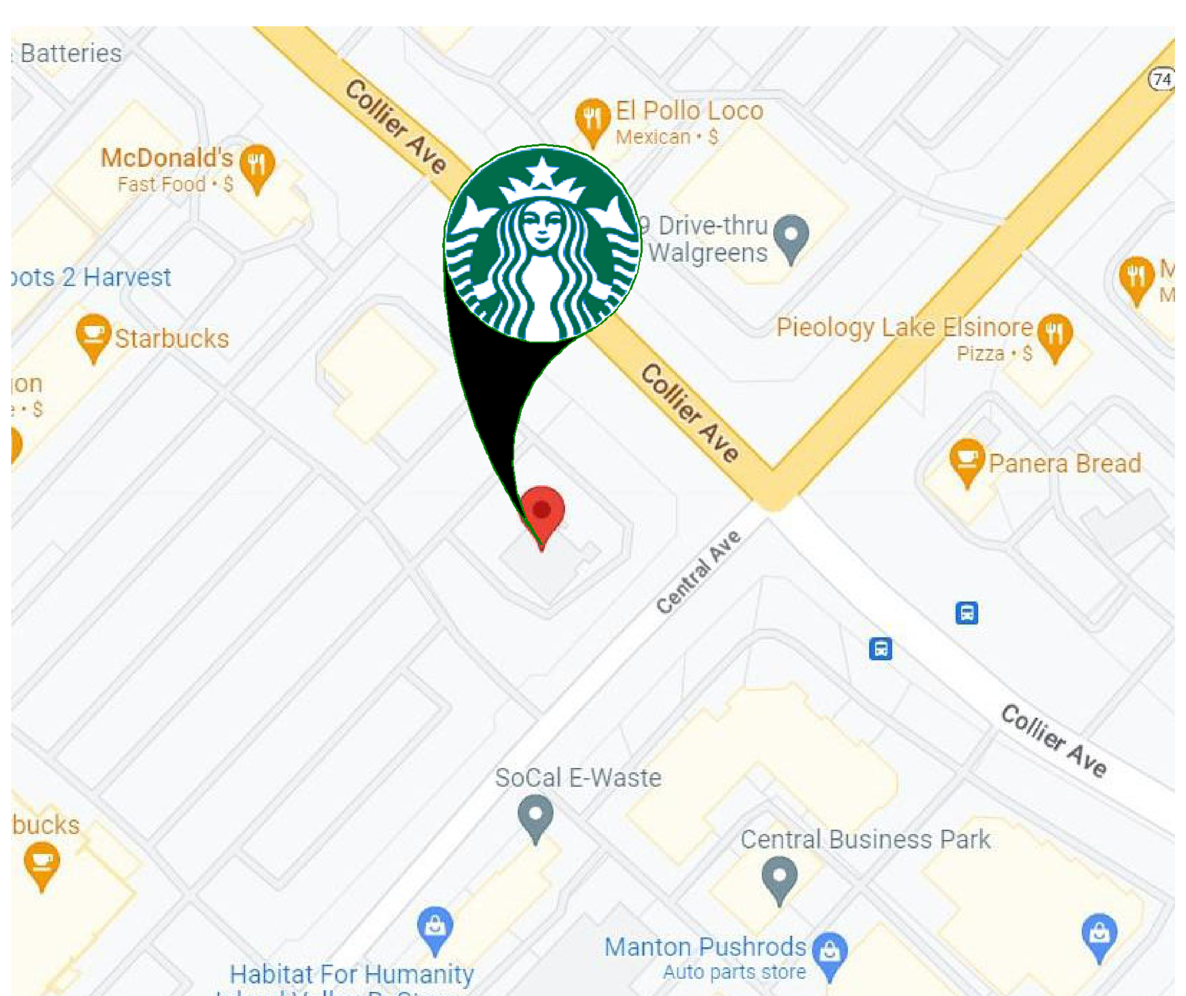
GC	GENERAL CONTRACTOR
LL	LANDLORD
SB	STARBUCKS

ARCHITECTURAL SYMBOL LEGEND



SITE MAP

VICINITY PLAN



PROJECT CONTACTS

MAILING ADDRESS:	STARBUCKS COFFEE COMPANY 2401 UTAH AVENUE SOUTH MS STOP: S-SD10 SEATTLE, WASHINGTON 98134 (206) 318-1575
DESIGN MANAGER:	MAIKEL FARAGALLA URBAN DWELL ARCHITECTS 43180 BUSINESS PARK DR. SUITE:203 TEMECULA, CA 92590 (714) 331-6114
CONSTRUCTION MANAGER:	MAIKEL FARAGALLA URBAN DWELL ARCHITECTS 43180 BUSINESS PARK DR. SUITE:203 TEMECULA, CA 92590 (714) 331-6114
ARCHITECT OF RECORD:	MAIKEL FARAGALLA URBAN DWELL ARCHITECTS 43180 BUSINESS PARK DR. SUITE:203 TEMECULA, CA 92590 (714) 331-6114
MEP CONSULTANT OF RECORD:	MAIKEL FARAGALLA URBAN DWELL ARCHITECTS 43180 BUSINESS PARK DR. SUITE:203 TEMECULA, CA 92590 (714) 331-6114
FIRE PROTECTION CONSULTANT:	RIVERSIDE COUNTY FIRE DEPARTMENT 2300 MARKET ST., SUITE 150 RIVERSIDE, CA 92501 951-955-4777 RRUOFMScheduling@fire.ca.gov

SCOPE OF WORK

NEW CONSTRUCTION FOR STARBUCKS COFFEE SHOP WITHIN AN EXISTING SHELL LEASE SPACE. NEW CONSTRUCTION INCLUDES:
• **SITE :**
- NEW CUSTOM POLY SIGNAGE
- NEW DRIVE THRU EQUIPMENT
- LANDSCAPE PATCH AND INFILL (SEE LANDSCAPE PLANS PART OF THIS PERMIT)
- NEW TRASH ENCLOSURE
-
• **BUILDING :**
- NEW DT WINDOW
- NEW ROOF MEMBRANE AND MECHANICAL EQUIPMENT
- ADDITION OF EXTERIOR PATIO FURNITURE

• **INTERIOR :**
NEW INTERIOR NON-BEARING PARTITION WALLS
• NEW RESTROOM
• NEW BEVERAGE PREPARATION EQUIPMENT
• NEW CASEWORK
• NEW FLOOR FINISHES
• NEW WALL FINISHES
• NEW CEILING (ACT AND GYP. BD.)
• NEW LIGHTING
• NEW HVAC DIFFUSERS
• NEW TRENCH EXISTING CONCRETE SLAB FOR PLUMBING AND ELECTRIC

DEFERRED/ SEPARATE SUBMITAL

1. PLANS FOR FIRE SPRINKLER SYSTEMS AND FIRE ALARM SYSTEMS WILL BE SUBMITTED UNDER SEPARATE PERMITS WHEN APPLICABLE.
2. CONTRACTOR TO SUBMIT TO THE FIRE DEPARTMENT FIRE SPRINKLER SHOP DRAWINGS FOR REVIEW AND APPROVAL AS REQUIRED.
3. ALL BUILDING AND SITE SIGNAGE TO BE UNDER SEPARATE REVIEW AND APPROVAL.
4. ALL SITE WORK TO BE UNDER A SEPARATE REVIEW AND APPROVAL.

SITE SURVEY DISCLAIMER

I AM THE DESIGNER/OWNER IN RESPONSIBLE CHARGE OF THIS TENANT IMPROVEMENT PROJECT. I HAVE INSPECTED THE SITE/PREMISES AND DETERMINED THAT EXISTING CONDITIONS ARE IN FULL COMPLIANCE WITH CURRENT SITE ACCESSIBILITY REQUIREMENTS TO THE EXTENT REQUIRED BY LAW.

I AM THE DESIGNER/OWNER IN RESPONSIBLE CHARGE OF THIS TENANT IMPROVEMENT PROJECT. I HAVE INSPECTED THE TOILET AND BATHING FACILITIES FOR MEN AND WOMEN, AND DETERMINED THAT THE EXISTING CONDITIONS ARE IN FULL COMPLIANCE WITH CURRENT ACCESSIBILITY REQUIREMENTS TO THE EXTENT REQUIRED BY LAW.

IF THE CITY BUILDING INSPECTOR DETERMINES NON-COMPLIANCE WITH ANY ACCESSIBILITY PROVISIONS, A COMPLETE AND DETAILED REVISED PLANS CLEARLY SHOWING ALL EXISTING NON-COMPLYING CONDITIONS AND THE PROPOSED MODIFICATIONS TO MEET CURRENT ACCESSIBILITY REQUIREMENTS (INCLUDING SITE PLAN, FLOOR PLANS, DETAILS, ETC.) WILL BE SUBMITTED TO THE DEPARTMENT FOR REVIEW AND APPROVAL.

DESIGNER NAME: MAIKEL FARAGALLA____________________

SIGNATURE: ___________________________________

GENERAL NOTES

A. THE DRAWINGS AND PROJECT MANUAL TOGETHER CONSTITUTE THE CONTRACT DOCUMENTS FOR CONSTRUCTION. ALL GENERAL REQUIREMENTS ARE TO BE MET AND ALL MATERIALS, FINISHES AND SYSTEMS ARE TO BE INSTALLED AND PERFORM PER SPECIFICATIONS UNLESS OTHERWISE NOTED.

B. GENERAL CONTRACTOR SHALL VISIT THE SITE, REVIEW THE BUILDING SHELL DRAWINGS AS SUBMITTED BY THE LANDLORD OR STARBUCKS AND BECOME THOROUGHLY FAMILIAR WITH THE SITE CONDITIONS PRIOR TO CONSTRUCTION.

C. GENERAL CONTRACTOR SHALL CONSULT WITH STARBUCKS CONSTRUCTION MANAGER TO RESOLVE ANY CHANGES, OMISSIONS OR PLAN DISCREPANCIES PRIOR TO CONSTRUCTION.

D. ALL WORK SHALL BE PERFORMED IN STRICT COMPLIANCE WITH LOCAL, COUNTY, STATE AND FEDERAL CODES AND ORDINANCES.

E. GENERAL CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES.

F. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS, INCLUDING CLEARANCES REQUIRED BY OTHER TRADES AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK. ALL DIMENSIONS ARE TO THE FACE OF THE FINISHED SURFACE UNLESS NOTED OTHERWISE. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT. DO NOT SCALE DRAWINGS.

G. GENERAL CONTRACTOR SHALL PATCH AND REPAIR ALL EXISTING WALLS, FLOORS, CEILINGS, OR OTHER SURFACES IDENTIFIED TO REMAIN THAT MAY BECOME DAMAGED DURING THE COURSE OF THE WORK.

H. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING PERMITS FOR FIRE PROTECTION, PLUMBING, MECHANICAL, AND ELECTRICAL SYSTEMS PRIOR TO INSTALLATION OF SUCH SYSTEMS.

I. GENERAL CONTRACTOR SHALL RETAIN ONE SET OF PERMIT PLANS ON-SITE TO DOCUMENT ALL CHANGES MADE DURING CONSTRUCTION. THE RECORD DRAWINGS SHALL BE ISSUED TO THE OWNER AT PROJECT CLOSE-OUT AS DESCRIBED IN THE GENERAL REQUIREMENTS OF THE PROJECT MANUAL.

J. GENERAL CONTRACTOR IS RESPONSIBLE FOR COORDINATING DELIVERY OF MATERIALS FROM STARBUCKS CONTRACTED THIRD PARTY LOGISTICS DISTRIBUTION SERVICES AND VENDOR DIRECT SHIPMENTS. SEE THE PROJECT MANUAL FOR ADDITIONAL INFORMATION.

K. RESPONSIBILITY FOR SUPPLY AND DELIVERY OF MATERIALS AND EQUIPMENT IS IDENTIFIED IN THE DRAWING SCHEDULE SHEETS UNDER THE COLUMN LABELED "RESPONSIBILITY".

L. FOR THE PURPOSE OF THE DOCUMENTS, TO "INSTALL", SHALL MEAN TO PROVIDE ALL FASTENERS, MISCELLANEOUS HARDWARE, BLOCKING, ELECTRICAL CONNECTIONS, PLUMBING CONNECTIONS AND OTHER ITEMS REQUIRED FOR A COMPLETE AND OPERATIONAL INSTALLATION, UNLESS OTHERWISE NOTED.

M. ALL ITEM SUBSTITUTIONS MUST BE APPROVED BY THE STARBUCKS CONSTRUCTION MANAGER.

SITE INFORMATION

CODE AUTHORITIES: **CITY OF LAKE ELSINORE MUNICIPAL CODE**

BUILDING CODE:	2022 California Building Code
PLUMBING CODE:	2022 California Plumbing Code
MECHANICAL CODE:	2022 California Mechanical Code
ELECTRICAL CODE:	2022 California Electrical Code
ENERGY CODE:	2022 California Energy Code
FIRE CODE:	2022 California Fire Code
HEALTH CODE:	2022 California Retail Food Code
ACCESSIBILITY CODE:	CH 11B OF 2022 CBC

ZONING:

PARCEL NUMBER:	377-120-057
LEASABLE AREA:	+/- 4,400
CONSTRUCTION TYPE:	V-B
PROPOSED USE:	RETAIL SALES AND SERVICES
ZONING TYPE:	C-2 - GENERAL COMMERCIAL DISTRICT

PARKING:

REQUIRED PARKING STALLS PER **LMEC 17.148.030.E.13:**

1 SPACE FOR EACH 45 SQ.FT OF OF CUSTOMER AREA = 1632 / 45 = **36 STALLS**

1 SPACE FOR EACH 200 SQ.FT OF NONCUSTOMER AREA **=** 1756 / 200 = **9 STALLS**

ACCESSEBLE PARKING STALLS = 5% OF TOTAL PARKING STALLS = **2 STALLS**

-TOTAL REQUIRED PARKING STALLS = 40 STALLS AND 2 ACCEESSIBLE STALLS.

-TOTAL PROVIDED PARKING STALLS = 43 STALLS AND 2 ACCESSIBLE STALLS.

BUILDING INFORMATION

OCCUPANCY TYPE:	A2
BUILDING AREA:	+/- 3,820
TENANT AREA:	+/- 3,762
BUILDING CLASSIFICIATION:	CG-1
FIRE SPRINKLER:	YES

INDEX OF SHEETS

LEGEND: X - SHEET ISSUED
R - SHEET ISSUED FOR REFERENCE AND COORDINATION ONLY
SEE TITLEBLOCK FOR REVISION ISSUE DATE(S)

SHEET	SHEET TITLE	BID SET	PERMIT SET	REVISION 1	REVISION 2	REVISION 3	REVISION 4
GENERAL							
G001	GENERAL INFORMATION						
G001.2	GENERAL INFORMATION						
G001A	EXISTING BUILDING PHOTOS						
G001B	EXTERIOR RENDERED VIEWS						
G002	LIFE SAFETY AND ACCESSIBILITY PLAN						
G002A	LIFE SAFETY AND ACCESSIBILITY PLAN						
G011	SITE ACCESSIBILITY						
DEMOLITION							
D101	DEMOLITION FLOOR PLAN						
D102	DEMOLITION SITE PLAN						
D103	DEMOLITION ROOF PLAN						
D104	DEMOLITION EXTERIOR ELEVATIONS						
D104A	DEMOLITION EXTERIOR ELEVATIONS						
LANDSCAPING							
L001	LANDSCAPE PALLETTE						
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ARCHITECTURAL							
A001	ARCHITECTURAL OVERALL SITE PLAN						
A001A	ARCHITECTURAL SITE PLAN						
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A300	TRASH ENCLOSURE PLAN						
A301	TRASH ENCLOSURE ELEVATIONS						
A302	TRASH ENCLOSURE DETAILS						
ELECTRICAL							
E-0001	ELECTRICAL PHOTOMETRIC PLAN						

Grand total: 24

EXISTING BUILDING AREA	PROPOSED BUILDING AREA
GROSS AREA 4,400 SF NET AREA 4320 SF	GROSS AREA 3,820 SF NET AREA 3,762 SF

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STARBUCKS TEMPLATE VERSION: i2021.10.22

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STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	12-8-2023
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description
1	05/31/23	MV	Planning Revision

SHEET TITLE:
GENERAL INFORMATION

SCALE: AS SHOWN

SHEET NUMBER:
G001

ENVIRONMENTAL HEALTH NOTES

1. A CONCRETE SLAB IS PROVIDED FOR TRASH, GARBAGE, AND GREASE CONTAINER. IF WALLS ENCLOSE AREA, THE INTERIOR WALL SURFACES WILL BE SMOOTH, SEALED AND WASHABLE (E.G., PLASTERED SMOOTH AND PAINTED, ETC.).

2. ALL FOOD-RELATED AND UTENSIL-RELATED EQUIPMENT SHALL MEET OR BE EQUIVALENT TO SANITATION STANDARDS ESTABLISHED BY AN AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) ACCREDITED PROGRAM.

3. ALL FLOOR MOUNTED EQUIPMENT WILL BE INSTALLED ON MINIMUM 6" SANITARY LEGS, CASTORS, OR COMPLETELY SEALED IN POSITION ON A 4 " HIGH CURB WITH CONTINUOUSLY COVED BASE. COUNTERTOP EQUIPMENT WILL BE ON 4-INCH SANITARY LEGS OR SEALED TO THE COUNTER UNLESS READILY MOVABLE.

4. IF SOFT DRINK, ICE OR OTHER DISPENSERS ARE SELF-SERVICE, OR IF REFILLS ARE PROVIDED THEY MUST BE PUSH BUTTON TYPES, OR LEVER TYPES WHERE THE LEVER CONTACTS THE CONTAINER AT LEAST ONE INCH BELOW THE RIM.

5. ANY OPENABLE WINDOWS VENT OPENINGS OR OTHER SIMILAR OPENINGS MUST BE PROVIDED WITH TIGHT FITTING SCREENS OF MINIMUM 16-MESH TO THE INCH. WINDOWS TO BE FIXED AT FOOD PREP, UTENSIL-WASHING, OPEN FOOD AND UTENSIL STORAGE AREAS.

6. ALL EXTERIOR DOORS OPEN OUTWARD AND ARE SELF-CLOSING AND TIGHT FITTING.

7. BI-FOLD, FRENCH, ACCORDION STYLE AND ROLL-UP DOORS CANNOT OPEN INTO THE FOOD PREP, UTENSIL WASHING OR UNPACKAGED FOOD SERVICE AREAS.

8. TOILET ROOM AND DRESSING ROOM DOORS MUST BE SELF-CLOSING, TIGHT FITTING.

9. DELIVERY DOORS TO HAVE AIR CURTAIN FANS THAT SPAN THE WIDTH OVER THE DOOR. THE FAN MUST ACTIVATE VIA A MICROSWITCH PROVIDING A MINIMUM VELOCITY OF 1600 FPM MEASURED 3 FEET ABOVE THE GROUND.

10.A MINIMUM OF 10 FOOT-CANDLES OF LIGHT MEASURED 30" OFF FLOOR IS PROVIDED IN WALK-IN REFRIGERATED STORAGE AND DRY STORAGE ROOMS AND AT LEAST 20-FOOT CANDLES IS PROVIDED WHERE FOOD IS PROVIDED FOR CONSUMER SELFSERVICE, WHERE FRESH PRODUCE OR PREPACKAGED FOODS ARE SOLD OR OFFERED FOR CONSUMPTION; INSIDE EQUIPMENT SUCH AS REACH-IN AND UNDER-COUNTER REFRIGERATORS; IN AREAS USED FOR HANDWASHING, WAREWASHING, EQUIPMENT AND UTENSIL STORAGE, AND IN TOILET ROOMS.

11.A MINIMUM OF 50 FOOT-CANDLES OF LIGHT MEASURED 30" OFF FLOOR IS PROVIDED WHEN WORKING WITH FOOD OR WORKING WITH UTENSILS OR EQUIPMENT SUCH AS KNIVES, SLICERS, GRINDERS, OR SAWS WHERE EMPLOYEE SAFETY IS A FACTOR AND IN ALL AREAS DURING PERIODS OF CLEANING.

12.SHATTERSHIELDS FOR ALL LIGHTS ABOVE FOOD PREPARATION, WORK, AND STORAGE AREAS WILL BE PROVIDED.

13.ALL WAREWASHING SINKS TO HAVE 3 COMPARTMENTS THAT ARE A MINIMUM SIZE OF AT LEAST 18"X18"X12" DEEP (OR 16"X20"X12" DEEP) WITH A MINIMUM 18" DRAINBOARD AT EACH END. IF AGAINS

14.SINKS TO HAVE SPOUT(S) CAPABLE OF REACHING EACH COMPARTMENT.

15.FOOD PREP SINK COMPARTMENT(S) TO BE AT LEAST 18"X18"X12" DEEP (OR 16"X20"X12" DEEP) WITH A MINIMUM 18" DRAINBOARD. SEPARATE FOOD PREP SINKS TO BE PROVIDED FOR MEATS AND PRODUCE.

16.THE 3 OR 4 COMPARTMENT BAR SINK TO BE AT LEAST 12"X12"X10" DEEP (OR 10"X14"X10" DEEP) WITH A MINIMUM 18" DRAINBOARD AT EACH END.

17.A SEPARATE WET WASTE DUMP FIXTURE SHALL BE PROVIDED FOR DISPOSAL OF DRINK OR WASTE ICE OR COFFEE WASTE.

18.EACH HANDWASHING SINK MUST HAVE PERMANENTLY MOUNTED SINGLE-SERVICE SOAP AND PAPER TOWEL DISPENSERS.

19.THE HOT WATER HEATER WILL BE A COMMERCIAL TYPE CAPABLE OF CONSTANTLY SUPPLYING HOT WATER AT A TEMPERATURE OF 120ºF TO ALL SINKS. IN SIZING THE WATER HEATER, THE PEAK HOURLY DEMAND FOR ALL SINKS, ETC., ARE ADDED TOGETHER TO DETERMINE THE MINIMUM REQUIRED RECOVERY RATE.

20.ALL LAVATORIES OR HAND SINKS WILL HAVE A COMBINATION FAUCET OR PREMIXING FAUCET CAPABLE OF SUPPLYING WATER TEMPERED TO 100ºF. SELF-CLOSING OR METERED FAUCET TO PROVIDE AT LEAST 15 SECONDS OF WATER WITHOUT REACTIVATION.

21.ALL PLUMBING, ELECTRICAL AND GAS LINES SHALL BE CONCEALED WITHIN THE BUILDING STRUCTURE TO AS GREAT AN EXTENT AS POSSIBLE. ALL EXPOSED CONDUITS, PLUMBING, ETC. SHALL BE INSTALLED AT LEAST 6" OFF FLOOR AND 3/4" FROM WALLS USING STANDOFF BRACKETS.

22.CONDUITS, PLUMBING OR PIPING CANNOT BE INSTALLED ACROSS ANY AISLE WAY, TRAFFIC AREA OR DOOR OPENING.

23.HANDWASH WATER SHALL BE 100-108 DEGREES (F) FOR AT LEAST 15 SECONDS WITHOUT REACTIVATION.

24.ALL LIQUID WASTE SHALL BE DRAINED BY MEANS OF INDIRECT WASTE PIPES INTO A FLOOR SINK. FLOOR SINKS ARE TO BE INSTALLED FLUSH WITH THE FINISHED FLOOR SURFACE AND HAVE SUITABLE EASILY REMOVABLE SAFETY COVER GRATES.

25.FLOOR SINK TO BE 50% EXPOSED WHEN NO ACCESS IS PROVIDED FOR CLEANING OR BE IN LINE WITH THE FRONT FACE OF ELEVATED FREESTANDING EQUIPMENT.

26.APPROVED BACKFLOW PREVENTION DEVICES SHALL BE PROPERLY INSTALLED UPSTREAM OF ANY POTENTIAL HAZARD BETWEEN THE POTABLE WATER SUPPLY AND A SOURCE OF CONTAMINATION. HOSES SHALL NOT BE ATTACHED TO A FAUCET OR HOSE BIBB UNLESS AN APPROVED BACKFLOW PREVENTER IS PROVIDED.

27.WATER SUPPLY TO CARBONATORS SHALL BE PROTECTED BY AN APPROVED REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER. THE RELIEF VALVE SHALL DRAIN INDIRECTLY TO SEWER WITH A LEGAL AIR GAP.

28.FOR CLEANING FLOOR MATS, THE JANITORIAL SINK TO BE A MINIMUM 24" BY 24"

29.THE JANITORIAL SINK FAUCET WILL HAVE A THREADED OUTER LIP FOR HOSE ATTACHMENT AND AN APPROVED BACKFLOW PREVENTION DEVICE. NO CHEMICAL DISPENSING SYSTEMS OR SHUTOFF VALVES TO BE ATTACHED TO MOP SINK FAUCET OUTLET (UNLESS A "SIDEKICK" PLUMBING DEVICE IS INSTALLED).

30.NO CONDENSATE OR WASTEWATER INCLUDING HVAC WILL DRAIN INTO THE JANITORIAL SINK.

31.GREASE TRAP TO BE LOCATED OUTSIDE THE FOOD SERVICE ACTIVITY AREA, FLUSH WITH THE FINISHED FLOOR WHEN INDOORS. LOCAL WASTEWATER DISTRICT OR BUILDING DEPARTMENT TO BE CONTACTED FOR GREASE REMOVAL REQUIREMENTS.

32.FLOOR DRAINS SHALL BE INSTALLED IN FLOORS THAT ARE WATER-FLUSHED FOR CLEANING AND IN AREAS WHERE PRESSURE SPRAY METHODS FOR CLEANING EQUIPMENT ARE USED, IN RESTROOMS, JANITORIAL ROOMS, SCULLERIES, AND AT BARS WITH WAREWASHING. FLOOR SURFACES IN AREAS PURSUANT TO THIS SHALL BE SLOPED 1:50 TO THE FLOOR DRAINS.

33.ADEQUATE VENTILATION IS TO BE PROVIDED TO ALL TOILET ROOMS, JANITOR CLOSETS WITH MOP SINKS, AND INDOOR TRASH ROOMS AND IN DRESSING / CHANGE ROOM(S).

34. THE FLOOR FINISH WILL HAVE A SMOOTH SURFACE UNDER ALL EQUIPMENT AND WALKWAYS WILL HAVE A LIGHT TEXTURE ONLY.

35.THE PAINT USED ON WALLS AND CEILINGS OF ALL KITCHEN, FOOD PREPARATION, WORK, AND STORAGE AREAS WILL BE A GLOSS OR SEMI-GLOSS ENAMEL. FINISH MATERIAL SHALL BE A LIGHT COLOR IN FOOD PREP AREAS FOR EASY CLEANING.

36.PRIOR TO INSTALLATION, SAMPLES OF FINISHES TO BE SUBMITTED TO ENVIRONMENTAL HEALTH FOR APPROVAL AS NEEDED.

37.COLD STORAGE ROOMS SHALL BE PROVIDED WITH A SECTION OF SHELVING INSTALLED TO HOLD SHALLOW COOL DOWN PANS -NOT TO EXCEED 4" IN HEIGHT. SPACE BETWEEN SHELVING TO BE AT LEAST 8" HIGH.

38.BACKUP DRY STORAGE SHELVING SHALL BE A MINIMUM OF 96 LINEAR FEET (MEASURED WITH TIERS) OR 25% OF KITCHEN, FOOD PREP, AND WORK AREAS, WHICHEVER IS GREATER. SHELVING SHALL BE AT LEAST 18 INCHES DEEP AND START A MINIMUM SIX INCHES OFF THE FLOOR SURFACE.

39.SHELVING OVER WET AREAS (SINKS, MOP SINKS ETC.) AND FOOD PREP SURFACES WILL BE METAL.

40.ALL SEAMS, GAPS, OPENINGS TO BE PROPERLY SEALED.

STORM WATER QUALITY NOTES

THIS PROJECT SHALL COMPLY WITH ALL REQUIREMENTS OF THE STATE PERMIT:

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, LOS ANGELOS REGION, AND THE CITY OF LAKE ELSINORE DEVELOPMENT CODE

- SUFFICIENT BMP'S MUST BE INSTALLED TO PREVENT SILT, MUD, OR OTHER CONSTRUCTION DEBRIS FROM BEING TRACKED INTO THE ADJACENT STREET OR STORM WATER CONVEYANCE SYSTEMS DUE TO CONSTRUCTION VEHICLES OR ANY OTHER CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ANY SUCH DEBRIS THAT MAY BE IN THE STREET AT THE END OF EACH WORK DAY OR AFTER A STORM EVENT THAT CAUSES A BREECH IN THE INSTALLED CONSTRUCTION BMP'S.
- ALL STOCK PILES OF UNCOMPACTED SOIL AND/OR BILDING MATERIALS THAT ARE INTENDED TO BE LEFT UNPROTECTED FOR A PERIOD GREATER THAN SEVEN CALENDAR DAYS ARE TO BE PROVIDED WITH EROSION AND SEDIMENT CONTROLS. SUCH SOIL MUST BE PROTECTED EACH DAY WHEN THE PROBABILITY OF RAIN IS 40% OR GREATER.
- A CONCRETE WASHOUT SHALL BE PROVIDED ON ALL PROJECTS WHICH PROPOSE THE CONSTRUCTION OF ANY CONCRETE IMPROVEMENTS THAT ARE TO BE POURED IN PLACE N THE SITE.
- ALL EROSION/SEDIMENT CONTROL DEVICES SHALL BE MAINTAINED IN WORKING ORDER AT ALL TIMES.
- ALL SLOPES THAT ARE CREATED OR DISTURBED BY CONSTRUCTION ACTIVITY MUST BE PROTECTED AGAINST EROSION AND SEDIMENT TRANSPORT AT ALL TIMES.
- THE STORAGE OF ALL CONSTRUCTION MATERIALS AND EQUIPMENT MUST BE PROTECTED AGAINST ANY POTENTIAL RELEASE OF POLLUTANTS INTO THE ENVIRONMENT.

FIRE NOTES

1. LOCATIONS AND CLASSIFICATIONS OF EXTINGUISHERS SHALL BE IN ACCORDANCE WITH CFC 906 AND CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 19.

2. DURING CONSTRUCTION AT LEAST ONE EXTINGUISHER SHALL BE PROVIDED ON EACH FLOOR LEVEL AT EACH STAIRWAY, IN ALL STORAGE AND CONSTRUCTION SHEDS, IN LOCATIONS WHERE FLAMMABLE OR COMBUSTIBLE LIQUIDS ARE STORED OR USED, AND WHERE OTHER SPECIAL HAZARDS ARE PRESENT PER CFC SECTION 3315.1.

3. BUILDINGS UNDERGOING CONSTRUCTION, ALTERATION OR DEMOLITION SHALL CONFORM TO CFC CHAPTER 33. WELDING, CUTTING, AND OTHER HOT WORK SHALL BE IN CONFORMANCE WITH CFC CHAPTER 35.

4. ADDRESS IDENTIFICATION SHALL BE PROVIDED FOR ALL NEW AND EXISTING BUILDINGS IN A LOCATION THAT IS PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. WHERE ACCESS IS BY WAY OF A PRIVATE ROAD AND THE BUILDING ADDRESS CANNOT BE VIEWED FROM THE PUBLIC WAY, AN APPROVED SIGN OR MEANS SHALL BE USED TO IDENTIFY THE STRUCTURE. PREMISES IDENTIFICATION SHALL CONFORM TO CBC SECTION 501.2.

5. WALL, FLOOR AND CEILING FINISHES AND MATERIALS SHALL NOT EXCEED THE INTERIOR FINISH CLASSIFICATIONS IN CBC TABLE 803.11 AND SHALL MEET THE FLAME PROPAGATION PERFORMANCE CRITERIA OF THE CALIFORNIA CODE OF REGULATIONS, TITLE 19, DIVISION 1. DECORATIVE MATERIALS SHALL BE PROPERLY TREATED BY A PRODUCT OR PROCESS APPROVED BY THE STATE FIRE MARSHAL WITH APPROPRIATE DOCUMENTATION PROVIDED TO THE CITY OF LAKE ELSINORE.

6. KEY BOXES SHALL BE PROVIDED FOR ALL HIGH-RISE BUILDINGS, POOL ENCLOSURES, GATES IN THE PATH OF FIREFIGHTER TRAVEL TO STRUCTURES, SECURED PARKING LEVELS, DOORS GIVING ACCESS TO ALARM PANELS AND/OR ANNUNCIATORS, AND ANY OTHER STRUCTURES OR AREAS WHERE ACCESS TO AN AREA IS RESTRICTED.

7. DUMPSTERS AND TRASH CONTAINERS EXCEEDING 1.5 CUBIC YARDS SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVE LINES UNLESS PROTECTED BY AN APPROVED SPRINKLER SYSTEM OR LOCATED IN A TYPE I OR IIA STRUCTURE SEPARATED BY 10 FEET FROM OTHER STRUCTURES. CONTAINERS LARGER THAN 1 CUBIC YARD SHALL BE OF NON- OR LIMITED-COMBUSTIBLE MATERIALS OR SIMILARLY PROTECTED OR SEPARATED. CFC 304.3

8. EXITS, EXIT SIGNS, FIRE ALARM PANELS, HOSE CABINETS, FIRE EXTINGUISHER LOCATIONS, AND STANDPIPE CONNECTIONS SHALL NOT BE CONCEALED BY CURTAINS, MIRRORS, OR OTHER DECORATIVE MATERIAL.

9. OPEN FLAMES, FIRE, AND BURNING ON ALL PREMISES IS PROHIBITED EXCEPT AS SPECIFICALLY PERMITTED BY THE CITY OF LAKE ELSINORE AND CFC 308.

10. THE EGRESS PATH SHALL REMAIN FREE AND CLEAR OF ALL OBSTRUCTIONS AT ALL TIMES. NO STORAGE IS PERMITTED IN ANY EGRESS PATHS.

11. FIRE AND/OR SMOKE DAMPERS, ASSEMBLIES, INCLUDING SLEEVES, AND INSTALLATION PROCEDURES SHALL BE APPROVED BY THE BUILDING INSPECTOR PRIOR TO INSTALLATION.

12. ACCESS TO FIRE AND SMOKE DAMPERS, LARGE ENOUGH TO PERMIT INSPECTION AND MAINTENANCE OF THE DAMPER AND ITS OPERATING PARTS, SHALL BE PROVIDED. THE ACCESS SHALL NOT AFFECT THE INTEGRITY, NOR REDUCE THE FIRE-RESISTANCE RATING OF THE FIRE-RESISTANCE-RATED ASSEMBLIES. ACCES POINTS SHALL BE PERMANENTLY IDENTIFIED ON THE EXTERIOR BY A LABEL HAVING LETTERS NOT LESS THAN 0.5" IN HEIGHT READING: FIRE/SMOKE DAMPER, SMOKE DAMPER OR FIRE DAMPER. ACCESS DOORS IN DUCTS SHALL BE TIGHT FITTING AND SUITABLE FOR THE REQUIRED DUCT CONSTRUCTION. CBC 717.4

GENERAL REQUIREMENT NOTES

1. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE ONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.

2. AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING.@ (PER ORDINANCE 170,158) (INCLUDES COMMERCIAL ADDITIONS AND TI WORK OVER $10,000.) SEPARATE PLUMBING PERMIT IS REQUIRED.

3. PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.

4. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

MEANS OF EGRESS

1. SHOW DETAILED SUMMARY OF THE FLOOR AREA AND ALL DEDUCTIONS FOR GROSS AND/OR NET FLOOR AREA. (1004.1)

2. USE CORRECT OCCUPANT LOAD FACTOR FOR THE FUNCTION OF SPACE ACCORDING TO TABLE 1004.1.2

1. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED

2. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES (54 lUX).

3. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER=S INSTRUCTIONS AND SECTION 2702.

4. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. (1013.3)

5. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90 MIN. IN CASE OF PRIMARY POWER LOSS (1013.6.3)

6. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1010.1.9.3 FOR EXCEPTIONS.

7. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 44" ABOVE THE FINISHED FLOOR

8. THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.

9. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 B 1010.1.9.12 PC/STR/CORR.LST.15 (REV. 01/10/2018) WWW.LADBS.ORG PAGE 12 OF 15

10. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED.

11. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE AT THE WALKING SURFACE

12. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES= ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS:

A. AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS

B. CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS;

C. EXTERIOR EGRESS COMPONENTS AT OTHER THAN THE LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

D. INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

E. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

13. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702.

14. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT-CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-CANDLE (6 LUX) AVERAGE AND A MINIMUM AT ANY POINT OF 0.06 FOOT-CANDLE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM-TO-MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED.

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STARBUCKS TEMPLATE VERSION: i2021.10.22

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STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
GENERAL INFORMATION

SCALE: AS SHOWN

SHEET NUMBER:
G001.2

6/26/2023 4:24:49 PM D:\Mariam\Task 10- Central & Collier Entiteiments\Application Comments 5-18-23\new modeling\Central & Collier - Entiteiments - 06-25-2023.rvt

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C-36004
REN. 08/31/23
STATE OF CALIFORNIA

PROJECT NAME:
CENTRAL & COLLIER

PROJECT ADDRESS:
18295 COLLIER AVE, LAKE ELSINORE, CA 92530

STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
EXISTING BUILDING PHOTOS
SCALE: AS SHOWN

SHEET NUMBER:
G001A

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Revision Schedule

Rev	Date	By	Description
1	05/31/23	MV	Planning Revision

SHEET TITLE:
EXTERIOR RENDERED VIEWS
SCALE: AS SHOWN

SHEET NUMBER:
G001B

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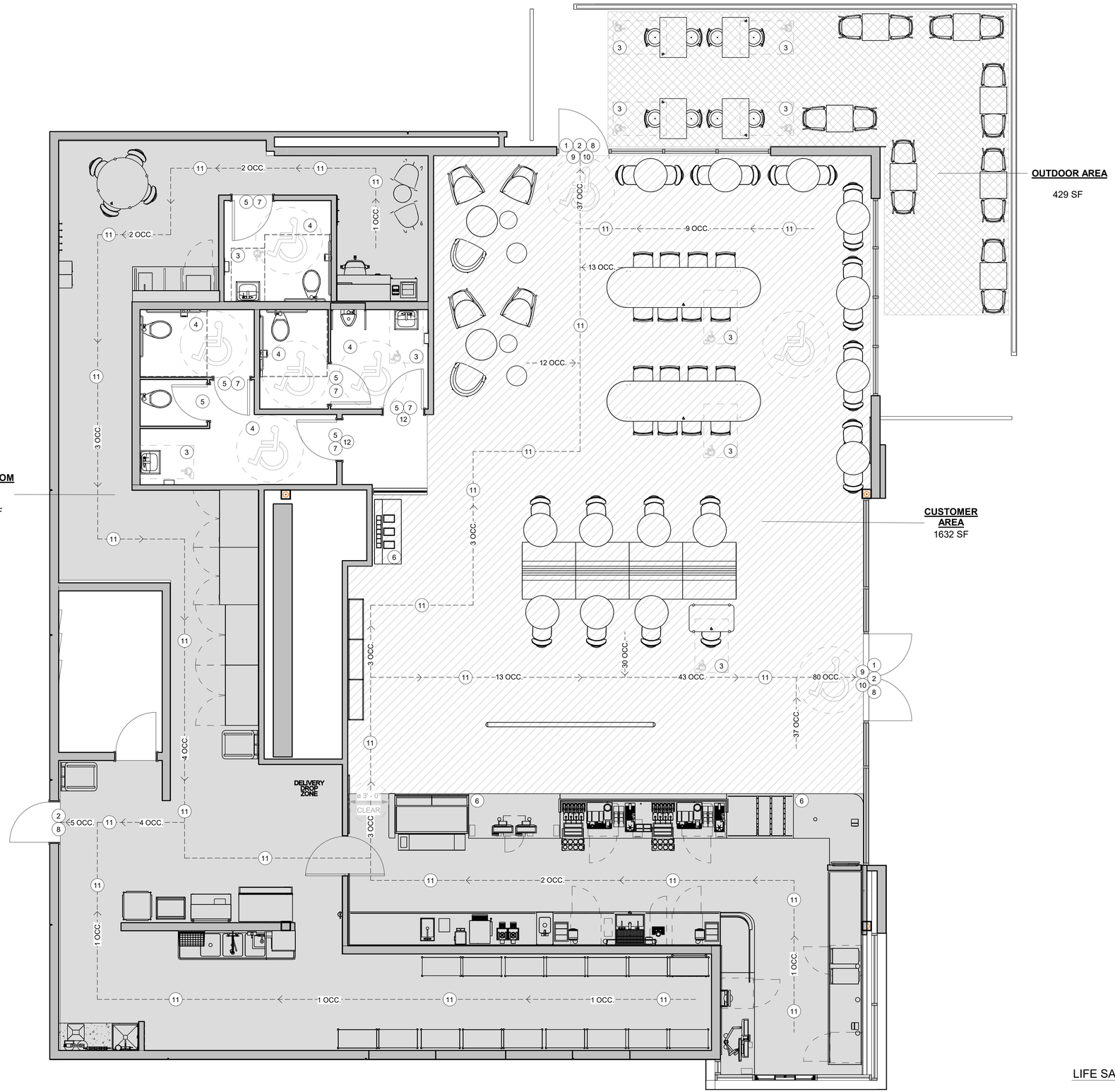

LIFE SAFETY ACCESSIBILITY PLAN (01)
Scale: 1/4" = 1'-0"

0 2' 4' 8'
Scale: 1/4" = 1'-0"

HEALTH DEPT. FINISH SCHEDULE

BAR
FLOOR: POLYVINYL FLOORING
WALL: WALL TILE, BACKSPLASH, WITH POLYVINYL BASE
CEILING: GYPSUM CEILING

CAFE
FLOOR: X
WALL: X
CEILING: X

WORKROOM
FLOOR: POLYVINYL FLOORING
WALL: FRP WITH POLYVINYL BASE
CEILING: ACOUSTICAL CEILING TILE

RESTROOM
FLOOR: X
WALL: X
CEILING: X

PLUMBING FIXTURE OCCUPANT LOAD CALCUALTION (TABLE A - 2022 CPC):

- INTERIOR OC.

SEATING AREA: 461/30 + (384/18=22)/2 + 8 = 35 OCC
RETAIL AREA: 800/100 = 8 OCC
BACKBAR: 538/100 = 6 OCC
WORKROOM: 1091/50 = 22 OCC
OFFICE: 79/150 = 1 OCC
WAITING AREA: 205/15 = 14 OCC

TOTAL INTERIOR OCC. = **86 OCC**

- EXTERIOR OCC.

OUTDOOR SEATING AREA: 186/30 = **7 OCC**

- GRAND TOTAL = **93 OCC**

KEYNOTES

1. THRESHOLDS TO BE BARRIER FREE COMPLIANT PER ALL APPLICABLE CODES.
2. PROVIDE PANIC AND FIRE EXIT HARDWARE FOR EGRESS DOORS.
3. 30" (160 MM) X 48" (1220 MM) CLEAR FOR WHEELCHAIR ACCESS.
4. 60" (1525 MM) DIAMETER MINIMUM TURN RADIUS FOR WHEELCHAIR ACCESS.
5. 32" (815 MM) MINIMUM CLEAR AT RESTROOM DOOR.
6. POS TRANSACTION PLANE, CONDIMENT CART TOP AND HAND-OFF PLANE ARE 34 INCHES (860 MM) ABOVE THE FINISHED FLOOR FOR WHEELCHAIR ACCESSIBILITY.
7. PROVIDE BARRIER-FREE SIGNAGE AT ACCESSIBLE RESTROOMS PER ALL APPLICABLE CODES.
8. PROVIDE TACTILE "EXIT" SIGNAGE.
9. PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGN WHERE REQUIRED BY APPLICABLE LAWS OR CODES.
10. GC TO POST A SIGN SPECIFYING OCCUPANT LOAD (124 OCC).
11. BARRIER-FREE PATH OF TRAVEL
12. SEE ENLARGED RESTROOM PLAN AND ELEVATIONS SHEET(S) FOR ADDITIONAL INFORMATION ON ACCESSIBLE RESTROOM CLEARANCES.

OCCUPANCY CALCULATIONS	
CAFE: 461 SQ. FT. / 15 SQ. FT./ OCC. + 384/18 ...	61 OCC.
RETAIL : 802 SQ. FT. / 60 SQ. FT. / OCC.	14 OCC.
BACKBAR : 538 SQ. FT. / 200 SQ. FT. /	3 OCC.
WORKROOM: 1091 SQ. FT. / 300 SQ. FT. / OCC.	4 OCC.
OFFICE: 75 SQ. FT. / 100 SQ. FT. / OCC.	1 OCC.
WAITING AREA: 205 SQ. FT. / 5 SQ. FT. / OCC.	41 OCC.
TOTAL OCC. LOAD:	**124 OCC.**

OCCUPANCY LOAD LEGEND

RETAIL AREA
WORKROOM
CAFE SEATING
OFFICE
BACKBAR
OUTDOOR AREA

LEGEND

X-X" (XXMM) TRAVEL DISTANCE
EXIT SIGN
BARRIER FREE PATH OF TRAVEL (MIN 3'-0" (915MM) - NO PINCH POINT)
FIRE EXTINGUISHER
EMERGENCY LIGHT
ADA ACCESSIBLE SEATING 36" (915MM) X 48" (1220MM) CLEAR AREA

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ISSUE DATE: 12-8-2023
DESIGN MANAGER: STUDIO-X
PRODUCTION DESIGNER: NADA BALIGH
CHECKED BY: MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
LIFE SAFETY AND ACCESSIBILITY PLAN
SCALE: AS SHOWN

SHEET NUMBER:
G002

PLUMBING FIXTURE CALCULATIONS

CALCULATION PER CPC TABLE 422.1 & TABLE A (OLF) (OUTDOOR SEATING IS INCLUDED IN THE OVERALL OCCUPANT LOAD FOR THIS TABLE) / BOTH RESTROOMS ARE UNISEX

OCCUPANCY	MALE	FEMALE	TOTAL			
	46 OCC.	47 OCC.	93 OCC.			
FIXTURES	WATER CLOSETS			URINALS*	LAVATORY	
	(MALE) 1:1-50 / (FEMALE) 2:26-50			1:1-200	(MALE) 1:1-75 / (FEMALE) 1:1-50	
	REQUIRED	1 M	2 F	1 M	1 M	1 F
	PROVIDED	1 M	2 F	1 M	1 M	1 F

*IN EACH BATHROOM OR TOILET ROOM, URINALS SHALL NOT BE SUBSTITUTED FOR MORE THAN 67% OF THE REQUIRED WATER CLOSETS IN ASSEMBLY OCCUPANCIES.

**RETAIL ESTABLISHMENT SERVES WATER UPON REQUEST.

EGRESS CALCULATIONS

EXIT WIDTH REQUIRED - 124 OCC. x 0.2	= 25 IN.
EXIT WIDTH PROVIDED	= 150 IN.
EXITS	= 78 IN. PRIMARY ENTRY, 36 IN. SECONDARY ENTRY, 36 IN WORKROOM
NUMBER OF EXITS REQUIRED	= 2
NUMBER OF EXITS PROVIDED	= 3
MAXIMUM. ALLOWABLE TRAVEL DISTANCE	= 250' - 0"
MAXIMUM. TRAVEL DISTANCE PROVIDED	= 97' - 5"
MINIMUM. EXIT SEPARATION	= 92' - 0" (MAXIMUM DIAGONAL) / 3 = 30' - 8"
EXIT SEPARATION PROVIDED	= 44' - 9"

INDOOR SEATING CALCULATIONS

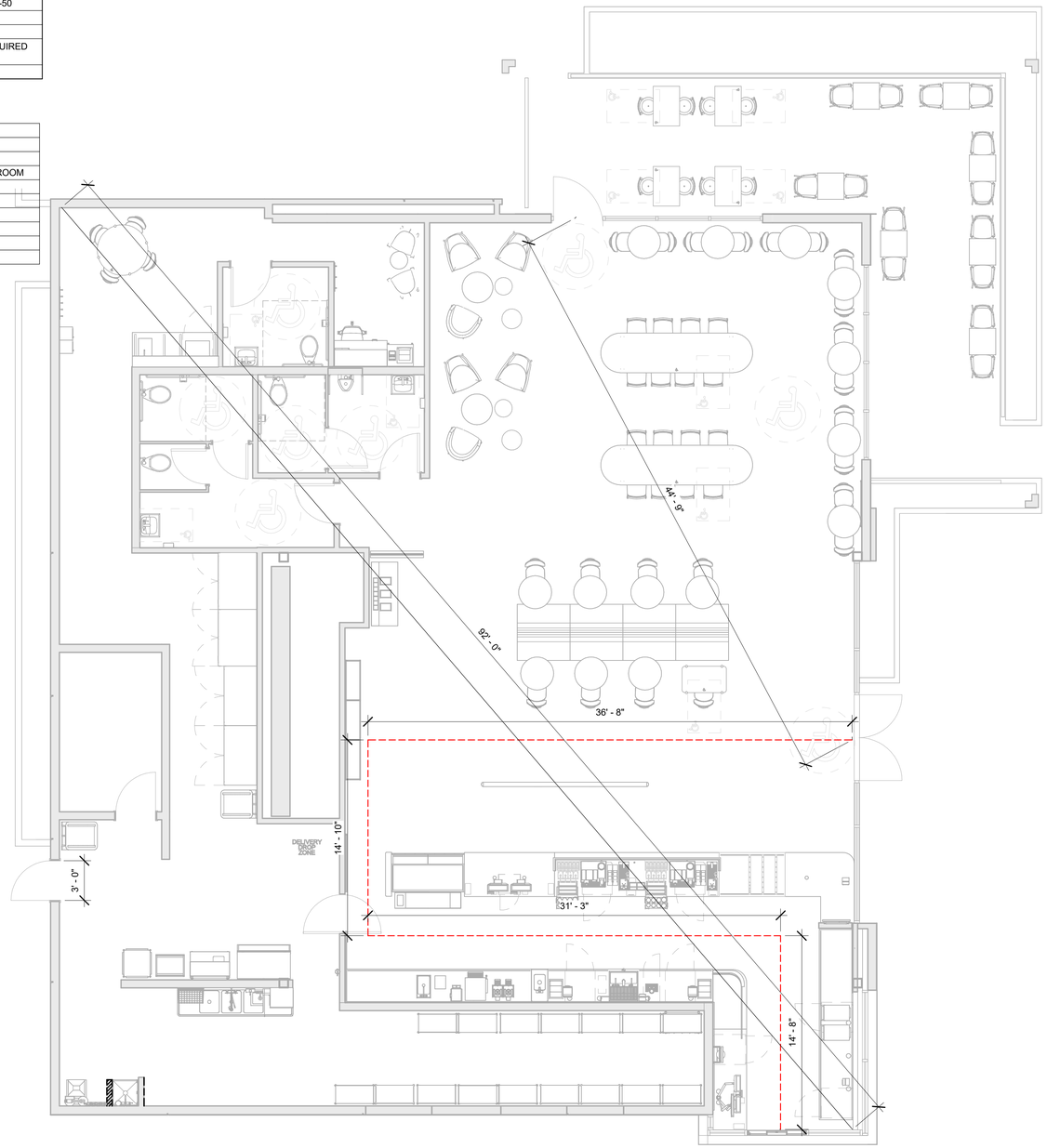
DESCRIPTION	NUMBER OF ITEMS	SEATS	PER ITEM
COMMUNITY TABLE	2	16 SEATS	8
TABLE TOP, ROUND	7	14 SEATS	2
TABLE TOPS AT BANQUETTE	7	14 SEATS	2
ADA TABLE TOPS AT BANQUETTE	1	1 SEAT	1
LOUNGE SEATING	2	6 SEATS	3
		TOTAL ACCESSIBLE SEATS (≥ 5%)	**3**
		TOTAL	**16**

OUTDOOR SEATING CALCULATIONS

DESCRIPTION	NUMBER OF ITEMS	SEATS	PER ITEM
TABLE TOP, SQUARE	7	14 SEATS	2
ADA TABLE TOP	4	8 SEATS	2
		TOTAL ACCESSIBLE SEATS (≥ 5%)	**4**
		TOTAL	**22**

ROOM SCHEDULE

NAME	AREA
ELECTRICAL ROOM	94 SF
WORKROOM	1090 SF
MANAGER'S DESK	74 SF
PARTNER RR	61 SF
FEMALE RR	143 SF
MALE RR	94 SF
BACKBAR	538 SF
WAITING AREA	205 SF
BANQUETTE SEATING AREA	215 SF
CAFE SEATING AREA (2)	180 SF
CAFE SEATING AREA (1)	165 SF
CAFE SEATING AREA (3)	116 SF
RETAIL	800 SF
VESTIBULE	37 SF
GRAND TOTAL	3811 SF



MAXIMUM TRAVEL DISTANCE PLAN (3)
Scale: 3/16" = 1'-0"

0 2' 4' 8'
Scale: 1/4" = 1'-0"

HEALTH DEPT. PLAN NOTES

A. GENERAL CONTRACTOR TO SCHEDULE WITH REFRIGERATION CONTRACTOR TO CONDUCT INITIAL FOOD CASE START-UP AND TESTING. FOR APPROVED CONTRACTOR, CONTACT THE VENDOR.

B. THE SPACE IS SERVED BY THE MUNICIPAL WATER AND SEWER SYSTEM UNLESS OTHERWISE NOTED.

C. ALL EQUIPMENT AND INSTALLATION WILL MEET NATIONAL SANITATION FOUNDATION STANDARDS OR EQUIVALENT.

D. EQUIPMENT UNITS SHALL CONTAIN NO EXPOSED THREADS, EMBELLISHMENTS OR OVERHANGING EDGES THAT SERVE AS PLACES FOR ACCUMULATION OF DUST, DIRT AND DEBRIS

E. WARMING OVEN(S) SHOWN FOR PERMITTING PURPOSES. INSTALLATION AT STORE OPENING TO BE VERIFIED BY STARBUCKS CONSTRUCTION REPRESENTATIVE.

F. EACH HAND WASHING WILL HAVE A SINGLE SERVICE TOWEL AND SOAP DISPENSER AND ALL HAND SINKS TO HAVE A COMBINATION FAUCET OR PREMIXING FAUCET.

G. REFERENCE INTERIOR SCHEDULE SHEETS (I600 SERIES) FOR ADDITIONAL INFORMATION.

H. PROVIDE SNEEZE GUARDS WHERE REQUIRED BY JURISDICTION.

I. ALL FOOD STORAGE AND DISPLAY SHELVING SHALL BE A MINIMUM 6" (150MM) ABOVE FINISH FLOOR.

MEANS OF EGRESS NOTES

A. EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT ACCESS DOORWAY. POSTED SIGNS SHALL BE OF AN APPROVED LEGIBLE PERMANENT DESIGN AND SHALL BE MAINTAINED BY THE OWNER AUTHORIZED AGENT. (1004.9)

B. EGRESS SHALL NOT PASS THROUGH KITCHENS, STORAGE ROOMS, CLOSETS OR SIMILAR SPACES. (1016.2)

C. PANIC AND FIRE EXIT HARDWARE, WHERE INSTALLED ON DOORS IN THIS BUILDING SHALL SATISFY THE FOLLOWING (1010.1.10):

1) THE ACTUATION PORTION OF THE RELEASING DEVICE SHALL EXTEND AT LEAST ONE-HALF OF THE DOOR LEAF WIDTH.

2) THE MAXIMUM UNLATCHING FORCE DOES NOT EXCEED 15 POUNDS (6.8 KG).

3) PIVOTED OR BALANCED DOORS SHALL BE OF THE PUSH-PAD TYPE WHERE PANIC HARDWARE IS REQUIRED AND THE PAD SHALL NOT EXTEND ACROSS MORE THAN ONE-HALF OF THE DOOR WIDTH, MEASURED FROM THE LATCH SIDE.

4) PANIC HARDWARE LISTED IN ACCORDANCE WITH UL 305.

5) FIRE EXIT HARDWARE LISTED IN ACCORDANCE WITH UL 10C AND UL 305.

D. STRUCTURAL ELEMENTS, FIXTURES OR FURNISHINGS SHALL NOT PROJECT HORIZONTALLY FROM EITHER SIDE MORE THAN 4 INCHES (100 MM) OVER ANY WALKING SURFACE BETWEEN 27 INCHES (685 MM) AND 80 INCHES (2030 MM) ABOVE THE WALKING SURFACE. EXCEPTION: HANDRAILS SERVING STAIRS AND RAMPS ARE PERMITTED TO PROTRUDE 4 1/2 INCHES (115 MM) FROM THE WALL. (1003.3.3)

E. THE PATH OF EGRESS TRAVEL EXITS AND WITHIN EXITS IN THIS BUILDING SHALL BE IDENTIFIED BY EXIT SIGNS CONFORMING TO THE REQUIREMENTS OF SECTION 1013 AND AS NOTED BELOW:

1) EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL.

2) EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL.

3) NO POINT IN A CORRIDOR SHALL BE MORE THAN 100 FT (30.5 M) OR THE LISTED VIEWING DISTANCE FOR THE SIGN, WHICHEVER IS LESS, FROM THE NEAREST VISIBLE EXIT SIGN.

F. WHERE KEY OPERATED LOCKING DEVICES ARE USED, POST A SIGN ON OR ADJACENT TO THE REQUIRED MAIN EXIT DOOR WITH 1 INCH (25 MM) LETTERING STATING THAT "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED". (1010.1.9.4)

G. EGRESS DOORS OR GATES SHALL BE OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. DOOR HANDLES, PULLS, LATCHES, LOCKS AND OTHER OPERATING DEVICES SHALL BE INSTALLED 34 INCHES (860 MM) TO 48 INCHES (1220 MM) ABOVE FINISHED FLOOR. MANUALLY OPERATED FLUSH BOLTS OR SURFACE BOLTS ARE NOT PERMITTED. THE UNLATCHING OF ANY DOOR OR LEAF SHALL NOT REQUIRE MORE THAN ONE OPERATION. (1010.1.9)

H. LANDINGS SHALL BE PROVIDED ON EACH SIDE OF DOORS AND SUCH LANDING SHALL BE AT THE SAME ELEVATION ON EACH SIDE OF THE DOOR LANDINGS SHALL HAVE A WIDTH NOT LESS THAN THE WIDTH OF THE DOOR AND LENGTH MEASURED IN THE DIRECTION OF TRAVEL OF NOT LESS THAN 44 INCHES (11120 MM). (1010.1.5, 1010.1.6)

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Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
LIFE SAFETY AND ACCESSIBILITY PLAN
SCALE: AS SHOWN

SHEET NUMBER:
G002A

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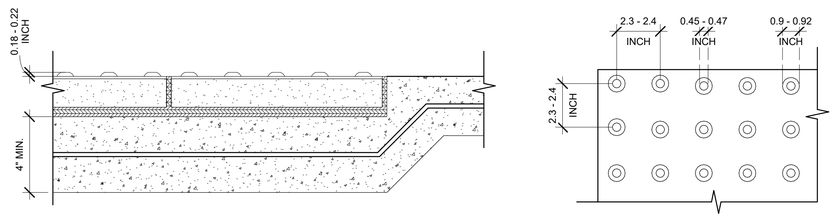
SIGNAGE & SITE WORK TO BE COMPLETED UNDER SEPARATE PERMIT.

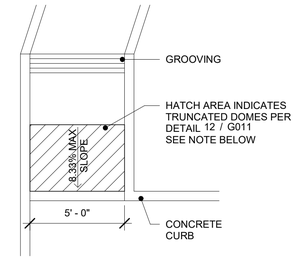
INFORMATION IS PROVIDED FOR REFERENCE AND COORDINATION PURPOSES.

NOTE:
1. PRE-CAST PAVE COLOR SHALL CONTRAST ADJACENT PAVING 70% MIN - SUBMIT SAMPLE FOR FINAL APPROVAL PRIOR TO INSTALLATION

2. DETECTABLE TRUNCATED DOMES SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP

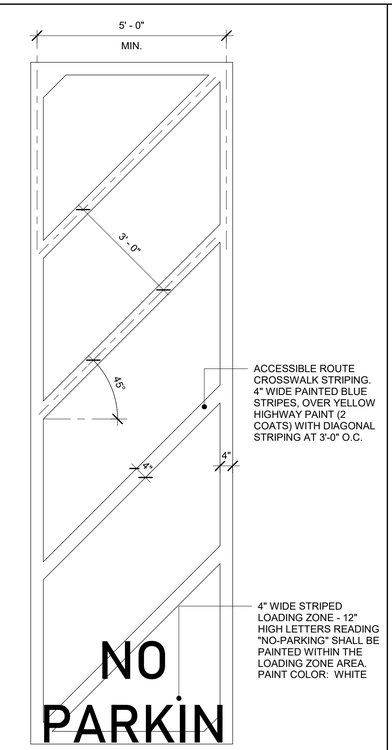


DETECTABLE WARNING SURFACE 12
Scale: 3" = 1'-0"

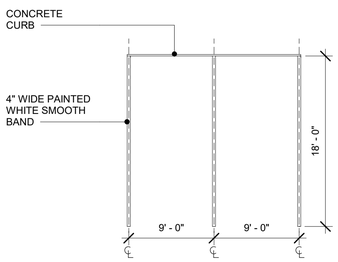


NOTE:
RAMPS WITHOUT A 3'-0" WIDE LEVEL LANDING - PROVIDE TRUNCATED DOMES ALONG ENTIRE RAMP SLOPE

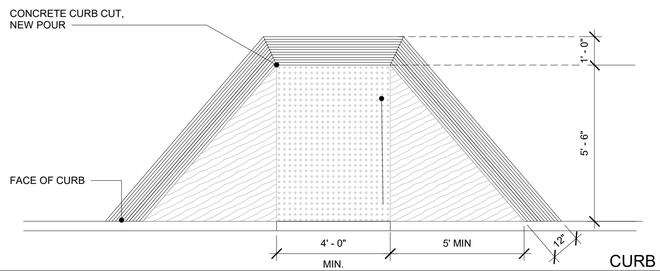
CURB RAMP 8
Scale: 1/4" = 1'-0"



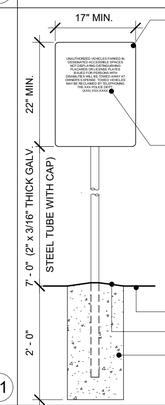
ACCESSIBLE ACCESS AISLE 3
Scale: 1/2" = 1'-0"



STANDARD SIZE PARKING STALL DETAIL 19
Scale: 1/8" = 1'-0"



CURB RAMP DETAIL 11
Scale: 3/8" = 1'-0"

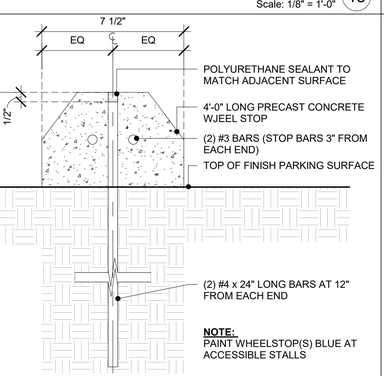


TEXT ON SITE ENTRANCE ACCESSIBILITY SIGN SHALL NOT BE LESS THAN 1 INCH IN HEIGHT AND READ:
"UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED BY TELEPHONING THE _____ POLICE DEPT. (____) ___-____"

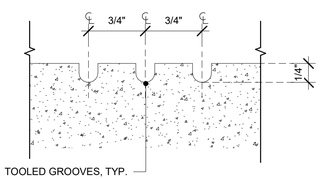
THE ADDRESS AND PHONE NUMBER SHALL BE IMPRINTED ON THE SIGN BY THE SIGN COMPANY

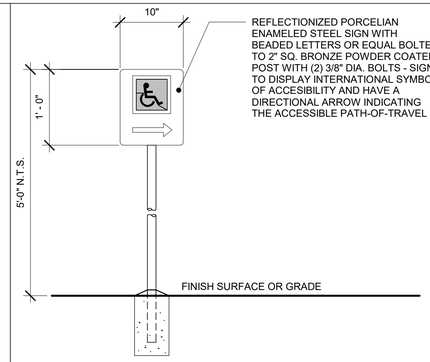
NOTE:
1. CONTRACTOR SHALL VERIFY THE ADDRESS AND PHONE NUMBER INDICATED ON SIGN PRIOR TO THE PRINTING OF SIGNS.
2. THE ADDRESS AND PHONE NUMBER SHALL BE IMPRINTED ON THE SIGN BY THE SIGN COMPANY.
3. THIS SIGN SHALL BE PLACED AT THE ENTRANCE TO OFF-STREET PARKING FACILITIES.
4. ON POLE / WALL SIGN ADD A SIGN STATING "$250 MINIMUM FINE" SECTION 11B-502.6 CBC.

SITE ACCESSIBILITY SIGNAGE 7
Scale: 3/4" = 1'-0"

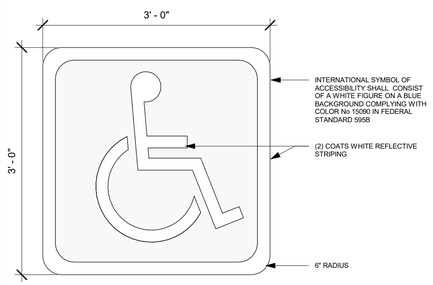


COMPACT SIZE PARKING STALL 18
Scale: 1/8" = 1'-0"

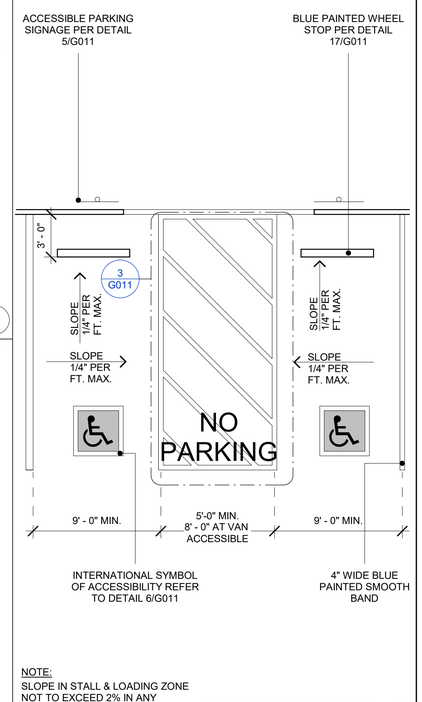




ACCESSIBLE PATH SIGN 10
Scale: 1" = 1'-0"



INTERNATIONAL SYMBOL OF ACCESIBILITY 6
Scale: 1" = 1'-0"

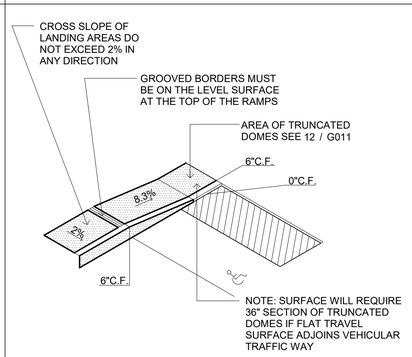


NOTE:
SLOPE IN STALL & LOADING ZONE NOT TO EXCEED 2% IN ANY DIRECTION

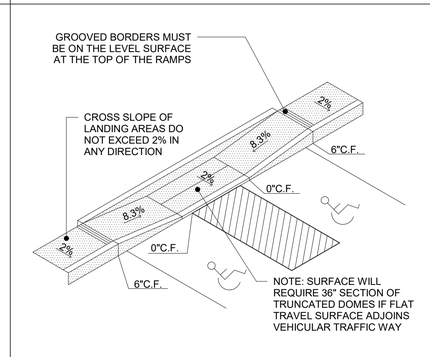
ACCESSIBLE PARKING 1
Scale: 3/16" = 1'-0"

NOTE:
PAINT WHEELSTOP(S) BLUE AT ACCESSIBLE STALLS

CONCRETE WHEELSTOP DETAIL 17
Scale: 3" = 1'-0"



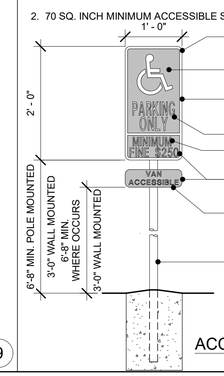
CURB RAMP DETAIL 13
Scale: 1/8" = 1'-0"



CURB RAMP DETAIL 9
Scale: 1/8" = 1'-0"

1. ALL PARKING SPACE SIGNS SHALL INCLUDE THE VERBAGE "$250 MINIMUM FINE". CALIFORNIA VEHICLE CODE SECTION 22511.8 (AB1511), CBC 11B-502.6.2

2. 70 SQ. INCH MINIMUM ACCESSIBLE SIGN PER CBC 11B-502.6



ACCESSIBLE PARKING SIGN 5
Scale: 3/4" = 1'-0"

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STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
SITE ACCESSIBILITY

SCALE: AS SHOWN

SHEET NUMBER:
G011

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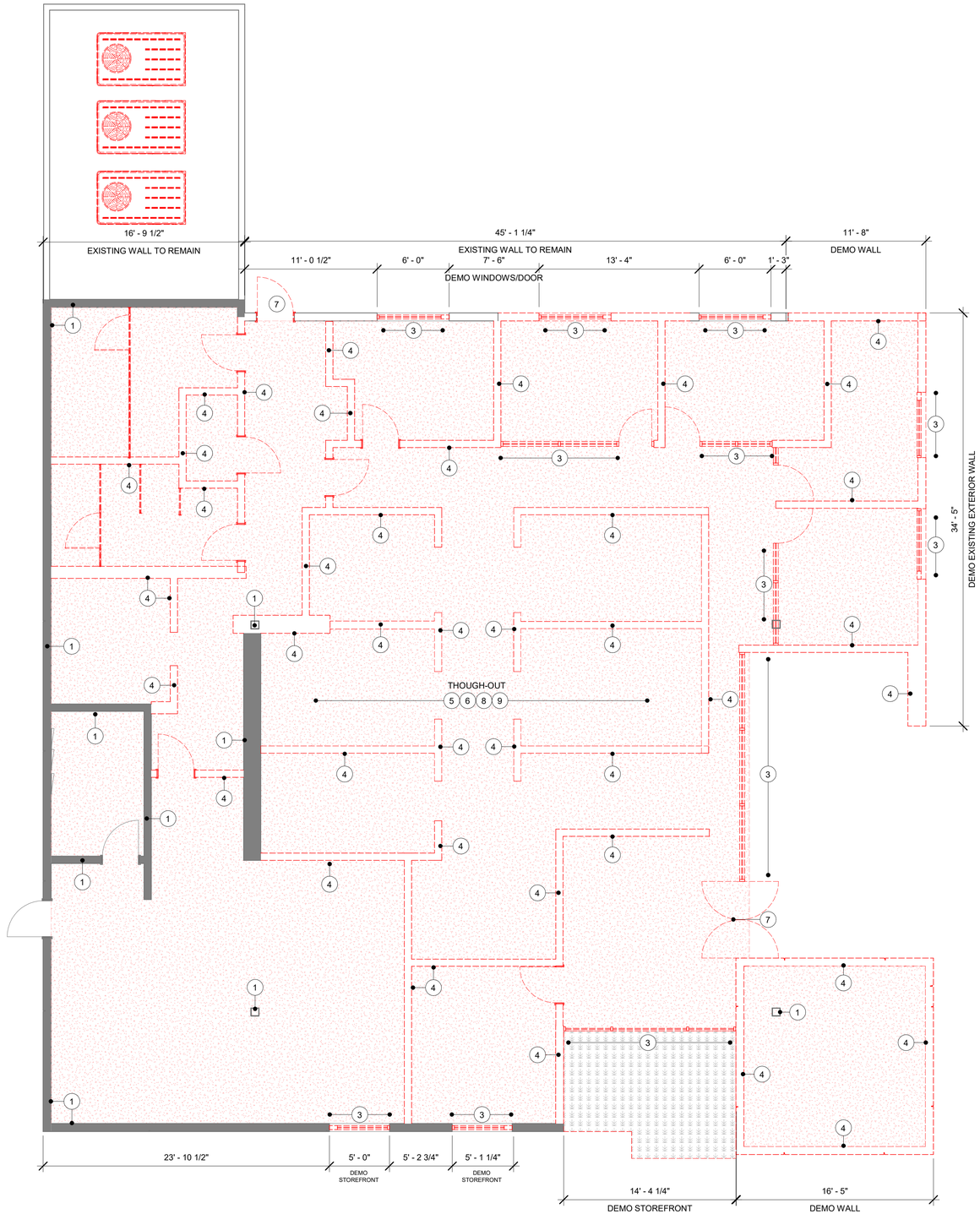

DEMOLITION PLAN (1)
Scale: 3/16" = 1'-0"

0 8' 16' 32'
Scale: 1/16" = 1'-0"

GENERAL NOTES

A. IF DURING DEMOLITION CONDITIONS ARE REVEALED THAT MAY JEOPARDIZE INTEGRITY OF STRUCTURE OR PRECLUDE FOLLOWING DESIGN INTENT, GENERAL CONTRACTOR TO NOTIFY STARBUCKS CONSTRUCTION MANAGER IMMEDIATELY.

B. GENERAL CONTRACTOR IS RESPONSIBLE FOR SITE INVESTIGATION PRIOR TO DEMOLITION TO REVEAL FULL SCOPE OF WORK. NOTIFY STARBUCKS CONSTRUCTION MANAGER IF EXISTING CONDITIONS DEVIATE FROM CONSTRUCTION DOCUMENTS.

C. REMOVE EXISTING INTERIOR WALL FINISH AS SHOWN.PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH. REMOVE WALL COVERINGS ON EXISTING WALLS TO REMAIN THAT FACE AREAS OF DEMOLITION. REMOVAL SHALL INCLUDE ANY RESIDUAL MATERIAL AFTER DEMOLITION, (I.E. PIECES OF WALL COVERING OR BACKING). REMOVAL OF ALL COVERINGS IS TO BE DONE W/O DAMAGING THE EXISTING WALL SURFACE TO REMAIN. ALSO REMOVE WALL DEVICES AND ITEMS MOUNTED TO WALLS.

D. REMOVE EXISTING FLOORING AS SHOWN. PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH. REMOVAL OF EXISTING FLOORING INCLUDES, BUT IS NOT LIMITED TO REMOVAL OF EXISTING CERAMIC TILE, CARPET OR VINYL TILE FLOORING AND ASSOCIATED WALL BASE. SUBFLOOR TO BE STRIPPED OF ALL COVERING/FINISH AND CLEANED TO REMOVE EXISTING ADHESIVE, GROUT, MORTAR, DIRT AND COATINGS. FINAL SURFACE TO BE STREAK-FREE WITH NO MACHINE MARKS AND/OR SMOOTH, STABLE AND LEVEL. PROVIDE LEVELING WHERE NECESSARY TO ACCOMMODATE NEW FINISHES.

E. DEMOLITION PLANS REPRESENT APPROXIMATE LOCATION OF EXISTING WALLS TO BE DEMOLISHED. FIELD VERIFY TYPE OF CONSTRUCTION AND HEIGHT OF WALLS. PLANS DO NOT NECESSARILY INDICATE ALL DEMO WALLS, COUNTERS, HANDRAILS, WALL PROTECTION, CLOSETS, SINKS ETC. PRIOR TO DEMOLITION, FIELD VERIFY THAT WALLS TO BE REMOVED DO NOT PROVIDE SUPPORT FOR EXISTING BUILDING ELEMENTS AND EXISTING CONSTRUCTION TO REMAIN. NOTIFY STARBUCKS CONSTRUCTION MANAGER IF DEMOLITION WALLS SUPPORT EXISTING BUILDING ELEMENTS.

F. DEMOLISH AND REMOVE DOORS, VINYL BASE, CONDUIT, WIRING, DUPLEXES, DATA OUTLETS, CABLES, SHELVING, METAL STUD AND GYPSUM BOARD WALLS, CLOSETS, CABINETS, FILES, COUNTERS, WOOD MOLDING, SHELVES AND ENCLOSURES WHERE APPLICABLE.

G. VERIFY WITH STARBUCKS CONSTRUCTION MANAGER ACCESS TO THE DEMOLITION AREA, INGRESS AND EGRESS ROUTES FOR MATERIAL AND EQUIPMENT.

H. PROTECT EXISTING FLOORS, WALLS AND CORNERS TO REMAIN ALONG WORK ACCES ROUTES.

I. CONTAIN DUST AND DEBRIS WITHIN THE DEMOLITION AREA.

J. THE GENERAL CONTRACTOR SHALL PERFORM WORK IN A MANNER THAT DOES NOT DAMAGE THE EXISTING STRUCTURE. DEMOLITION SHALL NOT COMPROMISE THE STRUCTURAL INTEGRITY OF ANY WALLS, FLOORS, CEILINGS, SUPPORTS, STRUCTURE, ETC. TO REMAIN.

K. ALL DEMOLITION MATERIALS AND DEBRIS SHALL BE DISPOSED OF ACCORDING TO FEDERAL, STATE AND LOCAL REGULATIONS.

L. AT LOCATIONS WHERE EXISTING WALLS ARE TO BE REMOVED NEAR EXISTING WALLS TO REMAIN, PERFORM DEMOLITION WITHOUT DISTURBING EXISTING ELEMENTS TO REMAIN. WALLS TO REMAIN SHALL BE INTACT AND HAVE A NEAT SURFACE.

M. REFER TO "ITEMS TO BE PRESERVED" LIST FOR ITEMS THAT SHALL BE SALVAGED FOR RELOCATION. VERIFY WITH OWNER FOR ON SITE STORAGE LOCATION OF SALVAGED ITEMS.

N. DAMAGED FIREPROOFING SHALL BE REPAIRED/ REPLACED TO MATCH EXISTING.

O. THE GENERAL CONTRACTOR SHALL DEMOLISH ANY EXISTING ABANDONED VOICE/DATA CABLING AND DEAD OR NON-USE ELECTRICAL BACK TO PANEL. ALL RECEPTACLES NOT REUSED ARE TO BE REMOVED, PATCHED AND PAINTED.

P. REMOVAL OF LOW VOLTAGE EQUIPMENT, PERTAINING TO DATA/COMMUNICATIONS AND TELEPHONE SHALL BE VERIFIED BY THE STARBUCKS CONSTRUCTION MANAGER PRIOR TO REMOVAL. SALVAGED EQUIPMENT SHALL BE STORED IN A CLIMATE CONTROLLED ENVIRONMENT FOR FUTURE INSTALLATION.

Q. LABEL ALL ITEMS AND PROPERLY STORE FOR RE-INSTALL.

R. REMOVE EXISTING PLUMBING FIXTURES AND HVAC EQUIPMENT AS NECESSARY. CAP LINES AND TERMINATE DUCTS AS NECESSARY FOR THOSE NOT BEING RE-USED.

KEYNOTES

1. EXISTING WALL AND COLUMNS TO REMAIN
2. EXISITNG EXTERIOR STOREFRONT, DOOR AND WINDOWS TO REMAIN
3. REMOVE EXISTING STOREFRONT AND ASSOCIATED FASTENERS.
4. REMOVE INTERIOR/EXTERIOR WALLS AS SHOWN.
5. REMOVE EXISTING RESTROOMS FIXTURES AND CAP PLUMBING.
6. REMOVE EXISTING FIXTURES, FLOOR AND WALL FINISHES
7. REMOVE EXISTING DOORS.
8. EXISTING FLOOR TO REMAIN
9. REMOVE EXISTING FLOORING AS INDICATED. PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH.

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PROJECT ADDRESS:
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STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
DEMOLITION FLOOR PLAN
SCALE: AS SHOWN

SHEET NUMBER:
D101

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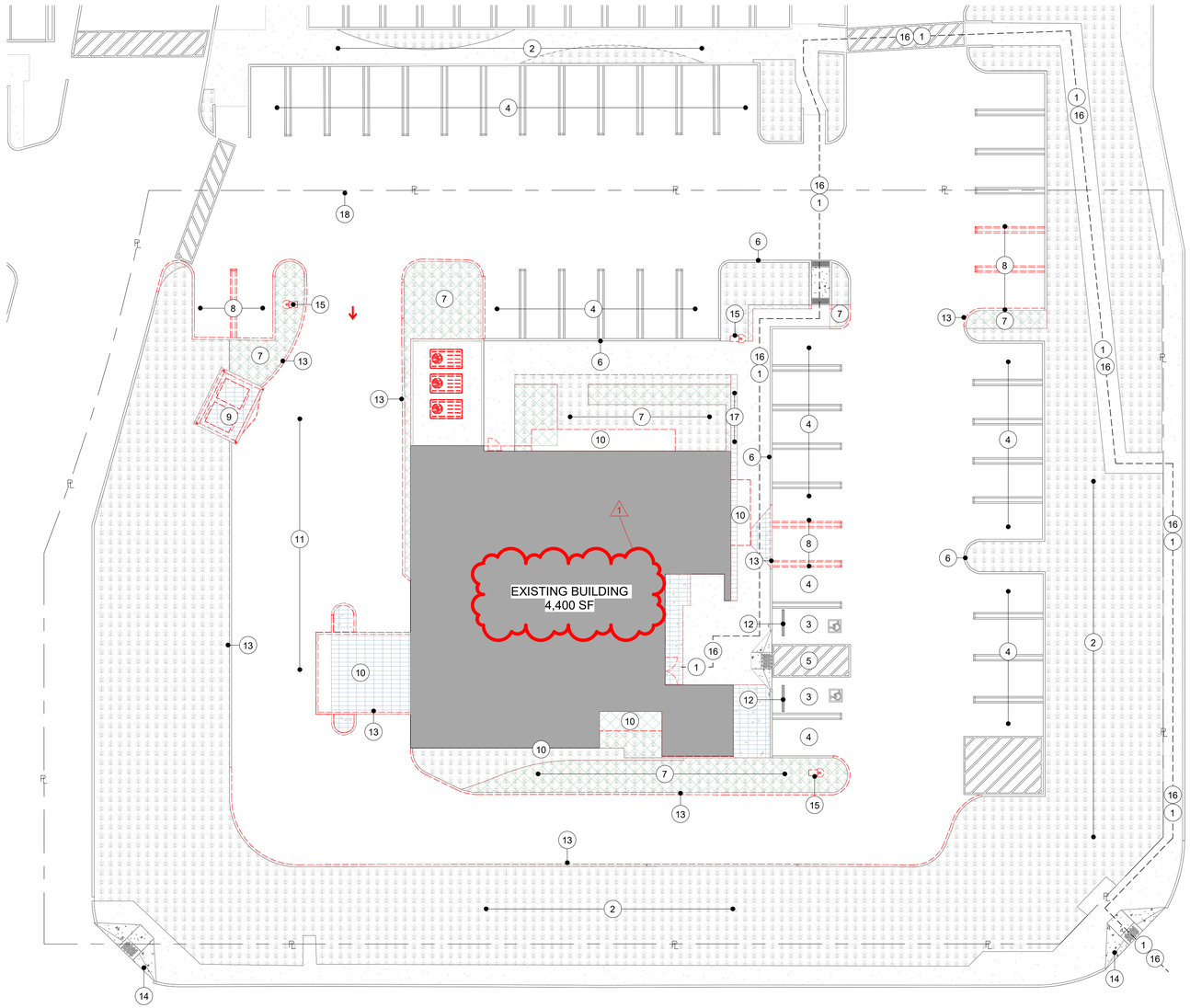

DEMO SITE PLAN (1)
Scale: 1/16" = 1'-0"

0 8' 16' 32'
Scale: 1/16" = 1'-0"

GENERAL NOTES

A. REFER TO EXTERIOR ELEVATIONS ON SHEET A201 FOR BUILDING SIGNAGE LOCATION AND DESIGN ID. REFER TO ELECTRICAL PLANS FOR ELECTRICAL REQUIREMENTS.

B. LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.

C. DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.

D. PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE-THRU LANE, EXTENT TO INCLUDE DRIVE-THRU ENTRY POINT THROUGH WINDOW STANDING PAD.

E. GENERAL CONTRACTOR TO APPLY CONCRETE SEALER TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.

F. GENERAL CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND BUILDING CONDITIONS IN FIELD PRIOR TO START OF CONSTRUCTION.

G. PROVIDE DETECTABLE WARNING (IF APPLICABLE PER LOCAL CODE) AT TRANSITION FROM SIDEWALK TO DRIVE AISLE.

H. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPE NOT TO EXCEED 2% IN ALL DIRECTIONS.

I. REFER TO ELECTRICAL DRAWINGS FOR SITE RELATED ELECTRICAL WORK.

J. SCRAPE AND REPAINT ALL EXISTING PAINTED SITE FEATURES, INCLUDING, BUT NOT LIMITED TO CURBS, BOLLARDS, RAILINGS AND SITE LIGHTING BASES.

K. SEE SHEET A002 FOR ARCHITECTURAL SITE DETAILS.

KEYNOTES

1. (E) PUBLIC RIGHT OF WAY .
2. PRESERVE (E) LANDSCAPE PORTION, VERIFY DIMENSIONS IN FIELD.
3. (E) ACCESSIBLE PARKING STALL TO REMAIN
4. (E) PARKING STALL, TYP. TO REMAIN
5. (E) ACCESSIBLE STRIPING TO REMAIN
6. (E) 6" CONCRETE CURB, TYPICAL TO REMAIN
7. DEMO (E) LANDSCAPE AREA, INFILL AND PREPARE SURFACE TO MATCH EXISTING SLOPE AND MATCH ADJACNET FINISH PER NEW WORK.
8. DEMO (E) PARKING STALL, AND RESTRIP PER NEW WORK, SEE SHEET A001 FOR NEW CALCULATIONS.
9. DEMO (E) TRASH ENCLOSURE IN ITS ENTIRETY. PATCH AND REPAIR ASPHALT AS NEEDED PER NEW WORK.
10. DEMO (E) CANOPY.
11. PREPARE SURFACE TO RECEIVE NEW DT LANE CONCRETE PER NEW WORK.
12. (E) WHEEL STOPS TO REMAIN.
13. DEMO (E) CURB
14. (E) DETECTABLE WARNING
15. DEMO (E) LIGHT POLE.
16. (E) ACCESSIBLE PATH OF TRAVEL FOR PUBLIC RIGHT WAY.
17. DEMO (E) SIDEWALK
18. PROPERTY LINE

LEGEND

(1)
- DEMO NON-PERMEABLE AREA
- DEMO PERMEABLE AREA

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DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description
1	05/31/23	MV	Planning Revision

SHEET TITLE:
DEMOLITION SITE PLAN

SCALE: AS SHOWN

SHEET NUMBER:
D102

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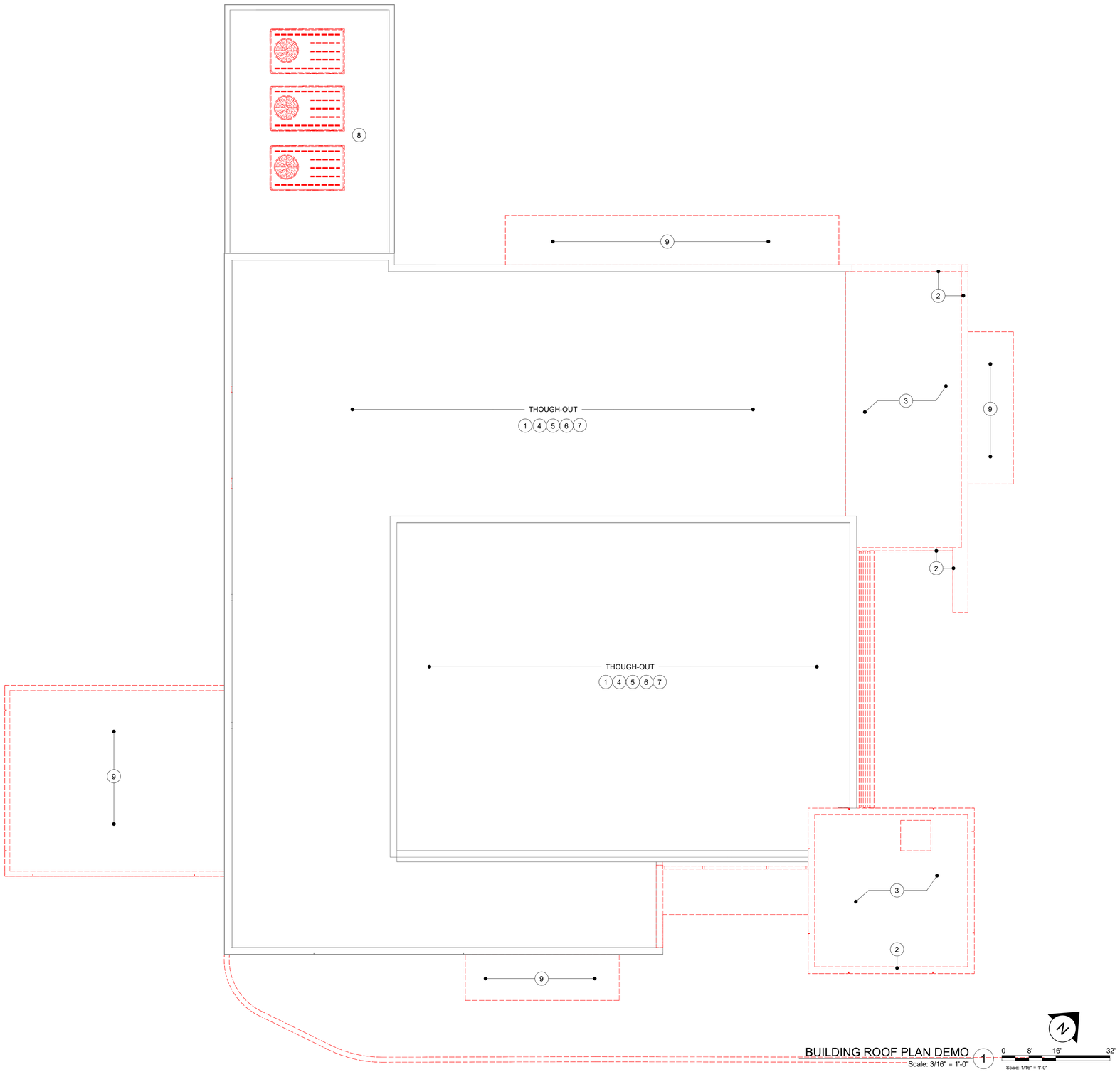

BUILDING ROOF PLAN DEMO 1
Scale: 3/16" = 1'-0"

GENERAL NOTES

A. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT.

B. IN FREEZE THAW CLIMATES ONLY: INSTALL SELF-REGULATING HEAT TAPE IN ALL DOWNSPOUTS. SEE ELECTRICAL FOR FURTHER INFORMATION.

C. ROOF TOP PLUMBING VENTS ARE NOT SHOWN FOR CLARITY. REFER TO PLUMBING DRAWINGS FOR VTR LOCATIONS AND FURTHER INFORMATION.

D. ALL OF ROOF PENETRATIONS, STRUCTURE AND FIXTURES ARE EXISTING TO REMAIN UNLESS NOTED OTHERWISE.

KEYNOTES

1. KEEP (E) MEMBRANE AND SLOPES. PATCH AND REPAIR IF NEEDED.
2. DEMO (E) PARAPET WALL IN ITS ENITIRETY.
3. DEMO (E) ROOF CRICKETS. SEE SHEET A104 FOR MORE INFO.
4. REMOVE ALL (E) ABANDONED ROOF TOP EQUIPMENT.
5. DEMO (E) TOP CAP AND FLASHING (TYP.). PREPARE SUBSTRATE TO RECEIVE NEW CAP PER NEW WORK.
6. (E) ROOF SLOPE DIRECTION TO REMAIN.
7. DEMO (E) RESTROOM EXHAUST FAN . PATCH AND REPAIR AS NEEDED.
8. DEMO (E) RTU.
9. DEMO (E) CANOPY.

LEGEND

- EXISTING ITEM TO BE DEMOLISHED
- EXISTING ITEM TO REMAIN
- PARAPETS TO BE DEMOLISHED - REFER TO KEYNOTES

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PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
DEMOLITION ROOF PLAN
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D103

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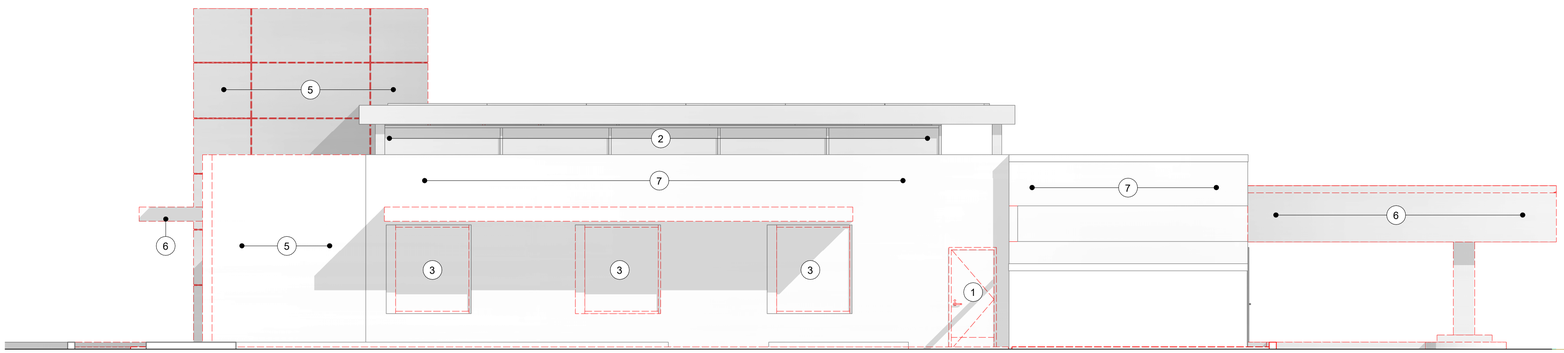
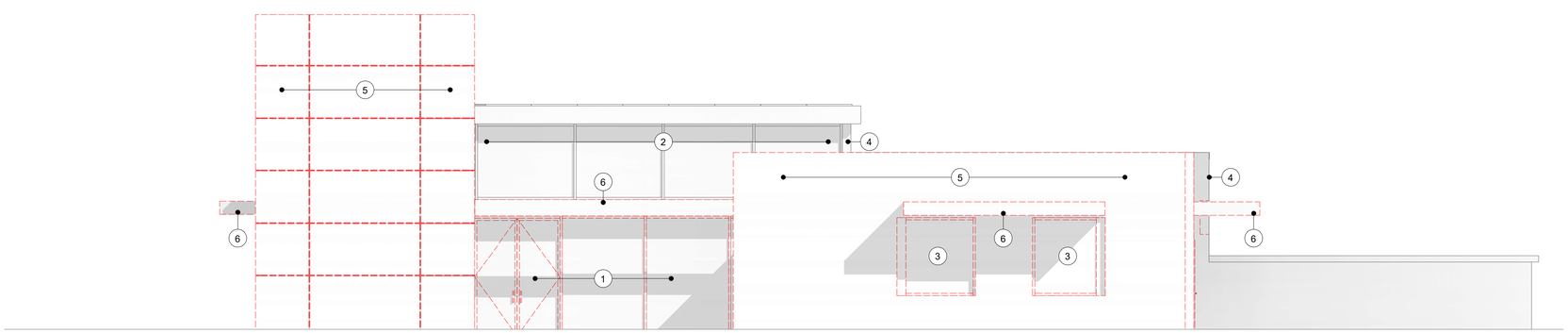


DEMO ELEV 1 (1)
Scale: 3/16" = 1'-0"



DEMO ELEV 2 (2)
Scale: 3/16" = 1'-0"

GENERAL NOTES

1. THE INTENT OF THE DEMO. DRAWINGS SHOWN WITH DASHED LINES INDICATED IS TO REMOVE THE PORTIONS OF EXISTING BLDG. WALLS, SLABS, AND RELATED ITEMS IN THE WAY OF NEW WORK. SEE STRUCT., PLUMB., MECH., AND ELECT. FOR FURTHER INFO., AND COORD. EXTENT OF DEMO WORK WITH THOSE DWG'S.
2. THE SURROUNDING TENANT SPACES OUTSIDE THE WORK AREA WILL REMAIN OCCUPIED DURING DEMOLITION AND CONSTRUCTION. THE G.C. WILL PHASE THE WORK AS REQ'D TO MINIMIZE DISRUPTION TO TENANTS AND CUSTOMERS, INCLUDING MAINTAINING TEMP. UTILITY SEVICES, AS NEEDED. PREPARE A PHASING PLAN FOR APPROVAL BY THE OWNER.
3. ANY STRUCTURAL REMOVAL AND CONDITIONS NOT NOTED AND DISCOVERED DURING DEMOLITION SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION.
4. PROTECT IN PLACE ALL NON-DEMO SITE RELATED CONDITIONS AND ITEMS TO REMAIN OR RELOCATE. G.C. TO COORDINATE AND VERIFY IN FIELD.

KEYNOTES

1. DEMO (E) EXTERIOR STOREFRONT AND/OR EXIT DOOR.
2. (E) EXTERIOR STOREFRONT TO REMAIN.
3. DEMO (E) WINDOW.
4. (E) EXTERIOR WALL AND/OR PARAPET ABOVE TO REMAIN AS INDICATED, PREPARE SURFACE TO RECEIVE NEW FINISH.
5. DEMO (E) WALL AND/OR PARAPET ABOVE IN ITS ENTIRETY AS INDICATED.
6. DEMO (E) CANOPY.
7. PARTIALLY DEMO EXTERIOR WALLS AND/OR PARAPETS ABOVE AS INDICATED. PREPARE SURFACE OF PRESERVED PORTION TO RECEIVE NEW FINISH.

LEGEND

- ITEM TO BE DEMOLISHED
- EXISTING WALL TO BE DEMOLISHED
- EXISTING WALL TO REMAIN

SIGNAGE NOT A PART OF THIS PERMIT.

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C-36004
REN. 08/31/23
STATE OF CALIFORNIA

PROJECT NAME:
CENTRAL & COLLIER

PROJECT ADDRESS:
18295 COLLIER AVE, LAKE ELSINORE, CA 92530

STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
DEMOLITION EXTERIOR ELEVATIONS
SCALE: AS SHOWN

SHEET NUMBER:
D104

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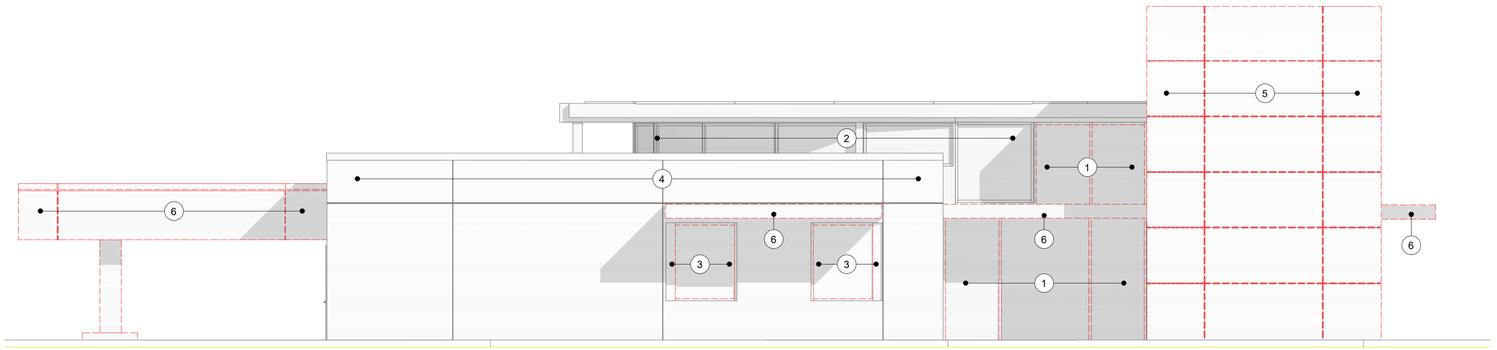
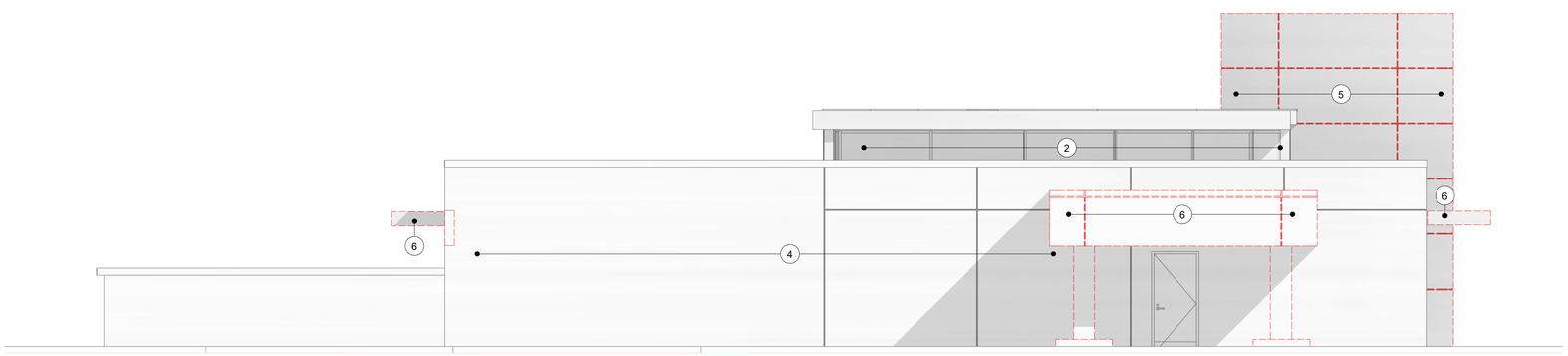


DEMO ELEV 3 (1)
Scale: 3/16" = 1'-0"



DEMO ELEV 4 (2)
Scale: 3/16" = 1'-0"

GENERAL NOTES

1. THE INTENT OF THE DEMO. DRAWINGS SHOWN WITH DASHED LINES INDICATED IS TO REMOVE THE PORTIONS OF EXISTING BLDG. WALLS, SLABS, AND RELATED ITEMS IN THE WAY OF NEW WORK. SEE STRUCT., PLUMB., MECH., AND ELECT. FOR FURTHER INFO., AND COORD. EXTENT OF DEMO WORK WITH THOSE DWG'S.
2. THE SURROUNDING TENANT SPACES OUTSIDE THE WORK AREA WILL REMAIN OCCUPIED DURING DEMOLITION AND CONSTRUCTION. THE G.C. WILL PHASE THE WORK AS REQ'D TO MINIMIZE DISRUPTION TO TENANTS AND CUSTOMERS, INCLUDING MAINTAINING TEMP. UTILITY SEVICES, AS NEEDED. PREPARE A PHASING PLAN FOR APPROVAL BY THE OWNER.
3. ANY STRUCTURAL REMOVAL AND CONDITIONS NOT NOTED AND DISCOVERED DURING DEMOLITION SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION.
4. PROTECT IN PLACE ALL NON-DEMO SITE RELATED CONDITIONS AND ITEMS TO REMAIN OR RELOCATE. G.C. TO COORDINATE AND VERIFY IN FIELD.

KEYNOTES

1. DEMO (E) EXTERIOR STOREFRONT AND/OR EXIT DOOR.
2. (E) EXTERIOR STOREFRONT TO REMAIN.
3. DEMO (E) WINDOW.
4. (E) EXTERIOR WALL AND/OR PARAPET ABOVE TO REMAIN AS INDICATED, PREPARE SURFACE TO RECEIVE NEW FINISH.
5. DEMO (E) WALL AND/OR PARAPET ABOVE IN ITS ENTIRETY AS INDICATED.
6. DEMO (E) CANOPY.

LEGEND

- ITEM TO BE DEMOLISHED
- EXISTING WALL TO BE DEMOLISHED
- EXISTING WALL TO REMAIN

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CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
DEMOLITION EXTERIOR ELEVATIONS
SCALE: AS SHOWN

SHEET NUMBER:
D104A

6/26/2023 4:26:05 PM D:\Mariam\Task 10- Central & Collier Entitelments\Application Comments 5-18-23\new modeling\Central & Collier - Entitelments - 06-25-2023.rvt

PLANTING PALLETTE:

NOT USED

EVERGREEN TREES :

PINUS CANARIENSIS
SIZE RANGE: 50'-80' HT X 20'-35' SPR

DECIDIOUS TREES :

CALLERY PEAR (PYRUS CALLERYANA)
SIZE RANGE: 25'-35' HT X 8'-12' SPR

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Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
LANDSCAPE PALLETTE

SCALE: AS SHOWN

SHEET NUMBER:
L001

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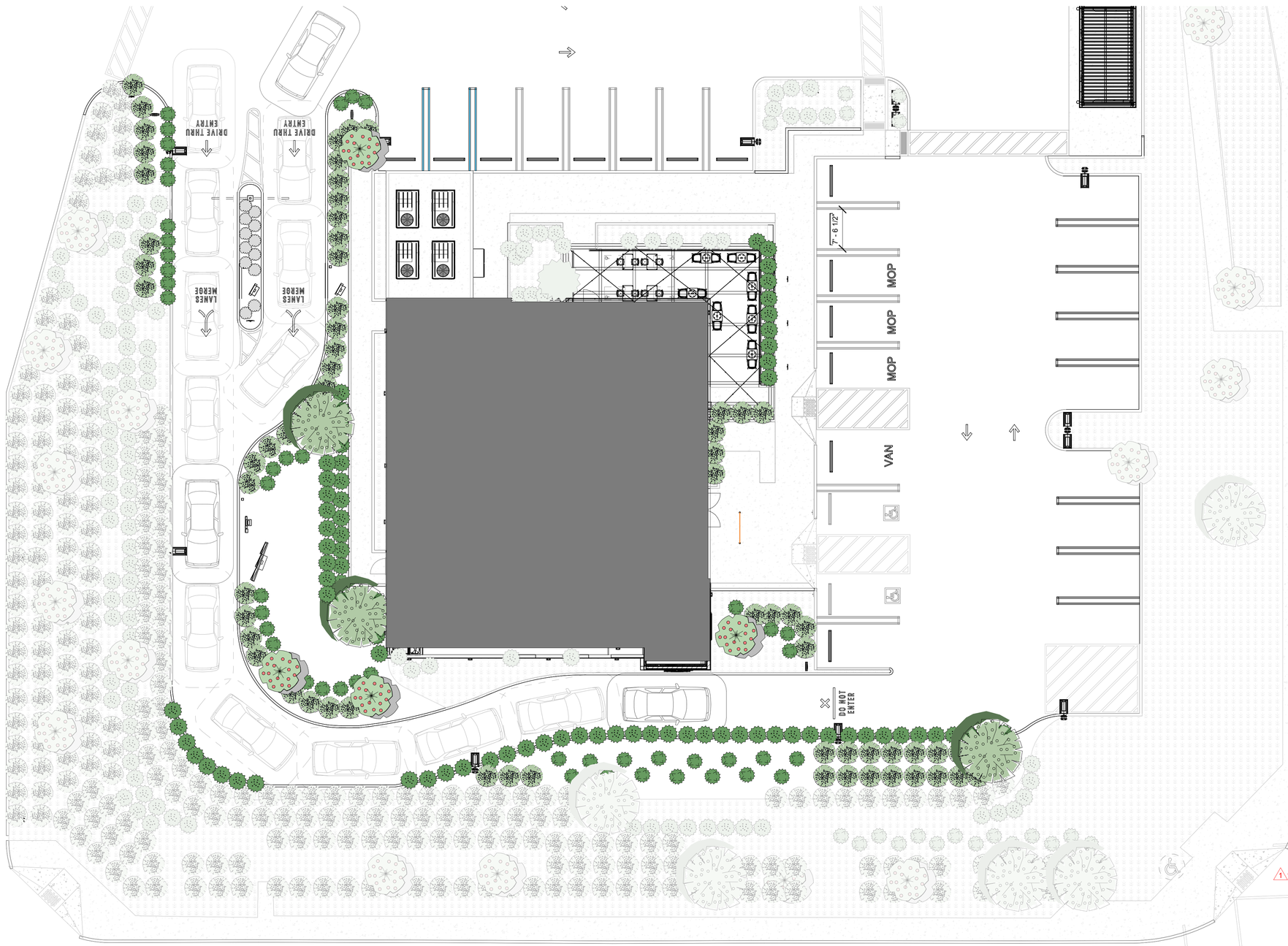

landscape plan (1)
Scale: 3/32" = 1'-0"

LANDSCAPE PLAN NOTES

1. SHRUB LAYOUT AS SHOWN ON PLANS INDICATES "SHRUB MASSES" AND INDIVIDUAL LOCATIONS. QUANTITIES ARE AS SHOWN ON PLAN ,ON-CENTER,
SPACING AS SHOWN ON LEGEND. CONTRACTOR TO VERIFY QUANTITIES BASED ON
SPACING AND ADD ADDITIONAL PLANT MATERIAL (AT NO ADDITIONAL COST TO THE
OWNER) REQUIRED TO MAINTAIN DESIGN INTENT DUE TO EXISTING SITE CONDITIONS NOT ANTICIPATED DURING DESIGN. LAYOUT/SPACING WILL EITHER BE
TRIANGULAR OR LINEAR AS SHOWN ON PLAN OR LEGEND. LANDSCAPE ARCHITECT
TO APPROVE FINAL LAYOUT IN FIELD PRIOR TO INSTALLATION.

2. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF SITE CONDITIONS
WHICH PREVENT INSTALLATION PER PLANS ANDSPECIFICATIONS.

3. CONTRACTOR SHALL BE LIABLE FOR REMOVING AND RE-INSTALLING IRRIGATION
EQUIPMENT, AND REPLANTING AREAS WHICH ARE NOT INSTALLED PER PLAN AND
SPECIFICATIONS.

4. REFER TO PLANTING SPECIFICATIONS FOR INSPECTION/CERTIFICATION SCHEDULE.

5. IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL PRIOR TO INSTALLATION OF PLANT MATERIAL.

6. TREES AND SHRUBS SHALL BE PLANTED AFTER CONCRETE PLACEMENT, BUT
NOT BEFORE IRRIGATION COVERAGE TEST NO.1 HAS BEEN APPROVED. (SEE
SPECIFICATIONS).

7. THE RECOMMENDATIONS OF THE SOIL REPORT SHALL SUPERCEDE THE SOIL
PREPARATION AND BACKFILL MIX SPECIFICATIONS (SEE SPECIFICATIONS). THE
CONTRACTOR SHALL SUBMIT A COPT OF ALL SOILS REPORTS TO THE LANDSCAPE
ARCHITECT PRIOR TO THE MODIFICATION OF THESE SPECIFICATIONS.

8. CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS AND/OR REPLACEMENT OF
ANY DAMAGED LANDSCAPE AREAS BEYOND THE LIMIT OF WORK, INCLUDING
REPAIRING ANY IRRIGATION LINES/ SPRINKLER HEADS, THAT IS A DIRECT RESULT
OF THE LANDSCAPE CONSTRUCTION AND/OR HIS SUB-CONTRACTOR. REPLACEMENT ITEMS SHALL BE EXACT DUPLICATION OF ORIGINAL WORK OR
PLANTS, UNLESS THERWISE APPROVED BY THE LANDSCAPE ARCHITECT.

9. WHEREVER GROUNDCOVER AREAS ARE ADJACENT TO TURF, INSTALL CONCRETE MOWSTRIP OR HEADBOARD AS INDICATED ON DRAWINGS.

10. CLEAN-UP SHALL TAKE PLACE ON A DAILY BASIS UNLESS OTHERWISE APPROVED BY THE OWNER'S REPRESENTATIVE.

11. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL GRADES AND
FLOW LINES AS SHOWN ON THE GRADING PLAN.

12. ALL TREES LOCATED WITHIN 6' FROM ANY HARDSCAPE TO RECEIVE DEEPROOT
BARRIERS. EXTEND BARRIERS 5' EACH DIRECTION FROM CENTER OF TRUNK PER
DETAIL B, SHEET L-0005.

13. CONTRACTOR TO EXPOSE ALL STREET TREE PITS PRIOR TO CONCRETE WORK
OR PLANTING, IN ORDER TO EXPOSE POTENTIAL CONFLICTS W/ ANY EXISTING
UTILITIES. IF PITS ARE GOING TO STAY EXPOSED OVER NIGHT, THEY MUST BE
COVERED WITH PLYWOOD AND TAPED-OFF WITH A HIGH VISIBILITY TAPE.

14. ALL PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT
PRIOR TO PLANTING FOR SIZE, COLOR AND HEALTH.

15. QUANTITIES ARE GIVEN FOR ESTIMATING PURPOSES ONLY. CONTRACTOR WILL
BE RESPONSIBLE FOR INSTALLING MATERIAL IN ALL AREAS AS DESIGNATED ON
PLAN AT THE ON-CENTER SPACING NOTED IN THE LEGEND.

16. PROVIDE 3" LAYER OF MULCH (MIN.) IN SHRUB BEDS AND UNPLANTED AREAS; 2"
LAYER OF MULCH IN GROUNDCOVER AREAS; 3" LAYER OF SHREDDED, STABILIZING MULCH FOR SLOPES.

SCOPE OF WORK

-NEW LANDSCAPE INFILL AREAS, PRESERVE EXISTING TREES, SHRUBS AND BUSHES AS INDICATED ON L101.

-EXISTING IRRIGATION INFRASTRUCTURE TO REMAIN.

-EXTEND (E) IRRIGATION TO COVER NEW PROPOSED PLANTS.

PLANT SCHEDULE

TREES	QTY	COMMON NAME/ BOTANICAL NAME
	3	PALO VERDE (PARKINSONIA SPP.)
	5	SOUTHERN MAGNOLIA (MAGNOLIA GRANDIFLORA)

SHRUBS	QTY	COMMON NAME/ BOTANICAL NAME
	48	BASKET GRASS
	65	SHRUBBY TORORARO
	12	LANTANA MONTEVIDENSIS
	84	PRIVET

HARDSCAPE SCHEDULE

TILE	
	(N) ORCO PAVER PER NEW WORK
	(N) CONCRETE DRIVE THRU PER NEW WORK
- - -	VISIBILITY TRIANGLE

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PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description
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SHEET TITLE:
LANDSCAPE PLAN

SCALE: AS SHOWN

SHEET NUMBER:
L101

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SITE WORK & SIGNAGE TO BE COMPLETED UNDER SEPARATE PERMIT.
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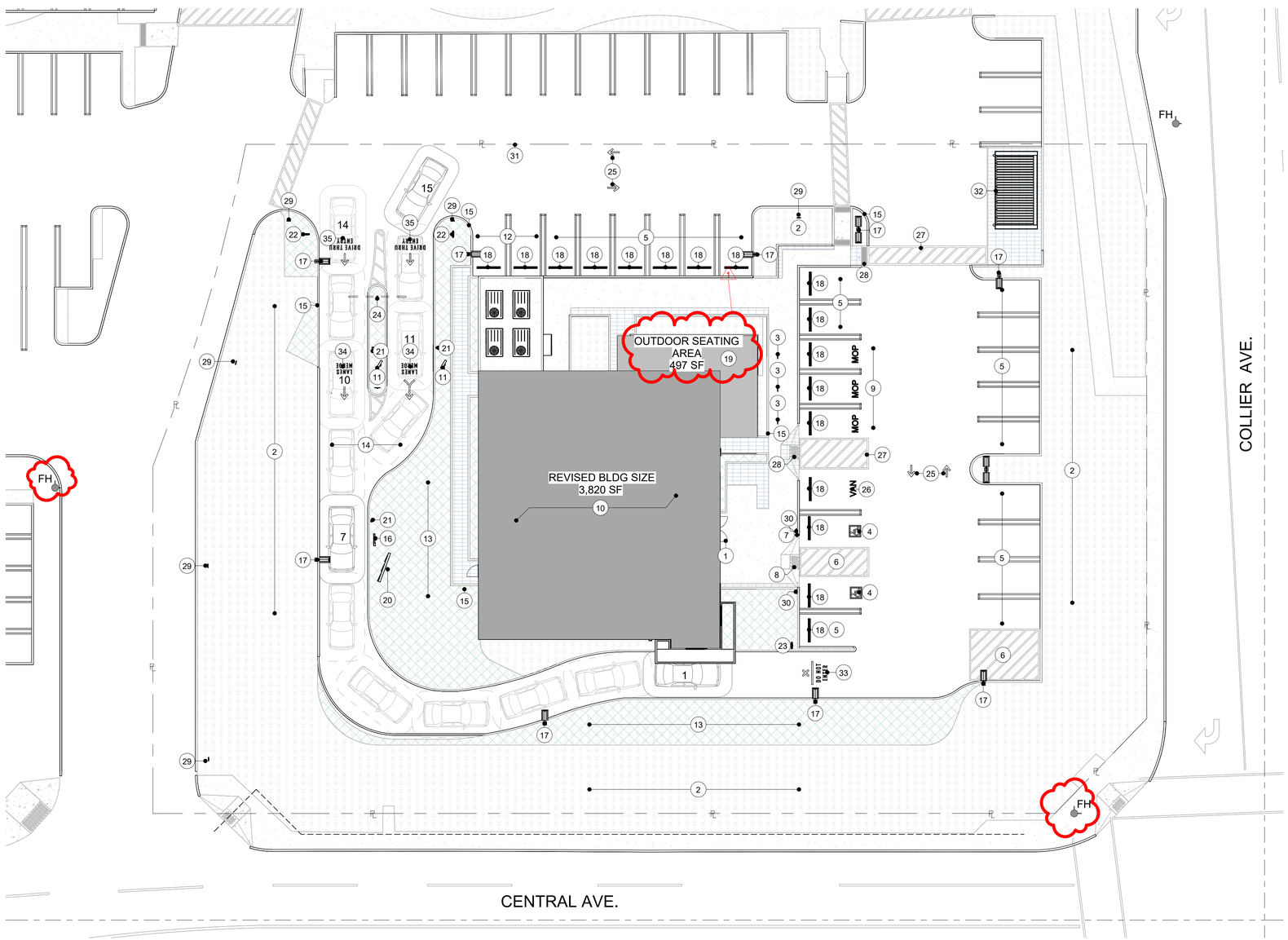

Architectural Site Plan (1)
Scale: 1/16" = 1'-0"

0 8' 16' 32'
Scale: 1/16" = 1'-0"

GENERAL NOTES

A. REFER TO EXTERIOR ELEVATIONS ON SHEET A201 FOR BUILDING SIGNAGE LOCATION AND DESIGN ID. REFER TO ELECTRICAL PLANS FOR ELECTRICAL REQUIREMENTS.

B. LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.

C. DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.

D. PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE-THRU LANE, EXTENT TO INCLUDE DRIVE-THRU ENTRY POINT THROUGH WINDOW STANDING PAD.

E. GENERAL CONTRACTOR TO APPLY CONCRETE SEALER TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.

F. GENERAL CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND BUILDING CONDITIONS IN FIELD PRIOR TO START OF CONSTRUCTION.

G. PROVIDE DETECTABLE WARNING (IF APPLICABLE PER LOCAL CODE) AT TRANSITION FROM SIDEWALK TO DRIVE AISLE.

H. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPE NOT TO EXCEED 2% IN ALL DIRECTIONS.

I. REFER TO ELECTRICAL DRAWINGS FOR SITE RELATED ELECTRICAL WORK.

J. SCRAPE AND REPAINT ALL EXISTING PAINTED SITE FEATURES, INCLUDING, BUT NOT LIMITED TO CURBS, BOLLARDS, RAILINGS AND SITE LIGHTING BASES.

K. SEE SHEET A002 FOR ARCHITECTURAL SITE DETAILS.

KEYNOTES

1. MAIN ENTRANCE.
2. (E) LANDSCAPE AREA TO REMAIN.
3. LOCATION OF MOP CUSTOMER PARKING SIGNAGE
4. (E) ACCESSIBLE PARKING STALL TO REMAIN
5. (E) PARKING STALL, TYP. TO REMAIN
6. (E) ACCESSIBLE STRIPING TO REMAIN
7. (E) CURB CUT TO REMAIN
8. (E) DETECTABLE WARNING, SEE 12/G011
9. (E) PARKING STALL DEDICATED FOR MOP (MOBILE ORDER PAY) PICK UP. (N) MOP FLOOR LETTERING
10. (N) PROPOSED 4170 SQ. F.T STARBUCKS .
11. (N) PREVIEW MENU BOARD (#22542), SEE DETAIL --/A002 (UNDER SEPARATE PERMIT)
12. (N) PARKING STALL.
13. (N) LANDSCAPE AREA.
14. (N) DRIVE THRU LANE.
15. 6" CONCRETE CURB, TYPICAL.
16. (N) DIGITAL ORDER SCREEN CONTROL BOX (#22546). (UNDER SEPARATE PERMIT)
17. SITE LIGHT POLE WITH LED LUMINAIRE. CONCRETE BASE PER CIVIL DRAWINGS (SEE C SHEETS).
18. WHEEL STOPS.
19. (N) EXTERIOR PATIO SEATING 533 SQ.FT.
20. (N) 4-PANEL MENU BOARD (#22540) SEE DETAIL --/A002 (UNDER SEPARATE PERMIT)
21. (N) NON-ILLUMINATED BOLLARD (#14103), SEE DETAIL --/A002 (UNDER SEPARATE PERMIT)
22. (N) ENTRANCE DIRECTIONAL SIGN (#23085), SEE DETAIL --/A002 (UNDER SEPARATE PERMIT)
23. (N)EXIT/THANK YOU DIRECTIONAL SIGN (#23075), SEE DETAIL 2/A-1501 (UNDER SEPARATE PERMIT)
24. (N) CLEARANCE BAR ON DRIVER'S SIDE (#X1111), SEE DETAIL --/A002 (UNDER SEPARATE PERMIT
25. (N) WAYFINDING GRAPHIC ARROW (#23118) , SEE DETAIL --/A002 (UNDER SEPARATE PERMIT)
26. VAN ACCESSIBLE PARKING.
27. (N) ACCESSIBLE STRIPING.
28. (N) DETECTABLE WARNING, SEE 12/G011
29. (N) FIRE NO STOPPING SIGN
30. (E) HANDICAP PARKING SIGN.
31. (E) PROPERTY LINE..
32. (N) TRASH ENCLOSURE.
33. (N) GROUND GRAPHICS DO NOT ENTER VINYL.
34. (N) GROUND GRAPHICS LANES MERGE VINYL.
35. (N) GROUND GRAPHICS DT ENTRY VINYL.

LEGEND

- LANDSCAPE AREA
- NEW CONCRETE WALKWAY
- ACCCESSIBLE PATH OF TRAVEL
- NEW 6" (150MM) CONCRETE CURB
- CONCRETE DRIVE THRU LANE
- NEW NON-PERMEABLE AREA
- NEW PERMEABLE AREA

FAR CALCULATIONS

BUILDING AREA = 3,820 SQ.FT

LOT AREA = 42,253 SQ.FT

FAR (FLOOR AREA RATIO) = 3,820 / 42,253 = 9%

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Revision Schedule

Rev	Date	By	Description
1	05/31/23	MV	Planning Revision

SHEET TITLE:
ARCHITECTURAL SITE PLAN
SCALE: AS SHOWN

SHEET NUMBER:
A001A

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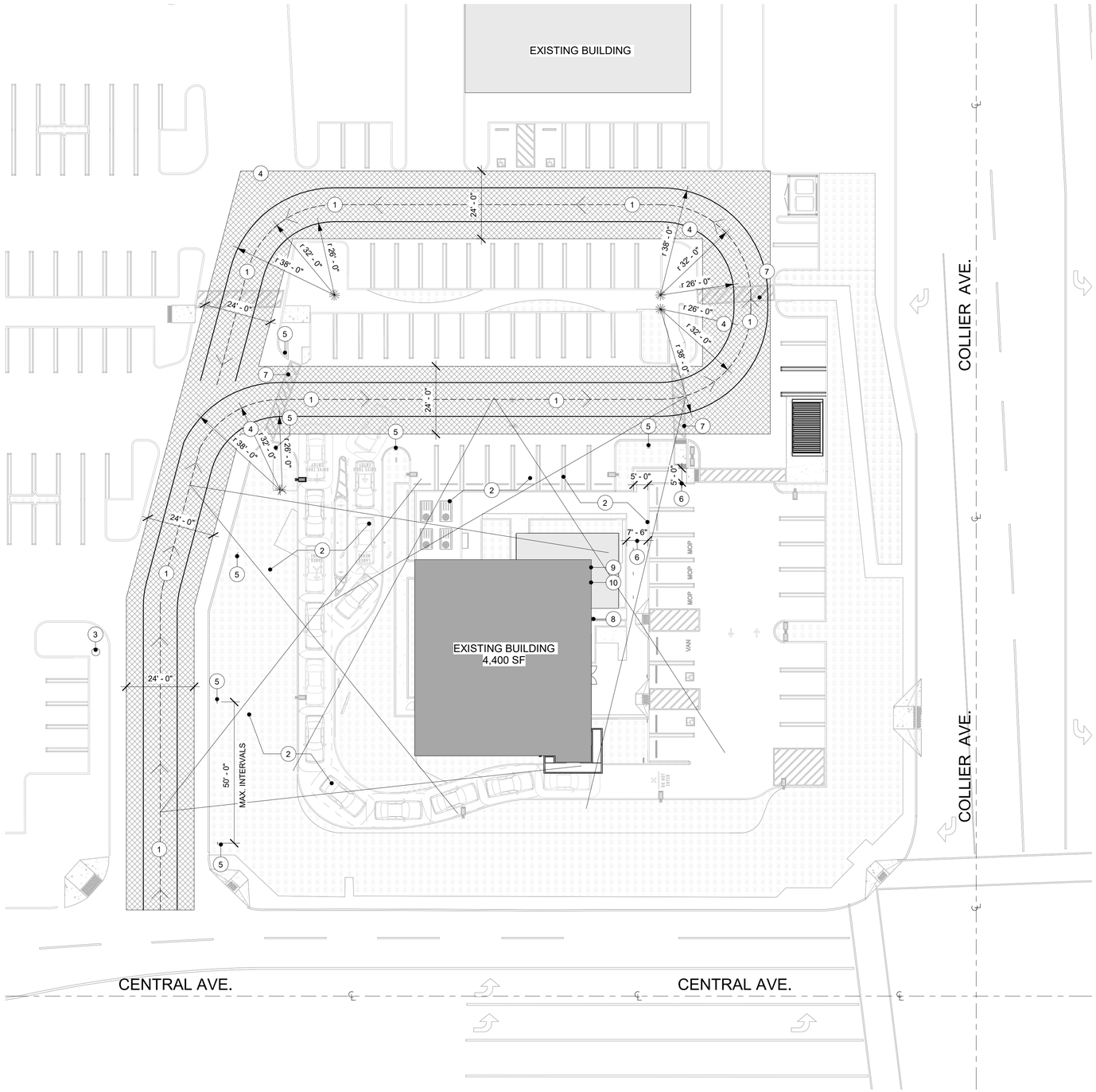

FIRESITE PLAN (1)
Scale: 3/64" = 1'-0"

0 8' 16' 32'
Scale: 1/64" = 1'-0"

GENERAL NOTES

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B. LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.

C. DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.

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I. REFER TO ELECTRICAL DRAWINGS FOR SITE RELATED ELECTRICAL WORK.

J. SCRAPE AND REPAINT ALL EXISTING PAINTED SITE FEATURES, INCLUDING, BUT NOT LIMITED TO CURBS, BOLLARDS, RAILINGS AND SITE LIGHTING BASES.

K. SEE SHEET A002 FOR ARCHITECTURAL SITE DETAILS.

KEYNOTES

1. FIRE DEPARTMENT VEHICLE ACCESS ROAD ON SITE PLAN PER FIRE CODE 503.1.1 & 503.2.2 * SECTION 503.6.
2. LINE INDICATES 150'-0" FIRE TRUCK HOSE LINE MAX LENGTH
3. LOCATION OF EXISTING FIRE HYDRANT
4. FIRE DEPARTMENT VEHICULAR ACCESS ROAD SHALL BE PROVIDED WITH A 32' CENTERLINE TURNING RADIUS PER Fire Code 503.2.4.
5. FIRE - NO STOPPING SIGN PER CALTRANS/ FHWA STANDARD (R26F), MAXIMUM INTERVALS OF 50FT ON CENTER.
6. A MINIMUM 5'-0" WIDE APPROVED FIREFIGHTER ACCESS WALKWAY PER FIRE CODE 504.1
7. (E) ACCESSIBLE STRIPING TO REMAIN
8. AN APPROVED KEYBOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506, THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
9. BUILDING ADDRESS NUMBER, VISIBLE AND LEGIBLE FROM THE STREET OR MAIN ACCESS TO THE BUILDING PER FIRE DEPARTEMENT.
10. BUILDING ADDRESS NUMBER WITH MINIMUM 10" HEIGHT, MINIMUM STROKE 1.5 INCHES AS DISTANCE FROM BUILDING TO FACE OF CURB = 51-150 FEET PER FIRE DEPARTEMENT.

LEGEND

- LANDSCAPE AREA
- CONCRETE SIDEWALK PAVEMENT
- 6" (150MM) CONCRETE CURB
- SCOPE OF WORK
- FIRE LANE

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DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description
1	05/31/23	MV	Planning Revision

SHEET TITLE:
FIRE SITE PLAN

SCALE: AS SHOWN

SHEET NUMBER:
A001C

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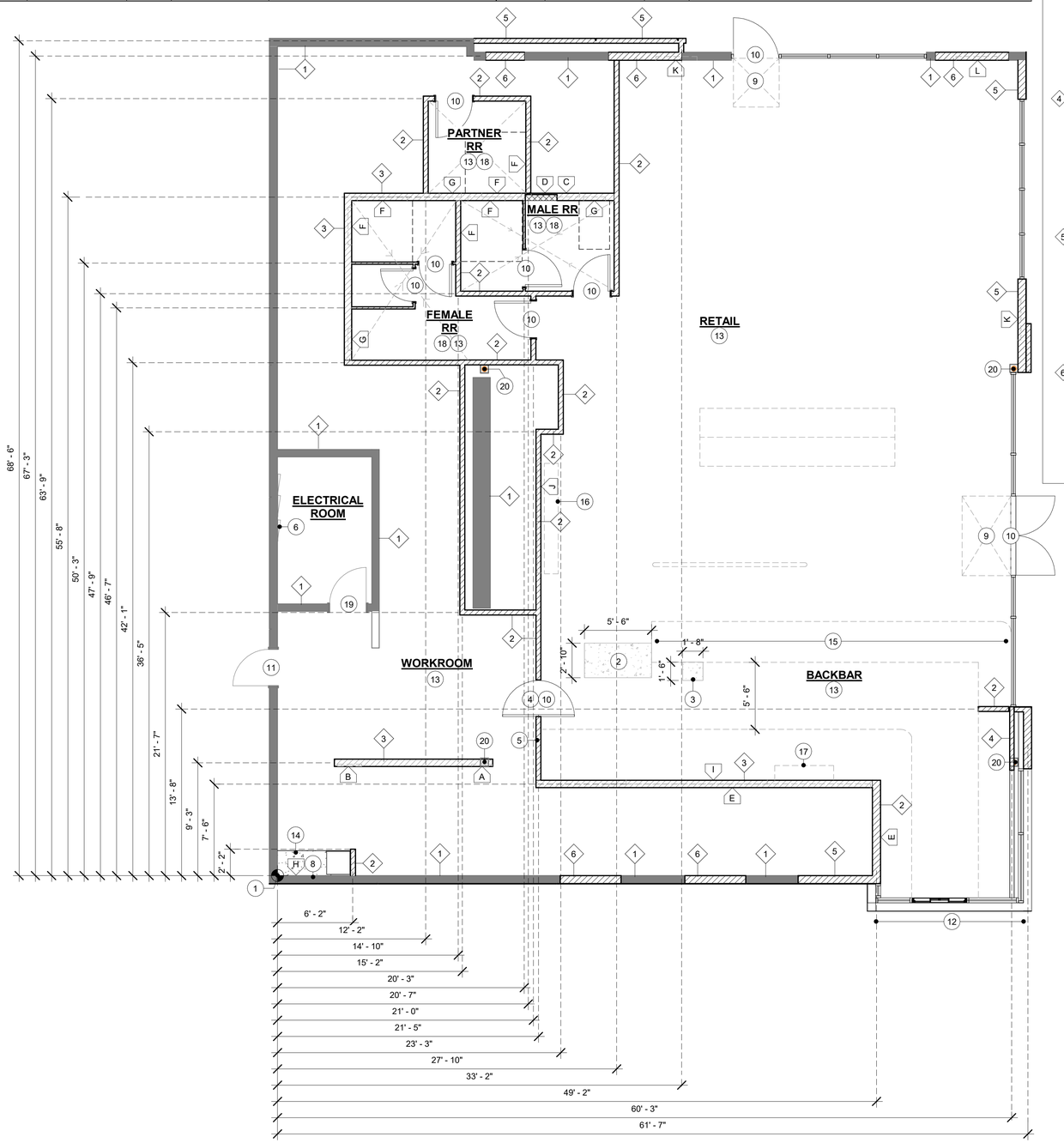
WALL BLOCKING KEY

SYMBOL	ITEM	WEIGHT	HEIGHT A.F.F.	APPROX. WIDTH
A	SHELVES ABOVE COMPARTMENT SINK	200 LBS (91 KG)	48" TO 76" (1220MM TO 1930MM)	96" (2440MM) CENTERED ABOVE COMPARTMENT SINK
B	UPPER WIRE SHELVES	BLOCKING SPECIFICATION TO BE PROVIDED BY VENDOR		
C	SHELVES AT MANAGER'S DESK	300 LBS (136 KG)	32" TO 96" (810MM TO 2440MM)	48" (1220MM) 3/4 (19MM) ACX PLYWOOD, CENTERED ON SHELVES
D	EQUIPMENT RACK AT MANAGER'S DESK	300 LBS (136 KG)	44" TO 96" (1120MM TO 2440MM)	28" (710MM) 3/4 (19MM) ACX PLYWOOD, CENTERED ON RACK
E	DT CABINET	300 LBS	6'-1" TO 7'-10"	EXTENT OF CABINET
F	RESTROOM GRAB BARS	200 LBS (91 KG)	30" TO 36" (760MM TO 915MM)	60" (1525MM) AROUND WATER CLOSET
G	RESTROOM HAND SINK	200 LBS (91 KG)	COMMERCIAL INSTALLATION REQUIRES CONCEALED ARM CARRIER. REFER TO MFR'S SPECIFICATION.	
H	WATER FILTRATION SYSTEM	TBD BY VENDOR	COORDINATE LOCATION AND EXTENT WITH PENTAIR	
I	FUTURE DIGITAL MENU BOARDS	300 LBS	7'-4" TO 8'-6"	12'-8" TYP.
J	MERCH BAY	300 LBS	0'-0" TO 6'-0"	EXTENT OF MERCH BAY
K	ALL ARTWORK, FIXTURES, ACCESSORIES AND CASEWORK FABRICATIONS NOT OTHERWISE NOTED	TBD BY VENDOR (VARIES)	GC TO PROVIDE WALL BLOCKING AS REQUIRED FOR ALL ITEMS FOR A COMPLETE AND SECURE INSTALLATION. EXTEND BLOCKING 8" (205MM) BEYOND ON EACH SIDE OF EACH ITEM.	



BUILDING FLOOR PLAN 01
Scale: 3/16" = 1'-0"

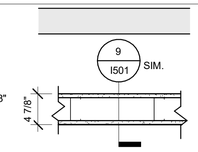
Scale: 1/4" = 1'-0"

INTERIOR WALL LEGEND

1. **EXISTING WALL TO REMAIN**

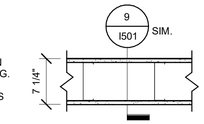
2. **NEW INTERIOR WALL**

   20 GA 3 5/8" METAL STUDS 16" O.C. WITH 5/8" MOISTURE RESISTANT GWB ON BOTH SIDES TO MINIMUM 6" ABOVE CEILING. DRYWALL SCREWS @ 10" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS.



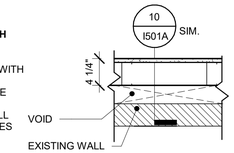
3. **NEW PLUMBING WALL**

   20 GA 6" METAL STUDS 16" O.C. WITH 5/8" MOISTURE RESISTANT GYPSUM BOARD ON BOTH SIDES TO MINIMUM 6" ABOVE CEILING. SECURE MOISTURE RESISTANT GYPSUM BOARD TO STUDS WITH DRYWALL SCREWS AT 10" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS.



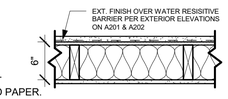
4. **NEW INTERIOR FURRING WALL WITH VOID**

   20 GA 3 5/8" METAL STUDS 16" O.C. WITH 5/8" MOISTURE RESISTANT GWB ON ONE SIDE TO MIN. 6" ABOVE CEILING. DRYWALL SCREWS @ 10" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS.



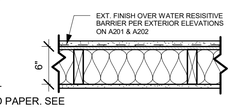
5. **EXTERIOR WOOD FRAMED WALL W/R-21 INSULATION (STC=45)**

   SEE STRUCTURAL DRAWINGS.
   6" WOOD STUD @18" O.C. EXTERIOR:
   PLYWOOD, WATER-RESISTIVE VAPOR PERMEABLE BARRIER AT LEAST EQUIVALENT TO TWO LAYERS GRADE D PAPER.
   SEE EXTERIOR ELEVATIONS FOR FINISH INFORMATION.
   WITH R-21 FIBERGLASS SOUND BATT INSULATION
   INTERIOR : DRYWALL, 5/8" GWB TAPED.
   EQUAL TO USG UL U407



6. **NEW EXTERIOR INFILL WALL**

   SEE STRUCTURAL DRAWINGS.
   6" WOOD STUD @18" O.C. EXTERIOR:
   PLYWOOD, WATER-RESISTIVE VAPOR PERMEABLE BARRIER AT LEAST EQUIVALENT TO TWO LAYERS GRADE D PAPER. SEE EXTERIOR ELEVATIONS FOR FINISH INFORMATION.
   WITH R-21 FIBERGLASS SOUND BATT INSULATION
   INTERIOR : DRYWALL, 5/8" GWB TAPED.
   EQUAL TO USG UL U407



GENERAL NOTES

A. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT.

B. GENERAL CONTRACTOR TO PROVIDE FIRE TREATED WOOD STUD BLOCKING, OR EQUIVALENT TO SUPPORT ANY WALL ATTACHMENT AND/OR SIGNAGE.

C. IF EXISTING EXTERIOR ENTRANCE THRESHOLD EXCEEDS MINIMUM BARRIER FREE PROVISION OF THE CODE, REMOVE AND REPLACE WITH ACCESSIBLE THRESHOLD. RAISED THRESHOLDS AND FLOOR LEVEL CHANGES AT ACCESSIBLE DOORWAYS TO BE BEVELED WITH A SLOPE NO GREATER THAN 1:12.

D. ALL DIMENSIONS ARE TO FINISHED FACE UNLESS SHOWN OR NOTED OTHERWISE.

E. INSTALL MOISTURE RESISTANT GREEN BOARD ON BACKBAR WALL PER PROJECT MANUAL.

F. ALL DOORS SHALL BE 32" (815MM) MINIMUM CLEAR OPENING WHEN OPENED TO 90 DEGREE POSITION UNLESS OTHERWISE NOTED.

G. SEE SHEET A601 FOR EXTERIOR DOOR AND WINDOW SCHEDULES.

H. STARBUCKS VENDOR TO PROVIDE DOOR HARDWARE COMPONENTS AND GC TO INSTALL.

I. VERIFY ALL EXISTING DOORS, HARDWARE AND FRAMES MEET STARBUCKS AND/OR CODE REQUIREMENTS.

J. PROVIDE FIRE EXTINGUISHERS AS NOTED ON THE APPROVED PLANS FROM THE CITY.

K. SEE STRUCTURAL FOR KNEE WALL BRACING.

L. SEE SHEET A501 FOR BUILDING DETAILS.

M. REFER TO SHEET I104 FOR FLOOR FINISHES.

KEYNOTES

1. DIMENSION CONTROL DATUM POINT
2. (N) GC TO PROVIDE & INSTALL 4" CONCRETE CURB @ FOOD CASE, CURB NOT TO EXCEED CASE FOOTPRINT.
3. (N) GC TO PROVIDE & INSTALL 6" CONCRETE CURB @ SAFE CABINET, NOT TOE KICK. CURB TO RECIEVE TILE BASE.
4. INSTALL NEW DOUBLE ACTING DOOR @ BACK OF HOUSE. SEE SCHEDULES FOR DOOR AND HARDWARE TYPE.
5. FIRE EXTINGUISHER LOCATION.
6. (E) ELECTRICAL PANELS & LIGHTING CONTROL PANEL, MAINTAIN MINIMUM CLEARANCE AS REQUIRED BY CODE, SEE ELECTRICAL PLANS.
7. ALIGN FACE OF FINISHED WALL.
8. (N) SHELF FOR WATER HEATER ABOVE, REFER TO INTERIOR ELEVATION FOR HEIGHT AND DETAILS FOR CONSTRUCTION OF PLATFORM AND SUPPORTING ASSEMBLY.
9. PROVIDE SLAB DEPRESSION AS NEEDED PER WALK-OFF MATT. SEE SHEET I-503 FOR MORE INFORMATION
10. INSTALL NEW DOORS AS INDICATED. SEE SCHEDULES FOR DOOR AND HARDWARE TYPE.
11. (E) STOREFRONT, ENTRANCE/ EXIT DOOR TO REMAIN - APPROVED UNDER PREVIOUS SHELL BUILDING SUBMITTAL.
12. (N) DRIVE THRU WINDOW .
13. (N) PROVIDE BLOCKING AS REQUIRED TO SUPPORT ANY WALL ATTACHMENTS. REFER TO WALL BLOCKING KEY.
14. GC TO PROVIDE AND INSTALL 10" CONCRETE CURB FOR R.O. SYSTEM AND MOP SINK - REFER TO PLUMBING DRAWINGS FOR MOP SINK SPECIFICATIONS
15. OUTLINE OF COUNTERTOPS PER CASEWORK MANUFACTURER @ KITCHEN/ PREP.
16. DASH LINE INDICATES MERCHANDISE FIXTURE.
17. DASH LINE INDICATED UPPER STORAGE AND SHELVES. SEE SHEET I-102C FOR MORE DETAILS AND INFORMATION.
18. SLOPE FLOOR SLAB TO SANITARY WASTE FLOOR DRAIN 1/8" PER 1'-0" OF RUN
19. (E) DOOR TO REMAIN. PART OF SHELL PERMIT.
20. (E) STRUCTURAL COLUMN.
21. 36" (915 MM) CLEAR FOR ROOF LADDER ACCESS.

GENERAL LEGEND

- NEW FULL HEIGHT WALL
- NEW PARTIAL HEIGHT WALL
- EXISTING WALL
- XX WALL BLOCKING CALL-OUT

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STORE #:	00000
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ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE: BUILDING FLOOR PLAN

SCALE: AS SHOWN

SHEET NUMBER: A101

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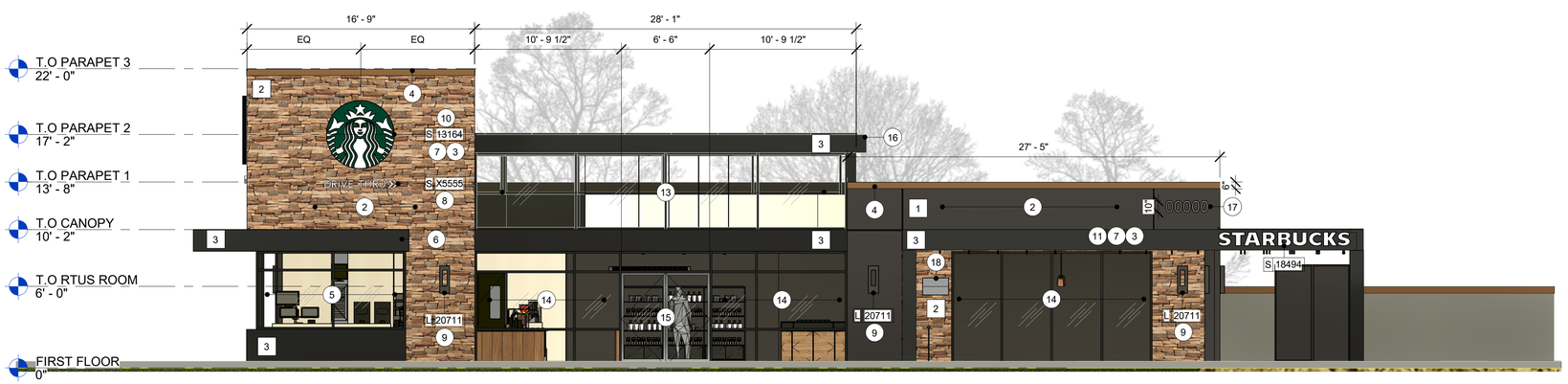
ELEVATION 1 (1)
Scale: 3/16" = 1'-0"



ELEVATION 2 (2)
Scale: 3/16" = 1'-0"

GENERAL NOTES

A. GENERAL CONTRACTOR TO COORDINATE AND SCHEDULE SIGNAGE INSTALLATION WITH THE SIGNAGE CONTRACTOR PROVIDING A MINIMUM SCHEDULING NOTICE OF 4 WEEKS AND 1 WEEK PRIOR TO SCHEDULED DATE OF INSTALLATION. CONSTRUCTION MANAGER TO PROVIDE GENERAL CONTRACTOR WITH SIGNAGE CONTRACTOR CONTACT INFORMATION.

B. GENERAL CONTRACTOR SHALL COORDINATE WITH ELECTRICAL CONTRACTOR TO FURNISH AND INSTALL ELECTRICAL CIRCUITS INCLUDING ALL CONDUIT, WIRE, CONNECTIONS AND BREAKER AT PANEL BOARD NECESSARY TO SERVE SIGNAGE.

C. GENERAL CONTRACTOR TO PROVIDE FIRE TREATED WOOD STUD BLOCKING OR EQUIVALENT TO SUPPORT SIGNAGE.

D. SIGNAGE CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF ANY AND ALL ALLOWABLE MONUMENT OR POLE SIGNAGE AND PROVIDE SHOP DRAWING(S) PRIOR TO FABRICATION TO THE STARBUCKS DESIGNER FOR APPROVAL.

E. SIGNAGE CONTRACTOR TO INSTALL SIGNAGE IN COMPLIANCE WITH LOCAL CODES AND OBTAIN PERMIT.

F. SIGNAGE CONTRACTOR TO SUPPLY SHOP DRAWINGS TO CONSTRUCTION MANAGER AND TO THE GENERAL CONTRACTOR AS NEEDED. GENERAL CONTRACTOR TO NOTIFY CONSTRUCTION MANAGER IMMEDIATELY IF SHOP DRAWINGS OR INSTALLATION IS IN DISCREPANCY WITH ARCHITECTURAL DRAWINGS.

G. GENERAL CONTRACTOR TO CLEAN, PATCH AND REPAIR EXISTING EXTERIOR AS REQUIRED.

EXTERIOR ELEVATION KEYNOTES

1. EXTERIOR WALL TO REMAIN , PREPARE SURFACE TO RECIEVE NEW FINISH .
2. (N) EXTERIOR WALL, PREPARE SURFACE TO RECIEVE FINISH.
3. PROVIDE J-BOX FOR BUILDING SIGNAGE. COORDINATE LOCATION WITH SIGNAGE VENDOR SHOP DRAWINGS.
4. METAL COPING.
5. DT WINDOW. PROVIDE READY ACCESS DT SERVICE WINDOW. WINDOW AND AIR CURTAIN FINISH TO MATCH ADJACENT STOREFRONT.
6. STEEL CANOPY. SEE BUILDING DETAIL SHEETS AND STRUCTURAL DRAWINGS.
7. (N) BUILDING SIGNAGE.
8. (N) DRIVE-THRU SIGN.
9. (N) EXTERIOR SCONCE LIGHTING.
10. (N) 60" FACE ILLUMINATED LOGO DISK (UNDER SEPARATE PERMIT)
11. (N) 12" GREEN WORDMARK "STARBUCKS" ONLY (UNDER SEPARATE PERMIT)
12. (N) 60" DRIVE THRU ILLUMINATED ARROW SERIES (UNDER SEPARATE PERMIT)
13. (E) WALLS & STOREFRONT TO REMAIN (UNDER SEPARATE PERMIT)
14. (N) WALLS & STOREFRONT.
15. (N) ENTERANCE DOOR.
16. DASHED LINE INDICATES ROOF FINISH LEVEL
17. BUILDING ADDRESS NUMBER WITH MINIMUM 10" HEIGHT, MINIMUM STROKE 1.5 INCHES AS DISTANCE FROM BUILDING TO FACE OF CURB = 51-150 FEET PER FIRE DEPARTEMENT, SEE SHEET A001C FOR MORE INFORMATION.
18. KNOX VAULT 4430 SERIES (RECESSED W/ HINGED DOOR) TO BE LOCATED BESIDE THE MAIN ENTRANCE NO FURTHER THAN 10 FEET.

EXTERIOR FINISH SCHEDULE

1. SHERWIN WILLIAMS - SW7047 "PORPOISE"
2. CLIFFSTONE - "MANZANITA"
3. FLAT BLACK METAL - MT0028

RESPONSIBILITY LEGEND

GC GENERAL CONTRACTOR
LL LANDLORD
SB STARBUCKS
WH STARBUCKS WAREHOUSE (3PL)
VD STARBUCKS VENDOR DIRECT

SIGNAGE NOT A PART OF THIS PERMIT.

INFORMATION IS PROVIDED FOR REFERENCE AND COORDINATION PURPOSES.

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Revision Schedule

Rev	Date	By	Description
1	05/31/23	MV	Planning Revision

SHEET TITLE:
BUILDING EXTERIOR ELEVATIONS
SCALE: AS SHOWN

SHEET NUMBER:
A201

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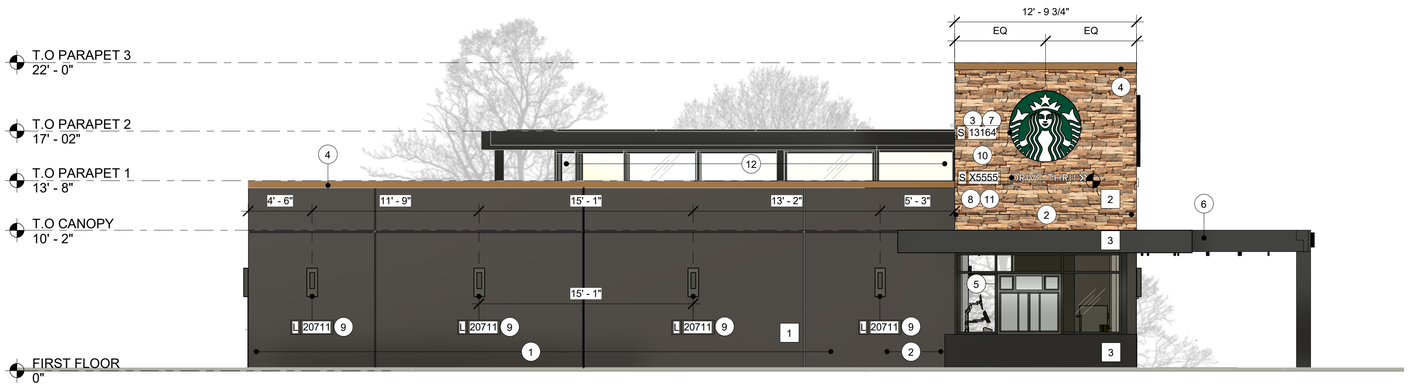
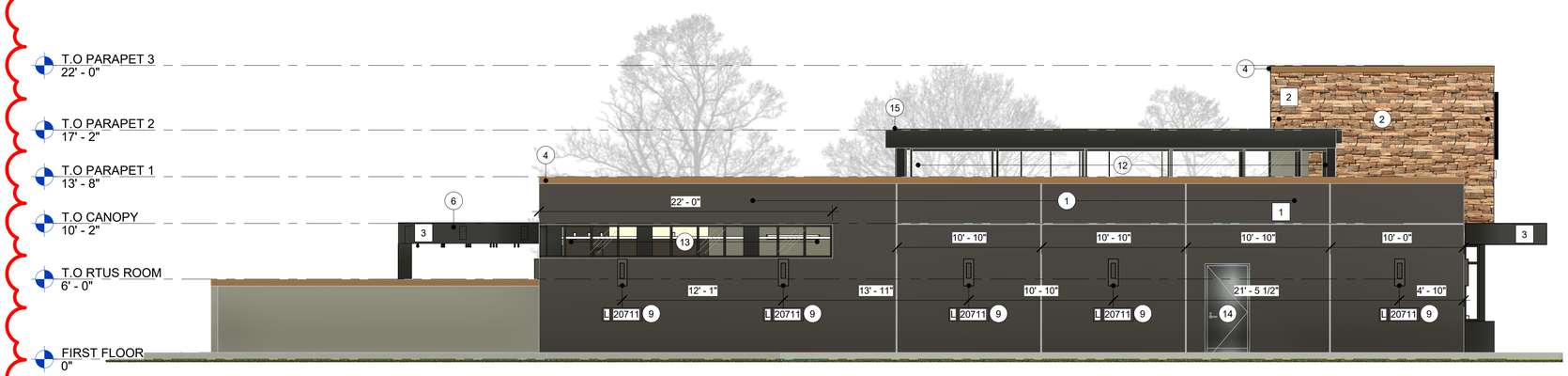


ELEVATION 3 (1)
Scale: 3/16" = 1'-0"



ELEVATION 4 (2)
Scale: 3/16" = 1'-0"

GENERAL NOTES

A. GENERAL CONTRACTOR TO COORDINATE AND SCHEDULE SIGNAGE INSTALLATION WITH THE SIGNAGE CONTRACTOR PROVIDING A MINIMUM SCHEDULING NOTICE OF 4 WEEKS AND 1 WEEK PRIOR TO SCHEDULED DATE OF INSTALLATION. CONSTRUCTION MANAGER TO PROVIDE GENERAL CONTRACTOR WITH SIGNAGE CONTRACTOR CONTACT INFORMATION.

B. GENERAL CONTRACTOR SHALL COORDINATE WITH ELECTRICAL CONTRACTOR TO FURNISH AND INSTALL ELECTRICAL CIRCUITS INCLUDING ALL CONDUIT, WIRE, CONNECTIONS AND BREAKER AT PANEL BOARD NECESSARY TO SERVE SIGNAGE.

C. GENERAL CONTRACTOR TO PROVIDE FIRE TREATED WOOD STUD BLOCKING OR EQUIVALENT TO SUPPORT SIGNAGE.

D. SIGNAGE CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF ANY AND ALL ALLOWABLE MONUMENT OR POLE SIGNAGE AND PROVIDE SHOP DRAWING(S) PRIOR TO FABRICATION TO THE STARBUCKS DESIGNER FOR APPROVAL.

E. SIGNAGE CONTRACTOR TO INSTALL SIGNAGE IN COMPLIANCE WITH LOCAL CODES AND OBTAIN PERMIT.

F. SIGNAGE CONTRACTOR TO SUPPLY SHOP DRAWINGS TO CONSTRUCTION MANAGER AND TO THE GENERAL CONTRACTOR AS NEEDED. GENERAL CONTRACTOR TO NOTIFY CONSTRUCTION MANAGER IMMEDIATELY IF SHOP DRAWINGS OR INSTALLATION IS IN DISCREPANCY WITH ARCHITECTURAL DRAWINGS.

G. GENERAL CONTRACTOR TO CLEAN, PATCH AND REPAIR EXISTING EXTERIOR AS REQUIRED.

EXTERIOR ELEVATION KEYNOTES

1. EXTERIOR WALL TO REMAIN , PREPARE SURFACE TO RECIEVE NEW FINISH .
2. (N) EXTERIOR WALL, PREPARE SURFACE TO RECIEVE FINISH.
3. PROVIDE J-BOX FOR BUILDING SIGNAGE. COORDINATE LOCATION WITH SIGNAGE VENDOR SHOP DRAWINGS.
4. METAL COPING.
5. DT WINDOW. PROVIDE READY ACCESS DT SERVICE WINDOW. WINDOW AND AIR CURTAIN FINISH TO MATCH ADJACENT STOREFRONT.
6. STEEL CANOPY. SEE BUILDING DETAIL SHEETS AND STRUCTURAL DRAWINGS.
7. (N) BUILDING SIGNAGE.
8. (N) DRIVE-THRU SIGN.
9. (N) EXTERIOR SCONCE LIGHTING.
10. (N) 60" FACE ILLUMINATED LOGO DISK (UNDER SEPARATE PERMIT)
11. (N) 60" DRIVE THRU ILLUMINATED ARROW SERIES (UNDER SEPARATE PERMIT)
12. (E) WALLS & STOREFRONT TO REMAIN (UNDER SEPARATE PERMIT)
13. (N) WALLS & STOREFRONT.
14. (E) SERVICE DOOR.
15. DASHED LINE INDICATES ROOF FINISH LEVEL

EXTERIOR FINISH SCHEDULE

1. SHERWIN WILLIAMS - SW7047 "PORPOISE"
2. CLIFFSTONE - "MANZANITA"
3. FLAT BLACK METAL - MT0028

RESPONSIBILITY LEGEND

GC GENERAL CONTRACTOR
LL LANDLORD
SB STARBUCKS
WH STARBUCKS WAREHOUSE (3PL)
VD STARBUCKS VENDOR DIRECT

SIGNAGE NOT A PART OF THIS PERMIT.

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C-36004
REN. 08/31/23
STATE OF CALIFORNIA

PROJECT NAME:
CENTRAL & COLLIER

PROJECT ADDRESS:
18295 COLLIER AVE, LAKE ELSINORE, CA 92530

STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

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1	05/31/23	MV	Planning Revision

SHEET TITLE:
BUILDING EXTERIOR ELEVATIONS
SCALE: AS SHOWN

SHEET NUMBER:
A202

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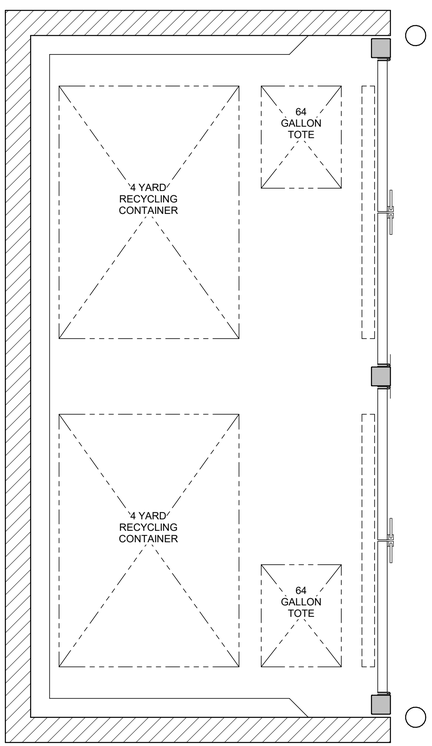
EXTERIOR FINISH NOTES

1. THE INTERIOR WALL SURFACES OF THE TRASH ENCLOSURE ARE TO BE SMOOTH, SEALED AND WASHABLE. APPLY ONE COAT EPOXY FILLER/SEALER AND ONE COAT GLOSS POLYURETHANE.
2. RUNNING BOND INTEGRAL CMU COLOR OR CMU PAINTED TO MATCH BUILDING. STRUCTURAL ENGINEER TO PROVIDE MASONRY SPECIFICATIONS.



CONTAINER LAYOUT (3)
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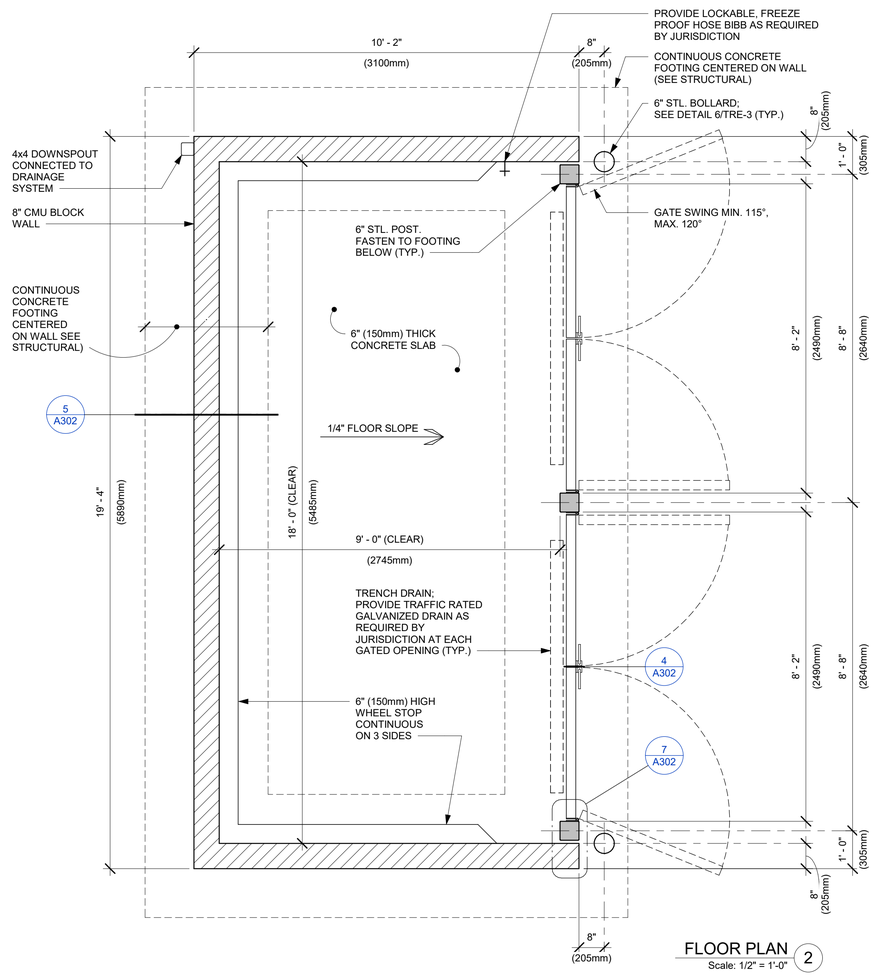

FLOOR PLAN (2)
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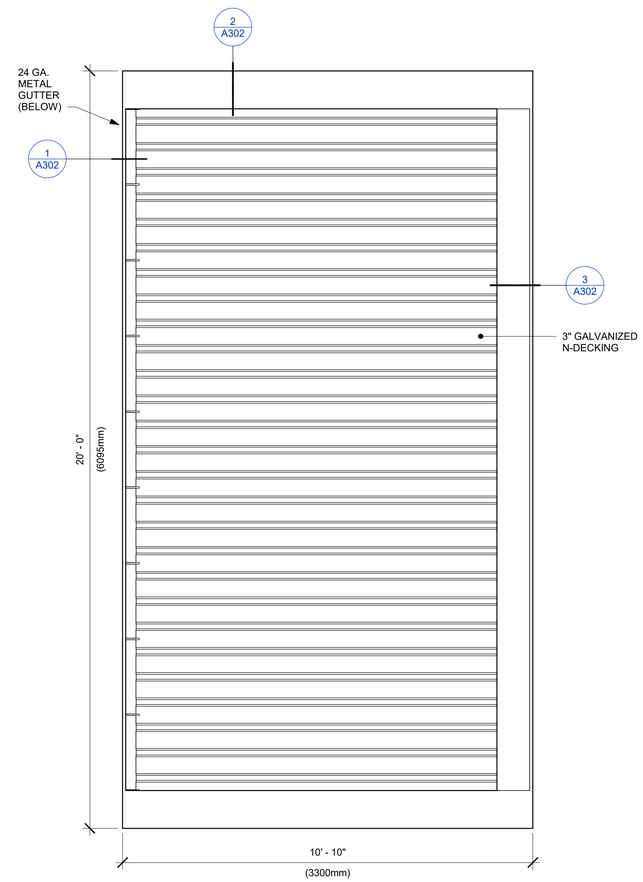

ROOF PLAN (1)
Scale: 1/2" = 1'-0"

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Revision Schedule

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SHEET TITLE:
TRASH ENCLOSURE PLAN
SCALE: AS SHOWN

SHEET NUMBER:
A300

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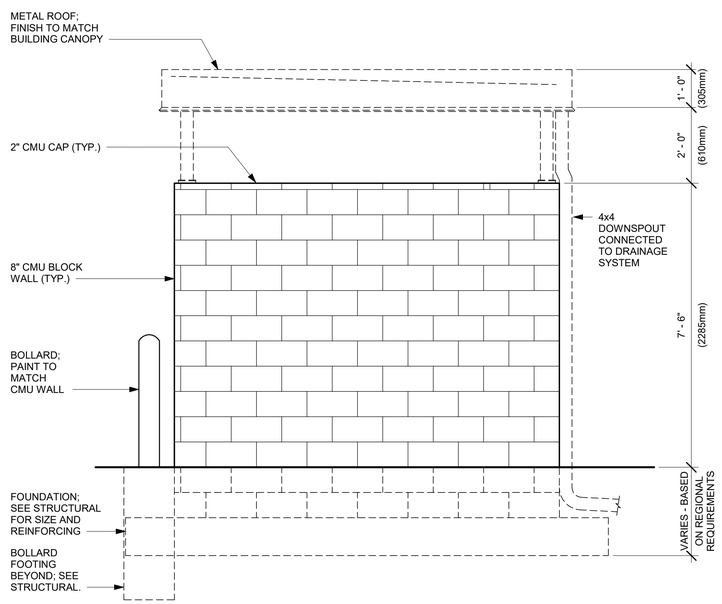
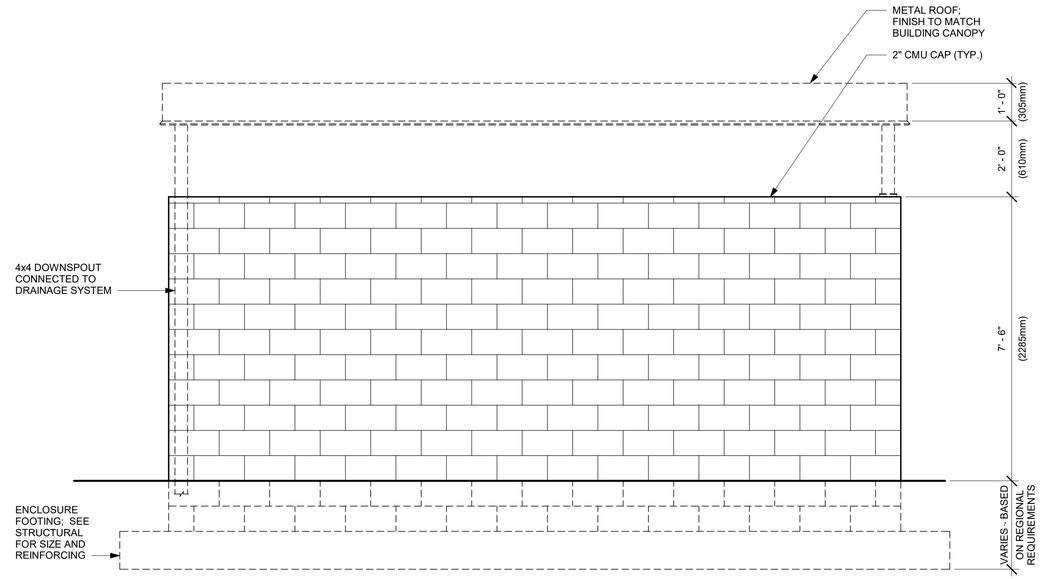


SIDE ELEVATION "A" 3
Scale: 1/2" = 1'-0"



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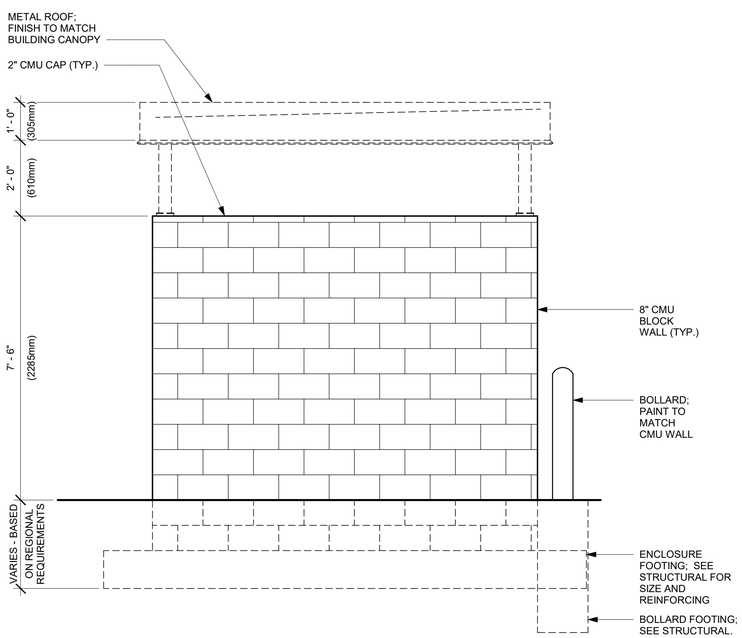
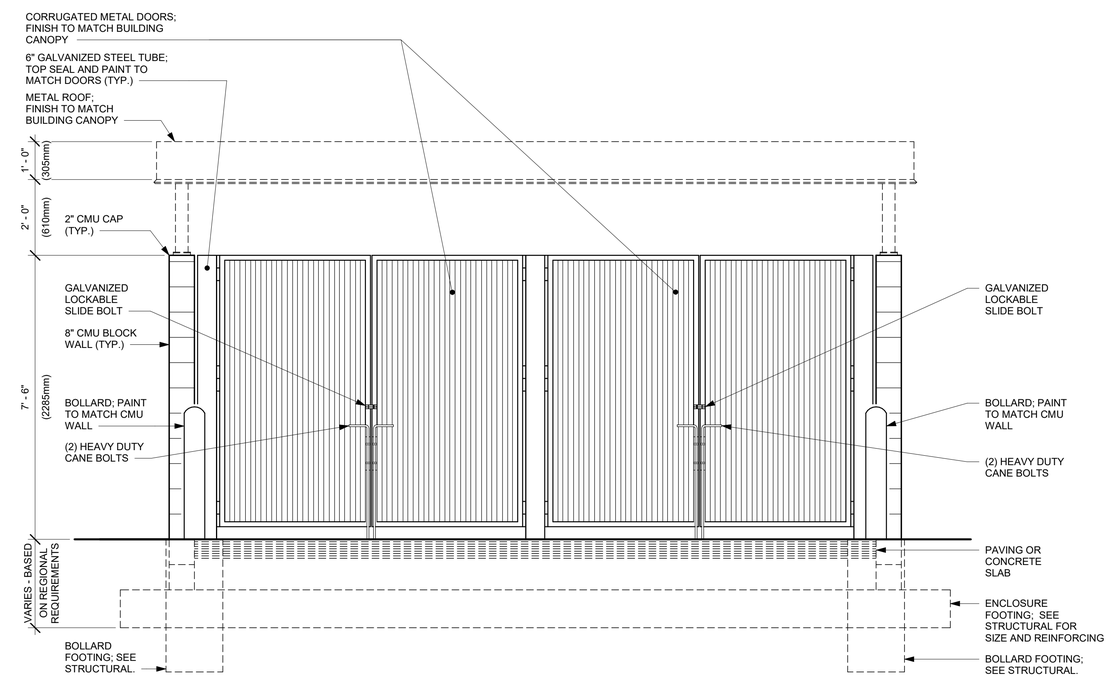


SIDE ELEVATION "B" 2
Scale: 1/2" = 1'-0"



FRONT ELEVATION 1
Scale: 1/2" = 1'-0"

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SHEET TITLE:
TRASH ENCLOSURE
ELEVATIONS
SCALE: AS SHOWN

SHEET NUMBER:
A301

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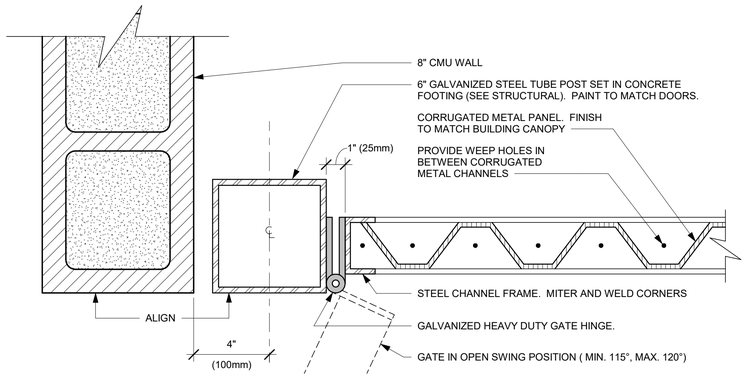

GATE HINGE DETAIL (7)
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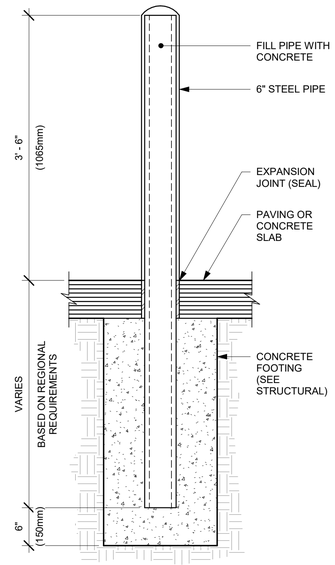

TRASH ENCLOSURE BOLLARD (6)
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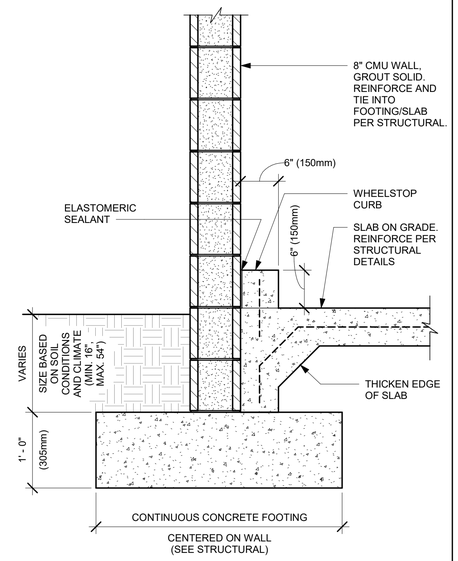

TYPICAL CMU WALL FOOTING (5)
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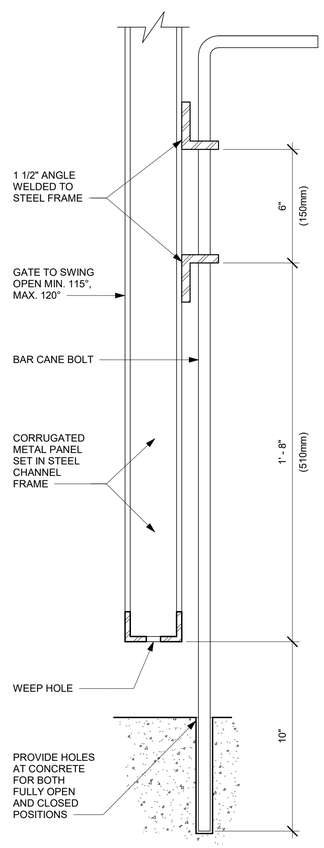
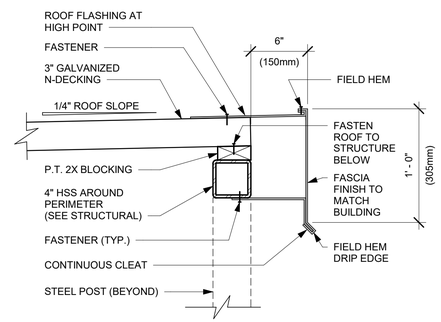
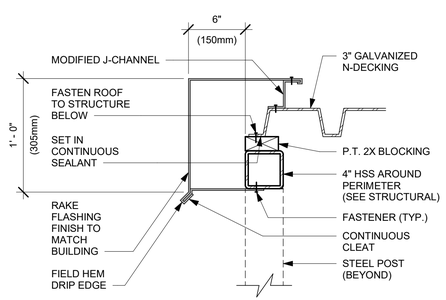
NOT USED



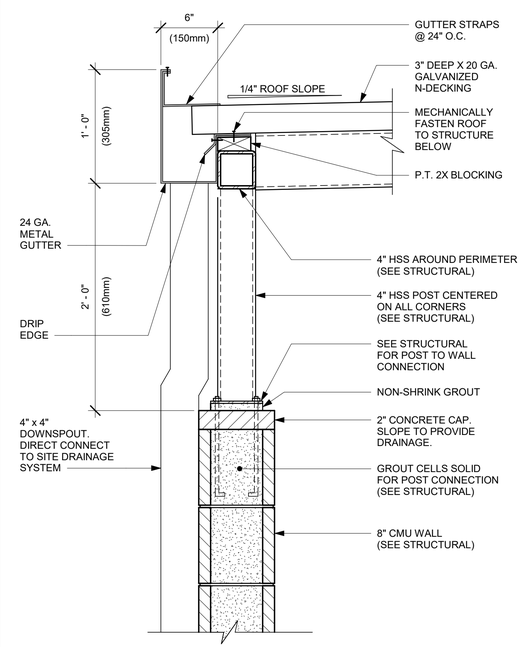
SECTION AT CANE BOLT (4)
Scale: 3" = 1'-0"



ROOF SECTION AT FASCIA (3)
Scale: 1 1/2" = 1'-0"



ROOF SECTION AT RAKE (2)
Scale: 1 1/2" = 1'-0"



ROOF SECTION AT GUTTER (1)
Scale: 1 1/2" = 1'-0"

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PROJECT ADDRESS:
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STORE #:	00000
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	STUDIO-X
PRODUCTION DESIGNER:	NADA BALIGH
CHECKED BY:	MAIKEL FARAGALLA

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SHEET TITLE:
TRASH ENCLOSURE DETAILS
SCALE: AS SHOWN

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A302

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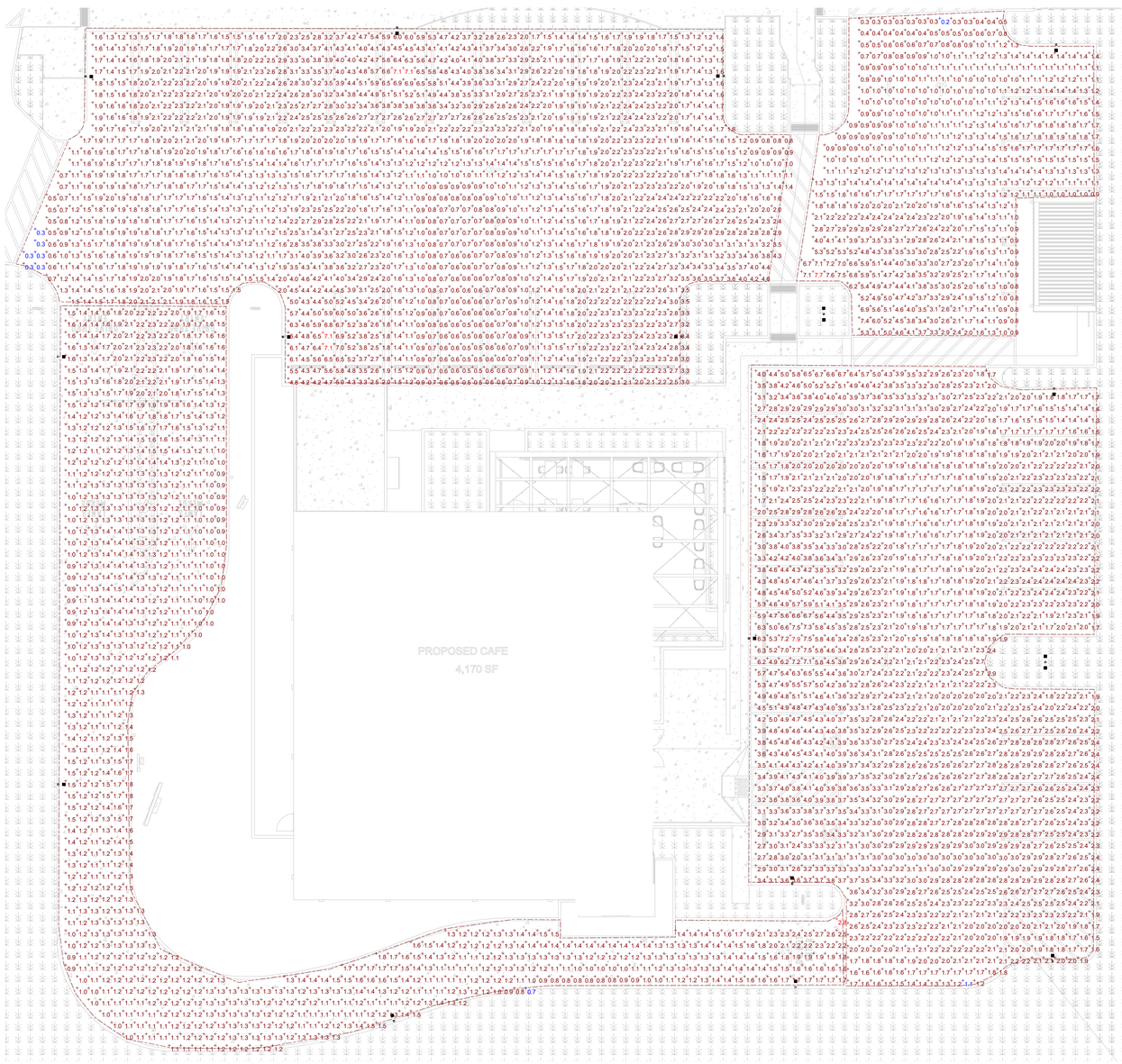
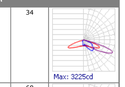
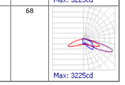


Plan View

LIGHTING FIXTURE SCHEDULE

DESIGN ID	VOLTS	COUNT	DESCRIPTION	MANUFACTURER	MODEL NUMBER	LAMPS	WATTS
L-X0001	120	14	SINGLE LIGHT FIXTURE HEAD, LED 3000K, SHIELDED WITH MOTION SENSOR	COOPER LIGHTING	NVN-AF-01-D-U-T3R-10K-7030-800-4N7-OA/RA1013	LED 3960K	44
L-X0002	120	2	TWIN LIGHT FIXTURE HEAD, LED 3000K, SHIELDED WITH MOTION SENSOR	COOPER LIGHTING	NVN-AF-01-D-U-T3R-10K-7030-800-4N7-OA/RA1013	LED 3960K	88

Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	A		14	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	NVN-AF-01-LED-U-T3R-7030-600	NAVION ROADWAY AND AREA LUMINAIRE (1) 70 I, 3000K, 615mA LIGHTSQUARE WITH 16 LEDS EACH AND TYPE III ROADWAY OPTICS	16	247	1	34	 Max: 3225cd
	B		2	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	NVN-AF-01-LED-U-T3R-7030-600	NAVION ROADWAY AND AREA LUMINAIRE (1) 70 I, 3000K, 615mA LIGHTSQUARE WITH 16 LEDS EACH AND TYPE III ROADWAY OPTICS	16	247	1	68	 Max: 3225cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.3 fc	2.8 fc	0.7 fc	4.0:1	1.9:1
Calc Zone #2	+	2.7 fc	7.9 fc	1.1 fc	7.2:1	2.5:1
Calc Zone #3	+	2.1 fc	7.1 fc	0.3 fc	23.7:1	7.0:1
Calc Zone #4	+	1.8 fc	7.7 fc	0.2 fc	38.5:1	9.0:1

N

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STORE #:	<XXXXX>
PROJECT #:	34376-072
ISSUE DATE:	<XX-XX-XXXX>
DESIGN MANAGER:	<DESIGN MANAGER>
PRODUCTION DESIGNER:	ABDALRAHMAN
CHECKED BY:	MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
ELECTRICAL PHOTOMETRIC PLAN
SCALE: AS SHOWN

SHEET NUMBER:
E-2200

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Suite 203
Temecula, CA 92590

714-331-6114 | info@urbandwellarchitects.com

Project Name: Central & Collier
Address: 18295 Collier Ave, Lake Elsinore, Ca 92530
PC#: 2023-15
06-06-2023

Dear City of Lake Elsinore - Planning Division,

Project Description:

The site is located at 18295 Collier Ave, Lake Elsinore, California.
The project is a New Construction for Starbucks coffee shop within an existing shell lease space.

- The Coffeeshop and the drive-through are open to service between 4am and 12am.
- The Coffeeshop offers an indoor and outdoor seating area and Drive-Through and pickup services.
- The shop is projected to have an average of 25 employees.
- To reduce potential traffic impacts, at peak hours if the Drive-through queue exceeds 10 cars, an employee with handheld device takes orders from the drive-through queue in addition the Digital Order screen to hasten the ordering process.

The New Construction includes:

Site:

- Landscape Patch & Infill.
- Some parking spaces will be demolished, and new ones will be added.
- Site Signage will be demolished, and new signage will be added.
- Existing drive-through equipment will be demolished, and new equipment will be added.
- Existing trash enclosure will be demolished, and a new one will be added.

Building:

- A portion of the Storefront will be demolished, and a new storefront will be added.
- Some of the interior and exterior walls will be demolished, and new ones will be added.
- Some of the interior and exterior doors will be demolished, and new ones will be added.

- The addition of exterior patio furniture.
- Roof membrane and mechanical equipment will be demolished, and new ones will be added.

Interior:

- New Interior non-bearing partition walls.
- Restroom will be demolished, and new one will be added.
- New beverage preparation equipment.
- New Casework.
- Floor finishes will be demolished, and new ones will be added.
- Wall finishes will be demolished, and new ones will be added.
- Existing Ceiling will be demolished, and a new one will be added (ACT and Gyp. Board).
- Existing lighting will be demolished, and new ones will be added.
- HVAC diffusers will be demolished, and new ones will be added.
- New trench in existing concrete slab for Plumbing and Electric.

Sincerely,

_____

MAIKEL FARAGALLA, AIA
Architect of Record

URBAN | CROSSROADS

Approved
BB
12/7/2023

CENTRAL AND COLLIER

TRAFFIC ANALYSIS

PREPARED BY: Charlene So, PE | cso@urbanxroads.com
Connor Paquin, PE | cpaquin@urbanxroads.com
Aric Evatt | aevatt@urbanxroads.com

Reference Number	Agency	Date
15560-04 TA Report	City of Lake Elsinore	December 6, 2023

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
DIF	Development Impact Fee
EAP	Existing plus Ambient Growth plus Project
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
PHF	Peak Hour Factor
Project	Central and Collier
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
SF	Square Feet
TA	Traffic Analysis
TIF	Traffic Impact Fee
TUMF	Transportation Uniform Mitigation Fee
v/c	Volume to Capacity
vphgpl	Vehicles per Hour Green per Lane
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Central and Collier ("Project"), which is located at 18295 Collier Avenue in City of Lake Elsinore, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This traffic study has been prepared in accordance with the City of Lake Elsinore's Traffic Impact Analysis Preparation Guidelines and consultation with City staff during the traffic study scoping process. (1) The City approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

1.1 SUMMARY OF FINDINGS

Since the Project does not propose any new driveways and will utilize the existing driveways on Collier Avenue (SR-74) and Central Avenue, it is recommended the Project maintain the existing roadway width at Collier Avenue (SR-74) and Central Avenue, and maintain the existing traffic control and lane geometrics at the following intersections:

- Driveway 1 & Central Avenue (#1)
- Collier Avenue (SR-74) & Driveway 2 (#2)

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report.

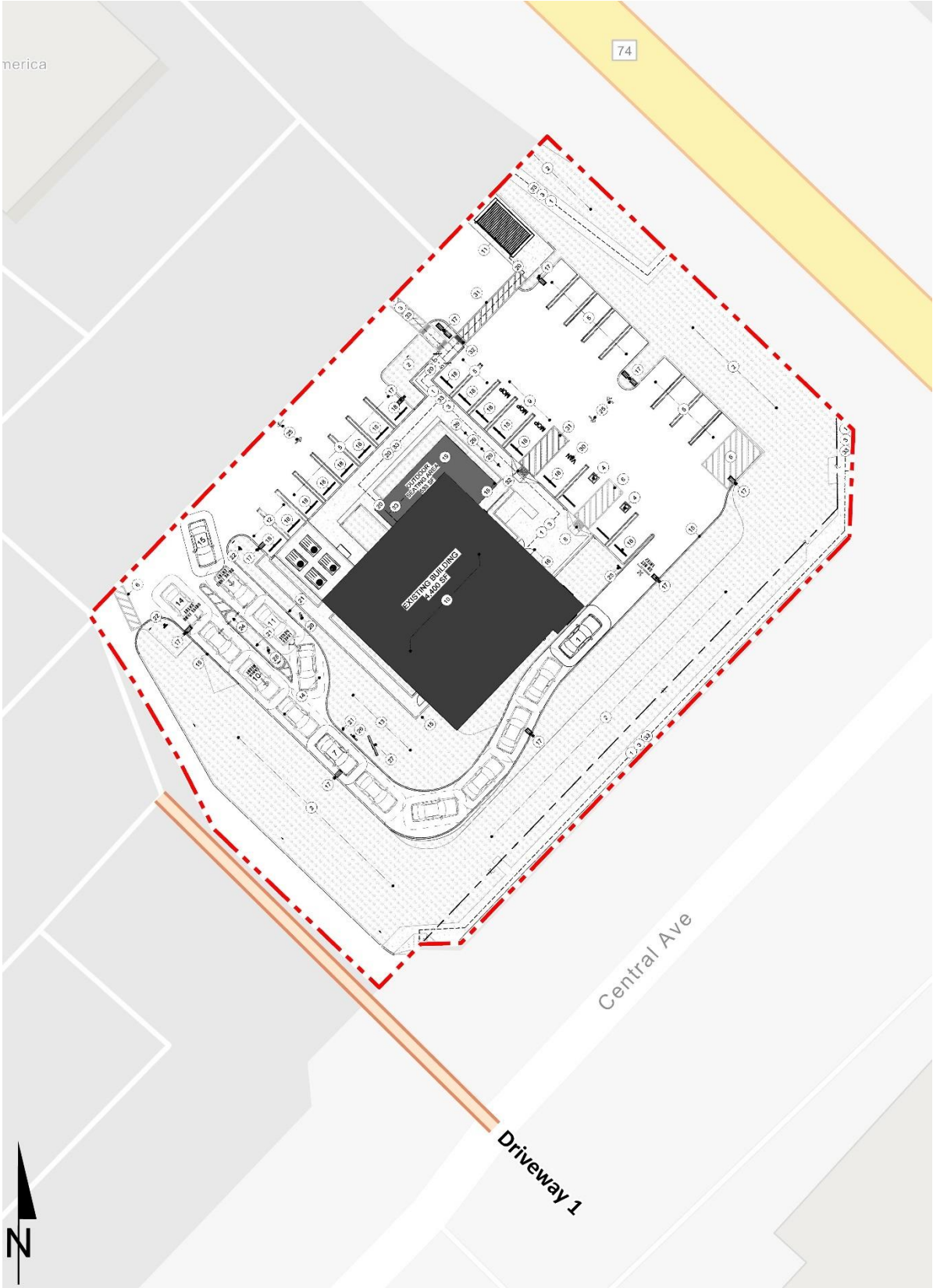
1.2 PROJECT OVERVIEW

The proposed Project includes the construction of a new Starbucks coffee shop within an existing shell lease space. Construction activities will include new custom poly signage, new drive-thru equipment, landscape patch and infill, new trash enclosure, new drive-thru window, new roof membrane and mechanical equipment, addition of exterior patio furniture, new interior partition walls, new restroom, new beverage preparation equipment, new casework, new floor finishes, new wall finishes, new ceiling, new lighting, new heating ventilation and air conditioning diffusers, and new trench existing concrete slab for plumbing and electric. The preliminary site plan for the proposed Project is shown on Exhibit 1-2.

The site was formerly occupied by a bank (with drive-thru) within the 4,400 square foot building. The use is currently vacant. The Project is located within the existing Oak Grove Crossing Shopping Center. There are no changes proposed to the existing access to the center, and the site is currently served by a single access point on Collier Avenue and three access points along Central Avenue.

EXHIBIT 1-1: LOCATION MAP

EXHIBIT 1-2: PRELIMINARY SITE PLAN



Regional access to the Project site is available from the I-15 Freeway via the Central Avenue (SR-74) interchange. Exhibit 1-3 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the following land use code: (2)

- Coffee/Donut Shop with Drive-Through – ITE Land Use Code 937

The proposed Project is anticipated to generate a total of 1,056 trip-ends per day, with 192 AM peak hour trips and 78 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2023) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2025) Conditions

1.3.1 EXISTING (2023) CONDITIONS

Information for Existing (2023) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 EAP (2025) CONDITIONS

The EAP (2025) conditions analyses determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2023) conditions of 2.01% (1 percent per year, compounded annually for 2 years) is included for EAP (2025) traffic conditions. The ambient growth factor is consistent with the Project traffic scoping agreement provided in Appendix 1.1, which has been reviewed and approved by the City of Lake Elsinore. Consistent with City's traffic study guidelines, the EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

EXHIBIT 1-3: STUDY AREA

1.4 STUDY AREA

To ensure that this TA satisfies the City of Lake Elsinore's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by City of Lake Elsinore staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the County is included in Appendix 1.1 of this TA.

The 2 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with City of Lake Elsinore staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the City's traffic study guidelines. (1)

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jurisdiction	CMP?
1	Driveway 1 & Central Av.	City of Lake Elsinore	No
2	Collier Av. (SR-74) & Driveway 2	City of Lake Elsinore, Caltrans	No

The "50 peak hour trip" criteria represents a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County for estimating a potential area of influence (i.e., study area).

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and updated most recently updated in 2011. The Riverside County Transportation Commission (RCTC) adopted the 2011 CMP for the County of Riverside in December 2011. (5) CMP intersections are identified in Table 1-1. There are no study area intersections identified as a Riverside County CMP facility.

1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions* and Section 5 *EAP (2025) Traffic Conditions* includes the detailed analysis. A summary of the Level of Service (LOS) results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF LOS

		Existing		EAP	
#	Intersection	AM	PM	AM	PM
1	Driveway 1 & Central Av.	●	●	●	●
2	Collier Av. (SR-74) & Driveway 2	●	●	●	●

● = A - D ● = E ● = F

1.5.1 EXISTING (2023) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours for Existing (2023) traffic conditions.

1.5.2 EAP (2025) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under EAP (2025) traffic conditions.

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The proposed Project will develop on an existing and vacant bank use. As such, the site adjacent roadways of Collier Avenue (SR-74) and Central Avenue are currently built to their ultimate width based on the City's General Plan. The Project does not propose any new driveways and will utilize the existing driveways on Collier Avenue (SR-74) and Central Avenue. As such, it is recommended the Project maintain the existing roadway width at Collier Avenue (SR-74) and Central Avenue, and maintain the existing traffic control and lane geometrics at the following intersections:

- Driveway 1 & Central Avenue (#1)
- Collier Avenue (SR-74) & Driveway 2 (#2)

1.6.2 OFF-SITE RECOMMENDATIONS

All study area intersections currently operate at an acceptable LOS during the peak hours and are anticipated to continue to operate at an acceptable LOS during the peak hours under both Existing (2023) and EAP (2025) traffic conditions. As such, there are no off-site intersection improvement recommendations.

1.7 PARKING EVALUATION

The Project site is currently vacant and was formerly occupied by a bank (with drive-thru) within the 4,400 square foot building. The proposed Project consists of the construction of a new Starbucks coffee shop with a drive-thru, as shown previously on Exhibit 1-2. It should be noted that the existing and future tenants share a parking agreement. The agreement includes a non-exclusive easement for that passage and parking of vehicles over and across the parking, driveways, and sidewalk areas within the tract.

1.7.1 PARKING REQUIREMENTS

To demonstrate that adequate parking supply exists within the Central and Collier project, this parking assessment provides a review of the City of Lake Elsinore Municipal Code parking requirements and an estimate of the peak parking demands. Section 17.148.030 of the City of Lake Elsinore Municipal Code describes the number of parking spaces required for land uses. Section 17.148.030.E.13 identifies the minimum parking spaces required for restaurant land uses, such as the Starbucks coffee shop. According to the Municipal Code use descriptions, the proposed Starbucks business use is best described under "Restaurants and other eating, drinking, and food establishments."

Table 1-3 provides a summary of the applicable City of Lake Elsinore Municipal Code parking requirements. For Restaurants, the City of Lake Elsinore Municipal Code requires 1 space per 45 square feet of customer area (1/45 SF), plus 1 space for each 200 square feet (1/200 SF) of noncustomer area.

TABLE 1-3: CITY OF LAKE ELSINORE MUNICIPAL CODE PARKING REQUIREMENTS

Use	Parking Rate	Description
Restaurants and other eating, drinking, and food establishments	1 space per 45 SF of customer area + 1 space per 200 SF noncustomer area	one space for each 45 square feet of customer area, plus one space for each 200 square feet of noncustomer area.

Using the City of Lake Elsinore Municipal Code parking rates, it is possible to calculate the parking requirements for the proposed Central and Collier project. As shown in Table 1-4, the proposed Central and Collier project requires 61 stalls. The proposed Project would not meet City of Lake Elsinore Municipal Code requirements.

TABLE 1-4: CENTRAL AND COLLIER MUNICIPAL CODE PARKING SPACE REQUIREMENTS

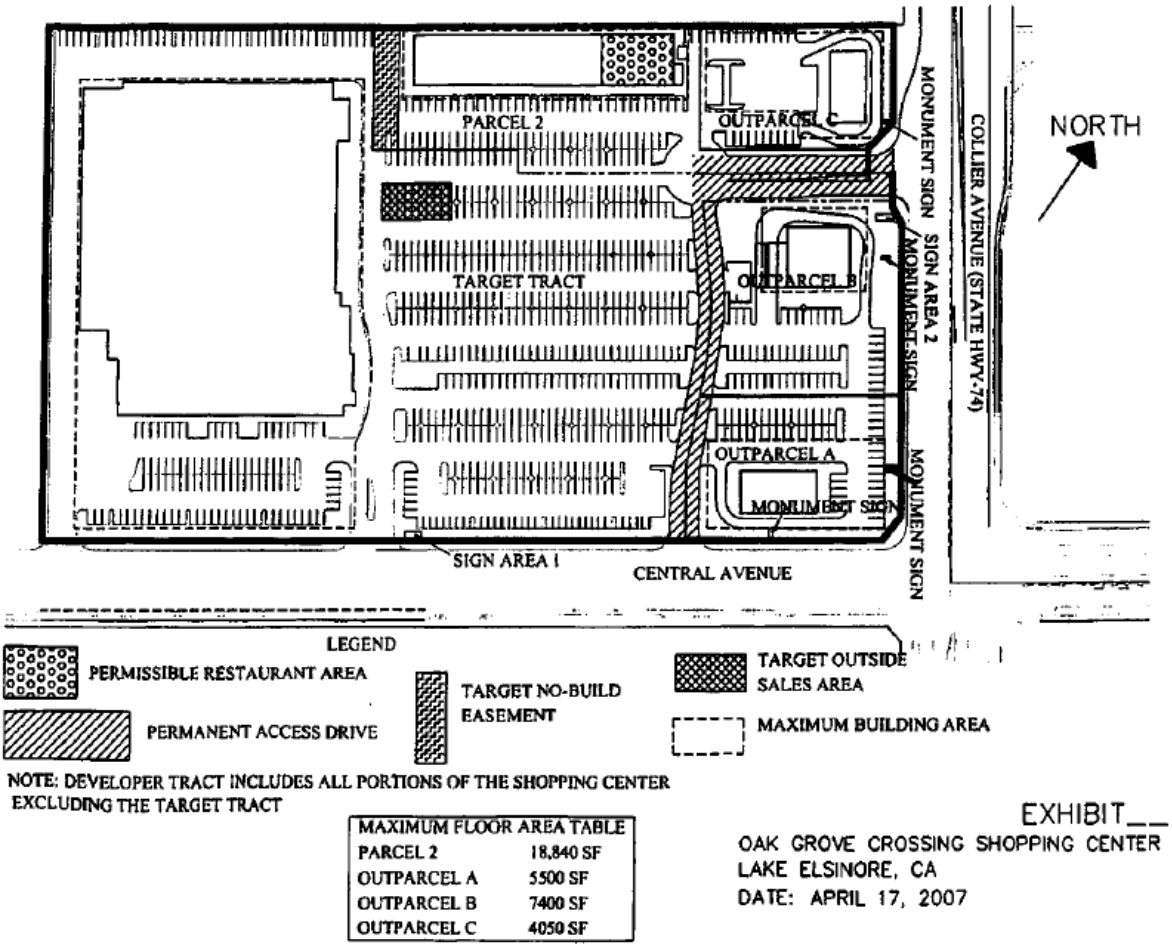
Use	Quantity[1]	Parking Rate[2]	Required Parking	Proposed Parking	Meets Requirement
Customer[3]	2,129 SF	1 per 45 SF	47		
Noncustomer	2,768 SF	1 per 200 SF	14		
		Total	**61**	**42**	**No**

[1] Based on the August 23, 2023 site plan, prepared by Urban Dwell Architects.
[2] Based on the City of Lake Elsinore Municipal Code Section 17.148.030.
[3] Quantity includes 497 SF of outdoor seating area.

1.7.2 SHARED PARKING

As stated previously, the existing and future tenants share a parking agreement. The agreement includes a non-exclusive easement for that passage and parking of vehicles over and across the parking, driveways, and sidewalk areas within the tract. The shared parking area is shown on Exhibit 1-4. Based on a field review of parking conditions, the shared parking area provides sufficient parking for all the uses within the tract without negatively affecting the availability of parking to each use (see Exhibit 1-5).

EXHIBIT 1-4: SHARED PARKING AGREEMENT



MAXIMUM FLOOR AREA TABLE	
PARCEL 2	18,840 SF
OUTPARCEL A	5500 SF
OUTPARCEL B	7400 SF
OUTPARCEL C	4050 SF

EXHIBIT 1-5: EXISTING PARKING CONDITIONS

1.7.3 CONCLUSIONS

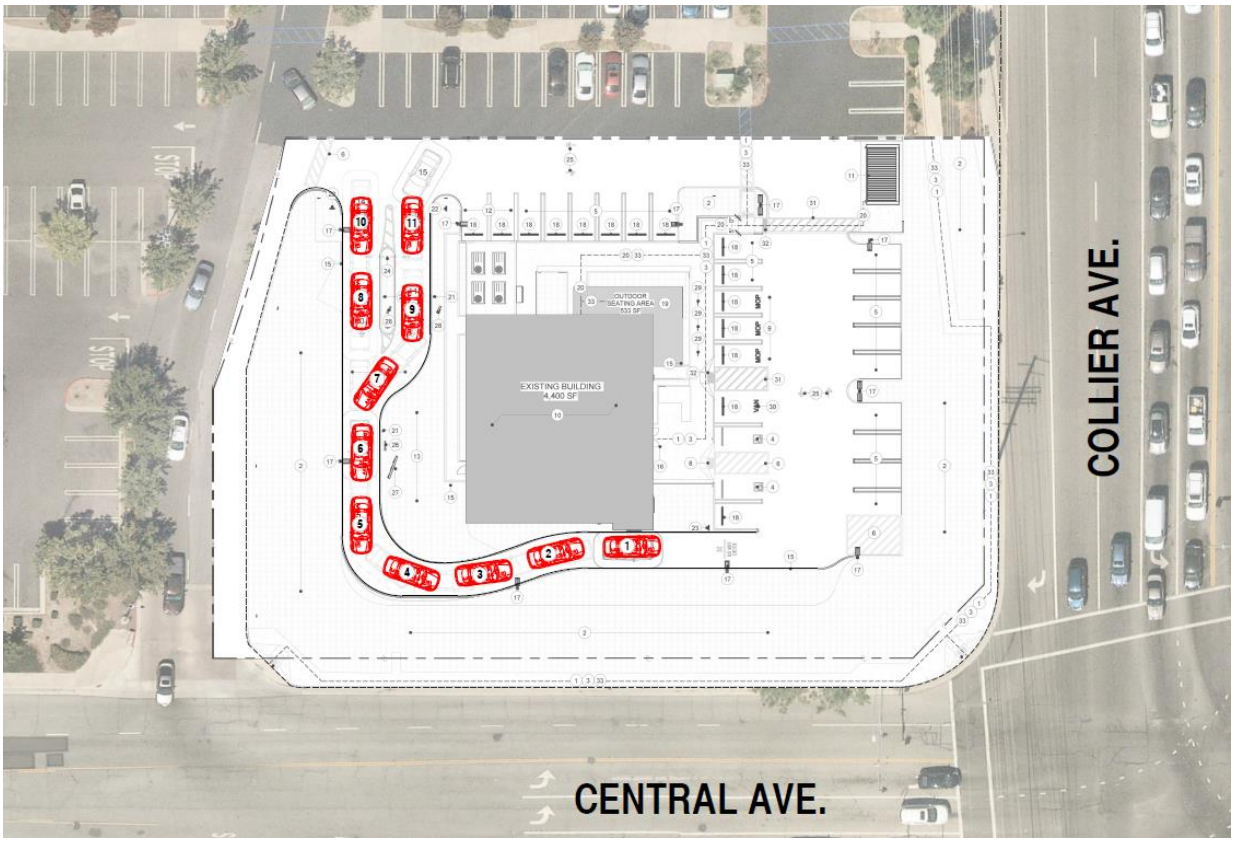
The Project site is currently vacant and was formerly occupied by a bank (with drive-thru) within the 4,400 square foot building. The proposed Project consists of the construction of a new Starbucks coffee shop with a drive-thru, located at 18295 Collier Avenue, in the City of Lake Elsinore.

Based on the City of Lake Elsinore parking requirements of 1 space per 45 SF (1/45 SF) of customer area plus 1 space per 200 SF (1/200 SF) of noncustomer area, the proposed Central and Collier project will require a total of 61 parking stalls. The proposed Project will provide 42 parking stalls. Our evaluation indicates that the proposed parking stalls would not meet parking requirements. However, the existing and future tenants share a parking agreement. The agreement includes a non-exclusive easement for that passage and parking of vehicles over and across the parking, driveways, and sidewalk areas within the tract. The shared parking area provides sufficient parking for all the uses within the tract without negatively affecting the availability of parking to each use.

1.8 DRIVE-THRU EVALUATION

The Project site is currently vacant and was formerly occupied by a bank (with drive-thru) within the 4,400 square foot building. The proposed Project consists of the construction of a new Starbucks coffee shop with a drive-thru, as shown on Exhibit 1-6.

EXHIBIT 1-6: PRELMINARY SITE PLAN WITH VEHICLE STACKING



1.8.1 DRIVE-THRU LANE

The proposed Central and Collier Circulation Plan, prepared by Urban Dwell Architects, indicates that the Starbuck drive-thru lane will provide storage capacity for 11 vehicles (see Exhibit 1-6).

It should be noted that approximately 20 to 25 feet per vehicle is an industry standard used to estimate the length needed for a queued vehicle. However, since the drive-thru operations involve relatively low speeds, a slightly shorter distance between vehicles is often observed. This can result in allowing more vehicles to queue in a given length. While a reduced queue length is appropriate, this analysis relies on a more conservative vehicle length of 25 feet per queued vehicle.

1.8.2 DRIVE-THRU REQUIREMENTS

To demonstrate that adequate space exists within the drive-thru, this queuing assessment provides a review of the City of Lake Elsinore Municipal Code queuing requirements. Section 17.148.060 of the City of Lake Elsinore Municipal Code describes the drive-thru facilities requirements and are listed below:

- A drive-through lane with minimum storage for eight vehicles shall be provided at 20 feet per vehicle.
- The drive-through lane shall be designed such that it will not interfere with free and orderly circulation of the parking lot.
- The drive-through lane shall not encroach upon or block driveways or parking spaces and shall be separated from adjoining driveways, parking spaces, and property lines by a landscaped planter a minimum of five feet in width.

As shown on Exhibit 1-6, the drive-thru provides sufficient space behind the menu board for at least 11 vehicles. As noted previously, this analysis relies on a more conservative vehicle length of 25 feet per queued vehicle. Additional vehicles are likely able to queue within the drive-thru lane. The proposed Project meets the minimum storage as identified in the City of Lake Elsinore Municipal Code.

1.8.3 REFERENCE DRIVE-THRU LANE DATA COLLECTION

To evaluate the proposed drive-thru configuration, Urban Crossroads, Inc. collected drive-thru queuing data at a reference Starbucks location (32271 Mission Trail, Lake Elsinore). **Table 1** presents the existing weekday drive-thru queuing data for the breakfast and lunch conditions. The reference queueing data includes a count of each vehicle entering the drive-thru lane during peak breakfast and lunch activity. In addition, the counts describe the total number of vehicles queued in the drive-thru lane at any time. This includes vehicles queued at the pickup window, cashier window, and order board.

TABLE 1-5: REFERENCE DRIVE-THRU QUEUEING DATA SUMMARY

Location	Average Vehicle Queue		Peak Vehicle Queue	
	AM (7am-9am)	MD (11am-1pm)	AM (7am-9am)	MD (11am-1pm)
Starbucks[1]	5	3	11	6

[1] Based on counts collected at the Starbucks located at 32271 Mission Trail on Wednesday, October 18, 2023 (Appendix A).

For the Starbucks drive-thru lane, Table 1-5 shows that the peak observed vehicle queue lengths ranged from 6 to 11 vehicles. The average vehicle queue at the reference Starbucks location ranged from 3 to 5 vehicles. The maximum number of total vehicles observed in the drive-thru never exceeded 11 vehicles.

1.8.4 DRIVE-THRU QUEUING ANALYSIS

Since the proposed Central and Collier Circulation Plan provides a drive-thru storage capacity of 11 vehicles for the proposed Starbucks, the proposed drive-thru lane will accommodate the reference average queue length of 5 vehicles. At no time does the existing or reference peak queue exceed a maximum of 11 vehicles.

The Starbucks drive-thru queuing analysis demonstrates that the maximum vehicle queue of 11 vehicles can be accommodated within the drive-thru. The site plan provides adequate drive-thru storage capacity to serve the average queue length of 5 vehicles within the drive-thru lane. During peak drive-thru demands, the site plan can accommodate a total of 11 vehicles within the drive-thru, which meets the anticipated peak queue.

1.8.5 CONCLUSIONS

The proposed Project consists of the construction of a new Starbucks coffee shop with a drive-thru, located at 18295 Collier Avenue, in the City of Lake Elsinore.

The drive-thru analysis suggests that the Project provides stacking accommodations for approximately 11 vehicles in the Starbucks drive-thru lane. Our evaluation indicates that the proposed Project meets the minimum storage as identified in the City of Lake Elsinore Municipal Code. Additionally, our evaluation suggests that the proposed drive-thru lanes for the Starbucks will provide sufficient capacity to accommodate average and peak vehicle demands for the proposed Central and Collier development. As such, additional traffic management measures to support on-site circulation are not recommended.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with City of Lake Elsinore's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (3) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Lake Elsinore requires signalized intersection operations analysis based on the methodology described in the HCM. (3) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1. Consistent with the Riverside County CMP, a saturation flow rate of 1900 vehicles per hour green per lane (vphgpl) has been utilized for all intersections for all scenarios.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (3)

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Lake Elsinore requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (3) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (4)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (4) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants have been used where speeds exceed 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
1	Driveway 1 & Central Av.

Although unsignalized, the intersection of Collier Avenue (SR-74) & Driveway 2 is restricted access (right-in/right-out only). As such, traffic signal warrants have not been evaluated for this intersection. The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *EAP (2025) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

The City of Lake Elsinore has established LOS D as the minimum level of service for its intersections. Therefore, any intersection operating at LOS E or F will be considered deficient for the purposes of this analysis.

2.5 DEFICIENCY CRITERIA

The criteria outlined below should be used to define when the Project has caused or contributed to an LOS deficiency:

- When existing traffic conditions exceed the General Plan target LOS (e.g., LOS D or better).
- When project traffic, added to existing traffic, will deteriorate the LOS to below the target LOS, and deficiencies cannot be improved through project conditions of approval.
- When cumulative traffic exceeds the target LOS, and deficiencies cannot be improved through the Transportation Uniform Mitigation Fee (TUMF) network (or other funding mechanism), project conditions of approval, or other implementation mechanism.

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Lake Elsinore General Plan Circulation Network, and the resulting intersection operations and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Lake Elsinore staff (Appendix 1.1), the study area includes a total of 2 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF LAKE ELSINORE GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-2 shows the City of Lake Elsinore General Plan Circulation Element and Exhibit 3-3 illustrates the City of Lake Elsinore General Plan roadway cross-sections.

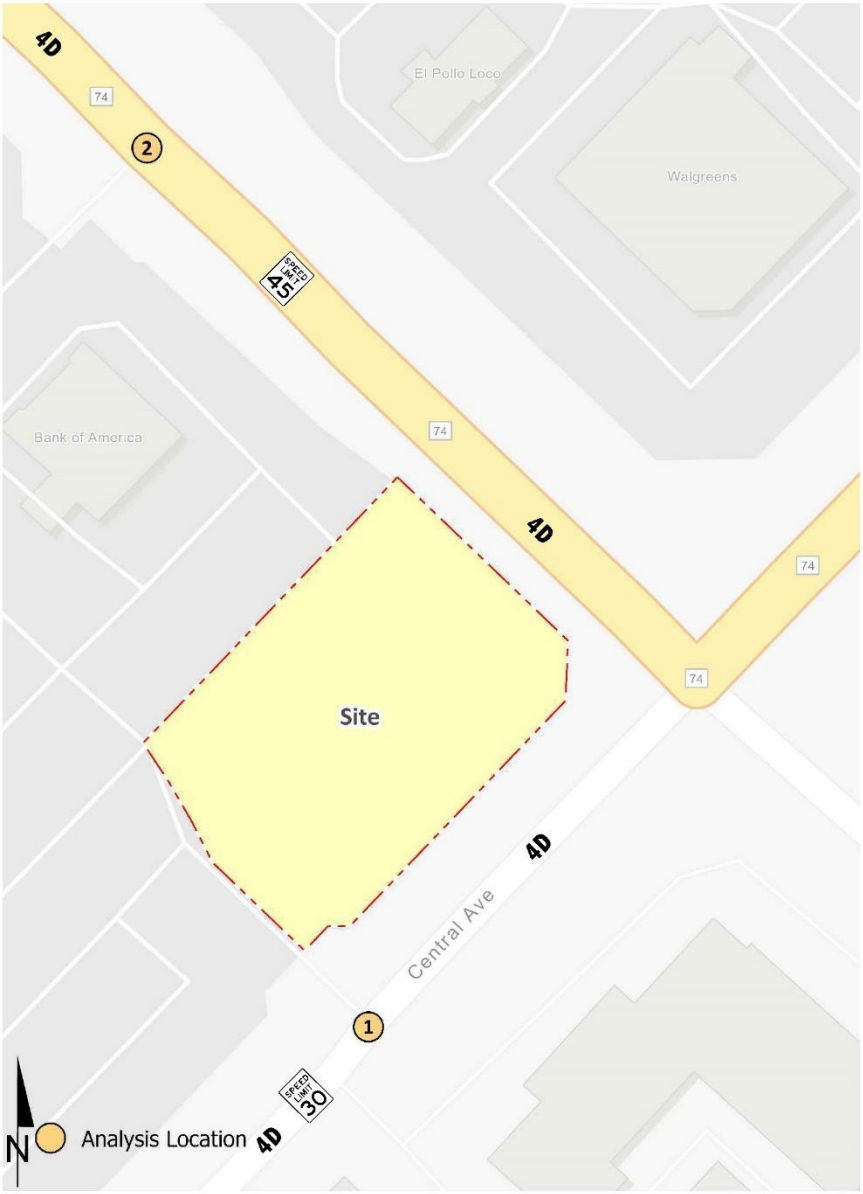
Urban Arterials are six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane) with a 120-foot right-of-way. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadway within the City of Lake Elsinore is classified as an Urban Arterial:

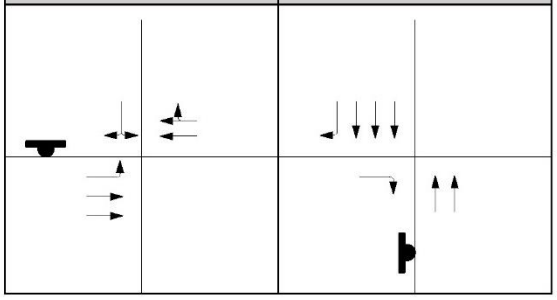
- Collier Avenue (SR-74), north of Central Street

Major Roadways are four-lane roadways and may include a painted median. These roadways typically have a 100-foot right-of-way. These roadways typically direct traffic through major development areas. The following study area roadways within the City of Lake Elsinore are classified as a Major Roadway:

- Central Avenue, west of Collier Avenue (SR-74)

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1 Driveway 1 & Central Av.	2 Collier Av. (SR-74) & Driveway 2
	

2 = Number of Lanes
D = Divided
SPEED LIMIT 45 = Speed Limit (MPH)
= Existing Stop Sign
= Existing Lane

EXHIBIT 3-2: CITY OF LAKE ELSINORE GENERAL PLAN CIRCULATION ELEMENT

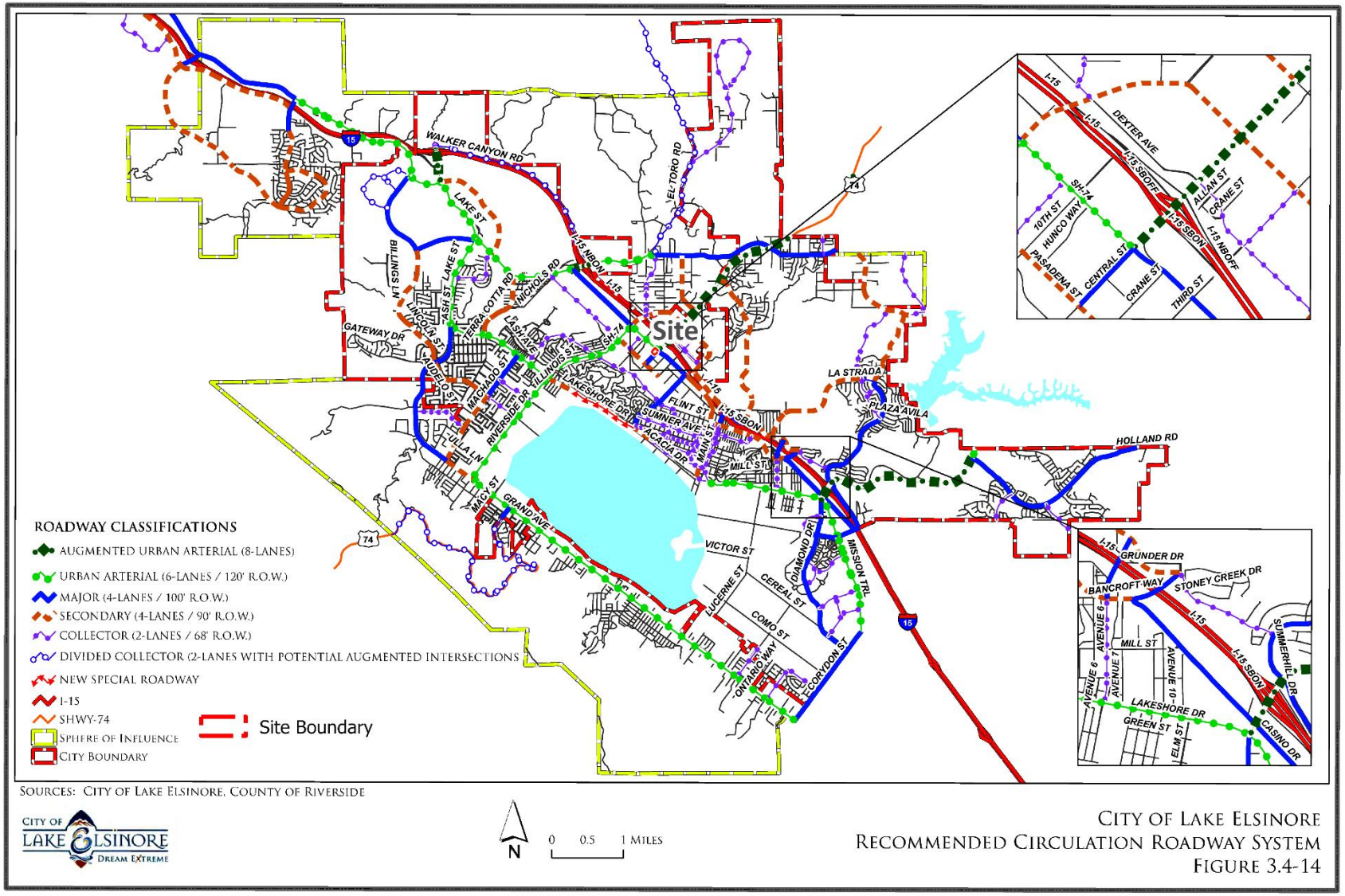
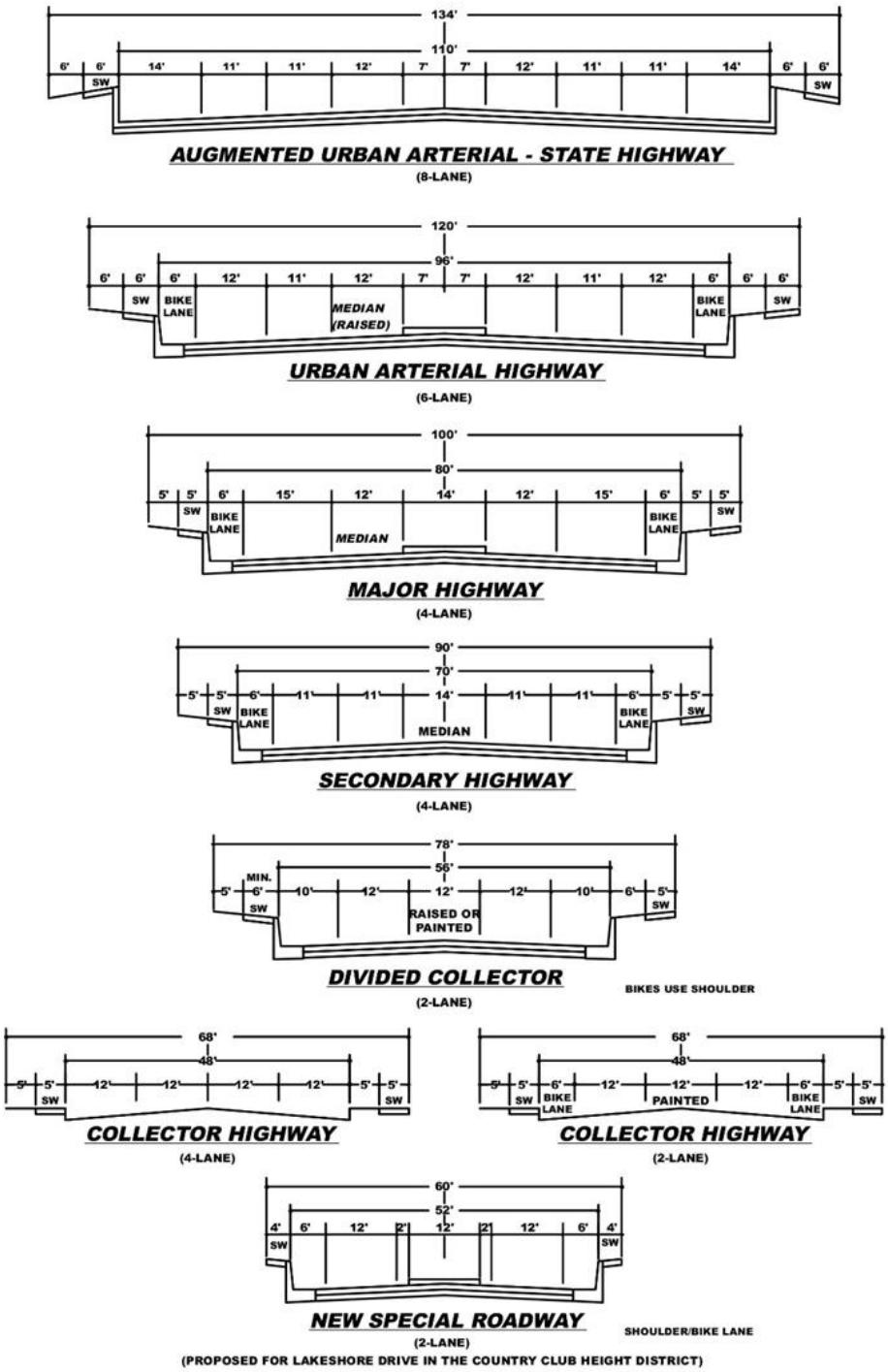


EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



* BIKE LANES ARE NOT MANDATORY UNLESS SHOWN ON THE BIKEWAY CIRCULATION ELEMENT PLAN
PRECISE SIDEWALK LOCATION SUBJECT TO CITY ENGINEER APPROVAL
NOTE: CHECK THE DISTRICT PLAN OF YOUR AREA FOR ANY REQUIRED SPECIAL ROADWAY CROSS-SECTION, ESPECIALLY THE LAKE EDGE AND COUNTRY CLUB HEIGHTS DISTRICT PLANS.
STRIPPING OF COLLECTOR HIGHWAY AS DIRECTED BY CITY ENGINEER.

SOURCE: CITY OF LAKE ELSINORE GENERAL PLAN (ADOPTED 12-13-2011)

3.3 BICYCLE & PEDESTRIAN FACILITIES

Exhibit 3-4 illustrates the City of Lake Elsinore General Plan bicycle facilities. There are existing Class II bicycle facilities along portions of Collier Avenue. There are also planned Class II bicycle facilities along Collier Avenue for the remaining portions within the study area.

Existing pedestrian facilities within the study area are shown on Exhibit 3-5. As shown on Exhibit 3-5, there are existing pedestrian facilities in the vicinity of the Project site that provide access to the adjacent areas and developments. Field observations and traffic counts conducted in 2023 indicate moderate pedestrian and bicycle activity within the study area.

3.4 TRANSIT SERVICE

The study area within the City of Lake Elsinore is currently served by Riverside Transit Agency (RTA), a public transit agency serving various jurisdictions within Riverside County. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-6. As shown on Exhibit 3-6, the existing RTA Routes 8, 9, and 206 run along Collier Avenue (SR-74). Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the Project Applicant work in conjunction with RTA to potentially extend the existing routes to accommodate bus service to the site.

3.5 EXISTING (2023) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2023. The following peak hours were selected for analysis:

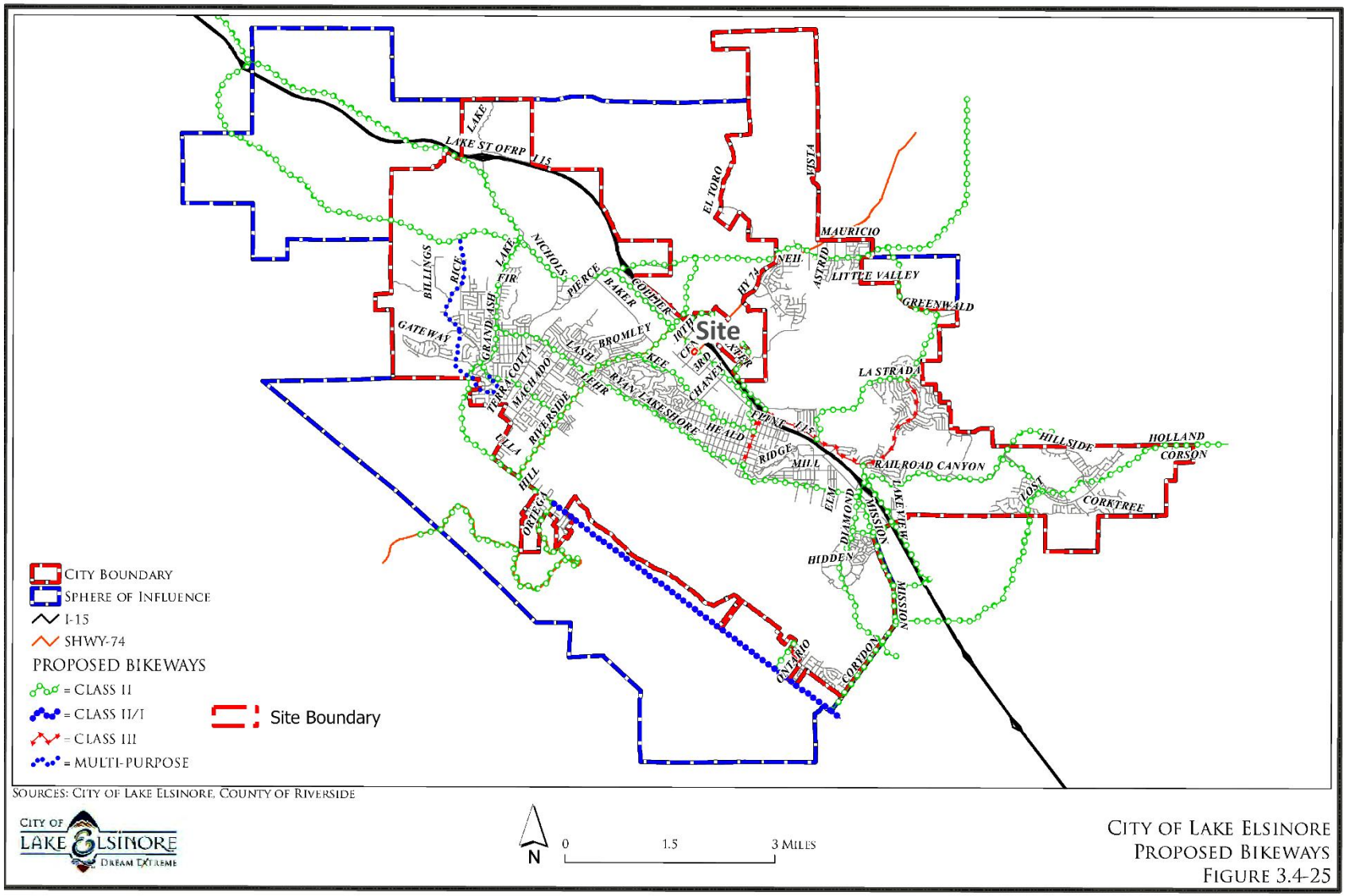
- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2023 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Existing weekday ADT volumes are shown on Exhibit 3-7. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 13.50 = Leg Volume

EXHIBIT 3-4: CITY OF LAKE ELSINORE GENERAL PLAN BICYCLE FACILITIES

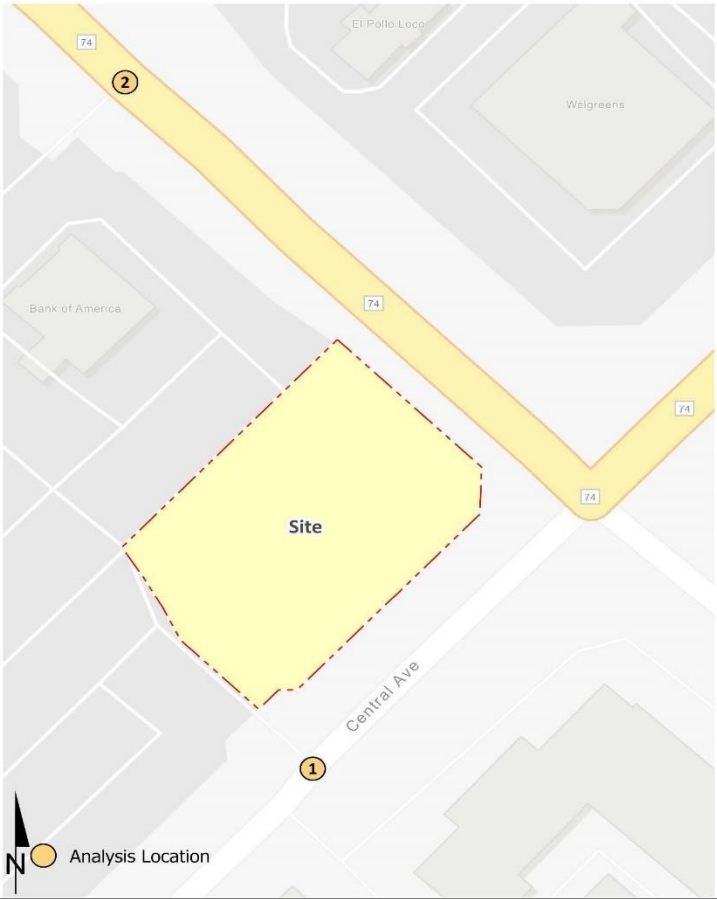


CITY OF LAKE ELSINORE
PROPOSED BIKEWAYS
FIGURE 3.4-25

EXHIBIT 3-5: EXISTING PEDESTRIAN FACILITIES

EXHIBIT 3-6: EXISTING TRANSIT ROUTES

EXHIBIT 3-7: EXISTING (2023) TRAFFIC VOLUMES



1 Driveway 1 & Central Av.			2 Collier Av. (SR-74) & Driveway 2		
5,250		*11,400*	*29,550*		
↲ 12(16)	↳ 125(230)	← 142(130) ← 203(170)	↲ 106(122)	↓ 862(1049)	
2(10) ↱					
108(310) →			35(26) ↴		686(1002) →
6,900			*2,000*		*28,250*

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.36 percent. As such, the above equation utilizing a factor of 13.50 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.36 percent (i.e., 1/0.0736 = 13.50) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday peak hour intersection volumes are also shown on Exhibit 3-7.

Existing peak hour turning movements were reviewed by Urban Crossroads for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles.

3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that the study area intersections are currently operating at an acceptable LOS during the peak hours for Existing (2023) traffic conditions. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM
1	Driveway 1 & Central Av.	CSS	12.4	14.7	B	B
2	Collier Av. (SR-74) & Driveway 2	CSS	13.9	15.1	B	C

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

2 CSS = Cross-street Stop

3.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no study area intersections that currently meet a traffic signal warrant under Existing (2023) traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

3.8 DEFICIENCIES AND IMPROVEMENTS

The study area intersections are currently operating at an acceptable LOS during the peak hours. As such, no intersection improvements have been identified.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. A preliminary site plan for the proposed Project is shown previously on Exhibit 1-2.

The proposed Project includes the construction of a new Starbucks coffee shop within an existing shell lease space. Construction activities will include new custom poly signage, new drive-thru equipment, landscape patch and infill, new trash enclosure, new drive-thru window, new roof membrane and mechanical equipment, addition of exterior patio furniture, new interior partition walls, new restroom, new beverage preparation equipment, new casework, new floor finishes, new wall finishes, new ceiling, new lighting, new heating ventilation and air conditioning diffusers, and new trench existing concrete slab for plumbing and electric. The preliminary site plan for the proposed Project is shown on Exhibit 1-1.

The site was formerly occupied by a bank (with drive-thru) within the 4,400 square foot building. The use is currently vacant. The Project is located within the existing Oak Grove Crossing Shopping Center. There are no changes proposed to the existing access to the center, and the site is currently served by a single access point on Collier Avenue and three access points along Central Avenue. Regional access to the Project site is available from the I-15 Freeway via the Central Avenue (SR-74) interchange.

4.1 PROJECT TRIP GENERATION

4.1.1 EXISTING USE

In order to develop the traffic characteristics of the existing use, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation for the existing 4,400 square foot bank. Table 4-1 summarizes the trip generation rates for the existing land use.

Pass-by trip reduction percentages have been obtained from the ITE Trip Generation Manual (11th Edition, 2021). Pass-by trips account for trips that are currently on the existing roadway network that would stop by a destination on the way to their ultimate destination (e.g., stopping at the bank, pharmacy, dry cleaners, etc. on the way to work or school).

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal within a shopping center (trips that travel between uses without leaving the site). In other words, trips could be made between the prior bank use with other uses in the center which include Target, nail salon, dental office, restaurant, and ice cream shop, by either by walking or using internal roadways without using external streets (Collier Avenue and Central Avenue). A separate internal capture trip reduction has not been considered and is instead assumed to be captured in the ITE pass-by trip reductions applied. ITE identifies a pass-by trip reduction of 29% during the weekday AM peak hour and 35% during the weekday PM peak hour for a bank with drive-thru window.

The existing use is estimated to generate a total of 286 two-way trips per day on a typical weekday with approximately 34 AM peak hour trips and 60 PM peak hour trips as shown in Table 4-1.

TABLE 4-1: EXISTING TRIP GENERATION

Land Use[1]	ITE Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Bank with Drive-Through	912	TSF	5.77	4.18	9.95	10.51	10.50	21.01	100.35

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

Land Use	Quantity	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Bank with Drive-Through	4.40	TSF	25	18	44	46	46	92	442
Pass-by/Internal Trip Reduction (29% = AM; 35% = PM/Daily)			-5	-5	-10	-16	-16	-32	-156
Existing Trips			**20**	**13**	**34**	**30**	**30**	**60**	**286**

4.1.2 PROPOSED PROJECT

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation for the proposed 4,400 square foot Starbucks coffee shop with drive-thru. Table 4-2 summarizes the trip generation rates for the proposed Project.

Similar to the existing use, pass-by trip reduction percentages have been obtained from the ITE Trip Generation Manual (11th Edition, 2021) for the proposed use. Separate internal capture trip reductions have not been considered and are instead assumed to be captured in the ITE pass-by trip reductions applied. ITE identifies a pass-by trip reduction of 50% during the weekday AM peak hour and 55% during the weekday PM peak hour for a fast-food restaurant with drive-through window (ITE Land Use Code 934).

The existing use is estimated to generate a total of 1,056 two-way trips per day on a typical weekday with approximately 192 AM peak hour trips and 78 PM peak hour trips as shown in Table 2.

TABLE 4-2: PROPOSED PROJECT TRIP GENERATION

Land Use[1]	ITE Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Coffee/Donut Shop with Drive-Through	937	TSF	43.80	42.08	85.88	19.50	19.50	38.99	533.57

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Starbucks with Drive-Through	4.40	TSF	193	185	378	86	86	172	2,348
Pass-by/Internal Trip Reduction (50% = AM; 55% = PM/Daily)			-93	-93	-186	-47	-47	-94	-1,292
Proposed Project Trips			**100**	**92**	**192**	**39**	**39**	**78**	**1,056**

[1] TSF = thousand square feet

[2] Pass-by reduction consistent with ITE Land Use Code 934 (Fast-Food Restaurant with Drive-Thru Window).

4.1.3 TRIP GENERATION COMPARISON

As shown in Table 4-3, the proposed Project is anticipated to generate a net increase of 770 two-way trips per day with a net increase of 158 AM peak hour trips and 18 PM peak hour trips as compared to the previous use (bank). The trip generation comparison is provided for informational purposes only since the existing use is currently vacant, and therefore not currently generating any trips. As such, the trip generation presented in Table 4-2 has been utilized for the operations analysis.

TABLE 4-3: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Existing Use	20	13	34	30	30	60	286
Proposed Project	100	92	192	39	39	78	1,056
Net Change in Trips	**80**	**79**	**158**	**9**	**9**	**18**	**770**

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. The Project trip distribution patterns are shown on Exhibit 4-1.

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-2.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION

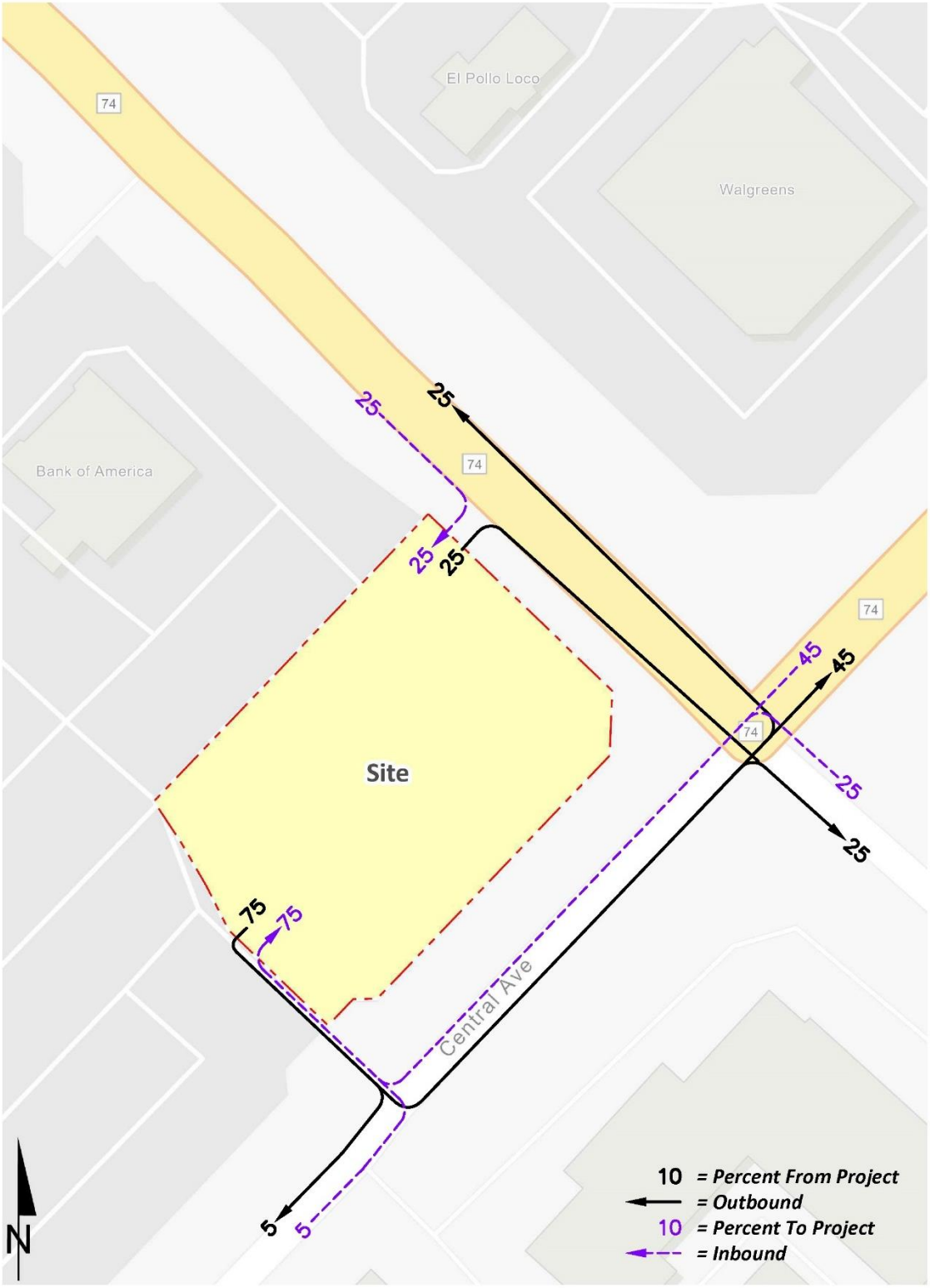
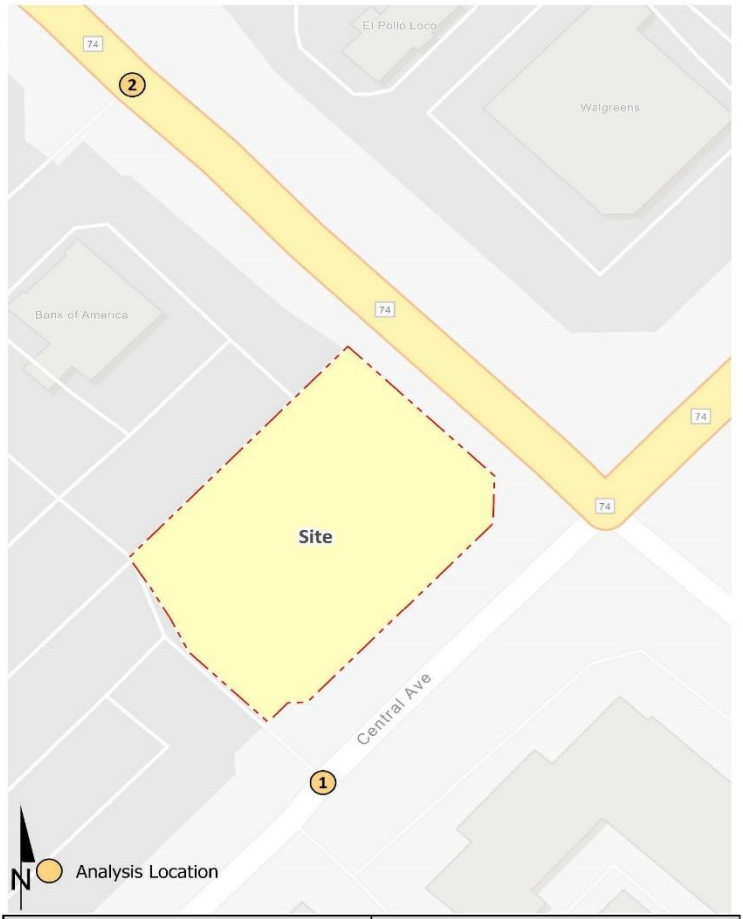


EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES



1 Driveway 1 & Central Av.	2 Collier Av. (SR-74) & Driveway 2
2,750	*750*
↳ 70(35)	↱ 135(60)
↳ 69(29)	← -65(-33)
10(4) ↳	
-5(-2) →	
Nominal	
250	*250*
↳ 48(22)	
↓ -23(-12)	
46(22) ↳	23(10) →
900	*250*

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 1% per year, compounded annually, for 2025 traffic conditions. The total ambient growth is 2.01% for 2025 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in conjunction with traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. 2025 traffic volumes are provided in Section 5 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine With Project forecasts.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Existing Plus Ambient Growth Plus Project (2025)
  - Existing 2023 counts
  - Ambient growth traffic (2.01%)
  - Project traffic

5 EAP (2025) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2025) conditions and the resulting intersection operations and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2025) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP (2025) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 EAP (2025) GROWTH TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2023) traffic volumes plus an ambient growth factor of 2.01% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2025) traffic conditions are shown on Exhibit 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2025) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for EAP (2025) traffic conditions, which indicates that the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under EAP (2025) traffic conditions. The intersection operations analysis worksheets for EAP (2025) traffic conditions are included in Appendix 5.1 of this TA.

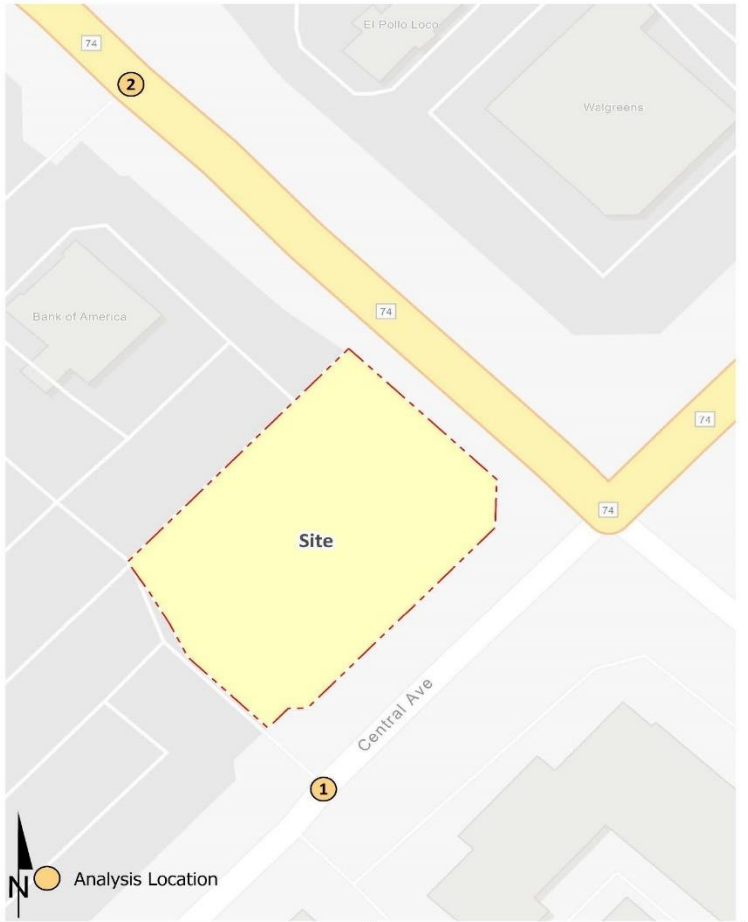
TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2025) CONDITIONS

			Existing (2023)				EAP (2025)			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
#	Intersection	Traffic Control[2]	AM	PM	AM	PM	AM	PM	AM	PM
1	Driveway 1 & Central Av.	TS	12.4	14.7	B	B	15.7	16.7	C	C
2	Collier Av. (SR-74) & Driveway 2	TS	13.9	15.1	B	C	15.2	16.0	C	C

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

2 CSS = Cross-street Stop

EXHIBIT 5-1: EAP (2025) TRAFFIC VOLUMES



1 Driveway 1 & Central Av.			2 Collier Av. (SR-74) & Driveway 2		
8,100		*12,400*	*30,400*		
↳ 82(51)	↳ 197(264)	↱ 280(193) ← 142(140)	↳ 156(146)	↓ 856(1058)	
12(14) ↰ 105(314) →			82(49) ↱		723(1032) →
7,050			*2,950*		*29,050*

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under EAP (2025) conditions (see Appendix 5.2).

5.5 DEFICIENCIES AND IMPROVEMENTS

The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours. As such, no intersection improvements have been identified.

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6 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Lake Elsinore are funded through a combination of improvements constructed by the Project, development impact fee programs or fair share contributions. Fee programs applicable to the Project are described below.

6.1 CITY OF LAKE ELOSINORE DEVELOPMENT IMPACT FEE (DIF) PROGRAM

Transportation improvements throughout the City of Lake Elsinore are funded through a combination of project improvements, fair share contributions or development impact fee programs, such as the Western Riverside Council of Governments (WRCOG) TUMF program or the City's Transportation Impact Fee (TIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

Fees from new residential, commercial and industrial development are collected to fund local facilities. Under the City's TIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the TIF program.

The timing to use the TIF fees is established through periodic capital improvement programs which are overseen by the City's Engineering Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's TIF program establishes a timeline to fund, design, and build the improvements.

6.2 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the WRCOG based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (5) This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

6.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the County. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

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7 REFERENCES

1. **City of Lake Elsinore.** *Traffic Impact Analysis Preparation Guide.* City of Lake Elsinore : s.n., June 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
4. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
5. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 2017.

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NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Lake Elsinore, California, will hold a Public Hearing on January 16, 2024, at the Lake Elsinore Cultural Center, 183 North Main Street, Lake Elsinore, California, 92530, at 6:00 p.m., or as soon thereafter as the matter may be heard, to consider the following:

Planning Application No. 2023-15 (Starbucks – Collier Ave): A request by Matthew Rocktashel, Urban Dweller Architects, requesting approval of a Conditional Use Permit (CUP No. 2023-06) to permit the operation of a drive-through and an outdoor dining area in connection with the establishment of a Starbucks coffee shop. The project also includes a minor Commercial Design Review (CDR No. 2023-04) for minor onsite modifications related to the existing 4,400 square foot building's size, exterior elevations, parking lot layout, site circulation, and landscaping. The project site is located on an approximately 0.96-acre site within the General Commercial (C-2) District at 18295 Collier Ave. (APN: 377-120-057).

The proposed project is exempt from California Environmental Quality Act (CEQA), pursuant to California Environmental Quality Act (Cal. Pub. Res. Code §§21000 et seq.: "CEQA") and the CEQA Guidelines (14 C.C.R. §§ 15000 et seq.) pursuant to CEQA Guidelines Section 15301 (Class 1: Existing Facilities).

ALL INTERESTED PERSONS are invited to submit written information, express opinions or otherwise submit written evidence by email to dlongoria@Lake-Elsinore.org.

If you wish to legally challenge any action taken by the City on the above matter, you may be limited to raising only those issues you or someone else at the Public Hearing described in this notice, or in written correspondence delivered to the City prior to or at the Public Hearing. If you require accommodation to participate in a Public Hearing, please contact the Administrative Secretary at (951) 674-3124 ext. 297. All Agenda materials are available for review on the City's website at www.lake-elsinore.org the Friday before the Public Hearing.

FURTHER INFORMATION on this item may be obtained by contacting Carlos Serna, Associate Planner in the Planning Division at cserna@lake-elsinore.org or (951) 674-3124, ext. 916.

Damaris Abraham,
Assistant Community Development Director

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Payment Amount:	$0.00
Amount Due:	$327.72
Notice ID:	QfXGJd4GXrWNDGKFWDcE
Invoice Text:	[https://res.cloudinary.com/dgqq2xsfd/image/upload/enotice-production/exports/1704238029009/image001.jpg] NOTICE OF PUBLIC HEARING NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Lake Elsinore, California, will hold a Public Hearing on January 16, 2024, at the Lake Elsinore Cultural Center, 183 North Main Street, Lake Elsinore, California, 92530, at 6:00 p.m., or as soon thereafter as the matter may be heard, to consider the following: Planning Application No. 2023-15 (Starbucks – Collier Ave): A request by Matthew Rocktashel, Urban Dweller Architects, requesting approval of a Conditional Use Permit (CUP No. 2023-06) to permit the operation of a drive-through and an outdoor dining area in connection with the establishment of a Starbucks coffee shop. The project also includes a minor Commercial Design Review (CDR No. 2023-04) for minor onsite modifications related to the existing 4,400 square foot building's size, exterior elevations, parking lot layout, site circulation, and landscaping. The project site is located on an approximately 0.96-acre site within the General Commercial (C-2) District at 18295 Collier Ave. (APN: 377-120-057). The proposed project is exempt from California Environmental Quality Act (CEQA), pursuant to California Environmental Quality Act (Cal. Pub. Res. Code §§21000 et seq.: "CEQA") and the CEQA Guidelines (14 C.C.R. §§ 15000 et seq.) pursuant to CEQA Guidelines Section 15301 (Class 1: Existing Facilities). ALL INTERESTED PERSONS are invited to submit written information, express opinions or otherwise submit written evidence by email to dlongoria@Lake-Elsinore.org . If you wish to legally challenge any action taken by the City on the above matter, you may be limited to raising only those issues

THE PRESS-ENTERPRISE
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pe.com

The Press-Enterprise
3512 14 Street
Riverside, California 92501
(951) 368-9229

City of Lake Elsinore
130 South Main Street
Lake Elsinore, California 92530

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011640822

FILE NO. 0011640822

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not party to or interested in the above-entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

01/05/2024

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: January 5, 2024.
At: Riverside, California

Signature

CITY OF LAKE ELSINORE
DREAM EXTREME

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Lake Elsinore, California, will hold a Public Hearing on January 16, 2024, at the Lake Elsinore Cultural Center, 183 North Main Street, Lake Elsinore, California, 92530, at 6:00 p.m., or as soon thereafter as the matter may be heard, to consider the following:

Planning Application No. 2023-15 (Starbucks – Collier Ave): A request by Matthew Rocktashel, Urban Dweller Architects, requesting approval of a Conditional Use Permit (CUP No. 2023-06) to permit the operation of a drive-through and an outdoor dining area in connection with the establishment of a Starbucks coffee shop. The project also includes a minor Commercial Design Review (CDR No. 2023-04) for minor onsite modifications related to the existing 4,400 square foot building's size, exterior elevations, parking lot layout, site circulation, and landscaping. The project site is located on an approximately 0.96-acre site within the General Commercial (C-2) District at 18295 Collier Ave. (APN: 377-120-057).

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ALL INTERESTED PERSONS are invited to submit written information, express opinions or otherwise submit written evidence by email to dlongoria@Lake-Elsinore.org .

If you wish to legally challenge any action taken by the City on the above matter, you may be limited to raising only those issues you or someone else at the Public Hearing described in this notice, or in written correspondence delivered to the City prior to or at the Public Hearing. If you require accommodation to participate in a Public Hearing, please contact the Administrative Secretary at (951) 674-3124 ext. 297. All Agenda materials are available for review on the City's website at www.lake-elsinore.org the Friday before the Public Hearing.

FURTHER INFORMATION on this item may be obtained by contacting Carlos Serna, Associate Planner in the Planning Division at cserna@lake-elsinore.org or (951) 674-3124, ext. 916.

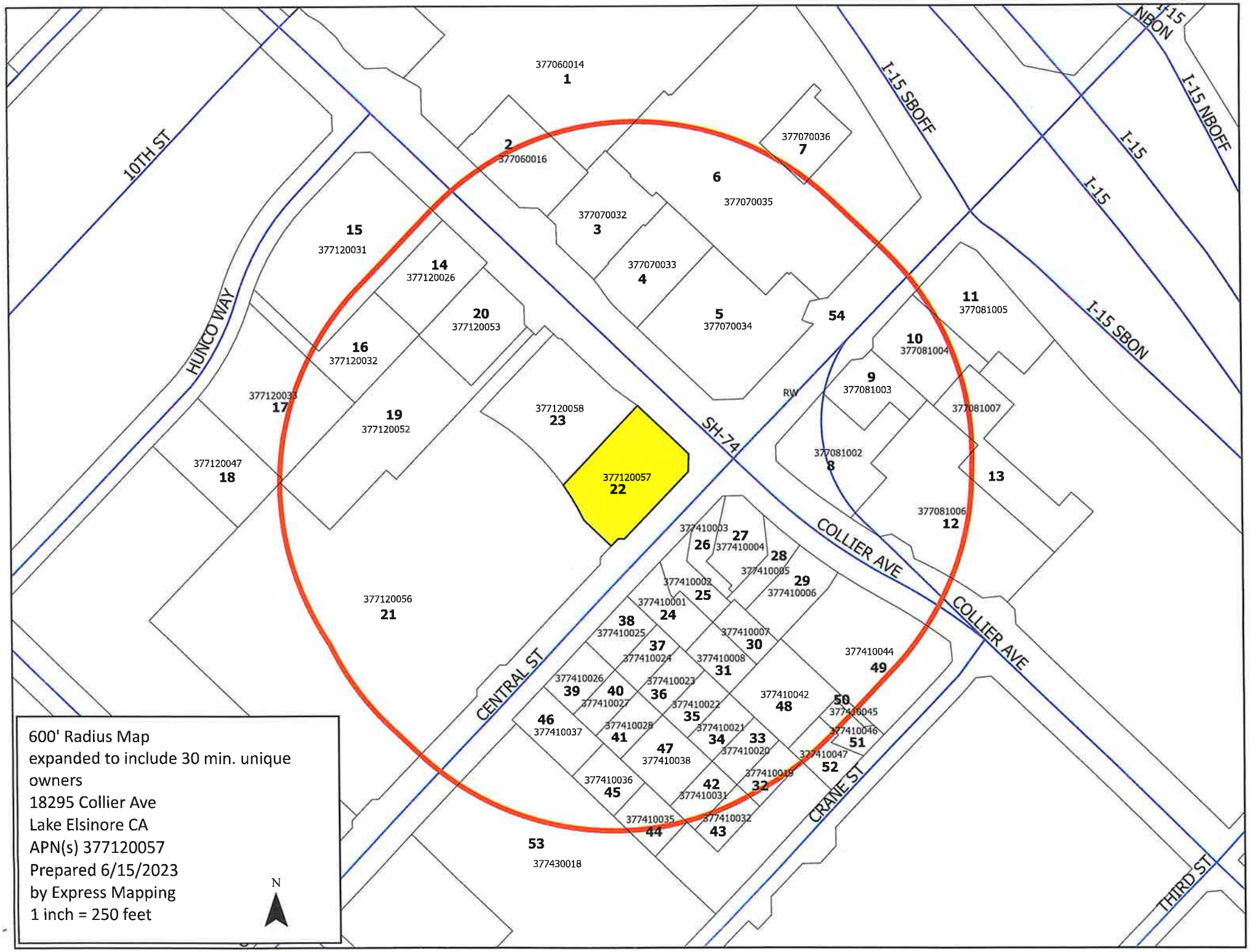
Damaris Abraham,
Assistant Community Development Director
The Press-Enterprise
Published: 1/5/24

NOTIFICATION PACKAGE

18295 Collier Ave, Lake Elsinore
APNs 377-120-057

INCLUDES:
600' OWNER LIST
600' RADIUS MAP*
*expanded to include 30 unique owners
(2) SETS OF GUMMED LABELS (IN CITY PKG)
CERTIFICATION
LIST COUNT: 52

PREPARED 06/15/2023
FILE #3184


600' Radius Map
expanded to include 30 min. unique owners
18295 Collier Ave
Lake Elsinore CA
APN(s) 377120057
Prepared 6/15/2023
by Express Mapping
1 inch = 250 feet
N
10TH ST
HUNCO WAY
CENTRAL ST
SH-74
COLLIER AVE
CRANE ST
THIRD ST
I-15 SBOFF
I-15 NBON
I-15 NBOFF
I-15
I-15 SBON
RW
377060014 1
2 377060016
377070036 7
6 377070035
377070032 3
377070033 4
5 377070034
54
15 377120031
14 377120026
20 377120053
16 377120032
377120033 17
19 377120052
377120058 23
377120057 22
377120047 18
377120056 21
11 377081005
10 377081004
9 377081003
377081007
377081002 8
13
377081006 12
377410003 26
27 377410004
28 377410005
29 377410006
377410002 25
377410001 24
38 377410025
37 377410024
377410007 30
377410008 31
377410044 49
377410026 39
40 377410027
377410023 36
377410022 35
377410042 48
50 377410045
46 377410037
377410028 41
47 377410038
377410021 34
33 377410020
377410046 51
377410047 52
377410019 32
377410036 45
42 377410031
377410035 44
377410032 43
53 377430018

PROPERTY OWNERS CERTIFICATION

I, Laura Emerson, certify that on 06-15-2023
(Print Name) (Month-day-year)

the attached property owners list was prepared by

Express Mapping Pursuant to application

requirements furnished by the City of Lake Elsinore Planning Division. Said list is a complete and true compilation of owner of the subject property and all other property owners within 600ft expanded to include 30 unique **300 feet (or the 30 nearest individual property owners, whichever creates the greatest number of public notices (persons owning multiple properties shall only be counted once)** of the property involved in the application and is based upon the latest equalized assessment rolls.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or erroneous information may result in processing delays or be grounds for rejection or denial of the application.

NAME: Laura Emerson

TITLE/REGISTRATION: Express Mapping

ADDRESS: 4000 Barranca Pkwy #250

PHONE: (949) 771-0051 (Daytime phone no.)

SIGNATURE: _____

DATE: 06/15/2023 CASE NO.: _____

377-060-014
HD DEV OF MARYLAND INC
2455 PACES FERRY RD
ATLANTA GA 30339

377-060-016
ELSINOREJAY LAKE
5151 BALBOA BLVD #307
ENCINO CA 91316

377-070-032
RSM PROP INC
3452 UNIVERSITY AVE
RIVERSIDE CA 92501

377-070-033
PROP RSM
1949 AUTO CENTRE DR
GLENDORA CA 91740

377-070-034
RIVERSIDE INV HOKUA
P O BOX 1159
DEERFIELD IL 60015

377-070-035
PROP RSM
1949 AUTO CENTER DR
GLENDORA CA 91740

377-070-036
AL CALIF
P O BOX 460049 DEPT 501
HOUSTON TX 77056

377-081-002
LONE OAK RANCH INC
165 HIGH SIERRA DR
EXETER CA 93221

377-081-003
ROCHESTER PAPA
222 SIDNEY BAKER S #305
KERRVILLE TX 78028

377-081-004
DMD LODGING INC
2508 N LA CAPELLA CT
ORANGE CA 92867

377-081-005
ANA NIREENA CORP
385 S LEMON AVE
WALNUT CA 91789

377-081-006
KW ESTATE
2475 PASEO DE LAS AMERICAS
SAN DIEGO CA 92154

377-081-007
DMD LODGING INC
2508 N LA CAPELLA CT
ORANGE CA 92867

377-120-026
ELSINORE SKYKING LAKE
27286 VIA INDUSTRIA #B
TEMECULA CA 92590

377-120-031
ELSINORE SKYKING LAKE
27286 VIA INDUSTRIA #B
TEMECULA CA 92590

377-120-032
INV R2H
20930 MALAGA RD
LAKE ELSINORE CA 92530

377-120-033
REAL INV VISTA
1201 S OLIVE ST
LOS ANGELES CA 90015

377-120-047
ERDTSIECK FAMILY TRUST DATED
4501 LA PALMA AVE #200
ANAHEIM CA 92807

377-120-052
MURARI L GUPTA
PO BOX 4475
ORANGE CA 92863

377-120-053
MCDONALDS USA
18201 EVERGREEN CIR
VILLA PARK CA 92861

377-120-056
TARGET CORP
P O BOX 9456
MINNEAPOLIS MN 55440

377-120-057
KING INV LUCKY
PO BOX 2609
CARLSBAD CA 92018

377-120-058
MMWR
P O BOX 5126
SHERMAN OAKS CA 91413

377-410-001
YUKATA ENTERPRISES INC
23905 CLINTON KEITH RD #114-3
WILDOMAR CA 92595

377-410-002
TIMOTHY J KIMBLE
30525 EMPEROR DR
CANYON LAKE CA 92587

377-410-003
CARLOS LARA
20365 TONEY ST
PERRIS CA 92570

377-410-004
MATSON REALTY CORP
12948 LOMAS VERDES DR
POWAY CA 92064

377-410-005
CARLOS E LARA
20365 TONEY ST
PERRIS CA 92570

377-410-006
CENTRAL PROP LAKE
1874 TAMDEN WAY
NORCO CA 92860

377-410-007
JRT PROPERTY MGMT
506 S GRAHAM AVE #207
LAKE ELSINORE CA 92530

377-410-008
QUINN JAMES ALLEN ESTATE OF
22210 VILLAGE WAY DR
CANYON LAKE CA 92597

377-410-019
BRIAN M GOLIE
29540 NIGHTCREST CIR
TEMECULA CA 92591

377-410-020
RVE SR DYNASTY 1
2498 OCEAN ST
CARLSBAD CA 92008

377-410-021
AMCM
12391 DOHERTY ST
RIVERSIDE CA 92503

377-410-022
WILLIAMS FAMILY TRUST DATED
3287 BRUSHWOOD LN
FALLBROOK CA 92028

377-410-023
MARINO FAMILY TRUST DTD
5597 VISTA DEL MANDO
LAGUNA WOODS CA 92637

377-410-024
WILDOMAR VALLEY WOOD
2498 OCEAN ST
CARLSBAD CA 92008

377-410-025
CARLOS JUHAS
33 CORTE MADERA
LAKE ELSINORE CA 92532

377-410-026
WILLIAMS FAMILY TRUST DATED
3287 BRUSHWOOD LN
FALLBROOK CA 92028

377-410-027
LAWRENCE J MARINO
5597 VISTA DEL MANDO #A
LAGUNA WOODS CA 92637

377-410-028
PROP PCE
570 CENTRAL AVE #E
LAKE ELSINORE CA 92530

377-410-031
RVE SR DYNASTY 1
2498 OCEAN ST
CARLSBAD CA 92008

377-410-032
WILDOMAR VALLEY WOOD
PO BOX 5955
NORCO CA 92860

377-410-035
BASSE JOHN D & BEVERLY D
30391 POINT MARINA DR
CANYON LAKE CA 92587

377-410-036
LINEHAN
570 CENTRAL AVE #C
LAKE ELSINORE CA 92530

377-410-037
WILLIAMS JOHN W & BARBARA A
1901 NUTWOOD CIR
CORONA CA 92881

377-410-038
SUSPENSION DIRECT INC
571 CRANE ST #B
LAKE ELSINORE CA 92530

377-410-042
MANTON ROBIN L FAMILY TRUST
PO BOX 245
LAKE ELSINORE CA 92531

377-410-044
S & J DESIGN LABS
601 CRANE ST #A
LAKE ELSINORE CA 92530

377-410-045
FEATHERINGILL
6322 EL CAJON BLVD
SAN DIEGO CA 92115

377-410-046
FEATHERINGILL
6322 EL CAJON BLVD
SAN DIEGO CA 92115

377-410-047
FEATHERINGILL
6322 EL CAJON BLVD
SAN DIEGO CA 92115

377-430-018
PORTFOLIO SUBSIDIARY STORAGE
PO BOX 800729
DALLAS TX 75380