



July 23, 2026

Ms. Lyn Maloney
PM Design Group, Inc
38 Executive Park, Suite 310
Irvine, CA 92614

Sent Via Email

Subject: Approval of Minor Modification 00977353-PCPM to Conditional Use Permit 27398-CPU for a Drive-Thru Restaurant (Philz Coffee), located at 3050 Main Street in Planning Area 14 (Westpark)

Dear Ms. Maloney:

Community Development Department staff reviewed Minor Modification 00977353-PCPM, an application proposing tenant improvements to an existing drive-thru restaurant building located at 3050 Main Street in Planning Area 14 (Westpark). The site is designated Community Commercial in the General Plan and is zoned 4.2 Community Commercial.

On March 20, 1997, the Planning Commission adopted Resolution No. 97-1923, adopting a Negative Declaration and approving Conditional Use Permit 27398-CPU for a 3,690-square-foot drive-thru fast-food restaurant within the Harvard Place Auto Plaza. On October 13, 2014, Director of Community Development approved Minor Modification 00617754-PCPM, which authorized the conversion of the former drive-thru Burger King to a Del Taco restaurant.

The proposed modification consists of tenant improvements within the existing 3,322-square-foot drive-thru restaurant building, as well as exterior cosmetic upgrades to the building façade, to establish a Philz Coffee with drive-thru service. New signage will be processed under separate permit.

As indicated on the proposed plans, the drive-thru will operate with one dedicated lane providing approximately 168 feet of on-site vehicle stacking (approximately eight vehicles), a single pickup window, designated pull-forward spaces, and mobile order pick-up stalls (Enclosure 1). The modification also includes minor adjustments to the parking area, including restriping and the designation of pull-forward and mobile order pick-up stalls, with no net loss of parking spaces. The building footprint, site access, and drive-thru lane configuration remain consistent with the approved site plan. The hours of operation are anticipated to be 6 a.m. through 6 p.m. seven days a week, which falls within the range of operational hours in the original approval.

Section 2-19-2 of the Irvine Zoning Ordinance contains criteria to determine when a proposed modification is classified as a “major modification.” A major modification must be reviewed by the original approving authority at a public hearing. However, where none of the criteria are met, the application is a “minor modification” and reviewed by the Director of Community Development.

Based on the submittal, the Director of Community Development determines that the proposed modification does not meet any of the five criteria to be classified as a major modification. Therefore, the project is a minor modification for the following reasons.

1. Proposed addition, deletion, and/or relocation of approved structures and/or land uses which would cause significant or potentially significant environmental impacts, based on staff’s analysis prepared in accordance with City policy.

The modification is limited to tenant improvements within the existing building and minor adjustments to the parking lot. The proposed modification will not add, delete, or relocate approved structures or introduce new land uses at the subject site that would cause significant or potentially significant environmental impacts. The building will continue to operate as a drive-thru restaurant, consistent with the approved drive-thru use, for which a Negative Declaration was adopted.

The project is also exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15301, Class 1, Existing Facilities, which allows for the operation of, and minor alterations to, existing facilities involving negligible or no expansion of existing or former use (Enclosure 3). Therefore, the scope of this modification will not result in significant or potentially significant environmental impacts, and the modification is consistent with the original environmental determination for the project.

2. Proposed addition, deletion and/or relocation of approved structures and/or land uses which would cause significant or potentially significant onsite and off-site traffic impacts, based on staff’s analysis of the transportation issues prepared in accordance with City policy.

The modification does not propose significant changes to the approved site plan, building footprint, access locations, or drive-thru lane configuration. However, the applicant prepared a Drive-thru Stacking Study (Lin Consulting, Inc., July 2026) to confirm whether the proposed operations can be accommodated by the existing drive-thru lane (Enclosure 2). The study was reviewed by the City’s Transportation Division and evaluated anticipated drive-thru operations based on a comparable Philz Coffee drive-thru location in Fullerton, California.

The study found that the drive-thru lane can accommodate peak-period queuing in combination with other operational measures required by Condition 6.40, including designated pull-forward spaces, mobile order pick-up stalls, and handheld order-

taking within designated on-site areas during peak demand periods. The project is also conditioned to implement specific measures to address parking and/or circulation issues associated with the restaurant operations, should such issues arise (Condition 6.41). Therefore, the project is not anticipated to create any significant on- or off-site traffic impacts.

3. The intent of the findings and conditions of approval for the approved project would not be preserved.

The findings and conditions of approval for Conditional Use Permit 27398-CPU and Minor Modification 00617754-PCPM remain unaffected, as the proposed modification does not change the use, reduce parking, result in a net loss of landscaping, or otherwise alter the intent of the prior approvals. The project will continue to comply with all applicable conditions of approval from the original conditional use permit and subsequent modification, and is therefore, is consistent with their findings and intent.

4. Proposed addition, deletion, and/or relocation of structures would result in an impact to, or introduction of, sensitive uses not previously considered within the site. This includes, but is not limited to, uses not previously considered such as childcare centers, schools, residences, and medical establishments.

The proposed modification does not impact sensitive uses because the site was originally approved for residential uses, will continue to be a residential use, and is immediately surrounded by other residential uses. Since no new land uses or activities are introduced by this modification, it will not result in an impact to existing, or introduction of new, sensitive uses not previously considered.

5. Reconfiguration of the site plan resulting in: a) a significant reduction of landscaping; or b) a significant change in parking.

The proposed modifications include minor adjustments to the parking area, the designation of pull-forward and mobile order pick-up stalls, with no loss in parking or landscaping. Pursuant to Section 4-3-4 of the Zoning Ordinance, the drive-thru restaurant use requires 37 parking spaces based on one stall for each 100 square feet of gross floor area, and 48 parking spaces are provided. Therefore, the modification will not result in a reduction of landscaping or a significant change in parking.

Based on the information submitted with this application, the Director of Community Development makes the following finding pursuant to Section 2-19-7 of the Irvine Zoning Ordinance and hereby approves Minor Modification 00977353-PCPM.

1. The modification does not alter or affect the intent of the findings and conditions of the original project approval.

The findings and conditions of approval for original conditional use permit will not be affected by the proposed modification because the project does not result in a change of use, reduce parking below the applicable standard, cause a net loss of landscaping, or cause other significant changes that substantially alter the intent/purpose of that approval. This project is conditioned to comply with all applicable conditions of approval from the original approval and subsequent approvals.

This approval is subject to the following conditions of approval:

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

Standard Condition 3.16

DRIVE-THRU SECURITY

Prior to the issuance of the first building permit for occupancies having a drive-thru (i.e., a store, bank, restaurant, etc.), the applicant shall demonstrate compliance with the following:

- a. Provide employee surveillance opportunities of the drive-thru order board area by using windows or a closed-circuit television system;
- b. Install on the rear entrance door, not used by the public, a lockset which is always locked from the outside and unlocked from the inside; and
- c. Install on the rear entrance door, not used by the public, a door viewer with a minimum 180-degree viewing angle.

Condition 3.49

ORANGE COUNTY FIRE AUTHORITY REVIEW

Prior to the issuance of building permits for each proposed building, the applicant shall submit an Architectural Plan (Service Codes PR200–PR285) to the Orange County Fire Authority (OCFA) for review and approval.

PRIOR TO THE AUTHORIZATION TO USE, OCCUPY, AND/OR OPERATE

Condition 4.23

FIRE INSPECTIONS

Prior to issuance of temporary or final certificate of occupancy, all OCFA inspections shall be completed to the satisfaction of the OCFA inspector and be in substantial compliance with codes and standards applicable to the project and commensurate with the type of occupancy (temporary or final) requested. Inspections shall be scheduled at least five days in advance by calling OCFA Inspection Scheduling at 714-573-6150.

MISCELLANEOUS

Standard Condition 6.1

DISCRETIONARY CASE CHARGES

The applicant is responsible for paying all charges related to the processing of this discretionary case application within 30 days of the issuance of the final invoice or prior

to the issuance of building permits for this project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or may result in the revocation of the approval of this application.

Standard Condition 6.2

LEGAL ACTION - HOLD HARMLESS

In accordance with the provisions of Section 5-5-114 of the Irvine Municipal Code and Government Code Section 66474.9, the applicant shall defend, indemnify, and hold harmless the City of Irvine and its agents, officers, and employees from and against any claim, action, or proceeding against the City agency or its agents, officers, or employees to attack, set aside, void, or annul an approval by the City, including, without limitation, an action by an advisory agency, appeal board, or legislative body concerning this discretionary approval. This defense and indemnification shall include the payment of all legal costs incurred on behalf of the City in connection with the application, and the defense of any claim, action or proceeding challenging the approval. The City will promptly notify the applicant of any claim, action, or proceeding and will cooperate fully in the defense.

In the event a legal challenge to the discretionary approval is successful, and an award of attorney fees is made to the challenger, the applicant shall be responsible to pay the full amount of such an award.

Standard Condition 6.23

CONSTRUCTION HOURS

Construction activities occurring as part of the project shall be subject to the limitations and requirements of Section 6-8-205(a) of the Irvine Municipal Code, as may be amended from time to time, which states that construction activities may occur between 7 a.m. and 7 p.m. Mondays through Fridays, and 9 a.m. and 6 p.m. on Saturdays. No construction activities shall be permitted outside of these hours, or on Sundays and Federal holidays, unless a temporary waiver is granted by the Chief Building Official or his/her authorized representative pursuant to the Irvine Municipal Code. Trucks, vehicles, and equipment that are making, or are involved with, material deliveries, loading or transfer of materials, equipment service, maintenance of any devices or appurtenances for or within any construction project in the City, shall not be operated or driven on City streets outside of these hours or on Sundays and Federal holidays, unless a temporary waiver is granted by the Chief Building Official. Any waiver granted shall take impact upon the community into consideration. No construction activity will be permitted outside of these hours except in emergencies, including maintenance work on the City right-of-way that might be required, or otherwise allowed by the Irvine Municipal Code.

Condition 6.40

DRIVE-THRU STACKING STUDY STRATEGIES

The property owner or tenant shall implement and maintain the drive-thru operational strategies identified in the Drive-Thru Stacking Study for Philz Coffee at 3050 Main

Street, prepared by LIN Consulting, Inc., dated July 2, 2026, and approved by the City's Transportation Division, including, but not limited to, the use of designated pull-forward spaces, mobile order pick-up stalls, and handheld order-taking ("line busting") within designated on-site areas. All operational strategies shall be conducted entirely on-site, and employees shall not enter the public right-of-way to take orders or direct traffic.

Condition 6.41

DRIVE-THRU OPERATIONS

If the Director of Community Development determines the operation of the restaurant and/or the associated drive-thru is negatively affecting the parking and/or circulation on the project site, within Harvard Place Auto Plaza, or onto adjacent streets, the property owner or tenant shall be required to submit a plan to the Director of Community Development that identifies specific measures to resolve the problem. The plan shall be submitted within 30 days of notification by the Community Development Department and shall be reviewed and approved by the Director of Community Development. The property owner or tenant shall be required, at its sole expense, to implement any modifications required by the plan within 30 days of written notice from the Director of Community Development to implement such measures, or in such time frame as directed by the Director of Community Development.

Condition 6.42

MENU BOARD SCREENING

The new menu board depicted on the plans shall be located behind a perimeter hedge, berm, or screen wall. The text shall not be visible from the public right-of-way in accordance with Irvine Sign Type #28 (refer to Section 7-3-1 of the Irvine Zoning Ordinance). Plans submitted for plan check shall depict the way in which the menu board will be screened from view from the adjacent public right-of-way.

Condition 6.43

COMPLIANCE WITH PRIOR CONDITIONS

All applicable conditions of approval associated with the original approval (Conditional Use Permit 27398-CPU) as set forth in Planning Commission Resolution No. 97-1923, and any subsequent approvals, including but not limited to Minor Modification 00617754-PCPM, shall remain in full force and effect.

Unless an appeal is filed prior to the expiration of the five-business-day appeal period ending at 5 p.m. on Thursday, July 30, 2026, the approval granted by this letter shall become effective Friday, July 31, 2026.

The stamped-approved plans for Minor Modification 00977353-PCPM are being transmitted electronically along with this letter. Please note that permits cannot be issued until all fees associated with this application are paid in full. Should you have any questions regarding this approval, please contact Senior Planner Brett Cannon at (949) 724-6687 or via email at bcannon@cityofirvine.org.

Ms. Lyn Maloney

July 23, 2026

Page 7 of 7

Sincerely,

A handwritten signature in black ink, reading "Stephanie Frady". The signature is written in a cursive, flowing style.

Stephanie Frady, AICP

Director of Community Development

Enclosures:

1. Approved Plans
2. Drive-Thru Stacking Study
3. CEQA Notice of Exemption

ec: Alyssa Matheus, Planning Manager

Chris Chung, Principal Planner

File(s): 00977353-PCPM; 00617754-PCPM; 27398-CPU

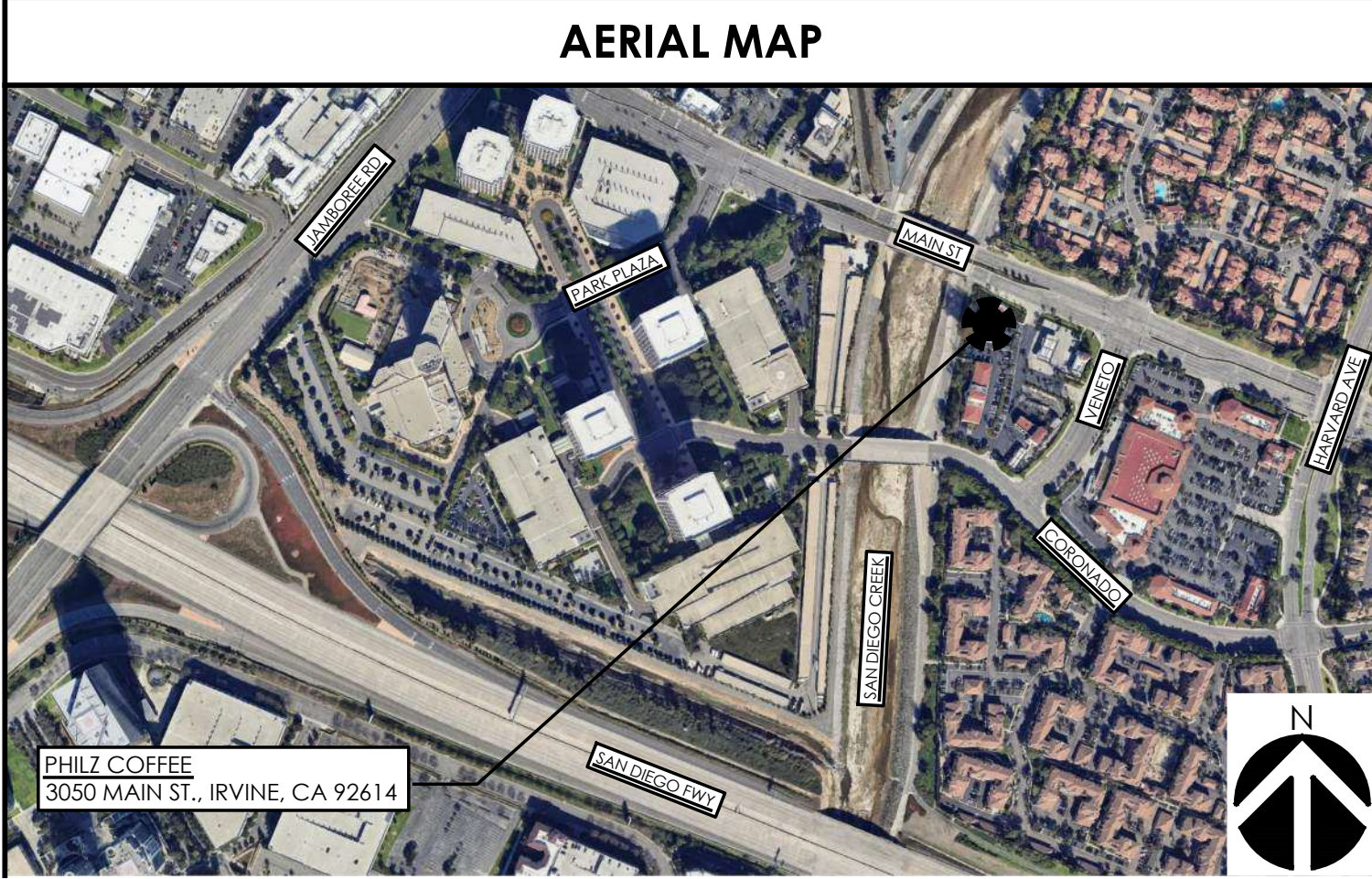


STORE #110
3050 MAIN STREET, IRVINE, CA 92614

ABBREVIATIONS			
A.C.T. ACOUSTICAL CEILING TILE	FP GAUGE	FIRE SPRINKLER PIPES	P.O.S. POINT OF SALE
A.D.A. AMERICAN DISABILITIES ACT	GA. GAUGE	GA. GALVANIZED	QTY QUANTITY
A.F.F. ABOVE FINISH FLOOR	GALV. GALVANIZED	GENERAL CONTRACTOR	(R) RELOCATE, UNO
ALUM. ALUMINUM	G.C. GYPSUM BOARD	R.D. ROOF DRAIN	REFLECTED CEILING PLAN
BLKG. BLOCKING	GYP. BD. GYPSUM BOARD	R.I. ROUGH IN	ROUGH IN
BM. BEAM	F.T. FIRE SPRINKLER	R.J.C. ROUGH IN AND CONNECT	ROUGH IN AND CONNECT
B.O. BOTTOM OF	HT. HEIGHT	RTU ROOF TOP UNIT	ROOF TOP UNIT
C.C. CENTER TO CENTER	I.D. INSIDE DIAMETER	R.O. ROUGH OPENING	ROUGH OPENING
C.F.C.I. CONTRACTOR FURNISHED	IBC INTERNATIONAL BUILDING CODE	R.O. ROUGH OPENING	ROUGH OPENING
CONTROL JOINT	IFC INTERNATIONAL FIRE CODE	S.C. SOLID CORE	SOLID CORE
C.L. CENTER LINE	IN. INCHES	SCHED. SCHEDULE	SCHEDULE
CLR. CLEARANCE	IL. LANDLORD	SHT. SHEET	SHEET
C.M.U. CONCRETE MASONRY UNIT	MAT. MATERIAL	SIM. SIMILAR	SIMILAR
CONC. CONCRETE	MAX. MAXIMUM	SPEC. SPECIFICATIONS	SPECIFICATIONS
COL. COLUMN	MEP MECH., ELEC. & PLUMB.	SERV.SINK. SERVICE SINK	SERVICE SINK
C.T. CERAMIC TILE	MFD. MANUFACTURED	S.S. STAINLESS STEEL	STAINLESS STEEL
DIA. DIAMETER	MFR. MANUFACTURER	STR. STRUCTURAL	STRUCTURAL
DIM. DIMENSION	MIN. MINIMUM	SUSP. SUSPENDED	SUSPENDED
[E] EXISTING	M.O. MASONRY OPENING	SQ. SQUARE	SQUARE
E.C. ELECTRICAL CONTRACTOR	MTD. MOUNTED	T.B.D. TO BE DECIDED	TO BE DECIDED
E.J. EXPANSION JOINT	MTL. METAL	T.L. TOP OF	TOP OF
ELEV. ELEVATION	N.J.C. NOT IN CONTRACT	T.S. TUBE STEEL	TUBE STEEL
E.M. EMERGENCY	[N] NEW	TYP. TYPICAL	TYPICAL
E.Q. EQUAL	N.T.S. NOT TO SCALE	UBC UNIFORM BUILDING CODE	UNIFORM BUILDING CODE
EXT. EXTERIOR	O.C. ON CENTER	UFC UNIFORM FIRE CODE	UNIFORM FIRE CODE
F.D. FLOOR DRAIN	O.C.C. OCCUPANTS	U.L. UNDERWRITERS LABOR	UNDERWRITERS LABOR
FIN. FINISH	O.D. OUTSIDE DIAMETER	U.N.O. UNLESS NOTED OTHERWISE	UNLESS NOTED OTHERWISE
F.F. FINISH FLOOR	O.F.C.I. OWNER FURNISHED	VAR. VARIES	VARIES
F.L. FLOOR	CONTRACTOR INSTALLED	V.C.T. VENTIL. COMPOSITION TILE	VENTIL. COMPOSITION TILE
F.S. FLOOR SINK	O.F.D. OVERFLOW DRAIN	VEST. VESTIBULE	VESTIBULE
F.O. FACE OF	OPP. OPPOSITE	V.I.F. VERIFY IN FIELD	VERIFY IN FIELD
F.O.S. FACE OF STUD	OPNG. OPENING	W.C. WATER CLOSET	WATER CLOSET
FT. FOOTING	P.D. PANIC DEVICE	WD. WOOD	WOOD
FT. FEET	P.L. PROPERTY LINE	W.H. WATER HEATER	WATER HEATER
F.R.T. FIRE RETARDANT TREATED	PLAM. PLASTIC LAMINATE	W/ WITH	WITH
F.R.P. FIBERGLASS REINFORCED PANEL	PLYWD. PLYWOOD	& AND	AND
FSM. FIRE SPRINKLER MAIN	P.M. PROJECT MANAGER	@ AT	AT
F.V. FIELD VERIFY	P.O.C.A. POINT OF CONNECTION	¢ CENTERLINE	CENTERLINE

SYMBOLS INDEX			
XXX ROOM_NAME	ROOM NUMBER ROOM NAME / TAG	X	PARTITION TAG
--- X-X" A.F.F.	ROOM NUMBER OR CEILING ELEMENT CEILING MATERIAL/TYPE CEILING FINISH	X	COLUMN GRID BUBBLE
XXX	CEILING HEIGHT	XX XX	SEE ELEVATIONS
XXX	FINISH TAG	XX XX	DTL # SEE SECTIONS SHT #
XX	DOOR MARK	XX XX	DTL # SEE DETAIL SHT #
XX	SHEET CODED NOTE	X XXXX	FLOOR TRANSITION
X	REVISION NUMBER	XX A.F.F. XX	DATUM POINT
XXX	FIXTURE TAG	WALL FLOOR BASE	WALL FINISH FLOOR FINISH BASE FINISH
XX	EQUIPMENT TAG	CEILING	CEILING FINISH
X	RESTROOM PLUMBING TAG		
XX	WINDOW TAG		

BUILDING DATA			
SCOPE OF WORK: TENANT IMPROVEMENT OF 3,322 SQ. FT. VACANT TENANT SPACE FOR PHILZ COFFEE WITHIN AN EXISTING COMMERCIAL BUILDING. WORK INCLUDES: NEW PARTITION WALLS, CEILINGS, NEW RTU & MECHANICAL DISTRIBUTION, NEW ELECTRICAL EQUIPMENT WITH NEW POWER DISTRIBUTION, NEW PLUMBING, FOOD PREP EQUIPMENT, NO SITE HARDSCAPE, LANDSCAPE OR PARKING, AND EXTERIOR OR SHELL BUILDING MODIFICATIONS. SIGNAGE UNDER SEPARATE SUBMITTAL.			
APPLICABLE BUILDING CODES: BUILDING & STRUCTURAL: EXISTING BUILDING: PLUMBING: MECHANICAL: ELECTRICAL: ACCESSIBILITY: GREEN: ENERGY: FIRE: CITY CODE: HEALTH:			
2022 CALIFORNIA BUILDING CODE 2022 CALIFORNIA EXISTING BUILDING CODE 2022 CALIFORNIA PLUMBING CODE 2022 CALIFORNIA MECHANICAL CODE 2022 CALIFORNIA ELECTRICAL CODE 2022 CALIFORNIA BUILDING CODE CHAPTER 11B 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE 2022 CALIFORNIA ENERGY CODE 2022 CALIFORNIA FIRE CODE CITY OF IRVINE MUNICIPAL CODES ORANGE COUNTY ENVIRONMENTAL HEALTH DEPARTMENT			
1. BUILDING DATA: A. OCCUPANCY GROUP: B. SQUARE FOOTAGE: C. TYPE OF CONSTRUCTION: D. STORIES: E. # OF EXITS REQUIRED: F. OCCUPANT LOAD: G. SPRINKLER SYSTEM: H. RESTROOM: I. WATER FOUNTAIN: J. MOP SINK: K. PARKING: L. PARCEL NUMBER: M. ZONING CLASSIFICATION: N. LEGAL DESCRIPTION: O. FIRE ALARM:			
A2 3,322 SQ.FT. V-B 1 (EXISTING) 2 REQUIRED / 3 EXISTING 91 NO 1 MEN'S 1 WOMEN'S PROVIDED. NOT REQUIRED, WATER PROVIDED AT SERVICE COUNTER 1 PROVIDED SEE #4 PARKING SUMMARY 44717209 4.2h COMMUNITY COMMERCIAL P BK 297 PG 34 PAR 4 NO			
2. EXIT HARDWARE: ALL EXITS SHALL BE OPERABLE FROM THE INTERIOR OF TENANT SPACE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE. NO MANUALLY OPERATED EDGE OR SURFACE MOUNTED. FLUSH BOLTS SHALL NOT BE USED.			
3. THE GENERAL CONTRACTOR IS EXPECTED TO BID ALL SUBCONTRACTOR TRADES. ALL SUBCONTRACTORS WISHING TO BID SHOULD SUBMIT THROUGH THE GENERAL CONTRACTOR. NO PARTIAL BIDS WILL BE ACCEPTED OR CONSIDERED.			
4. PARKING SUMMARY REQUIRED PARKING (1 PER 100 S.F.) TOTAL PARKING PROVIDED TOTAL ACCESSIBLE REQUIRED TOTAL ACCESSIBLE PROVIDED			
35 SPACES 38 SPACES (EXISTING) 2 SPACES 2 SPACES (EXISTING)			
5. LANDSCAPE SUMMARY OVERALL SITE: 160,912.74 SF - 15% OF LANDSCAPE REQUIRED EXISTING LANDSCAPE			
44,824 SF = 27.8%			



PROJECT DIRECTORY	
OWNER IRVINE COMPANY RETAIL PROPERTIES 101 INNOVATION DRIVE IRVINE, CA 92617 CONTACT: PAULETTE ALEXANDER PHONE: (949) 720.5167 EMAIL: palexander@irvinecompany.com	MECHANICAL/ PLUMBING/ ELECTRICAL PM DESIGN, INC. 38 EXECUTIVE PARK, SUITE 310 IRVINE, CA 92614 CONTACT: JAMES YBARRA / MEP DIVISION MANAGER PHONE: (425) 409.2496 EMAIL: jybarra@pmdesign.com
TENANT PHILZ COFFEE INC. 680 85TH AVE., OAKLAND, CA 94621 CONTACT: PATI NELSON PHONE: (415) 795.3416 EMAIL: permits@philzcoffee.com	EQUIPMENT TRIMARK 210 COMMERCE, IRVINE, CA 92602 CONTACT: ROMULO BRUCAL PHONE: (949) 398.8652 EMAIL: romy.brucal@trimarkusa.com
ARCHITECT PM DESIGN, INC. 38 EXECUTIVE PARK, SUITE 310 IRVINE, CA 92614 CONTACT: VANDANA KELKAR / STUDIO LEAD PHONE: (714) 659.6739 EMAIL: vkelkar@pmdesign.com	
PROJECT MANAGER PM DESIGN, INC. 38 EXECUTIVE PARK, SUITE 310 IRVINE, CA 92614 CONTACT: LYN MALONEY / PROJECT MANAGER PHONE: (949) 430.7053 EMAIL: lmaloney@pmdesign.com	

JURISDICTION CONTACTS	
BUILDING AND SAFETY CITY OF IRVINE 1 CIVIC CENTER PLAZA IRVINE, CA 92606 CONTACT: CHRISTIN ALONZO PHONE: (949) 724.7455 EMAIL: calonzo@cityofirvine.org	ENVIRONMENTAL HEALTH COUNTY OF ORANGE HEALTH CARE AGENCY 1241 E DYER RD #120 SANTA ANA, CA 92705 CONTACT: PHONE: (714) 433.6074 EMAIL: plancheck@ochca.com
FIRE DEPARTMENT OCFA PLANNING & DEVELOPMENT 1 FIRE AUTHORITY ROAD IRVINE, CA 92602 CONTACT: PHONE: (714) 573.6100 EMAIL: eps@ocfa.org	

SHEET INDEX	
INITIAL PLAN SUBMITTAL 01/19/2026	CUP COMMENTS 1ST ROUND 04/10/2026
CUP COMMENTS 2ND ROUND 05/14/2026	
ARCHITECTURAL	
1	A0 COVER SHEET
2	A1 OVERALL SITE PLAN
3	A2 SITE PLAN
4	A3 FLOOR PLAN
5	A4 ROOF PLAN
6	A5 EXTERIOR ELEVATIONS
7	A6 EXTERIOR ELEVATIONS
8	A7 EGRESS PLAN
9	A8 OCCUPANCY PLAN
10	A9 PUBLIC WORKS, WASTE AND RECYCLING NOTES
11	A10 CONDITIONS OF APPROVAL

City of Irvine
APPROVED

BY Brett Cannon

CASE # 00977353-PCPM

DATE 7/23/2026

SITE VICINITY MAP

VICINITY MAP
NOT TO SCALE

PM
DESIGN

38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
PROJECT CONTACT: LYN MALONEY
PHONE: 949.430.7053
EMAIL: lmaloney@pmdesign.com
JEFF UEDERMAN, ARCHITECT
PM DESIGN, INC.

SEAL:

CONSULTANT:

00977353-PCPM

STORE # 110

Philz Coffee

3050 MAIN STREET
IRVINE, CA 92614

REV DATE DESCRIPTION

01.19.26 INITIAL PLAN SUBMITTAL

04.10.26 CUP COMMENTS 1ST ROUND

05.14.26 CUP COMMENTS 2ND ROUND

DRAWN BY: RT

CHECKED BY: LM

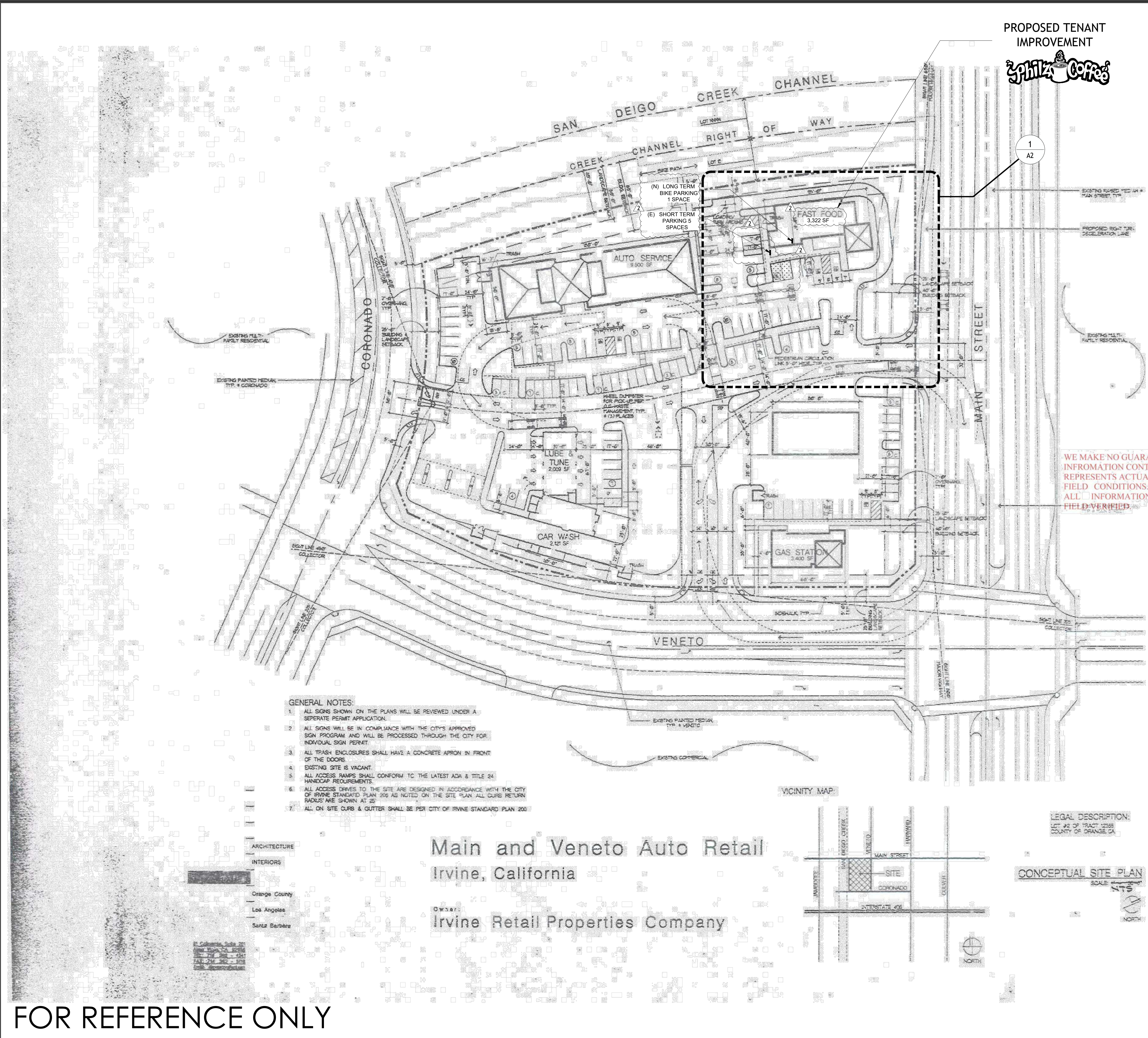
ARCH. PROJECT NO.: PZC25002.0

SHEET NAME:

COVER SHEET

SHEET NUMBER:

A0



PROPOSED TENANT
IMPROVEMENT



1
A2

WE MAKE NO GUARANTEE THAT
INFORMATION CONTAINED HEREIN
REPRESENTS ACTUAL AS-BUILT
FIELD CONDITIONS. AS ALL
FIELD INFORMATION SHOULD
BE FIELD VERIFIED.

- GENERAL NOTES:**
- ALL SIGNS SHOWN ON THE PLANS WILL BE REVIEWED UNDER A SEPARATE PERMIT APPLICATION.
 - ALL SIGNS WILL BE IN COMPLIANCE WITH THE CITY'S APPROVED SIGN PROGRAM AND WILL BE PROCESSED THROUGH THE CITY FOR INDIVIDUAL SIGN PERMIT.
 - ALL TRASH ENCLOSURES SHALL HAVE A CONCRETE APRON IN FRONT OF THE DOORS.
 - EXISTING SITE IS VACANT.
 - ALL ACCESS RAMP SHALL CONFORM TO THE LATEST ADA & TITLE 24 HANDICAP REQUIREMENTS.
 - ALL ACCESS DRIVES TO THE SITE ARE DESIGNED IN ACCORDANCE WITH THE CITY OF IRVINE STANDARD PLAN 206 AS NOTED ON THE SITE PLAN. ALL CURB RETURN PAVES ARE SHOWN AT 20'.
 - ALL ON-SITE CURB & GUTTER SHALL BE PER CITY OF IRVINE STANDARD PLAN 200.

ARCHITECTURE
INTERIORS
Orange County
Los Angeles
Santa Barbara

31 Columbia, Suite 201
Irvine, CA 92614
TEL: 949.440.1111
FAX: 949.440.1111
WWW.PMDDESIGN.COM

Main and Veneto Auto Retail
Irvine, California

Owner:
Irvine Retail Properties Company

VICINITY MAP



LEGAL DESCRIPTION:
LOT #2 OF TRACT 12388
COUNTY OF ORANGE, CA

CONCEPTUAL SITE PLAN
SCALE: AS SHOWN

PROJECT SUMMARY

OVERALL SITE:

GENERAL PLAN DESIGNATION:	COMMUNITY COMMERCIAL
ZONING:	4.2 COMMUNITY COMMERCIAL
GROSS SITE AREA:	100,912.74 SF
GROSS BUILDING AREA:	21,397 SF
COVERAGE:	12.9 %
PARKING REQUIRED:	97 STALLS
PARKING PROVIDED:	97 STALLS
STANDARD STALLS:	79 STALLS
COMPACT STALLS:	31 STALLS
HANDICAP STALLS:	8 STALLS
TOTAL PROVIDED:	116 STALLS
EXCESS PARKING PROVIDED:	19 STALLS

PARCEL 1 - GAS STATION:

GROSS PARCEL AREA:	42,491 SF
GROSS BUILDING AREA:	1,973 SF
COVERAGE:	8.0%
PARKING REQUIRED:	16 STALLS
PARKING PROVIDED:	16 STALLS
STANDARD STALLS:	10 STALLS
COMPACT STALLS:	11 STALLS
HANDICAP STALLS:	1 STALL
TOTAL PROVIDED:	22 STALLS

PARCEL 2 - CAR WASH(W/LUBE & TUNE):

GROSS PARCEL AREA:	43,757 SF
GROSS BUILDING AREA:	5,703 SF
LUBE&TUNE BUILDING AREA:	5,703 SF
COVERAGE:	12.0%
CAR WASH PARKING REQUIRED:	15 STALLS
2.5 / WASH BAY:	15 STALLS
LUBE& TUNE PARKING REQUIRED:	5 STALLS
1/400 SF:	5 STALLS
PARKING PROVIDED:	16 STALLS
STANDARD STALLS:	16 STALLS
COMPACT STALLS:	3 STALLS
HANDICAP STALLS:	1 STALL
TOTAL PROVIDED:	20 STALLS

PARCEL 3 - AUTO SERVICE:

GROSS PARCEL AREA:	41,039 SF
GROSS BUILDING AREA:	10,399 SF
COVERAGE:	23.3 %
PARKING REQUIRED:	24 STALLS
1/400 SF:	24 STALLS
PARKING PROVIDED:	18 STALLS
STANDARD STALLS:	18 STALLS
COMPACT STALLS:	7 STALLS
HANDICAP STALLS:	2 STALLS
TOTAL PROVIDED:	27 STALLS

PARCEL 4 - FAST FOOD:

GROSS PARCEL AREA:	40,226 SF
GROSS BUILDING AREA:	3,322 SF
COVERAGE:	8.3 %
PARKING REQUIRED:	37 STALLS
1/100 SF:	37 STALLS
PARKING PROVIDED:	36 STALLS
STANDARD STALLS:	36 STALLS
COMPACT STALLS:	10 STALLS
HANDICAP STALLS:	2 STALLS
TOTAL PROVIDED:	48 STALLS
* (2) STALLS (FULL FORWARD ZONE)	
(2) STALLS (MOBILE PICK-UP ONLY)	

FIRE DEPARTMENT NOTES:

- FIRE AUTHORITY FINAL INSPECTION REQUIRED. SCHEDULE ALL INSPECTIONS 2 DAYS IN ADVANCE. PHONE: (714) 251-7307.
- LOCATION AND CLASSIFICATION OF EXTINGUISHERS TO BE DETERMINED BY THE FIRE INSPECTOR.
- STORAGE OF FLAMMABLE OR COMBUSTIBLE LIQUIDS OR SOLIDS SHALL COMPLY WITH THE UNIFORM FIRE CODE REGULATIONS.
- BUILDINGS NOT APPROVED FOR HIGH PILED COMBUSTIBLE STORAGE. MATERIALS IN CLOSELY PACKED PILES SHALL NOT EXCEED 15 FEET IN HEIGHT, 12 FEET ON PALLETS OR IN RACKS AND 8 FEET HIGH FOR TREES, PLASTICS AND SOME FLAMMABLE LIQUIDS IF HIGH STOCK PILING COMPLY WITH UPC ARTICLE 8 AND NFPA STANDARD 201 AND 202 D.
- WATER FOR FIRE PROTECTION SERVICES AND ALL WEATHER ACCESS ROADS SHALL BE IN PLACE PRIOR TO ANY COMBUSTIBLE MATERIALS BEING PLACED ON SITE.
- A LETTER OF INTENDED USE FOR THE STRUCTURE SHALL BE SUBMITTED TO AND APPROVED BY THE FIRE CHIEF PRIOR TO ISSUANCE OF A GRADING OR BUILDING PERMIT. WHEN EVER OCCURS FIRST.
- A WATER AVAILABILITY FROM SHALL BE SUBMITTED TO AND APPROVED BY THE FIRE CHIEF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- PLANS FOR ON-SITE WATER SUPPLY SYSTEMS FOR FIRE PROTECTION SHALL BE APPROVED BY THE FIRE CHIEF PRIOR TO ISSUANCE OF A BUILDING PERMIT. SPRINKLER SYSTEMS TO BE PLACED IN STRUCTURES THAT ARE PART OF THIS SYSTEM ARE TO BE DESIGNED TO A MINIMUM DENSITY OF 12 GALLONS PER SQUARE FOOT OVER A 3000 SQUARE FEET DESIGN AREA. IF A HIGH PILE STOCK STORAGE SYSTEM IS TO BE UTILIZED IN THE STRUCTURE THE SYSTEM DESIGN SHALL BE DESIGNED TO A MINIMUM DENSITY OF 45 GALLONS PER SQUARE FOOT OVER A 2000 SQUARE-FEET DESIGN AREA.
- PLANS OF NEW OR OR MODIFICATIONS TO EXISTING FIRE PROTECTION, DETECTION OR ALARM SYSTEMS SHALL BE APPROVED BY THE FIRE AUTHORITY PRIOR TO INSTALLATION.

PROJECT:
Main and Veneto Auto Retail Center
IRVINE, CALIFORNIA

OWNER:	APPLICANT:	ARCHITECT:
IRVINE RETAIL PROPERTIES CO. 585 NEWPORT CENTER DRIVE NEWPORT BEACH, CA 92660 (714) 722-2200 CONTACT: KATH EYRON	MARTIN POTTS & ASSOCIATES 17504 SANFORD AVENUE IRVINE, CA 92614 (714) 785-1120 CONTACT: MARTIN POTTS	DMGARCIA & ASSOCIATES 11 COLLEMBUS DRIVE ALISO VIEJO, CA 92521 (714) 952-4400 CONTACT: STEVE DAVIS

- 9/1/26 MASTER PLAN SUBMITTAL TO CITY
- 10/1/27 MASTER PLAN SUBMITTAL TO CITY REVIEWING
- 11/1/27 AUTO SERVICE POTENTIAL DESIGN

BIKE PARKING INFORMATION
(5) SHORT TERM BIKE STALLS (EXTERIOR)
(1) STALLS (MOBILE PICK-UP ONLY)

POOR QUALITY DOCUMENT

**PM
DESIGN**

38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614

PROJECT CONTACT: LYNN MALONEY
PHONE: 949.430.7053
EMAIL: lmaloney@pmdesign.com

JEFF LIEDERMAN, ARCHITECT
PM DESIGN, INC.

SEAL:

CONSULTANT:

STORE # 110

Philz Coffee

3050 MAIN STREET
IRVINE, CA 92614

REV	DATE	DESCRIPTION
1	01.19.26	INITIAL PLAN SUBMITTAL
2	04.10.26	CLP COMMENTS 1ST ROUND
3	05.14.26	CLP COMMENTS 2ND ROUND

DRAWN BY: RT
CHECKED BY: LM

ARCH. PROJECT NO.: PZC25002.0

SHEET NAME:

OVERALL SITE PLAN

SHEET NUMBER:

A1

FOR REFERENCE ONLY

SITE PLAN

SCALE
N.T.S.

1



SCALE
1/8" = 1' 0"

1

GENERAL SITE PLAN NOTES

1. PLACE TRASH CANS AND RECYCLING RECEPTACLES AROUND THE SITE TO MINIMIZE LITTER.
2. CLEAN UP LEAKS, DRIPS AND OTHER SPILLS IMMEDIATELY SO THEY DO NOT CONTAMINATE SOIL OR GROUNDWATER OR LEAVE RESIDUE ON PAVED SURFACES. USE DRY CLEAN-UP METHODS WHENEVER POSSIBLE. IF WATER MUST BE USED, USE JUST ENOUGH TO KEEP DUST DOWN.
3. CHECK FREQUENTLY FOR LEAKS. PLACE DUMPSTERS UNDER ROOFS OR COVER WITH TARPS OR PLASTIC SHEATHING SECURED AROUND THE OUTSIDE OF THE DUMPSTER. A PLASTIC LINER IS RECOMMENDED TO PREVENT LEAKAGE OF LIQUIDS. DO NOT CLEAN OUT DUMPSTER BY HOSING IT DOWN ONTO THE CONSTRUCTION SITE.
4. MAKE SURE PORTABLE TOILETS ARE MAINTAINED IN GOOD WORKING ORDER BY THE LEASING COMPANY AND THAT WASTE ARE DISPOSED OF PROPERLY. CHECK TOILETS FREQUENTLY FOR LEAKS.
5. DO NOT BURY WASTE MATERIALS OR LEAVE THEM IN THE STREET.
6. WHEN CLEANING UP AFTER DRIVEWAY OR SIDEWALK CONSTRUCTION, WASH FINES INTO DIRT AREAS, NOT DOWN THE DRIVEWAY OR INTO THE STREET OR STORM DRAIN.
7. DISPOSE OF ALL CONSTRUCTION DEBRIS AT A LANDFILL.
8. DO NOT BURY SOLID OR HAZARDOUS WASTE MATERIAL.
9. ENTRANCES AND EXITS, PATH OF TRAVEL, AND SANITARY FACILITIES, AND/OR DRINKING FOUNTAINS AND PUBLIC TELEPHONES SERVING THIS TENANT SPACE SHALL BE ACCESSIBLE TO PERSONS WITH DISABILITIES PER APPLICABLE STATE AND FEDERAL GUIDELINES.
10. FIELD VERIFY ALL EXISTING DIMENSIONS PRIOR TO STARTING WORK.
11. ALL SIGN WORK SHALL BE UNDER SEPARATE CONTRACT AND PERMIT (UNLESS NOTED OTHERWISE). SIGN COMPANY SHALL SUBMIT SIGN SHOP DRAWINGS TO OWNER/DEVELOPER FOR REVIEW AND APPROVAL PRIOR TO MANUFACTURE AND INSTALLATION, TYP.
12. CONTRACTOR SHALL OBTAIN, READ, AND IMPLEMENT ALL REQUIREMENTS AS SET FORTH BY THE DESIGN AND CONSTRUCTION CRITERIA. SHOULD ANY CRITERIA BE IN CONFLICT WITH THESE PLANS, CONTACT THE ARCHITECT AS SOON AS THE DISCREPANCY IS DETECTED.
13. FOR LOCATION OF CONCRETE CURBS, PLANTING AREAS, PAVING, PARKING STALLS, WALKWAYS, AND EXPANSION JOINTS
14. FOR PAVING REQUIREMENTS AND SITE WORK FINISH SURFACE ELEVATIONS.
15. GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR ALL SITE IMPROVEMENTS WITHIN THE LIMIT OF WORK. ANY EXISTING SITE WORK DAMAGED OUTSIDE THE LIMIT OF WORK BY GENERAL CONTRACTOR SHALL BE REPLACED TO MATCH THE ORIGINAL CONDITIONS.
16. LOADING/UNLOADING ZONE/ACCESSIBLE PARKING "NO PARKING" SHALL BE PAINTED ON THE GROUND WITHIN EACH LOADING AND UNLOADING ACCESS AISLE. THIS NOTICE SHALL BE PAINTED IN WHITE LETTERS NO LESS THAN 12" HIGH AND LOCATED SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICIALS.
17. PER SEC. 3-20-1 (B) OF THE IRVINE ZONING CODE, SCREENING SHALL BE PROVIDED SO THAT MATERIALS STORED IN ANY OUTDOOR STORAGE ARE NOT EQUIPMENT AT GRADE OR ON THE ROOF ARE SCREENED FROM VIEW FROM ALL ADJACENT STREETS, NO MATTER THE STREET GRADE, AND ALL PROPERTIES AT THE SAME GRADE.
18. SB 1383 REQUIRES THAT BUSINESSES THAT GENERATE 2 CUBIC YARDS (CY) OR MORE PER WEEK OF ANY TYPE OF SOLID WASTE (TRASH) MUST SEPARATE COLLECTED ORGANICS (I.E., FOOD WASTE) AND ARRANGE FOR RECYCLING SERVICES FOR THAT ORGANIC WASTE.

A2

[illegible]

SHEET NAME

A2



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[illegible]

FLOOR PLAN

A3

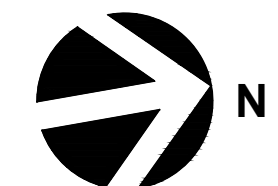


SCALE	1
1/4"=1'-0"	

1



CONSULTANT: _____



STORE # 110
philz^{co} Coffee
3050 MAIN STREET
IRVINE, CA 92614

[illegible]

DRAWN BY: RT
CHECKED BY: LM

ARCH. PROJECT NO.: PZC25002.0

SHEET NAME:

ROOF PLAN

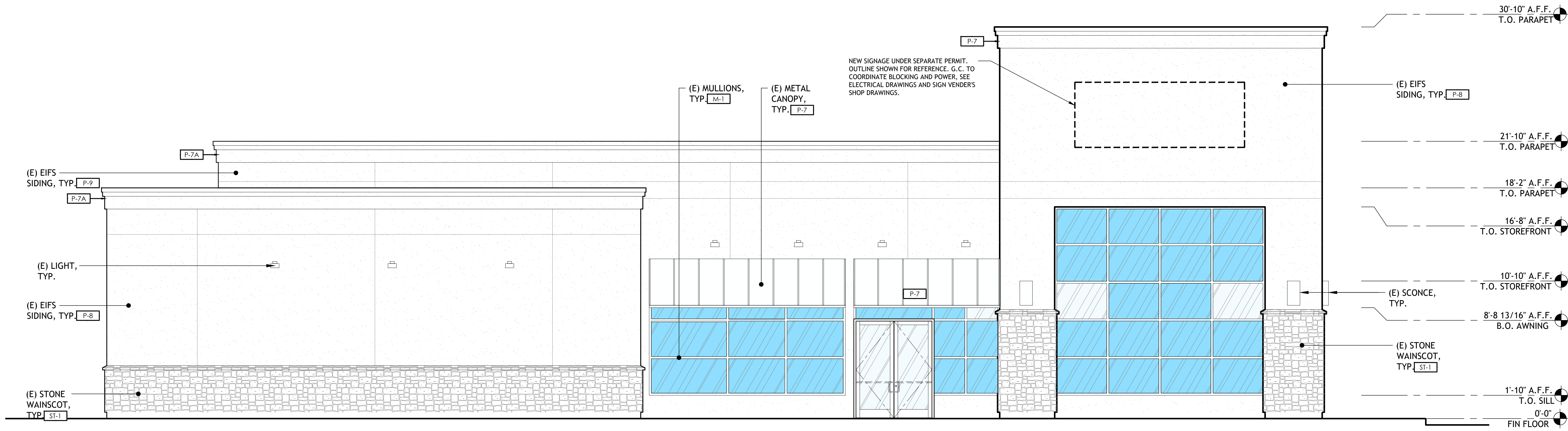
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SHEET NUMBER: **M**

A4

SCALE	1
3/16" = 1'-0"	

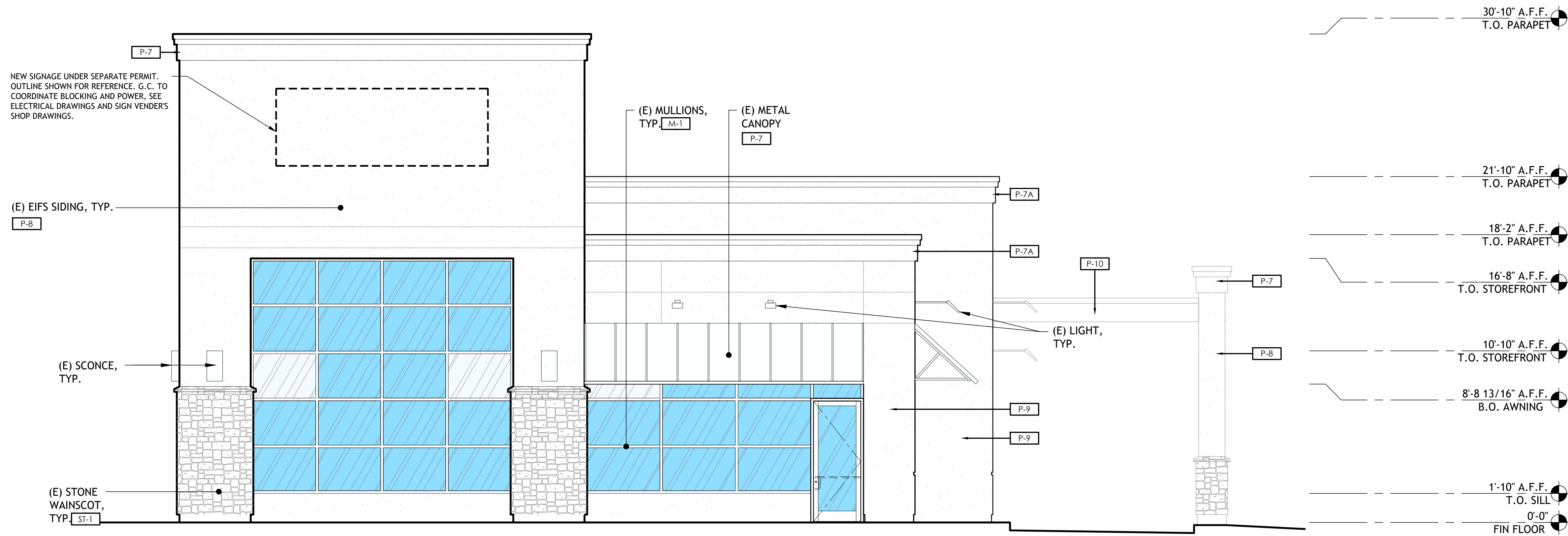
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EAST ELEVATION

SCALE
1/4" = 1'-0"

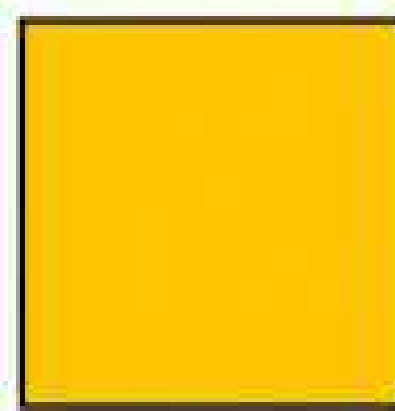
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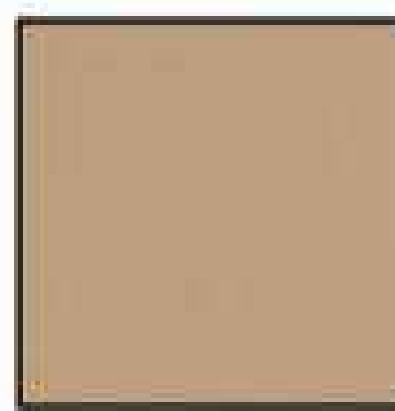
NORTH ELEVATION

SCALE
1/4" = 1'-0"

1



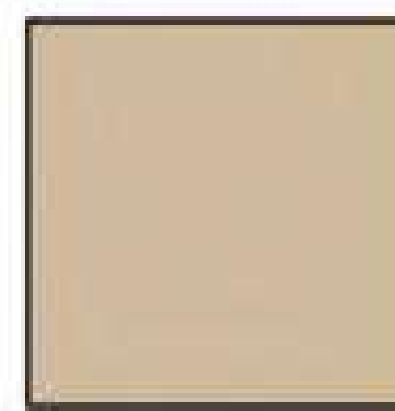
P-7
Benjamin Moore
Yellow
2023-10



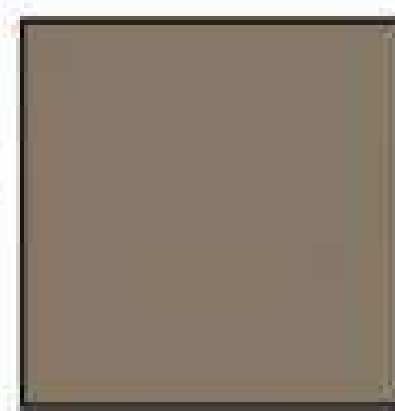
P-7A
ECOS PAINT
COCO A NB
0040
EXISTING TO REMAIN



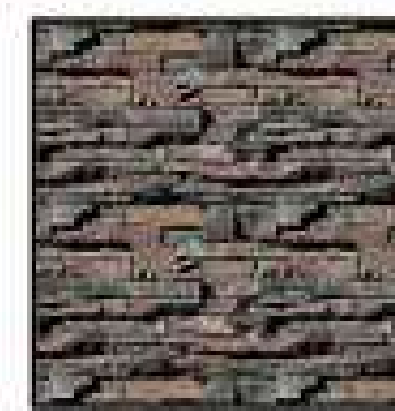
P-8
VISTA PAINT
SHOCKBREAD
0257
EXISTING TO REMAIN



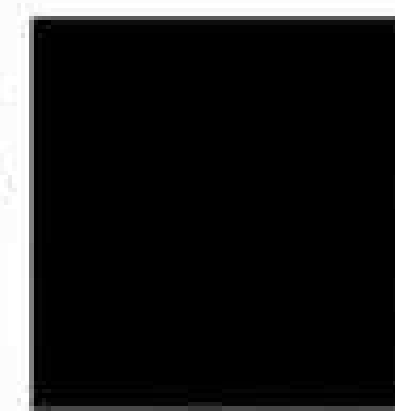
P-9
VISTA PAINT
PERSIAN PABLE
0259
EXISTING TO REMAIN



P-10
ECOS PAINT
SANDY SHOES
0199
EXISTING TO REMAIN



ST-1
CORONADO STONE
PRO LEDGE STONE
ASPEN
EXISTING TO REMAIN



M-1
ANODIZED
ALUMINUM, BLACK
EXISTING TO REMAIN
TOUCH UP AS
NEEDED

STORE # 110

Philz Coffee

3050 MAIN STREET
IRVINE, CA 92614

REV	DATE	DESCRIPTION
△	01.19.26	INITIAL PLAN SUBMITTAL
△	04.10.26	CLP COMMENTS 1ST ROUND
△	05.14.26	CLP COMMENTS 2ND ROUND

DRAWN BY:

RT

CHECKED BY:

LM

ARCH. PROJECT NO.:

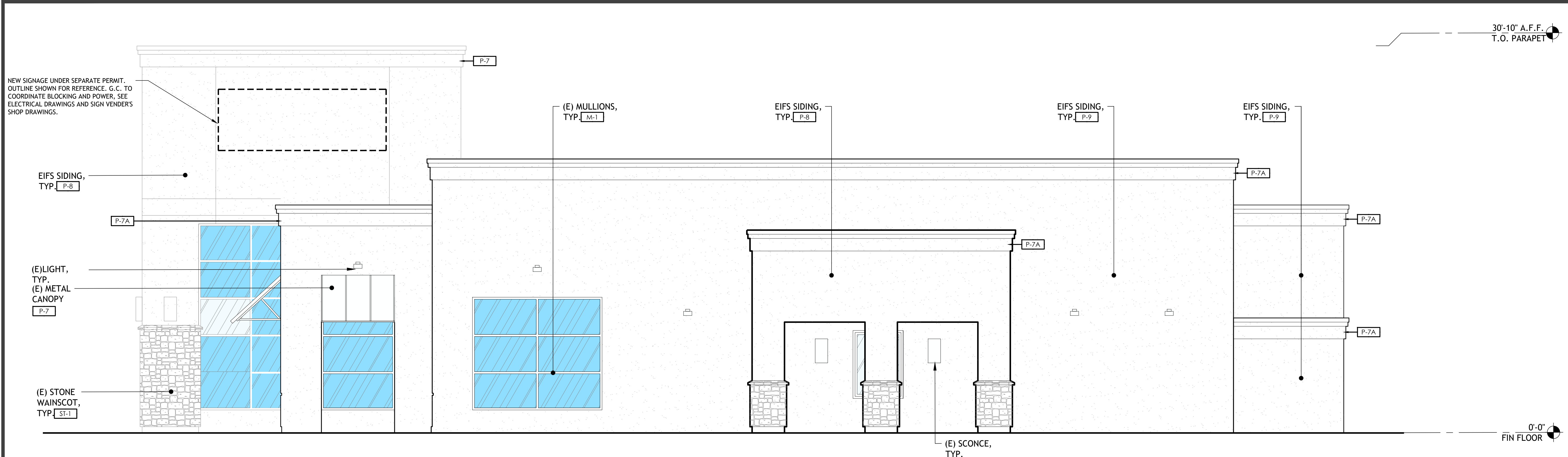
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EXTERIOR
ELEVATIONS

SHEET NUMBER:

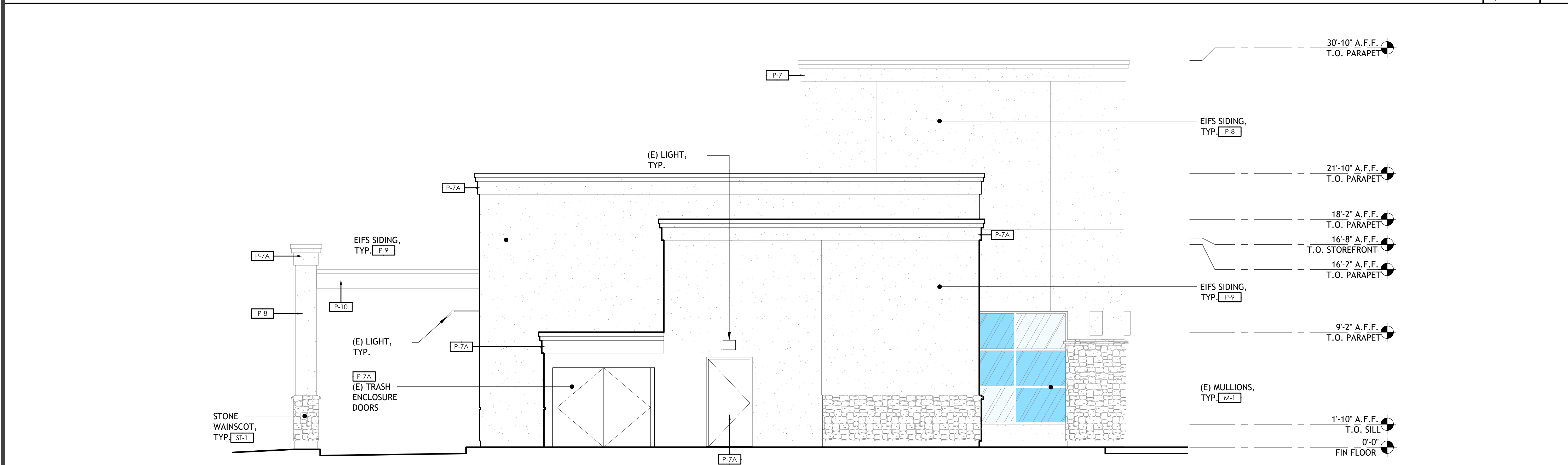
A5



WEST ELEVATION

SCALE
1/4" = 1'-0"

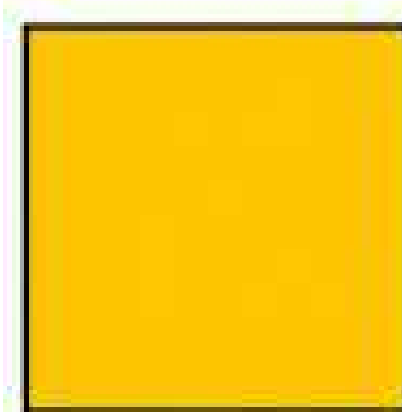
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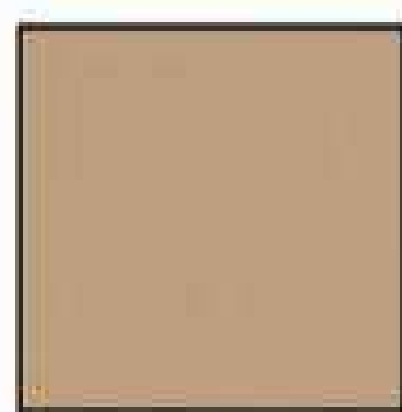
SOUTH ELEVATION

SCALE
1/4" = 1'-0"

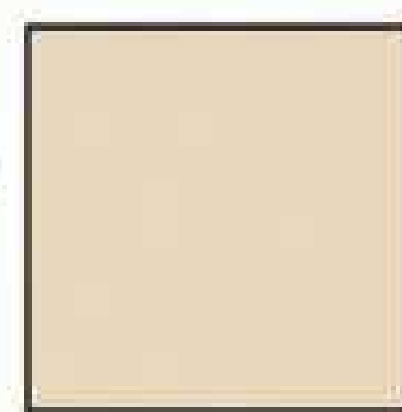
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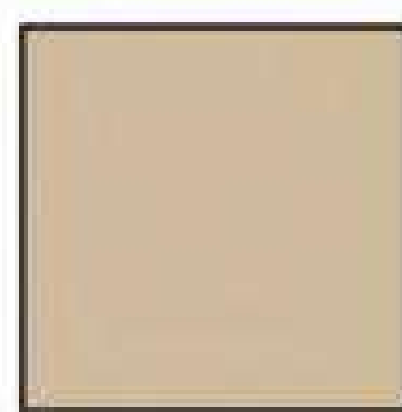
[P-7]
Benjamin Moore
Yellow
2022-11



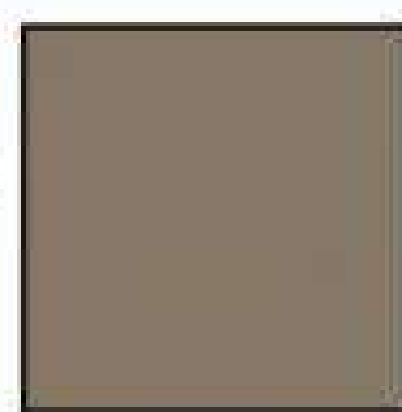
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ECOS PAINT
COCONUTS
EXISTING TO REMAIN



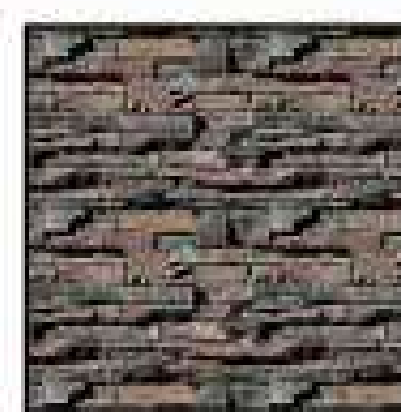
[P-8]
VISTA PAINT
SHORTBREAD
EXISTING TO REMAIN



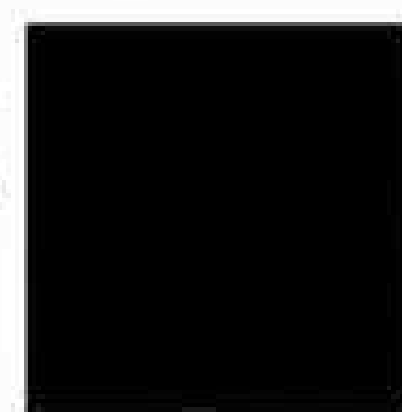
[P-9]
VISTA PAINT
PERSIAN TABLE
EXISTING TO REMAIN



[P-10]
ECOS PAINT
SANDY SHOES
EXISTING TO REMAIN



[ST-1]
CORONADO STONE
PRO LEDGE STONE
ASPEN
EXISTING TO REMAIN



[M-1]
ANODIZED
ALUMINUM, BLACK
EXISTING TO REMAIN
TOUCH UP AS
NEEDED

CONSULTANT:

STORE # 110

Phiz Coffee
3050 MAIN STREET
IRVINE, CA 92614

REV	DATE	DESCRIPTION
△	01.19.26	INITIAL PLAN SUBMITTAL
△	04.10.26	CLIP COMMENTS 1ST ROUND
△	05.14.26	CLIP COMMENTS 2ND ROUND

DRAWN BY: RT
CHECKED BY: LM

ARCH. PROJECT NO.:
PZC25002.0

SHEET NAME:
**EXTERIOR
ELEVATIONS**

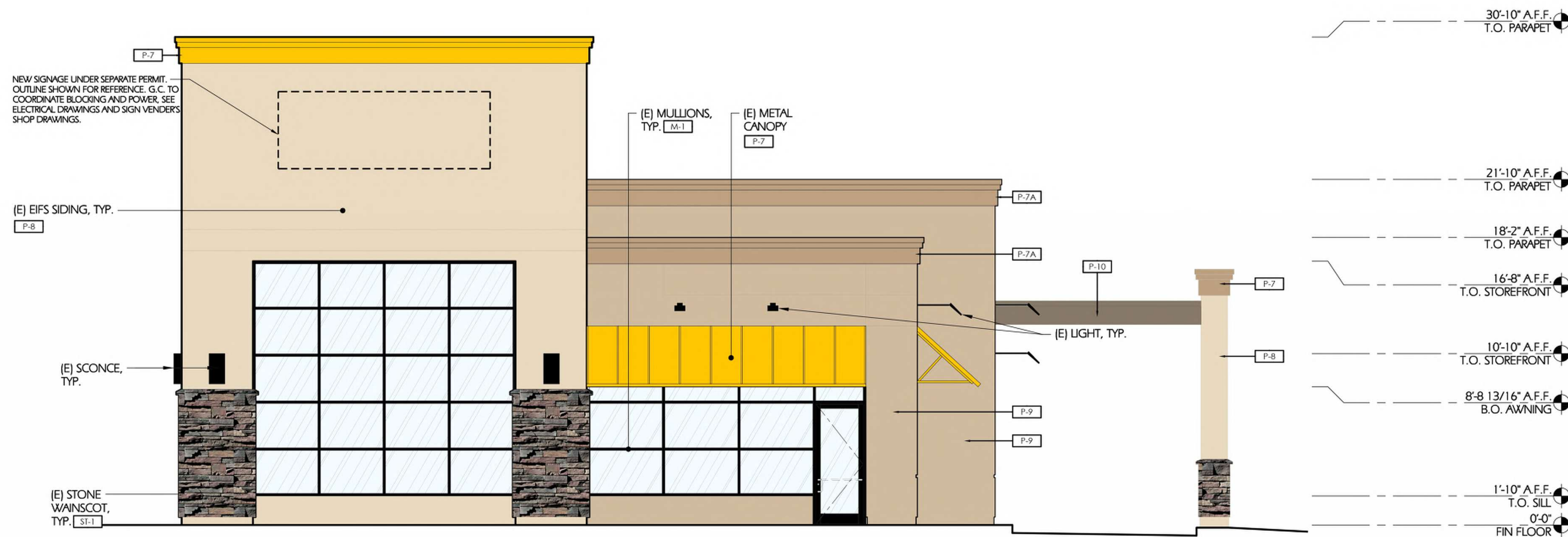
SHEET NUMBER:
A6



EAST ELEVATION

SCALE
1/4" = 1'-0"

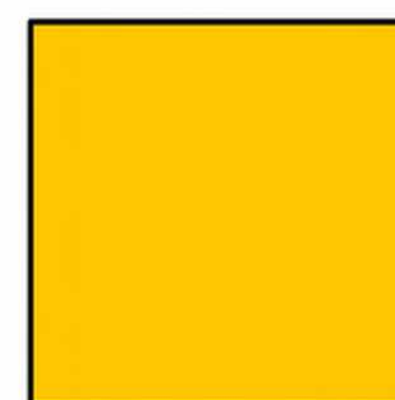
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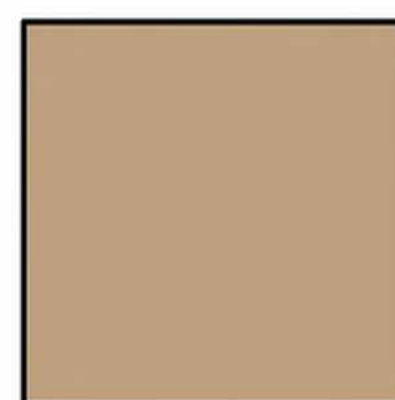
NORTH ELEVATION

SCALE
1/4" = 1'-0"

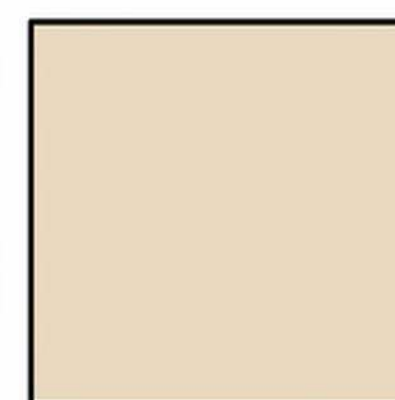
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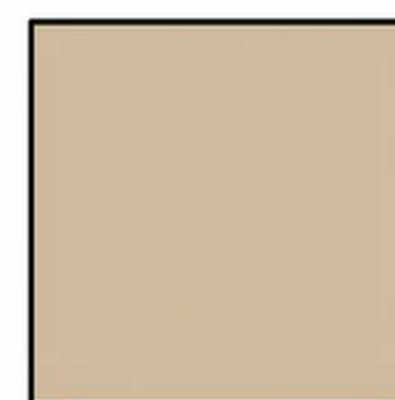
P-7
Benjamin Moore
Yellow
2022-10



P-7A
ECOS PAINT
COCOA NIB
0240
EXISTING TO REMAIN



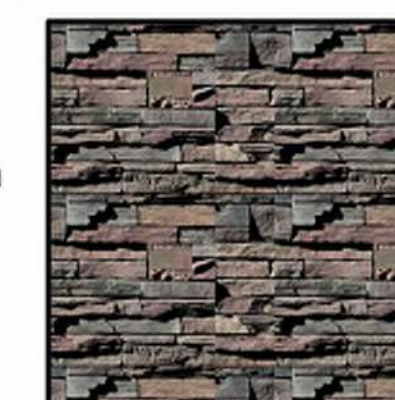
P-8
VISTA PAINT
SHORTBREAD
0257
EXISTING TO REMAIN



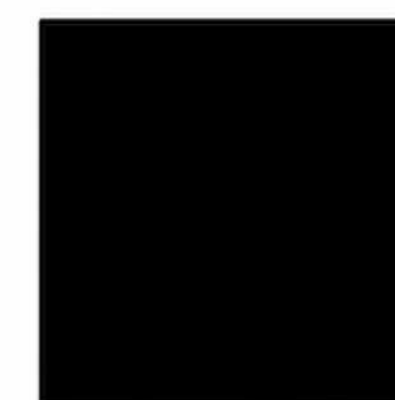
P-9
VISTA PAINT
PERSIAN FABLE
0259
EXISTING TO REMAIN



P-10
ECOS PAINT
SANDY SHOES
0199
EXISTING TO REMAIN



ST-1
CORONADO STONE
PRO LEDGE STONE
ASPEN
EXISTING TO REMAIN



M-1
ANODIZED
ALUMINUM, BLACK
EXISTING TO REMAIN
TOUCH UP AS
NEEDED

STORE # 110

Phiz Coffee

3050 MAIN STREET
IRVINE, CA 92614

REV	DATE	DESCRIPTION
△	01.19.26	INITIAL PLAN SUBMITTAL
△	04.10.26	CLP COMMENTS 1ST ROUND
△	05.14.26	CLP COMMENTS 2ND ROUND

DRAWN BY:

RT

CHECKED BY:

LM

ARCH. PROJECT NO.:

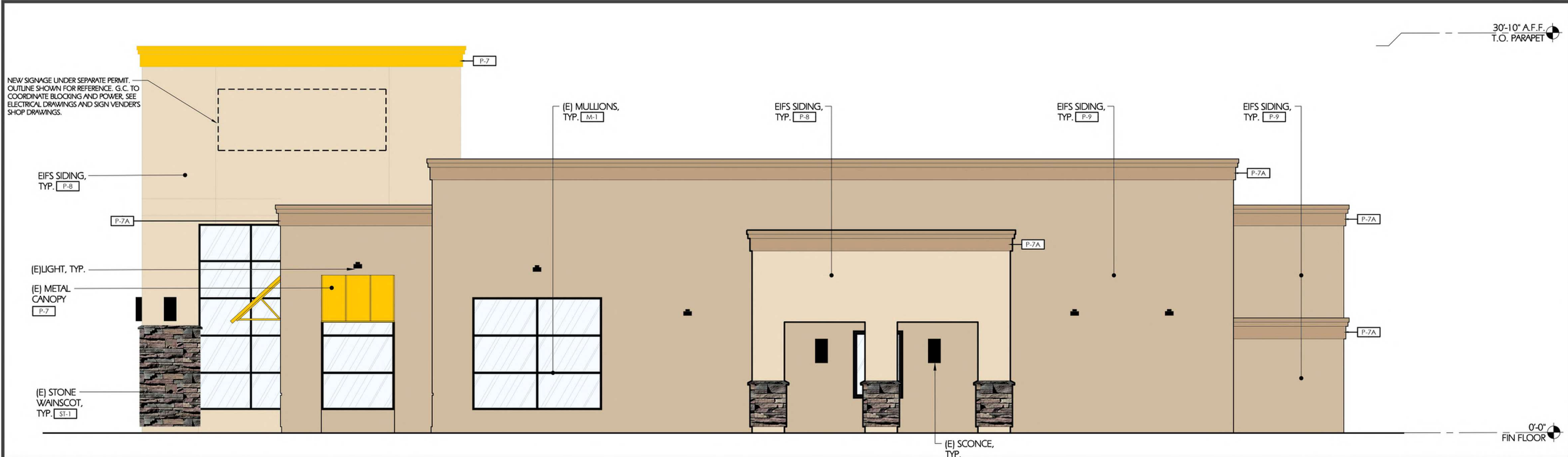
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SHEET NAME:

EXTERIOR
ELEVATIONS

SHEET NUMBER:

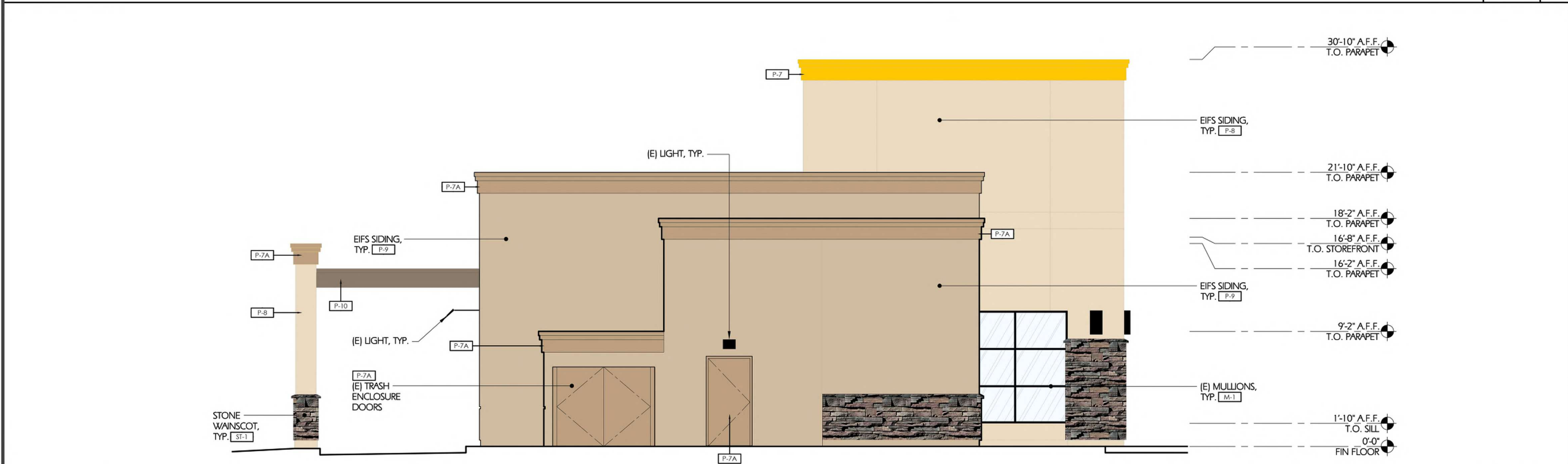
A5



WEST ELEVATION

SCALE
1/4" = 1'-0"

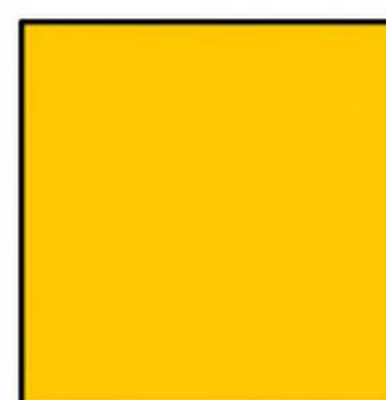
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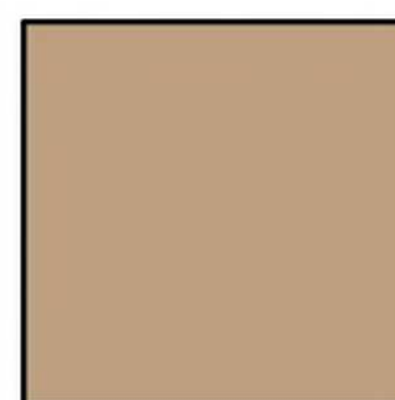
SOUTH ELEVATION

SCALE
1/4" = 1'-0"

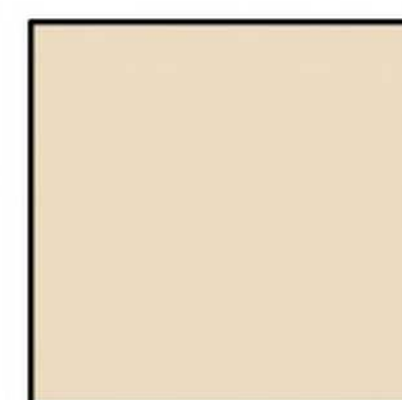
1



P-7
Benjamin Moore
Yellow
2022-10



P-7A
ECOS PAINT
COCOA NIB
0260
EXISTING TO REMAIN



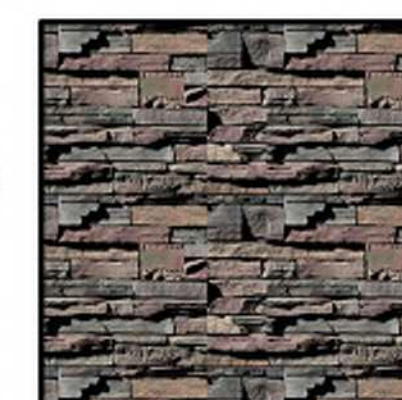
P-8
VISTA PAINT
SHORTBREAD
0257
EXISTING TO REMAIN



P-9
VISTA PAINT
PERSIAN FABLE
0199
EXISTING TO REMAIN



P-10
ECOS PAINT
SANDY SHOES
0199
EXISTING TO REMAIN



ST-1
CORONADO STONE
PRO LEDGE STONE
ASPEN
EXISTING TO REMAIN



M-1
ANODIZED
ALUMINUM, BLACK
EXISTING TO REMAIN
TOUCH UP AS
NEEDED

CONSULTANT:

REV	DATE	DESCRIPTION
△	01.19.26	INITIAL PLAN SUBMITTAL
△	04.10.26	CLP COMMENTS 1ST ROUND
△	05.14.26	CLP COMMENTS 2ND ROUND

DRAWN BY: RT
CHECKED BY: LM

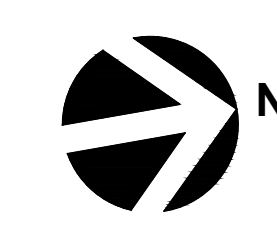
ARCH. PROJECT NO.:
PZC25002.0

SHEET NAME:

EXTERIOR
ELEVATIONS

SHEET NUMBER:

A6



SCALE	1
1/4" = 1'-0"	

DRAWN BY: RT
CHECKED BY: LM
ARCH. PROJECT NO.: PZC25002.0
SHEET NAME:
OCCUPANCY PLAN
SHEET NUMBER: A8

- For the trash enclosure, please indicate on the plans all bins, including bin sizes, and clearly label each for organics, recycling, and trash. Plans must demonstrate compliance with State of California recycling mandates, including SB 1383 food waste recycling requirements.
- Bins placed therein must have protections from adverse environmental conditions, such as rain. Is there a roof on the enclosure? Please include in plans.
- Plans must illustrate the path of travel for haulers to ensure reasonable and safe pick-ups. This would include minimizing the distance traveled and allowing for hauler trucks to make three-point turns, where possible and when needed, reducing the need for waste trucks to drive in reverse.
- SB 1383 requires that businesses that generate 2 cubic yards (cy) or more per week of ANY TYPE of solid waste (trash) must separate collected organics (i.e., food waste) and arrange for recycling services for that organic waste.
- Please reference additional comments that include state and local statutes.
- Acknowledge we will be in compliance with state local statutes.

- Section 3-23-2. Section E - Existing development which adds 30 percent or more to the existing floor area of a development project shall provide areas for collecting and loading solid waste materials

Sec. 3-23-4. - Design requirements.

- A. Solid waste collection areas shall be contained within an enclosed area.
- B. Dimensions of the solid waste collection area shall accommodate containers consistent with collection methods prescribed for the types of materials generated for collection.
- C. A concrete loading pad area shall be provided in front of the solid waste collection area(s) to ensure that collection vehicles do not damage pavement surface. The concrete pad area shall be designed and constructed consistent with City of Irvine standards and design manual.
- D. Solid waste enclosures shall comply with the wall and fence standards set forth in chapter 3-35 and all applicable building codes, and be consistent with the City of Irvine standards and design manual.
- E. Landscaped materials used to screen solid waste collection areas shall comply with the landscape standards set forth in chapter 3-15

Page 1 of 4

F. Recycling areas shall be secured to prevent the theft of recyclable materials by unauthorized persons, while allowing authorized person's access for disposal and pickup of materials.

G. Recycling areas or the bins or containers placed therein shall provide protection against adverse environmental conditions, such as rain, which might render the collected materials unmarketable.

H. A sign clearly identifying all recycling and refuse collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the recycling areas.

(Code 1976, § V.E-316.4; Ord. No. 92-3, 4-14-92; Ord. No. 94-7, § 3, 6-14-94; Ord. No. 95-4, § 1, 5-9-95; Ord. No. 97-05, 5-13-97; Ord. No. 00-13, § 3, 10-24-00)

- All paved surfaces, including any enhanced pavement areas that may be planned, must be designed to accommodate the weight, turning radius and other operational considerations related to heavy trash trucks. Pavement area where trash trucks stop to load bins shall be designed to withstand the increased loading from the truck wheels and meet the approval of the City engineer. Please convey to applicant the attached City standards (Bin Enclosure Loading Pad Construction Specs).
- Please convey to applicant, Per the City's Zoning Code, owners of properties are responsible for ensuring that sufficient bin quantities and frequency of collection service is provided to avoid waste overflows from bins. If frequent or constant overflow problems arise, the City may direct an increase in the frequency of waste collection at a property as necessary to eliminate the overflow problem. Also, a waste hauler may charge additional fees if a waste truck cannot conveniently access a trash collection area and must manually move a bin an extraordinary distance from an enclosure to empty it.

Ordinance 21-19 requires accommodation of mandatory State of California recycling mandate SB 1383.

All construction demolition projects require Waste Management Plan (WMP). Anything that generates waste requires submittal of a Waste Management Plan (WMP) and a refundable waste diversion fee deposit bond under the City's C&D Recycling Ordinance. A WMP deposit of \$1.00 per square-foot (\$50,000 maximum) is required for construction. Submittal by the applicant of the WMP will be required during the building permit process. Can find application at link below.

Please convey to applicant that only City-franchise waste haulers are allowed to provide waste bins, and to empty and transport on city streets such bins containing non-

Page 2 of 4

Page 3 of 4



■ **CONSULTANT:**

Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet lawfully enacted local recycling ordinance if more restrictive.

<https://codes.iccsafe.org/content/CAGBSC2019/chapter-5-nonresidential-mandatory-measures>

Page 4 of 4

[illegible]



Date: 5/11/26 Page 1 of 2

From: Ben Ver Burg, Fire Prevention Analyst

Philz Coffee CUP
3050 MAIN ST
Irvine, CA 92614

Service Code: PR105 Site Development Review

The OCFA has reviewed the proposed project and based on this initial assessment there do not appear to be any significant concerns related to fire department requirements. Contingent upon approval of the CUP by the Planning Department/Planning Commission, the conditions listed below are applicable to this project; please provide them in the resolution issued to the applicant. If you need additional information or clarification, please contact me by phone or email: (714) 573-6110, benverburg@ocfa.org.

CONDITIONS OF APPROVAL

Plan Submittal: The applicant or responsible party shall submit the plan(s) listed below to the Orange County Fire Authority for review. Approval shall be obtained on each plan prior to the event specified.

Prior to issuance of a building permit:

- architectural (service codes PR200-PR285) for both proposed buildings

Temporary/Final Occupancy Inspections: Prior to issuance of temporary or final certificate of occupancy, all OCFA inspections shall be completed to the satisfaction of the OCFA inspector and shall be in substantial compliance with codes and standards applicable to the project and commensurate with the type of occupancy (temporary or final) requested. Inspections shall be scheduled at least five days in advance by calling OCFA Inspection Scheduling at 714-573-6150.

Serving the Cities of: Aliso Viejo • Buena Park • Cypress • Dana Point • Garden Grove • Irvine • Laguna Hills • Laguna Niguel • Laguna Woods
Lake Forest • La Palma • Los Alamitos • Mission Viejo • Rancho Santa Margarita • San Clemente • San Juan Capistrano • Santa Ana
Seal Beach • Stanton • Tustin • Villa Park • Westminster • Yorba Linda • and Unincorporated Areas of Orange County



PROJECT CONTACT: LYN MALONEY
PHONE: 949.430.7053
EMAIL: lmaloney@pmdesign.com

JEFF LIEDERMAN, ARCHITECT
PM DESIGN, INC.

SEAL: _____

CONSULTANT: _____

STORE #110



3050 MAIN STREET
IRVINE, CA 92614

[illegible]

DRAWN BY: RT
CHECKED BY: LM

ARCH. PROJECT NO.: PZC25002.0

SHEET NAME:

CONDITIONS OF APPROVAL

SHEET NUMBER:

A10



TECHNICAL MEMORANDUM

APPROVED

Sun-Sun Tvedten Murillo

Date: July 2, 2026

To: Patti Nelson, Chief Development Officer, Philz Coffee

From: William Sun ([REDACTED]), (909) 396-6580 ext. 105
Sihua Song ([REDACTED]), (714) 258-8411 ext. 255

Subject: Drive-Thru Stacking Study for Philz Coffee at 3050 Main Street, City of Irvine, CA

PROJECT OVERVIEW

This memorandum presents the findings of a vehicular stacking study to evaluate drive-thru operations for a proposed coffee shop located at 3050 Main Street in Irvine. The purpose of this study is to assess anticipated drive-thru demand, service characteristics and vehicle queuing. The analysis is based on field observations conducted at a comparable Philz Coffee location in Fullerton, California, which operates with a similar drive-thru service model and customer profile.

NATURE OF SERVICE BEING OFFERED

The proposed drive-thru will serve coffee, tea, specialty beverages, and bakery items.

METHOD BY WHICH THE ORDER IS PROCESSED

The proposed drive-thru will operate with one dedicated drive-thru lane. Customers may place orders either at a speaker box located at the menu board or in advance through a mobile ordering application, with all orders picked up at a single pickup window. Payment may be completed contactless through the mobile application prior to arrival or at the pickup window for orders placed at the speaker box. No payment transactions are anticipated at the order point.

During peak demand periods, the operation may utilize a handheld order-taking system ("line busting"), similar to practices used by In-N-Out Burger. Line busting is implemented as a controlled on-site operational practice in which trained staff take orders upstream of the order point using handheld devices to improve throughput and reduce vehicle queue lengths. This process is activated during high-demand conditions, such as when queues approach on-site capacity or wait times increase. Under normal operating conditions, the drive-through is staffed and operated to maintain customer wait times at approximately 4.5 minutes or less. If wait times begin exceeding approximately 4.5 minutes, additional staff can be deployed to make drinks in order to speed up the production time of the orders and staff can deliver completed beverages or food items directly to the vehicles in the designated pull-forward area, reducing service time at the pickup window and increasing throughput in the drive-thru. If wait times approach approximately 6 minutes, a trained team

member may be deployed as a line buster within designated on-site area of the drive-through lane. Using a handheld ordering device, the line buster takes customer orders upstream of the menu board, allowing orders to enter the preparation process earlier and reducing overall customer wait times. All line-busting activities occur within designated on-site area, and staff do not enter public streets or off-site traffic areas. Additional operational details, safety protocols, and site management practices are provided in **Attachment A**. Staff will not enter public streets or off-site traffic areas.

In addition, the drive-thru operation may implement a “pull forward” strategy, where vehicles are directed to designated parking spaces when orders are not immediately ready at the pickup window. This allows subsequent vehicles to proceed through the drive-thru, improving operational efficiency and minimizing queueing within the drive-through lane. Staff then deliver completed orders directly to the parked vehicle. Customers arriving before their scheduled mobile-order pickup time will also be directed to designated pull-forward areas until their order is ready, rather than entering the drive-through queue prematurely. This operational approach helps regulate demand within the drive-through lane, minimizes unnecessary queueing, and reduces the potential for queue spillback toward Main Street. This process is supported by established Philz Coffee operational procedures, including defined decision-making protocols, customer communication, and order tracking to ensure timely delivery, typically within a few minutes of parking, as documented in **Attachment B**.

Signage and wayfinding are incorporated into the drive-through design to support these operations. As shown in **Attachment A**, the site plan includes clear directional signage, a defined drive-through path, identification of the order point and pickup window, and designated areas for line busting and pull-forward parking. These elements are intended to provide clear guidance to customers, maintain orderly circulation, and ensure safe and efficient drive-through operations.

DATA COLLECTION

Field observations were conducted at the Philz Coffee drive-thru located at 520 N State College Boulevard, Fullerton, California, which features a comparable drive-thru configuration (see **Attachment C**). The Fullerton site operates with a similar service model and customer profile and is therefore considered a representative comparison for the proposed Irvine location.

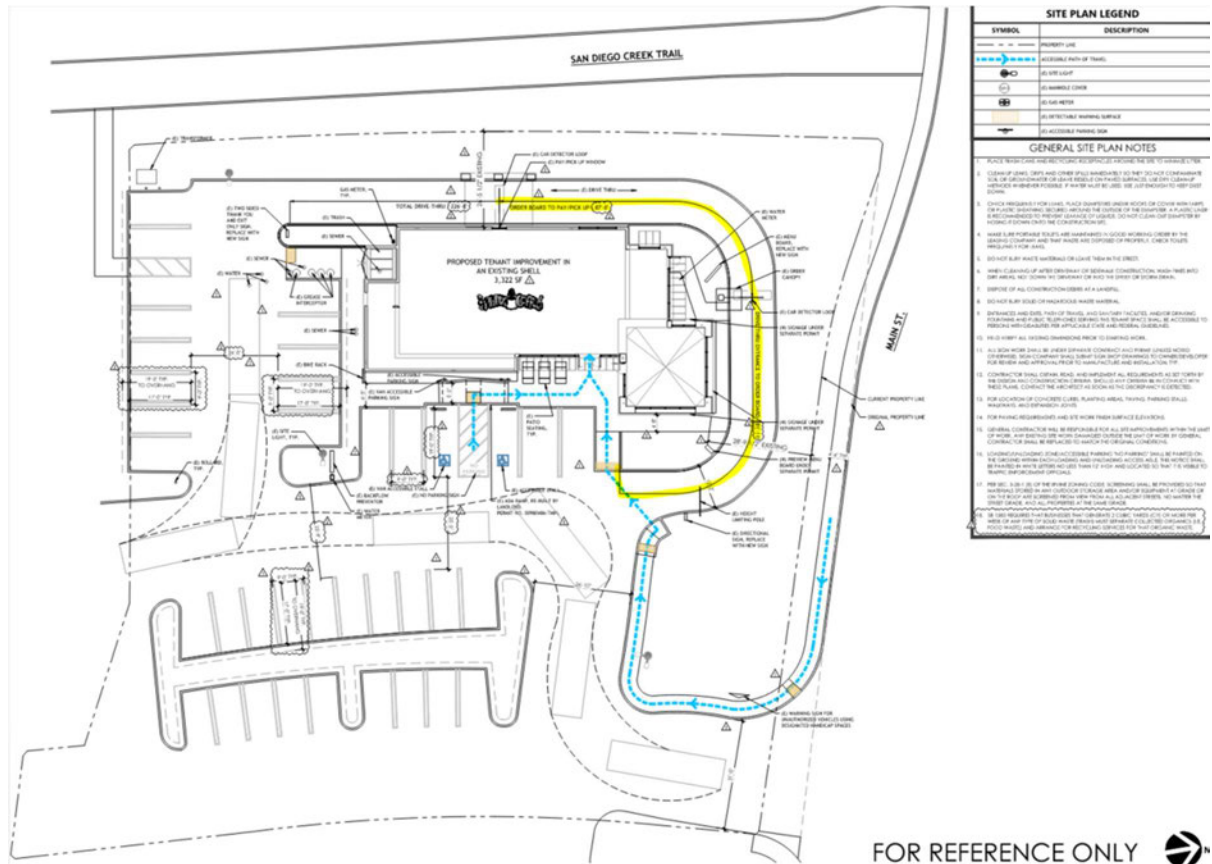
At the Fullerton location, the distance from the drive-through entrance to the order board is approximately 55 feet, from the order board to the pickup window is approximately 87 feet, and approximately 142 feet in total from the drive-through entrance to the pickup window. The Fullerton site accommodates approximately 7 vehicles within the primary drive-through stacking lane.

The Irvine Philz Coffee tenant space is approximately 3,322 square feet, compared to approximately 2,400 square feet at the Fullerton location. As such, the proposed Irvine site is approximately 922 square feet larger, providing additional capacity to support drive-through operations. The additional floor area is primarily dedicated to expanded customer seating, amenities, and operational space, which increases the overall functionality and service capacity of the store. In addition, the proposed Irvine location is planned to operate with 24 pour-over baskets, compared to 19 pour-over baskets at the surveyed Fullerton location, representing an increase of approximately 26 percent in beverage preparation

capacity. The additional baskets allow more baristas to prepare drinks simultaneously, increasing throughput and reducing order preparation times during peak periods.

The proposed drive-through stacking length at the Irvine site is approximately 168 feet, measured from the drive-through entrance to the pickup window. Based on an average vehicle storage length of 20 feet per vehicle, the proposed drive-through lane can accommodate approximately eight vehicles while remaining fully contained on site. The proposed project site layout is shown in **Figure 1**.

Figure 1: Project Site Plan

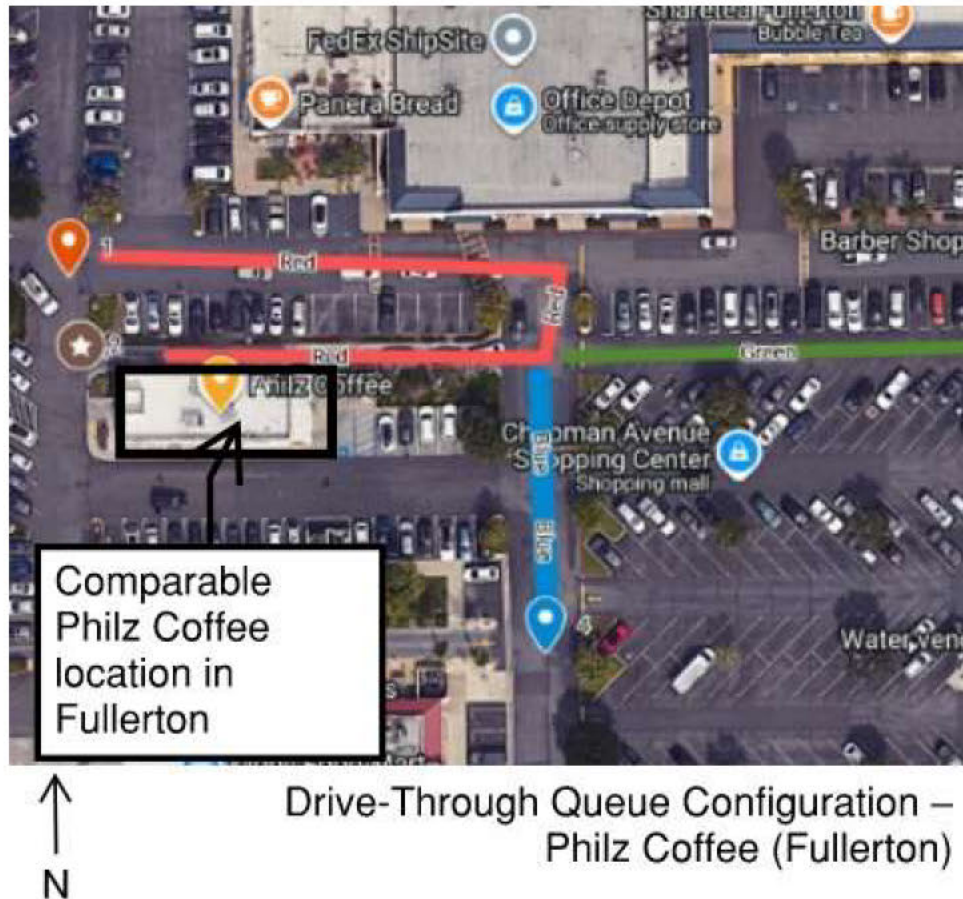


Observations were conducted during weekday peak periods to capture a range of typical operating conditions. The weekday AM peak period observations were conducted on three typical weekdays (Tuesday, Wednesday, and Thursday) on March 24, 25, and 26, 2026, between 7:00 AM and 9:00 AM, as summarized in **Attachment D**.

During each observation period, individual vehicle arrival times, drive-through service times (measured from entry into the queue to exit from the pickup window), and real-time queue lengths were collected. Vehicle arrivals and departures were tracked using license plate matching to ensure accuracy and avoid double counting.

The drive-through queue configuration consists of a primary stacking lane (Red) along the building frontage, with adjacent internal circulation areas (Green and Blue) that may accommodate overflow during higher demand conditions (see **Figure 2**).

Figure 2: Drive-Through Queue Configuration – Philz Coffee (Fullerton)



TIME REQUIRED TO SERVE A TYPICAL CUSTOMER

Drive-through service times were measured from entry into the queue to exit from the pickup window. Observed service time characteristics for each data collection day are summarized in **Table 1**.

Table 1: Drive-Through Service Time Summary

Day	Observation Period	Average Service Time (min)	Minimum Service Time (min)	Maximum Service Time (min)
Tuesday (3/24/2026)	7:00 AM – 9:00 AM	8	1	15
Wednesday (3/25/2026)	7:00 AM – 9:00 AM	7	2	19

Day	Observation Period	Average Service Time (min)	Minimum Service Time (min)	Maximum Service Time (min)
Thursday (3/26/2026)	7:00 AM – 9:00 AM	8	3	14

Overall, weekday AM peak period service times (Tuesday through Thursday) averaged approximately 7 to 8 minutes, with typical service times are generally under 10 minutes and maximum observed service times reaching 19 minutes.

ARRIVAL RATE OF CUSTOMERS

Observed vehicle arrivals for each data collection day are summarized in [Table 2](#).

Table 2: Drive-Through Arrival Summary

Day	Observation Period	Total Vehicles	Average Arrival Rate (veh/hr)
Tuesday (3/24/2026)	7:00 AM – 9:00 AM	61	31
Wednesday (3/25/2026)	7:00 AM – 9:00 AM	58	29
Thursday (3/26/2026)	7:00 AM – 9:00 AM	60	30

Overall, weekday AM peak period arrivals (Tuesday through Thursday) averaged approximately 60 vehicles over the two-hour period, corresponding to an average arrival rate of approximately 29 to 31 vehicles per hour.

PEAK DEMAND HOUR

Based on recorded arrival data, the weekday AM peak demand hour for the March observations (Tuesday through Thursday) consistently occurred between approximately 8:00 AM and 9:00 AM, during which the highest concentration of arrivals and queue buildup was observed.

ANTICIPATED VEHICULAR STACKING REQUIRED

Observed queue lengths for each data collection day are summarized in [Table 3](#).

Table 3: Drive-Through Queue Summary

Day	Average Queue (veh)	85th Percentile (veh)	Maximum Queue (veh)
Tuesday (3/24/2026) 7:00 AM – 9:00 AM	4	5	7
Wednesday (3/25/2026)	5	6	9

Day	Average Queue (veh)	85th Percentile (veh)	Maximum Queue (veh)
7:00 AM – 9:00 AM			
Thursday (3/26/2026) 7:00 AM – 9:00 AM	5	7	8

During the weekday AM peak periods (Tuesday through Thursday), average queue lengths were observed to range between approximately 4 and 5 vehicles. The 85th-percentile queue lengths ranged from 5 to 7 vehicles, and maximum observed queue lengths ranged from 7 to 9 vehicles.

Observed queue lengths were recorded across the defined drive-through segments, including the primary stacking lane (Red) and the adjacent internal circulation areas (Green and Blue), which represent potential overflow beyond the paved drive-through entrance. This approach allows for identification of conditions where queues extend beyond the designated drive-through lane.

Across all observation periods, queues were predominantly contained within the primary drive-through stacking lane. During the weekday AM peak observations (Tuesday through Thursday), overflow beyond the primary stacking lane was minimal. On Tuesday, a single instance of one vehicle extending into the Blue segment was observed near the end of the peak period (approximately 8:55 AM). No queueing was observed within the Green or Blue segments on Wednesday. On Thursday, only one instance of a single vehicle extending into the Green segment was observed (approximately 8:25 AM). These occurrences were isolated and short in duration.

During the observation periods, no active traffic management by staff was required to direct vehicles from multiple lanes or determine vehicle priority. Vehicles progressed through the drive-through in a conventional first-in, first-out manner. In addition, no material obstruction of parking access or internal drive aisles was observed during the limited overflow conditions. The isolated instances of queue extension into the Green or Blue segments did not block access to parking spaces, impede internal circulation, or result in observable vehicle conflicts.

The proposed drive-through stacking length at the Irvine site is approximately 168 feet, which can accommodate approximately eight vehicles based on a storage length of 20 feet per vehicle. Field observations conducted at the surveyed Philz Coffee location in Fullerton indicated weekday 85th-percentile queues ranging from 5 to 7 vehicles, with the highest weekday 85th-percentile queue occurring on Thursday at 7 vehicles (approximately 140 feet).

To account for the larger size of the proposed Irvine location, a conservative 20 percent adjustment factor was applied to the observed 85th-percentile queue. Based on this adjustment, the projected 85th-percentile queue at the Irvine site is approximately 9 vehicles, equivalent to approximately 180 feet of drive-through storage.

While the adjusted queue estimate exceeds the physical storage available within the primary drive-through stacking lane, the proposed Irvine location incorporates several operational and design features that are expected to improve service capacity relative to the surveyed

Fullerton location. The Fullerton store operates with 19 pour-over baskets, while the proposed Irvine store is planned to operate with 24 pour-over baskets, representing an increase of approximately 26 percent in beverage preparation capacity. The additional baskets allow more baristas to prepare drinks simultaneously, increasing throughput and reducing order preparation times during peak periods. In addition, the proposed Irvine location includes a larger indoor seating area and enhanced customer amenities, which are expected to encourage a greater share of customers to utilize walk-in service rather than the drive-through.

In addition, staffing is a function of sales as established by Philz Coffee's modeling software and the Store Leader (manager). However, barista and team lead deployment is determined by the Store Leader based on operational needs. For example, if both the Fullerton and Irvine locations have six team members working, the Fullerton store may have three making drinks for the drive-through and three for walk-in customers, while the Irvine store may have four making drinks for the drive-through and two for walk-in customers, depending on where the need is. Furthermore, because of the additional pour-over stations at the proposed Irvine location, the Irvine store could have up to six team members making drinks, while the Fullerton store could have a maximum of five making drinks. This does not represent the maximum number of team members on duty, as additional staff may also be assigned to the register, as an expeditor, as a floater, or as a line buster, if needed.

Philz Coffee also employs a progressive queue management strategy to maintain efficient drive-through operations. Under normal conditions, the drive-through is operated to maintain customer wait times at approximately 4.5 minutes or less. If wait times exceed approximately 4.5 minutes, additional staff can be deployed to make drinks in order to speed up the production time of the orders and staff can deliver completed beverages or food items directly to the vehicles in the designated pull-forward area, reducing service time at the pickup window and increasing throughput in the drive-thru. If wait times approach approximately 6 minutes, a trained team member may be deployed as a line buster within designated on-site areas upstream of the order point. Using a handheld ordering device, the line buster takes customer orders before vehicles reach the menu board, allowing orders to enter the preparation process earlier and reducing queue lengths and overall wait times. In addition, pull-forward operations are available at all times and may be utilized whenever an order requires additional preparation time or when moving a vehicle from the pickup window would improve overall drive-through throughput.

Together, the increased beverage production capacity, larger customer seating area, mobile-order pickup spaces, pull-forward operations, beverage deployment procedures, and line-busting operations provide additional operational flexibility to accommodate short-duration peak conditions, maintain internal circulation, and reduce the potential for queue spillback beyond the primary stacking lane.

Attachments

Attachment A: Line Busting – Drive-Through Operations Memorandum

Attachment B: Pull-Forward Zone – Drive-Through Operations Memorandum

Attachment C: Drive-Through Site Plan – Fullerton Location

Attachment D: Drive-Through Survey Data

 Title: Line Busting: Drive-Thru		Impact Area(s): Daily Operations Drive-Thru	
Origin Date: 03/27/2026	Last Updated: 06/3/2026	Version: v2.0	Owner: Central Operations - Safety

Purpose

To ensure safe, efficient, and well-regulated drive-thru operations that minimize vehicle queuing, prevent impact to the public right-of-way, and support positive integration with the surrounding neighborhood, while maintaining exceptional customer experience.

Definition

Line Busting: A controlled, on-site operational practice in which a trained team member takes customer orders ahead of the drive-thru order point using a handheld device to improve throughput and reduce vehicle queue length.

Scope

This operating procedure applies to all drive-thru locations and all team members assigned to drive-thru line busting during high-volume periods and is designed to ensure compliance with all applicable local ordinances, zoning conditions, and CUP requirements.

When to Use

Line busting shall be utilized when one or more of the following conditions are met:

- Drive-thru queue exceeds the designated on-site capacity
- Wait times exceed operational targets of 6 minutes.
- Vehicles begin approaching or impacting adjacent parking areas or public right-of-way

Roles & Responsibilities

Store Leader or Team Lead

- Determine when line busting is activated or paused
- Ensure proper staffing levels and training compliance
- Monitor safety, traffic flow, and community impact
- Immediately suspend line busting if unsafe conditions arise

Line Buster

- Safely approach vehicles within the designated team member zones only
- Take orders using an approved handheld device
- Maintain clear communication with the drive-thru team inside the store
- Monitor surroundings continuously for safety risks

Safety Requirements

To ensure team member and customer safety:

- Line busting is only conducted within designated onsite areas
- Team Members must never enter public streets or off-site traffic areas
- Maintain a minimum safe distance from moving vehicles at all times
- Wear high visibility safety item during all line-busting activities, regardless of day part
- Line-busting operations are limited to daylight or adequately lit conditions
- Line-busting is paused during hazardous conditions, including but not limited to:
 - Inclement weather (heavy rain, high winds, extreme heat (87° or above)
 - Reduced visibility
 - Unsafe traffic patterns or driver behavior

Traffic Flow and Site Management

To minimize congestion and neighborhood impact:

- All vehicles must remain fully contained within the property queue whenever possible
- No order taking will occur beyond the designated team member zones
- Team members will not direct or manage traffic on public roadways
- Signage and lane markings will be used to guide vehicles clearly and safely

Training Requirements

Drive-Thru locations shall have all Team Members complete training on:

- Safe movement around vehicles
- Traffic awareness and hazard identification
- Proper use of handheld ordering devices
- Emergency response and escalation procedures
- Customer service and communication standards

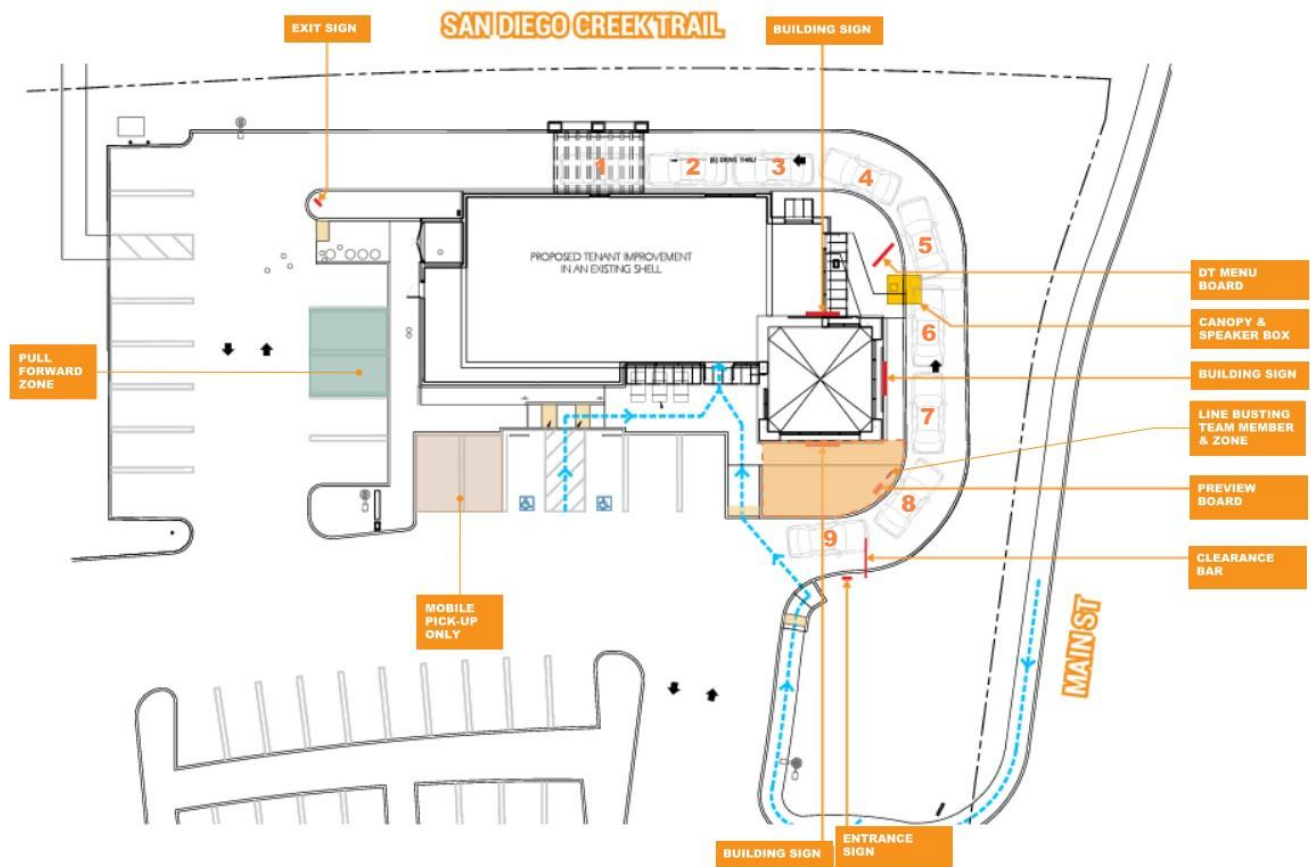
 Title: Line Busting: Drive-Thru		Impact Area(s): Daily Operations Drive-Thru	
Origin Date: 03/27/2026	Last Updated: 06/3/2026	Version: v2.0	Owner: Central Operations - Safety

Emergency & Escalation Protocol

To ensure a rapid response to incidents:

- Immediately cease line-busting operations if:
 - A safety concern arises
 - A near-miss or incident occurs
- Notify the Store Leader or Team Leader immediately
- Follow company incident reporting procedures
- Resume operations only when conditions are verified safe

Harvard AutoPark Irvine Drive Thru



 Title: Pull Forward Zone: Drive-Thru		Impact Area(s): Daily Operations Drive-Thru	
Origin Date: 03/27/2026	Last Updated::06/3/2026	Version: v2.0	Owner: Central Operations - Safety

Purpose

To ensure safe, efficient drive-thru flow, minimize wait times for all customers, and maintain a positive customer experience by safely directing vehicles to park while their orders are being completed.

Scope

This operating procedure applies to all drive-thru locations and all team members assigned to drive-thru and is designed to ensure compliance with all applicable local ordinances.

When to Use

Team shall move a vehicle forward to park and wait when:

- The order is not immediately ready at the window
- The order includes high-prep or delayed items (e.g., large orders, specialty drinks, food items, remakes)
- Holding the vehicle at the window would delay subsequent customers
- The Team Member or leader-on-duty determines that parking the vehicle will improve overall throughput keeping consistent with the operations guidelines for drive-thru wait time maximum greater than 4 ½ minutes.

Procedure

Decision and Alignment

- The window position or designated expeditor determines the need to park the vehicle
- Clearly communicates internally:
 - Order name
 - Parking spot assignment
- Ensure the order is in production before moving the vehicle
- Complete payment of the order

Customer Communication (At Window)

Using a warm and confident tone:

- *"Thanks so much for your patience! We're just finishing up part of your order. To keep the line moving, we're going to have you pull forward to a parking spot, and we'll bring it right out to you."*
- Always include:
 - Reason (brief and positive)
 - Clear instructions (where to go)
 - Assurance (we will bring it out)
 - Appreciation
- If timing is known:
 - *"It should be just about [X] minutes."*

Direct the Vehicle

- Provide clear, visible direction:
 - *"Please pull forward to the next available parking spot [X]"*
- If a numbered stall exists:
 - Assign a specific number: *"Please park in spot #[X]"*
- Maintain safe traffic flow and avoid confusion
- Ensure parking instructions do not direct vehicles into fire lanes or ADA spaces

Mark & Track the Order

- Immediately mark the order as *"Parked"* or *"Runner Required."*
- Verbally call out *"Car parked [Order Name] - spot [X]"*
- Ensure one person is accountable for running the order

Deliver the Order to the Vehicle

- Approach the vehicle safely and with visibility from the driver's side
- Greet the customer and confirm the order:
 - *"Hi [Name]! I have your [order/item]. Thank you so much for waiting!"*
- Hand items off carefully
- Close with:
 - *"Take a sip and make sure it is perfect."*

 Title: Pull Forward Zone: Drive-Thru		Impact Area(s): Daily Operations Drive-Thru	
Origin Date: 03/27/2026	Last Updated::06/3/2026	Version: v2.0	Owner: Central Operations - Safety

Reset & Communicate Completion

- Communicate back to the team

Service Standards

- Target delivery time: within 2-4 minutes of parking
- Always maintain hospitality-first language
- Never make the customer feel like they are being “moved out of the way.”
- Ownership: The team member who initiates parking ensures accountability for the handoff.

Safety Guidelines:

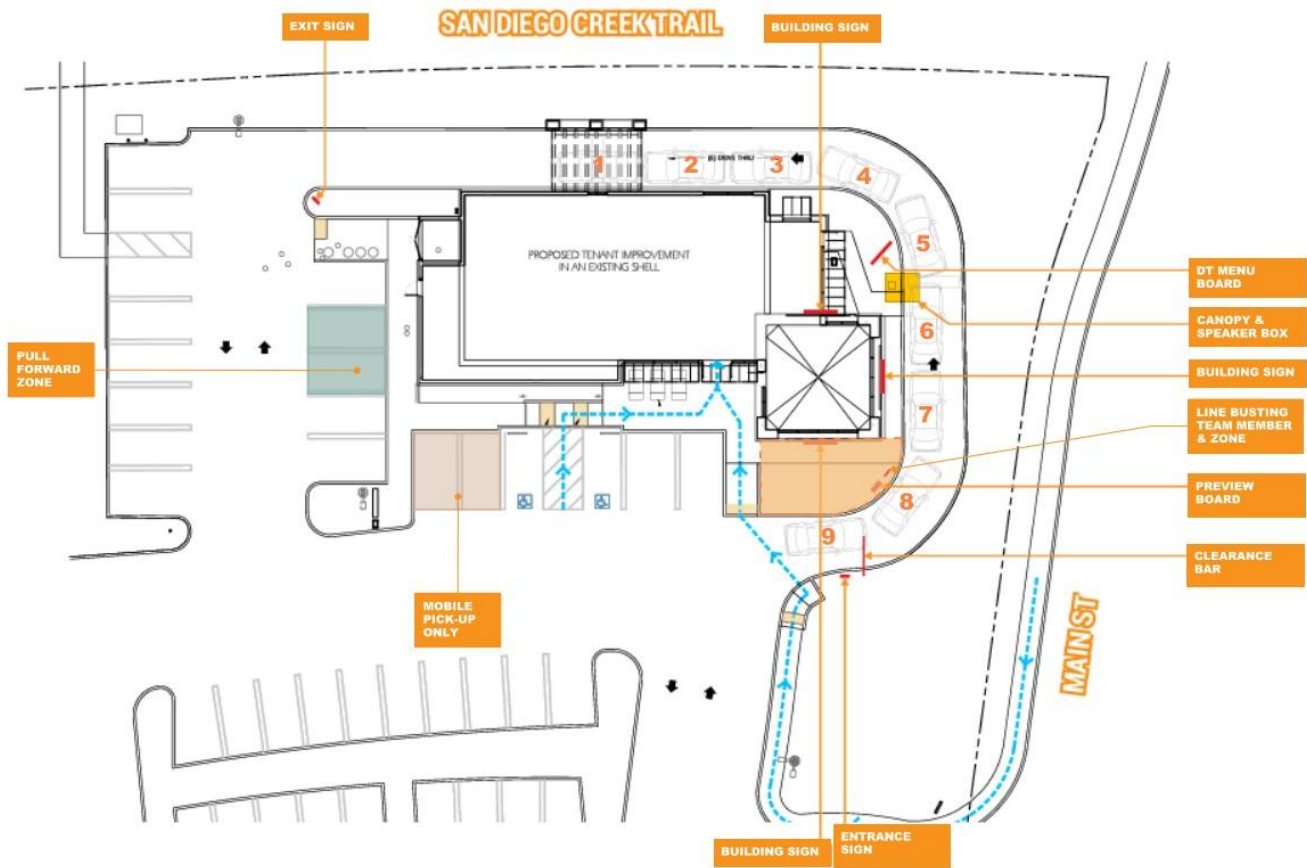
- Always be aware of:
 - Moving vehicles
 - Surrounding traffic flow
- Do not step into drive lanes without checking visibility
- Wear high-visibility gear if required by location or time of day

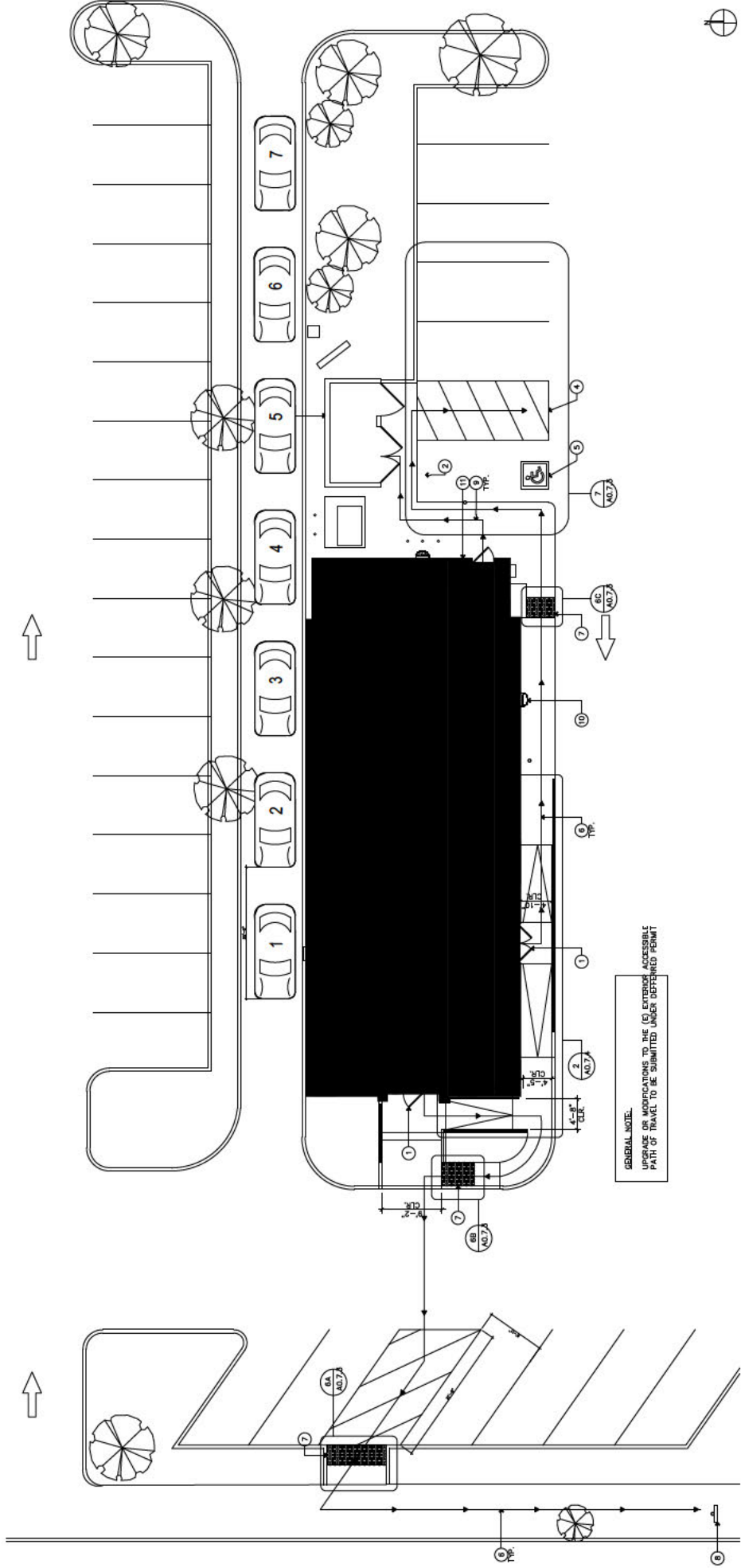
Escalation

Escalate to the Store Leader or Team Lead if:

- The customer appears frustrated or refuses to pull forward
- Order delay is due to an equipment or operational issue

 Title: Pull Forward Zone: Drive-Thru		Impact Area(s): Daily Operations Drive-Thru	
Origin Date: 03/27/2026	Last Updated::06/3/2026	Version: v2.0	Owner: Central Operations - Safety





GENERAL NOTE:
UPGRADE OR MODIFICATIONS TO THE (C) EXTERIOR ACCESSIBLE
PATH OF TRAVEL TO BE SUBMITTED UNDER DEFERRED PERMIT

Philz Coffee
 520 N State College Blvd,
 Fullerton, CA 92831
 Tuesday, March 24, 2026
 Prepared by AimTD LLC, cs@aimtd.com

Arrival Time	License Plate #	Queue - Red	Queue - Green	Queue - Blue	Queue - Ft.	Departure Time	License Plate #
7:00 AM	N/A	3	0	0	62	7:06 AM	35U3
7:00 AM	M488	3	0	0	103	7:08 AM	M488
7:00 AM	N253	3	0	0	121	7:08 AM	N253
7:01 AM	26Y3	4	0	0	142	7:09 AM	26Y3
7:03 AM	S592	5	0	0	163	7:10 AM	S592
7:08 AM	2409	4	0	0	140	7:12 AM	2409
7:09 AM	OHYE	2	0	0	99	7:17 AM	OHYE
7:10 AM	X104	3	0	0	106	7:18 AM	X104
7:11 AM	RA26	4	0	0	125	7:20 AM	RA26
7:12 AM	T786	4	0	0	143	7:21 AM	T786
7:14 AM	N967	5	0	0	164	7:22 AM	N967
7:20 AM	P543	4	0	0	139	7:24 AM	P543
7:22 AM	L163	2	0	0	101	7:27 AM	L163
7:24 AM	P890	3	0	0	105	7:28 AM	P890
7:27 AM	J671	2	0	0	99	7:28 AM	J671
7:27 AM	V545	3	0	0	120	7:32 AM	Y545
7:30 AM	J703	2	0	0	101	7:33 AM	J703
7:33 AM	Z433	1	0	0	98	7:39 AM	Z433
7:37 AM	C650	2	0	0	102	7:40 AM	C650
7:38 AM	W751	3	0	0	124	7:40 AM	W751
7:40 AM	Z455	1	0	0	122	7:41 AM	Z455
7:42 AM	IS25	1	0	0	124	7:45 AM	IS25
7:44 AM	P411	2	0	0	139	7:47 AM	P411
7:45 AM	9599	2	0	0	128	7:48 AM	9599
7:49 AM	D091	1	0	0	101	7:50 AM	D091
7:51 AM	E991	1	0	0	100	7:58 AM	E991
7:51 AM	Y013	2	0	0	107	8:00 AM	Y013
7:52 AM	V541	3	0	0	126	8:02 AM	V541
7:53 AM	7M39	4	0	0	126	8:02 AM	7M39
7:55 AM	B439	4	0	0	145	8:08 AM	B439
7:59 AM	V430	5	0	0	123	8:10 AM	V430
8:02 AM	X675	4	0	0	122	8:11 AM	X675
8:02 AM	H276	3	0	0	105	8:14 AM	H276
8:03 AM	R582	4	0	0	127	8:15 AM	R582
8:04 AM	C937	5	0	0	148	8:16 AM	C937
8:08 AM	17H4	5	0	0	146	8:18 AM	17H4
8:12 AM	N471	4	0	0	127	8:19 AM	N471
8:12 AM	Y290	5	0	0	148	8:19 AM	Y290
8:14 AM	R287	4	0	0	125	8:19 AM	R287
8:14 AM	6910	5	0	0	146	8:20 AM	6910
8:17 AM	4V96	5	0	0	148	8:23 AM	4V96
8:17 AM	F295	6	0	0	167	8:23 AM	F295
8:22 AM	M587	2	0	0	102	8:27 AM	M587
8:24 AM	F887	1	0	0	98	8:34 AM	F887
8:24 AM	E321	2	0	0	118	8:35 AM	E321
8:26 AM	X267	3	0	0	138	8:41 AM	X267
8:28 AM	S682	3	0	0	105	8:41 AM	S682
8:28 AM	R488	4	0	0	126	8:42 AM	R488
8:37 AM	K556	3	0	0	104	8:43 AM	K556
8:37 AM	Z292	4	0	0	125	8:48 AM	Z292
8:39 AM	H335	5	0	0	145	8:54 AM	H335
8:40 AM	M940	6	0	0	168	8:55 AM	M940
8:42 AM	K576	4	0	0	124	8:55 AM	K576
8:44 AM	K206	4	0	0	123	8:57 AM	K206
8:44 AM	K150	5	0	0	146	8:57 AM	K150
8:46 AM	R866	6	0	0	167	9:00 AM	R866
8:50 AM	B040	5	0	0	143		
8:50 AM	E879	6	0	0	165		
8:54 AM	E908	7	0	0	187		
8:55 AM	X093	7	0	0	189		
8:55 AM	M086	7	0	1	211		
9:00 AM	M086	3	0	0	98		

Philz Coffee

520 N State College Blvd,

Fullerton, CA 92831

Wednesday, March 25, 2026

Prepared by AimTD LLC, cs@aimtd.com

Arrival Time	License Plate #	Queue - Red	Queue- Green	Queue - Blue	Queue - Ft.	Departure Time	License Plate #
7:00 AM	N/A	6	0	0	90	7:00 AM	26Y3
7:02 AM	S680	6	0	0	96	7:02 AM	UT75
7:02 AM	D552	7	0	0	105	7:05 AM	U718
7:03 AM	U093	7	0	0	116	7:07 AM	T607
7:05 AM	P917	7	0	0	115	7:09 AM	Z825
7:07 AM	C690	7	0	0	113	7:10 AM	S680
7:14 AM	L918	1	0	0	98	7:10 AM	D552
7:16 AM	14R1	2	0	0	123	7:12 AM	U093
7:18 AM	F407	2	0	0	125	7:13 AM	P917
7:18 AM	I035	3	0	0	118	7:14 AM	C690
7:20 AM	T035	4	0	0	139	7:17 AM	L918
7:20 AM	J671	4	0	0	155	7:20 AM	14R1
7:23 AM	D502	4	0	0	138	7:23 AM	F407
7:26 AM	F489	3	0	0	123	7:24 AM	I035
7:27 AM	H664	4	0	0	145	7:27 AM	T035
7:29 AM	K687	2	0	0	98	7:28 AM	J671
7:32 AM	V309	3	0	0	114	7:29 AM	D502
7:34 AM	K304	2	0	0	115	7:31 AM	F489
7:35 AM	X675	3	0	0	119	7:32 AM	H664
7:36 AM	H422	2	0	0	136	7:33 AM	K687
7:37 AM	D367	4	0	0	123	7:35 AM	V309
7:41 AM	G850	3	0	0	103	7:41 AM	K304
7:43 AM	H203	3	0	0	132	7:41 AM	X675
7:43 AM	M027	4	0	0	144	7:42 AM	H422
7:46 AM	C307	3	0	0	123	7:45 AM	D367
7:51 AM	J941	2	0	0	103	7:46 AM	G850
7:56 AM	V393	4	0	0	145	7:50 AM	H203
7:56 AM	73J1	4	0	0	146	7:50 AM	M027
7:56 AM	N164	4	0	0	123	7:56 AM	C307
7:58 AM	M489	4	0	0	122	7:58 AM	J941
7:59 AM	C937	5	0	0	150	7:59 AM	V393
7:59 AM	W923	5	0	0	152	8:00 AM	73J1
8:02 AM	Z665	4	0	0	151	8:02 AM	N164
8:03 AM	F853	5	0	0	149	8:06 AM	M489
8:04 AM	U041	6	0	0	175	8:09 AM	C937
8:07 AM	H275	7	0	0	198	8:16 AM	W923
8:07 AM	X216	7	0	0	202	8:18 AM	Z665
8:10 AM	G157	7	0	0	201	8:19 AM	F853
8:11 AM	Y364	8	0	0	175	8:23 AM	U041
8:12 AM	A062	9	0	0	198	8:25 AM	H275
8:24 AM	C282	5	0	0	116	8:25 AM	X216
8:25 AM	S547	5	0	0	95	8:26 AM	G157
8:28 AM	1MVT	3	0	0	96	8:27 AM	Y364
8:29 AM	9257	3	0	0	98	8:27 AM	A062
8:31 AM	U022	4	0	0	95	8:28 AM	C282
8:34 AM	N475	3	0	0	94	8:31 AM	S547
8:35 AM	63AO	3	0	0	98	8:31 AM	1MVT
8:37 AM	G696	4	0	0	96	8:36 AM	9257
8:37 AM	54S1	5	0	0	118	8:37 AM	U022
8:38 AM	5F17	5	0	0	116	8:38 AM	N475
8:40 AM	Z296	6	0	0	115	8:43 AM	63AO
8:43 AM	B175	6	0	0	116	8:44 AM	G696
8:45 AM	G261	4	0	0	118	8:45 AM	54S1
8:49 AM	E018	2	0	0	95	8:47 AM	5F17
8:54 AM	P460	1	0	0	96	8:48 AM	Z296
8:57 AM	X884	3	0	0	116	8:48 AM	B175
8:58 AM	Y978	3	0	0	115	8:50 AM	G261
8:59 AM	S435	1	0	0	97	8:52 AM	E018
9:00 AM	X685	2	0	0	116	8:58 AM	P460
						8:59 AM	X884
						9:00 AM	Y978

Philz Coffee

520 N State College Blvd,

Fullerton, CA 92831

Thursday, March 26, 2026

Prepared by AimTD LLC, cs@aimtd.com

Arrival Time	License Plate #	Queue - Red	Queue Green	Queue - Blue	Queue - Ft.	Departure Time	License Plate #
7:00 AM	N/A	0	0	0	0	7:00 AM	R87S
7:00 AM	2409	1	0	0	98	7:07 AM	2409
7:01 AM	T559	2	0	0	121	7:09 AM	T559
7:02 AM	U624	3	0	0	120	7:11 AM	U624
7:04 AM	X675	4	0	0	124	7:13 AM	X675
7:04 AM	U093	5	0	0	145	7:14 AM	U093
7:12 AM	T305	4	0	0	126	7:19 AM	T305
7:16 AM	B122	3	0	0	101	7:25 AM	B122
7:17 AM	W862	4	0	0	123	7:26 AM	W862
7:25 AM	C650	2	0	0	99	7:28 AM	C650
7:30 AM	J823	1	0	0	98	7:33 AM	J823
7:30 AM	N519	2	0	0	115	7:35 AM	N519
7:30 AM	V466	3	0	0	135	7:37 AM	V466
7:33 AM	S680	3	0	0	133	7:40 AM	S680
7:35 AM	S462	4	0	0	153	7:41 AM	S462
7:37 AM	X254	3	0	0	127	7:42 AM	X254
7:37 AM	F208	4	0	0	148	7:42 AM	F208
7:38 AM	J310	5	0	0	169	7:43 AM	J310
7:43 AM	B063	2	0	0	98	7:48 AM	B063
7:44 AM	X486	2	0	0	98	7:49 AM	X486
7:45 AM	B708	3	0	0	119	7:51 AM	B708
7:45 AM	29V3	4	0	0	139	7:52 AM	29V3
7:46 AM	D041	5	0	0	160	7:52 AM	D041
7:51 AM	W663	3	0	0	118	7:55 AM	W663
7:52 AM	P856	2	0	0	98	7:59 AM	P856
7:52 AM	TIRF	3	0	0	116	8:02 AM	TIRF
7:53 AM	F371	4	0	0	137	8:03 AM	F371
7:56 AM	O994	4	0	0	136	8:06 AM	O994
7:56 AM	V588	5	0	0	156	8:07 AM	V588
7:57 AM	P441	6	0	0	178	8:09 AM	P441
7:57 AM	X462	6	0	0	180	8:09 AM	X462
8:01 AM	C153	7	0	0	201	8:11 AM	C153
8:04 AM	2U38	6	0	0	178	8:14 AM	2U38
8:06 AM	P884	7	0	0	202	8:15 AM	P884
8:07 AM	S349	6	0	0	175	8:19 AM	S349
8:09 AM	N959	5	0	0	147	8:19 AM	N959
8:10 AM	C937	6	0	0	168	8:21 AM	C937
8:14 AM	D636	4	0	0	145	8:23 AM	D636
8:16 AM	W032	4	0	0	139	8:26 AM	W032
8:17 AM	V581	6	0	0	178	8:27 AM	V581
8:17 AM	Y067	7	0	0	199	8:30 AM	Y067
8:19 AM	X017	7	0	0	202	8:32 AM	X017
8:21 AM	K292	6	0	0	189	8:32 AM	K292
8:24 AM	D620	6	0	0	188	8:35 AM	D620
8:25 AM	S589	7	0	0	203	8:36 AM	S589
8:25 AM	Z090	8	1	0	228	8:38 AM	Z090
8:26 AM	L703	8	0	0	226	8:38 AM	L703
8:29 AM	G411	8	0	0	226	8:40 AM	G411
8:32 AM	36K4	7	0	0	202	8:44 AM	36K4
8:39 AM	T857	2	0	0	93	8:44 AM	T857
8:45 AM	AOKS	1	0	0	94	8:49 AM	AOKS
8:48 AM	K576	2	0	0	115	8:55 AM	K576
8:48 AM	U885	3	0	0	136	8:58 AM	U885
8:49 AM	S061	4	0	0	155	9:03 AM	S061
8:50 AM	NI4U	4	0	0	158		
8:51 AM	G396	5	0	0	179		
8:51 AM	H447	5	0	0	179		
8:52 AM	2M13	6	0	0	199		
8:53 AM	38C3	7	0	0	221		
8:54 AM	A474	8	0	0	243		
9:00 AM	T683	7	0	0	220		

NOTICE OF EXEMPTION



TO: ☐ State of California
Office of Planning & Research
PO Box 3044
Sacramento, CA 95812-3044

FROM:

City of Irvine
Community Development Department
PO Box 19575
Irvine, CA 92623-9575

Attn: **Brett Cannon**
Senior Planner

☒ County Clerk
County of Orange
PO Box 238
Santa Ana, CA 92702

SUBJECT: Filing of **Notice of Exemption** in compliance with Section 15062 of the Public Resources Code.

Project Title and File No.: Minor Modification to operate a drive-thru restaurant (File No. 00977353-PCPM)

Project Location: 3050 Main Street in Planning Area 14 (Westpark), in the City of Irvine, County of Orange.
(include County)

Project Description: Minor modification to Conditional Use Permit 27398-CPU to allow tenant improvements and operation of a Philz Coffee drive-thru restaurant within an existing drive-thru restaurant building.

Approving Public Agency: City of Irvine
Director of Community Development
PO Box 19575
Irvine, CA 92623-9575

Approval Date: July 23, 2026

Project Applicant: PMDG Inc.
38 Executive Park, Suite 310
Irvine, CA 92614
Attn: **Lyn Maloney**
T: 949-430-2453

Exempt Status:
(check one)

- ☐ Ministerial (Section 21080(b)(1); 15268)
- ☐ Declared Emergency (Section 21080(b)(3); 15269(a))
- ☐ Emergency Project (Section 21080(b)(4); 15269(b)(c))
- ☐ Statutory Exemption:
- ☒ Categorical Exemption: **Section 15301, Class 1 for Existing Facilities**
- ☐ General Rule Exemption (Section 15061(b)(3))

Reasons Why Project Is Exempt: Project is exempt pursuant to CEQA Guidelines Section 15301 (Class 1) Existing Facilities. The project includes tenant improvements within and to the exterior of an existing drive-thru restaurant building and minor alterations to the parking lot involving negligible or no expansion of the existing or former use.

Brett Cannon, Senior Planner

Name and Title

Signature

July 23, 2026

Date

ENCLOSURE 3