



CITY of CALABASAS

PLANNING COMMISSION AGENDA REPORT
FEBRUARY 3, 2016

TO: Members of the Planning Commission

FROM: Maureen Tamuri, Community Development Director
Michael Klein, Planner

FILE NO.: 140001318

PROPOSAL: Request for a Conditional Use Permit, Site Plan Review, Scenic Corridor Permit, Development Plan, Oak Tree Permit and Summary Street Vacation for the construction of a new 73,000 square-foot hotel, which includes 127 rooms, pool and surface level parking. The proposed project includes a Development Plan Permit in order to construct a 50-foot tall 4-story building and construction of retaining walls in excess of 6-feet in height. The project includes the City vacating a portion of Rondell Street that abuts the western property line. An Oak Tree Permit is required to allow for the encroachment into the protected zone of three oak trees. The subject site is located at 26300 Rondell Street (APN 2069-031-014 and 2069-031-015), within the Commercial Retail zoning district and Scenic Corridor overlay zone.

APPLICANT: Rondell Oasis, LLC

RECOMMENDATION: Adopt Resolution No. 2016-608 recommending City Council adoption of the Final Initial Study and Mitigated Negative Declaration and approval of File No. 140001318.

STAFF RECOMMENDATION:

That the Commission adopt Resolution No. 2016-608 recommending to the City Council adoption of the Final Initial Study and Mitigated Negative Declaration and approval of File No. 140001318.

REVIEW AUTHORITY:

The Planning Commission is reviewing this project because Section 17.62.020 of the Calabasas Municipal Code (CMC) stipulates that the Planning Commission is the decision making body for Conditional Use Permits, Site Plan Reviews and Scenic Corridor Permits. However, because the City Council is the decision making body for Development Plan Permits and Street Vacations, the Planning Commission shall make a recommendation to the City Council on all associated permits.

BACKGROUND:

The project site is a 4.13 acre irregularly shaped lot located at 26300 Rondell Street (APN 2069-031-014 and 2069-031-015), adjacent to the southbound onramp for the 101 Freeway at Las Virgenes Road. There is a gas station and automatic car wash to the south of the site and open space to the east of the site. A "utility corridor" and flood hazard area bisect the site. The utility corridor contains utilities for Las Virgenes Municipal Water District, Pacific Bell Telephone Company, Southern California Edison and Calabasas Communications Company. These utilities include associated easements that limit the use of the site. The site is currently undeveloped but has been previously graded and includes several concrete "V-ditches", swales and a rip-rap for drainage. The graded portion of the site has an elevation of approximately 780-feet to 785-feet above sea level. There is a slope along the eastern portion of the site that extends from 785-feet to 855-feet above sea level. Access to the Juan Bautista de Anza Historic Trail is located approximately 140 feet east of the subject site (no easement currently exists across the subject property permitting legal trail access).

Rondell Street abuts the western property line of the subject site and runs parallel to the southbound onramp for 101 Freeway. While Rondell Street serves as the only public access to the subject site and the property to the north, it is currently unimproved. Furthermore, the City has no plans to improve Rondell Street in the future. This portion of Rondell Street is approximately 0.87 acres and is proposed to be joined with the subject property following vacation of the public right-of-way.

The subject site is zoned Commercial Retail (CR) and has a general plan designation of Business Retail (B-R). The subject site is also located within the 101 Freeway and Las Virgenes Road Scenic Corridors as well as the Las Virgenes Gateway Master Plan. Hotels are a conditionally allowed and permitted use in the Commercial Retail zoning district; therefore, the applicant is requesting a Conditional Use Permit, Scenic Corridor Permit and Site Plan Review to construct a 73,000 square-foot 127 room hotel within a designated scenic corridor. Furthermore, the applicant is requesting a Development Plan in order to build up to 50 feet in height (not including the stair wells and decorative tower element) and construct retaining walls up to 15-feet in height. The applicant is requesting that the City vacate the portion of Rondell Street that abuts the subject site

and a lot merger would be executed to incorporate the vacated portion of Rondell Street into the project site. An oak tree permit is required to encroach into the protected zone of three oak trees for development of the site.

The application was submitted on November 10, 2014, with the above-mentioned entitlement requests. The project was reviewed by the Development Review Committee (DRC) on December 2, 2014. The Architectural Review Panel (ARP) reviewed the project on February 27, 2015, March 27, 2015, April 17, 2015 and April 24, 2015. After numerous refinements suggested by the Panel, the ARP recommended approval of the project design as presented on April 24, 2015.

In accordance with the California Environmental Quality Act (CEQA), an Initial Study (IS) was prepared for this project. After considering the potential environmental impacts the proposed project might have on the environment, it was determined that a Mitigated Negative Declaration (MND) was required because the Initial Study indicated that the proposed project will not have a significant impact on the environment with incorporation of the mitigation measures identified in the MND. A Notice of Intent (NOI) to adopt an MND was prepared for the proposed project and distributed with the Draft IS/MND for agency and public review on November 4, 2015.

A Draft IS/MND was prepared and circulated for public review and comment on November 4, 2015. The Public review period ended on December 4, 2015. The IS/MND has been posted on the City's webpage from the beginning of the comment period and remains posted. Comments sent to the Planning Division were responded to and responses to those comments are incorporated into the Final IS/MND. The Final IS/MND is included in this agenda packet as Exhibit I.

STAFF ANALYSIS:

The critical issues, which are explained in the staff analysis below, are as follows:

- Site History
- Site Design/Building Layout
- Development Plan
- Architecture/ARP
- Las Virgenes Gateway Master Plan
- Building Height
- Rondell Street Vacation
- Juan Batista De Anza Trail
- Traffic and Circulation
- Parking
- Biology
- Oak Trees

- Geology
- Grading/Drainage
- LEED
- Associated Project Permits

A. Site History: The subject site is one of two lots created under Tract Map 34801, which was approved by Los Angeles County in 1981 prior to the City's incorporation. Running through the property is a utility corridor containing easements for various utility companies that restricts the construction of buildings. Grading of the site for Rondell Street, and the construction of drainage improvements, occurred under Los Angeles County permits as part of the conditions of the Tract Map, circa 1981. Construction of the Mobil gas station on the southwestern lot occurred shortly thereafter, with the remainder of the tract left undeveloped. Additional grading to develop a commercial building pad and associated parking was approved by the County in 1985 and completed in 1986. The site has remained vacant since then. As a result of this approved and completed grading during the 1980s, the project site is not undisturbed.

Upon incorporation, the City of Calabasas adopted the County of Los Angeles Codes as an urgency ordinance until such time the City could develop its own code. This included the County's Development Code and property zoning, which was formally adopted as an interim zoning ordinance by the City in September of 1993. It identified the site as C-3-1 which is a general commercial zone with a wide variety of uses such as retail stores, apartment buildings, child care centers, medical clinics, schools and hotels.

The first Calabasas General Plan consisted of a collection of documents adopted by the City Council between 1993 and 1995. In the September 1995 General Plan Land Use map, a portion of the site was identified as Hillside Mountainous, a non-urban designation allowing for far less intensive land use than the previous Los Angeles County commercial zoning. This designation was likely drawn from the City's 1993 Community Profile Figure II-2 Existing Land Use Map, which incorrectly identified the site as 'Uncommitted Open Space'.

Shortly after the adoption of the September 1995 General Plan, the City Council launched a master planning effort to guide remaining development along the Las Virgenes roadway. Two documents were generated as part of a community effort: a) the November 1998 Las Virgenes Gateway Master Plan and b) the December 1998 Las Virgenes Corridor Road Design Plan. The master plan identified a vision of the corridor divided into highway oriented uses at the north end adjacent to the freeway, transitioning southerly to commercial and residential zones which decreased in intensity as the corridor moved towards parkland and open space. The Rondell property was identified as ideal for highway and auto-oriented

commercial land uses, inclusive of hotels reflecting its location adjacent to an on-ramp and near the freeway and existing commercial development. The site was recommended for up-zoning under the Las Virgenes Overlay Zone to a more intensive land use consistent with the master plan objectives.

The City briefly considered purchasing the site and the adjacent parcel to the North in June of 2004. The City's Traffic and Transportation Commission discussed and endorsed the submission of a Metropolitan Transportation Authority Call for Projects grant proposal for a Transit Facility/Park-and-Ride Transportation Center. However, the project never moved forward and Public Works has now found an alternate location for a park-and-ride.

In December 2008, the City concluded a two and one-half year process to prepare and adopt the 2030 General Plan. That plan re-adopted the Las Virgenes Road Corridor Design Plan, as well as the design guidelines and land use mix stated in the Las Virgenes Gateway Master Plan (page IX-6), which included a land use designation of the property as Business - Retail. In 2010, the City adopted its current Development Code to carry out the objectives of the 2030 General Plan, including the current zoning designation of the site as Commercial Retail (CR) and within the Scenic Corridor Overlay. As a result, any development on the subject site shall comply with the development standards in the CMC for the CR zone and Scenic Corridor Overlay Zone, as well as the goals and policies of the 2030 General Plan and the design guidelines of the Las Virgenes Gateway Master Plan. As discussed in detail below, these requirements are met by the proposed project.

- B. Site Design/Building Layout:** The subject site is a 4.13 acre (not including Rondell Street) irregularly shaped lot located just east of the intersection of Las Virgenes Road and Rondell Street. The presence of utility easements and flood hazard areas limit the buildable area of the site. While the parking lot and loading areas may be constructed over the utility easements and within the flood hazard areas, the building may not be constructed in these areas. As a result, the buildable area of the site is constrained to a small footprint in the middle of the property. Fire access further limits the building footprint in order to provide paved access around the building. Finally, steep slopes prevent building on the eastern and southern portions of the site.

The proposed project consists of a 127 room four-story hotel. Hotel rooms are accessed via interior corridors and elevators. Guests have access to various on-site amenities such as an outdoor pool, meeting room, exercise room, lobby with a seating area and space for light meals. Surface level parking is provided on-site and additionally within the portion of Rondell Street intended to be vacated. The project is designed to utilize the existing disturbed areas of the project site, including the areas graded in the 1980's, and not to encroach into the undisturbed portions of the

site. As a result, approximately 1.3 acres (26%) of the site will remain undeveloped, which includes the steep hillsides located in the northeast and southeast portions of the site.

The trash enclosure and loading zones are located on the back side (east elevation) of the building and will not be visible to the public. The trash enclosure will provide grease traps as needed, and drain to the sewer system through approved mechanical systems. The size, dimensions and number of trash enclosures and loading zones comply with the CMC for a commercial building of this size.

The proposed project meets all setbacks, site coverage, and pervious surface requirements for the CR zone (see technical appendix below). At 50 feet tall (not including the stair wells and decorative tower element), the proposed building height is permitted through approval of a Development Plan (see building height discussion below). The floor area ratio (FAR) of the proposed project is .36 of the net lot size, inclusive of the subject site and the vacated portion of Rondell Street, which is consistent with the maximum allowed FAR for the CR zoning district of 0.4. Project plans are attached as Exhibit B.

- C. Development Plan:** Chapter 17.62.070 outlines the purpose, applicability and review authority for projects seeking approvals under a Development Plan. The chapter was established by the City Council, who reserved within their authority the right to consider and approve changes to specific code standards in certain zoning districts. Chapter 17.14.020 Commercial Districts, specifically permits more height to be authorized in the Commercial Retail (CR) zoning district through a Development Plan.

17.62.070(A) Purpose and Applicability: “The purpose of a Development Plan is permit greater flexibility and creativity in order to allow development that is superior to those attainable under existing zoning district standards ...”

Pursuant to the CMC, the applicant is seeking a Development Plan to construct a four-story, 50-foot tall hotel and retaining walls in excess of 6 feet in height. Staff has analyzed the request for additional height and has identified five components which support that the granting of the additional height would result in a superior project than would otherwise be attainable under existing zoning standards. These can be summarized as follows:

1. The taller four-story building design results in a compact building footprint that minimizes grading and preserves the natural hillside slopes, which results in 1.3 acres of undisturbed area;

2. The compact building footprint results in surplus off-street parking, potentially including permanent, dedicated parking for trail and transit users;
3. The compact building footprint allows building development to be concentrated on the southern portion of the site, adjacent to existing commercial development and avoid physically blocking the Anza Trail;
4. The additional height allows for the construction of a fourth floor, which provides 31 more rooms and approximately \$150,000 per year in additional transient occupancy tax revenue to the City; and
5. Approval of a Development Plan and associated street vacation allows the City to require public amenities such as legal access to the trail, dedicated parking for the Anza Trail and bus stop, and open public parking during the day.

Detailed discussion of these components is provided below.

Reduction to Disturbed Natural Areas: In accordance with Section 17.14 of the CMC, the maximum permitted floor area for development of the subject site is 81,600 square feet. A three-story building with 73,000 square feet to 81,600 square feet would result in a much larger footprint than the proposed four-story design. For example, the proposed 73,000 square-foot four-story hotel has a 20,000 square-foot building footprint. However, the Hilton Garden Inn in Calabasas is a three-story hotel with 73,500 square feet of building area and a building footprint of approximately 30,000 square feet, which is 50% larger than the proposed project. While the proposed compact footprint can be accommodated on the previously graded portions of the site, an additional 10,000 square feet of building footprint would not fit within the previously graded area. Furthermore, the proposed design meets fire department access without the need for a fire lane on the east side of the building. However, any increase in building length would require a 26-foot wide fire department access lane on the east side of the building, which would require in substantial grading of the slope to the east.

Surplus Parking: As discussed above, the proposed four-story design results in a significantly smaller building footprint than would be attainable with a three-story design. Given the existing site constraints, an additional 10,000 square feet of building footprint for a three-story building would result in a loss of approximately 30 parking spaces due to site re-configuration to accommodate the wider and longer building, and to meet associated fire department access requirements.

Adjacent to Existing Commercial Development: The subject site is approximately 900 feet long (north to south). Due to the compact building footprint, the proposed building is situated on the southern one-half of the property, leaving the northern half

of the site free from building development in order to allow for the construction of additional parking and improved trail access that will meet ADA requirements. Furthermore, the proposed compact design meets the policies of the General Plan and Las Virgenes Gateway Master Plan because it concentrates development near existing commercial development, such as the Mobil gas station and car wash to the south.

Additional Tax Revenue: The proposed Development Plan would permit a 50-foot tall building, which results in a four-story hotel that can accommodate 31 more rooms than would be possible with a three-story hotel within the same building footprint. Based on an average room rate of \$125 per night, and a 90% average occupancy rate, the anticipated revenue from a 127-room hotel is approximately \$626,000 per year in transient occupancy tax. In contrast, the anticipated revenue from a 96-room hotel would be approximately \$473,000 per year, a loss of \$153,000 in tax revenue to the City, usable as part of the General Fund for any public purpose by the City.

Public Amenities: Because the additional height authorized by the Development Plan has a direct financial benefit to the developer, the City has the legal right to require the development to provide public amenities that the City could not otherwise require. Additionally, the proposed vacation of Rondell Street allows the City to impose additional conditions beyond those it could otherwise impose. The proposed project is structured to put the additional height allowed by a Development Plan, and the additional building square footage allowed by the street vacation, to use by allowing a taller building with a smaller footprint. This smaller footprint creates room on the site for eleven dedicated public parking spaces: five for users of the trail, and six for users of the adjacent transit stop. Without the added land area provided by the vacation of Rondell Street and the smaller footprint enabled by the Development Plan, there would not be room for these public amenities on the project site. Without these two elements of the project, the City would not be able to secure permanent, dedicated public parking or the permanent, dedicated trail access and associated improvements. This is because, in the U.S. Supreme Court Case of *Nolan v. CA Coastal Commission* (1987) 483 U.S. 825, the Supreme Court ruled that there must be an essential nexus between a permit condition and its requirement for an exaction requiring dedication of land or payment of money to be legal. The subject site is within the Commercial Retail zoning district, which permits a variety of commercial uses including a hotel. As was the case in *Nolan*, the City cannot demand an easement through the subject site for access to a public trail as a condition of approval for development that complies with the CMC and General Plan and will not adversely impact legal public access to a trail. In a later development in this body of law, the Supreme Court ruled in *Dolan vs. City of Tigard* (1994) 512 U.S. 374, that conditions of approval requiring dedication of land or payment of money shall be roughly proportional to the impact of development. Because there is

currently no legal access through the subject site to the trail, development of the subject site does not impact public access to the Anza Trail from Rondell Street (or Las Virgenes), and any condition of approval that requires public access to the trail or parking for the trail would likely not be legal under this standard. However, because the proposed project involves the requested benefit of increased height through a Development Plan and additional parking through a street vacation, the City has the power to directly require public access through the property for trail access, on-site trail improvements, dedicated trail parking, dedicated bus stop parking and an open parking lot for these shared public uses. Without the approval of a Development Plan (to accommodate the increased building height) and associated street vacation, these public amenities could not be required as a condition of approval.

- D. Architecture/ARP:** The subject site is undeveloped but was previously graded, and consists of mostly disturbed flat areas. The subject site is bounded by the onramp to the 101 Freeway and Las Virgenes Road to the west (with a variety of highway oriented commercial uses located across the street, including a fast-food restaurant, convenience market and gas station, auto repair shop, and a liquor store), vacant land to the north, open space to the east and a gas station to the south. Developed properties in the project vicinity include a variety of commercial and retail uses in one to two-story buildings of varying architectural styles; however, newer commercial developments feature Monterey style architecture. The proposed hotel has been designed to comply with the Las Virgenes Gateway Master Plan design guidelines by incorporating a Monterey architectural style. Some relevant design elements include: wood columns, single-piece Spanish tile roof, decorative wall tile, metal railings, recessed windows, earth-tone stucco color and rustic finishes. Native landscaping and rustic stone veneers on the retaining walls complement the building's architecture and help blend the development into the surrounding environment.

The placement of story poles on the subject site is required to gauge the visual impact of the proposed project for development within a designated Scenic Corridor. As a result, story poles were installed on January 1, 2016, in accordance with the City's Story Pole Procedures. In addition to the story poles, staff relied on a line-of-sight analysis prepared by the architect to determine that the proposed hotel will not obstruct views of the significant ridgelines to the east from Las Virgenes Road. Furthermore, the applicant has provided photo simulations to demonstrate how the proposed development will blend in with the surrounding environment. A detailed analysis of the visual impacts is provided in the "Aesthetics" section of the IS/MND.

The project was reviewed by the Architectural Review Panel (ARP) on February 27, 2015, March 27, 2015, April 17, 2015 and April 24, 2015 (see comments below). After having made the modifications requested by the Panel, the ARP found that the

changes made by the applicant addressed their comments and recommended to the Planning Commission that the project design, massing and aesthetics be approved from a design perspective. The most current plans reflect the recommendations of the ARP with the exception of building color. The ARP review consisted of an off-white building color consistent with the Monterey architectural style; however, the applicant is now proposing an earth tone color in order to blend the building in with the surrounding environment. Given the proximity and visibility of the proposed hotel from the 101 Freeway and Las Virgenes Road, staff supports the proposed color change because it strikes a balance between the architectural guidelines of the Las Virgenes Gateway Master Plan and the earth tone color requirements of the Scenic Corridor Overlay zone. All other architectural and design elements recommended for approval by the ARP have been retained in the final design.

- E. Las Virgenes Gateway Master Plan: In early 1995, the City Council initiated efforts to prepare a master plan to guide future development and design of the Las Virgenes Corridor. The goal was to address a number of areas, including traffic flow, land use, zoning, road alignment, bikeways, highway beautification and development standards to unify future City and private efforts promoting the scenic qualities of the corridor. The efforts, which span over a three year period, included a high level of public outreach, including surveys and questionnaires, meetings, stakeholder interviews, and numerous public workshops and Planning Commission meetings. The first document adopted was the Las Virenes Gateway Master Plan (Master Plan) in November 1998, which was followed by the Las Virgenes Road Corridor Design Plan, in December 1998. After a two-and-half year process, the City adopted the 2030 General Plan which re-adopted the Las Virgenes Road Corridor Design Plan, as well as the design guidelines and land use mix stated in the Master Plan. The 2030 General Plan also re-adopted a land use designation of the property as Business - Retail. In 2010, the City adopted its current Development Code to carry out the objectives of the 2030 General Plan, including the current zoning designation of the site as Commercial Retail (CR) and within the Scenic Corridor Overlay. As a result, any development on the subject site shall comply with the development standards in the CMC for the CR zone and Scenic Corridor Overlay Zone, as well as the goals and policies of the 2030 General Plan and the design guidelines and land use mix of the Master Plan.

The subject site is identified as the "Rondell Property" in the Master Plan. Because of the site's close proximity and easy access to and from the 101 Freeway, the Master Plan identifies highway-oriented commercial uses as appropriate development for the site. Specifically, the Master Plan states "the allowed uses shall include hotel/motel uses" (p. 4:8, Master Plan). As a result, the proposed hotel is compatible with the allowed land uses identified in the Master Plan. The proposed 73,000 square-foot building is larger than the Master Plan's, which identified a development intensity limit of 40,000 square feet. However, the Master Plan did not

anticipate vacating Rondell Street, which provides additional lot area and development potential for the site. Furthermore, the Master Plan serves as a guideline and does not establish hard, numeric development standards, which are regulated by the CMC and include the development standards for this zone adopted in 2010 after the adoption of the 2030 General Plan and consistent with the level of development specified for this zone in the General Plan. As discussed in detail above, with the adoption of a Development Plan, the project meets the development standards of the General Plan and Municipal Code.

As discussed above, the proposed hotel features a Monterey architectural style consistent with the design guidelines of the Master Plan. The ARP reviewed the project and concurred that the proposed design is compatible with the Master Plan and is well designed for the site. As a result, the proposed project will be compatible with other development within the Master Plan that incorporates a similar architectural style.

In addition to the above mentioned guidelines, the Master Plan includes goals and policies in order to balance development with preservation of the natural environment and semi-rural character of Las Virgenes Road. A unique height requirement is used within the Master Plan to ensure that scenic views of the hills are maintained. In accordance with the Master Plan, “no development shall be located on the east side of Las Virgenes Road that is greater than half the height of the top of the ridgeline” (p 4:15). The significant ridgeline located east of the project site is at approximately 1,200 feet above mean sea level (amsl). Las Virgenes Road is at approximately 770 feet amsl along the project frontage near the proposed hotel location. As a result, the midpoint between Las Virgenes Road and the ridgeline is 985 feet amsl (215 feet above Las Virgenes Road). Because the height of the proposed building is approximately 835 feet amsl, the proposed project is 150 feet below the midpoint and easily meets this requirement (see additional height discussion below). Furthermore, the ARP recommended the architect remove a portion of the fourth floor in order to preserve views of the hillside to the east and reduce overall mass of the building. The applicant acceded to this request and modified the design to remove this portion of the fourth floor. A line-of-sight study prepared by the architect, and reviewed by staff, demonstrates that views of the significant ridgelines from Las Virgenes Road will not be obstructed by the proposed development.

- F. Building Height:** The proposed four-story hotel is 50 feet tall and includes two stair wells and one decorative tower feature that extend up to 58 feet in height. The subject site is within the Commercial Retail (CR) zoning district which has a height limit of 35 feet; however, more height may be authorized by a Development Plan. Therefore, if the Development Plan is approved as requested, the proposed 50-foot

tall building would be in compliance with the height limit established by Section 17.14.020 of the CMC for the CR zoning district.

The proposed building features various design elements in order to off-set the visual impact of a 50-foot tall building and preserve views of the hillside in the background. For example, the façade includes vertical and horizontal articulation to break up the mass of the building. The fourth floor is stepped back from the third floor in order to reduce the perceived height of the building and preserve view from Las Virgenes Road to the hillside to the east. A line-of-sight analysis demonstrates that the proposed building will meet the Scenic Corridor and Las Virgenes Gateway Master Plan standards obligating visibility of the ridgeline when viewed from Las Virgenes Road (see exhibit B). Furthermore, the line-of-sight analysis demonstrates that the ridgeline to the east of the subject site is approximately 365 feet above the roof of the building, or 3 times higher than the 50% standard called for under the Las Virgenes Gateway Master Plan. Additionally, the ARP reviewed the project and modified the design, and determined that it conforms to the Scenic Corridor. As a result, the proposed 50-foot tall hotel will not have a significant visual impact to the Scenic Corridor.

Many structures in the City of Calabasas and vicinity of the proposed development already exceed 35 feet in height (projects approved both before and after the incorporation of the City). Please refer to Exhibit F for a table of buildings in the City of Calabasas that exceed 35 feet in height. Some notable examples are the Commons of Calabasas, the Kilroy office complex, and office buildings along Agoura Road and Mureau Road. As a result, the height characteristics of buildings in the general vicinity support building heights to 50 feet, and can be supported through consideration of a Development Plan.

- G. Rondell Street Vacation:** Rondell Street, east of Las Virgenes Road, is an unimproved public street (“paper” street) not planned for public vehicular travel. Rondell Street is oriented north to south and located between the subject site and the south bound on-ramp to the 101 Freeway. Furthermore, Rondell Street terminates contiguous with the northern property line of the subject site. In addition to the subject site, only one other parcel has public access from Rondell Street, and that parcel is currently vacant. Although Rondell Street is unimproved, it does have various utilities that run through it, such as water lines for the Las Virgenes Municipal Water District. Because the applicant would be required to provide an easement for access to the property to the north and easements for all utility holders, the request to vacate this portion of Rondell Street will not deny access currently possessed by adjacent properties or negatively impact existing public utilities. Furthermore, the proposed project includes permanent parking for and public access through the subject site to the Anza Trail, and dedicated parking for public access to the transit stop located at the northeast corner of Las Virgenes Road and Rondell Street. The

City previously had no plans to improve Rondell Street. Given these circumstances and the opportunity this project presents to secure permanent public parking for transit and trail users and access to the Anza trail, the City has no intent to improve Rondell Street or interest in maintaining it as a an unimproved paper public road and a summary street vacation is appropriate under Sections 8320-8325 of the CA Streets and Highway Code.

The applicant is requesting that the City vacate the portion of Rondell Street that abuts the western property line of the subject site. This portion of Rondell Street is approximately 38,000 square feet; however, approximately 2,800 square feet is occupied by the same utility corridor that runs through the subject site. As a result, vacating Rondell Street would add approximately 35,200 square feet of net usable lot area to the subject site, bringing the net lot size of the subject site to 204,047 square feet. With a net lot size of 204,047 square feet, the subject site could support up to an 81,000 square-foot building, which represents the maximum permitted FAR of 0.4. Therefore, upon completion of vacating Rondell Street, the proposed 73,000 square-foot building is consistent with the allowed floor area for the CR zoning district.

In accordance with Section 17.28.040 of the CMC, the proposed 127 room hotel is required to provide 140 off-street parking spaces. Section 17.28.070 of the CMC requires off street parking to be provided on the subject site and not within any public right-of-way; however, 51 of the proposed parking spaces are located within Rondell Street. Incorporation of Rondell Street into the subject site allows for 151 parking spaces on-site.

- H. Juan Bautista De Anza Trail:** The Juan Bautista de Anza National Historic Trail (Anza Trail) was designated by Congress in 1990. The Anza National Historic Trail roughly follows the expedition route of Juan Bautista de Anza, and spans 1,200 miles from the San Francisco Bay Area to Nogales, Arizona. The Anza Trail is intended to provide a learning experience via a recreational trail that is within both rural and urban surroundings. In fact, recently certified portions of the trail run through Los Angeles, completely surrounded by urban development. The subject site is located approximately 140 feet west of a commemorative segment of the National Historic Anza Trail. According to the National Park Service's mapping system, the actual historic route is approximately one quarter of a mile north of the subject site. However, the National Park Service (NPS) considers this segment of the Anza Trail a commemorative replication route of the National Historic Trail. As a result, conditions of approval require the applicant to coordinate signage with NPS and require dedicated parking (as discussed below) for trail users.

The Anza Trail is a 1.4 mile trail that starts at the western terminus of Calabasas Road, runs parallel to the 101 freeway and terminates approximately 140 feet east of

the subject site. The Anza trail also connects to the New Millennium Loop Trail, which loops around large residential subdivisions southeast of the site. The Anza Trail was officially designated as a public trail by the City of Calabasas in 2004 and constructed with the installation of one trailhead (from the terminus of W. Calabasas Road) and interpretative signage. The trail was constructed as a joint effort between the City and MRT. Prior to construction this was an unimproved trail known as the Calabasas Connecting Trail. When the trail was approved for construction in 2004, the City determined that parking would be provided at the trailhead located next to Calabasas Road, but not near Las Virgenes Road. Furthermore, the City recognized that portions of, and access to, the trail from the Las Virgenes end traversed private property and that it would be MRT's responsibility to secure grants of right allowing legal access to the trail over private property such as the subject site. The proposed project carries out this objective by providing permanent, dedicated public access through the subject site, from Las Virgenes Road to the trail.

In 2007 the City adopted a Trails Master Plan to provide a blueprint for the development of trails. The intent of the Trails Master Plan is to provide guidance for the creation and maintenance of trails throughout the City. According to the Trails Master Plan, a trailhead may consist of only a few parking spaces. While additional improvements (i.e. staging for horse trailers and bicycle parking) are encouraged, they are not required at every trailhead. In addition to providing five dedicated parking spaces for trail access, the proposed project includes trail improvements such as trash/recycle receptacles, dog waste pick-up signs, bags and containers. As a result, the proposed trail enhancements provided by this project meet the guidelines of the Trails Master Plan and significantly improves access to the trail over the current illegal usage of the Rondell property as an unimproved trailhead.

- I. Circulation/Traffic: The subject site will be accessed via the eastern corner of the intersection of Las Virgenes Road and Rondell Street. The vacated portion of Rondell Street serves as the main drive aisle to the hotel and contains perpendicular parking on both sides. There are two driveways that provide access from Rondell Street to the remainder of the parking and the hotel entrance. A secondary driveway on the south end of Rondell Street is used only to access the trash enclosure and loading zones, and provide fire department access to the rear portion of the building. The drive aisle on Rondell Street will also provide access to the undeveloped property to the north for fire, emergency and other access.

The applicant has submitted a traffic and circulation study, prepared by Overland Traffic Consultants Inc, to determine the potential traffic and circulation impacts associated with the proposed hotel. The street network included in the study extends from Lost Hills Road on the west to Las Virgenes Road on the east; and from Mureau Road on the north to Agoura Road on the south. Regional access to the site from the north is provided by US Highway 101 via the interchange at Las

Virgenes Road. Regional access from the south is provided by US Highway 101 via the interchange at Las Virgenes Road. The primary arterials in the study area include Las Virgenes Road, Agoura Road, Lost Hills Road and Mureau Road. Las Virgenes Road, serving the project site, is an arterial road that provides access between Malibu and Calabasas and serves residential communities and commercial development within the Las Virgenes Corridor.

The traffic and circulation study analyzed project related impacts on the intersections within the above mentioned study-area street network. The analysis is based on a traffic forecast, which looks at the 2014 volumes plus a growth factor projection of 1% per year. The study determined the anticipated levels of service (LOS) at each intersection during A.M and P.M. peak hours. The data indicates that all intersections are forecasted to operate at their existing level LOS C or better during A.M. and P.M. peak hours. According to the City's Traffic and Transportation Department, the segment of Las Virgenes Road near the project site generates approximately 31,000 average daily trips. While the proposed project is anticipated to generate 1,038 average daily trips, hotel users and employees go to and from the hotel throughout the whole day and not only during typical business hours. Therefore, the proposed hotel would generate only 67 A.M. and 76 P.M. peak hour trips. As a result, the proposed project will not generate significant impacts during the A.M. or P.M. peak hours based on applicable impact criteria considering both the levels of service for nearby roads and the expected added peak trips from this project. According to the study, development of the proposed project would not exceed the City of Calabasas traffic impact thresholds at any of the analyzed intersections.

The traffic and circulation study includes an analysis of cumulative traffic conditions on the intersections of the study-area street network. The analysis utilizes the traffic forecast generated for the project and adds the traffic generated by other future projects which may be constructed in the study area. The future projects analyzed include the commercial development at Las Virgenes Road and Thousand Oaks Blvd (under construction), Cheesecake Factory expansion (completed), Horizons senior residential center (completed), Paxton of Calabasas townhomes (under construction), Canyon Oaks residential and hotel project (application pending) and the Calabasas Landfill expansion. The data indicates that all intersections are forecasted to operate at level LOS C or better during A.M. and P.M. peak hours even after the complete build-out of all future projects. According to the study, cumulative traffic conditions of the proposed hotel and future projects would not exceed the City of Calabasas impact thresholds at any of the analyzed intersections. As a result, the proposed project will not generate significant impacts during the A.M. or P.M. peak hours based on the City's acceptable impact criteria.

- J. Parking:** Based on the parking requirements of section 17.28.040 of the CMC, the proposed 127 room hotel is required to provide 140 total parking spaces. The applicant is proposing to provide 151 surface level parking spaces. Because the proposed parking plan results in a surplus of 11 parking spaces, the applicant is proposing to dedicate 5 parking spaces for access to the Anza Trail, and 6 parking spaces for transit parking. The layout of parking stalls and aisle widths conform to the requirements established by section 17.28.070 of the CMC. Therefore, the proposed project meets the City's parking requirements.

As outlined above, the proposed project will provide the required number of parking spaces per City Code. By complying with the City's parking requirement, the project will have adequate parking to accommodate the users of the hotel without spillover to the public streets. Because public amenities (i.e. a bus stop and a trail) are adjacent to the project site, a parking demand study was prepared by Overland Traffic Consultants Inc in order to identify the anticipated daily parking demand for the proposed hotel during the week and on the weekend. The estimated future peak parking demand was determined using parking studies provided by the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE). According to the study, the peak parking hours for the hotel occur at 11pm – 1am with 133 occupied spaces on weekdays and 123 occupied spaces on the weekend. As a result, it is anticipated that 18-28 parking spaces will remain empty during peak hours. The study further concludes that between 7am and 8pm during the week only 99-127 parking spaces are anticipated to be occupied, and between 7am and 8pm during the weekend only 84-110 parking spaces will be occupied. Based on the parking study, it is anticipated that 24-52 parking spaces will be empty during the day on weekdays and 41-67 parking spaces will be empty during the day on the weekend. A condition of approval is included in PC Resolution No. 2016-608 that requires the entire parking lot to be available for public parking at no fee between 7am and 8pm. As a result, the proposed project will have enough parking to serve the hotel, trail users and transit stop users.

- K. Geology:** A preliminary geotechnical report for the proposed project was prepared by GeoSoils Consultants, Inc., to analyze the potential geology and soils impact associated with the proposed project. The field exploration for the project site was conducted in August 2014, and consisted of samplings from seven hollow-stem auger test borings to depths of approximately 8 to 40 feet below the existing surface, samplings from five backhoe test pits and six hand dug test pits were also used to supplement the borings. A groundwater monitoring well was also installed in one of the hollow-stem auger borings.

Based on the field exploration and sampling data, the following subsurface conditions were observed. The subject site is underlain by alluvium, colluvium, compacted fill and bedrock of the Modelo and Topanga Formations. Portions of the

site that are underlain by alluvium and compacted fill are not suitable for structures without removal and recompaction. While a portion of the site is mapped as potentially susceptible to liquefaction, the data obtained from field testing confirmed that the potential for liquefaction is low. Either conventional spread footings or cast-in-place pier foundation may be used to support the proposed structures. All footings will bear in the underlying competent bedrock. The report concludes that the proposed development is feasible from a geotechnical engineering standpoint and that the proposed development will not adversely affect geological conditions on or off-site properties.

- L. Grading/Drainage:** As discussed above, the subject site was previously graded in 1986 for the construction of a commercial building. Grading activities included rough grade of Rondell Street, an upper pad for a building, a lower pad for parking and drainage collection and conveyance facilities along the slope to the east. In order to minimize construction impacts, the proposed project is located mostly on the previously graded portion of the site, with minimal grading of the slope to the east. As a result, site grading would involve 19,680 cubic yards (CY) of cut and 5,860 CY of fill, with a net export of 13,820 CY. The MND has identified that impacts typically associated with grading activities, such as traffic, noise, air quality and water run-off are less than significant due to the disturbed nature of the site and surrounding area. Public Works conditions of approval require the implementation of various measures to minimize dirt and water run-off during grading activities, these conditions are included in Exhibit A.

The subject site is not located within a mapped 100 year flood zone. However, according to the hydrology study prepared by Spindler Engineering, the subject site includes two watershed tributaries that drain in a westerly direction to an existing inlet near the southbound on-ramp to the 101 freeway. The proposed project will include an underground debris detention basin (located below the surface parking) that would capture the difference between pre- and post-project stormwater flows and improve the existing network of concrete drainages. Public Works has reviewed and conceptually approved the proposed grading, drainage and hydrology plans; recommended conditions of approval to implement this plan are included in Planning Commission Resolution No. 2016-608 (exhibit A).

- M. Biology:** An assessment of biological resources on the proposed project site was conducted by Rincon Consultants. The general purpose of the biological report is to provide a description of existing biological conditions on the site, determine the potential for sensitive plant and animal species and sensitive habitats to occur on the site, identify potential impacts to biological resources that may occur as a result of the project, and provide avoidance and mitigation measures to reduce potential impacts.

The 4.13-acre project site was previously graded in 1986 for the development of a commercial building and associated parking. The rough grade operations at that time included grading two pads (one for the building and the other for parking) and the installation of drainage features along the slope to the east. A utility corridor bisects the property and contains various underground utilities. Although Rondell Street is unimproved, it was also rough graded in 1986 as a condition of the approved Tract Map. The eastern portions of the site contain natural slopes and abut open space. The proposed development would occur on the previously disturbed portions of the site with limited grading along the undeveloped slopes. As a result, the presence of biological resources on the project site are typical of those found on properties with a disturbance history. A field level reconnaissance site visit determined that neither riparian habitat nor other sensitive natural communities are present on the project site. Furthermore, species listed under the federal Endangered Species Act or the California Special Concern Species Act were not observed on the site and are not expected to occur because of past disturbances and close proximity of developed urban areas, and the site's limited habitat value.

The project site contains mostly ruderal vegetation (weeds), but also contains sage scrub, oaks and a variety of planted trees. The larger shrubs and trees provide a potentially suitable nesting habitat for a variety of birds. Although most of these shrubs and trees will remain in place, construction related activities during the nesting season, February 1 through August 31, have the potential to disturb these habitats. Such disturbance could result in nest abandonment or premature fledging of the young. As a result, the MND includes mitigation measure BIO-1 in order to reduce any potential impacts to migratory and resident nesting bird species to a less than significant level.

Figure IV-1 of the 2030 General Plan identifies significant ecological areas, linkages and corridors within the City of Calabasas. According to Figure IV-1, the subject site is located within a mapped Wildlife Linkages and Corridor. The subject site is also adjacent to dedicated open space in which the width of the mapped corridor at this location is approximately one mile wide. The proposed project would develop approximately 3.7 acres of the site. Furthermore, development would occur on previously disturbed portions of the site and concentrated near the frontage along Las Virgenes Road and the gas station to the south. The remaining 1.3 acres of the site would be undeveloped and provide a natural buffer between the proposed hotel and the adjacent open space. Even though the proposed area of development represents exceptionally small portion of the mapped corridor (less than 1%) it nonetheless includes wildlife friendly fencing as required by Section 17.20.100(H) of the CMC. Furthermore, by complying with the City's Dark Skies Ordinance (Section 17.27.030 of the CMC), lighting from the proposed development will not have a negative impact on wildlife movement or the adjacent open space.

N. Oak Trees: There are nine oak trees with a DBH greater than two-inches within or near the subject site boundaries. Based on the conceptual site and grading plans, no oak trees would be removed or pruned as a result of the project; however, the proposed project would encroach into the protected zone of three of the oak trees and require minor root pruning. An oak tree report, prepared by L. Newman Design Group, documents that with proper protective measures the proposed project will not have a negative impact on existing oak trees (Exhibit D). The proposed conditions of approval include the recommended protective measures and adherence to the oak tree report.

The City's biological consultant, Rincon Consultants, has reviewed the Oak Tree Report. Rincon concurs with the findings and recommendation of the Oak Tree Report, and recommends approval of the permit (see Exhibit E).

O. LEED: Buildings have a profound effect on the environment. For example, in the United States buildings use one-third of our total energy, two-thirds of our electricity, and one-eighth of our water. In an effort to minimize our effect on the local, regional and global environment, the Calabasas City Council adopted Ordinance No. 2003-185 establishing sustainable development practices for all non-residential development. Section 17.34 of the CMC requires all new or reconstructed non-residential development to meet LEED (Leadership in Energy and Environmental Design) (version 2.0) standards.

Developed by the United States Green Building Council (USGBC), the LEED rating system is a nationally accepted benchmark for the design, construction and operation of high performance green buildings. Green buildings bring together an array of practices and techniques to reduce the impacts of buildings on the environment and human health. Green design not only makes a positive impact on public health and the environment, it also reduces operating costs, enhances building marketability, increases occupant productivity, and helps create a sustainable community. The LEED rating system focuses on the following project component areas:

- Site Development
- Water Efficiency
- Energy Efficiency
- Materials Selection
- Indoor Environmental Quality
- Innovation and Design

The LEED rating system is based on both prerequisite (required) project components and elective credits or points that when added up correspond to the following ratings:

- Certified (26 - 32 points)
- Silver (33 – 38 points)
- Gold (39 – 51 points)
- Platinum (52 – 69 points)

A LEED point is earned credit related to one of the components areas listed above. Points are earned through documentation and submittal to the City for review. Some points can be demonstrated through design documentation (i.e. by submitting the applicable portion of construction plans or by using maps and/or other drawings to demonstrate compliance), and some points are related to the actual construction of the building and must be either field verified through inspections, certifications, or by submitting invoices or contractor submittals from subcontractors specifying the products used or purchased, or construction methods employed.

According to section 17.34.010(B) of the CMC, the development of non-residential structures exceeding 5,000 square feet shall be subject to the Calabasas Green Building Ordinance and shall be required to achieve at minimum the equivalent of a “Silver” rating under the LEED for New Construction (version 2.0) rating system. The applicant has provided the City with a LEED version 2.0 checklist and narrative demonstrating how they intend to achieve a “Silver” rating (see Exhibit H). Some of the more notable LEED project components are:

- Water efficient native and drought tolerant landscaping (reduce water need)
- Low flow/flush fixtures (reduce water need)
- Reuse of materials from the existing Calabasas Inn structure
- Recycled content materials
- Construction Indoor Air Quality Management (construction and pre-occupancy)
- Low Voc Materials (paints, adhesives/sealants, carpet, composite wood)
- System controls (for thermal comfort)
- Green Cleaning

P. Associated Project Permits and Approvals:

A **Site Plan Review** is required for site development inclusive of construction of a 73,000 square-foot building, associated parking, pool, driveway and walkways (Section 17.62.020 of the CMC).

A **Scenic Corridor Permit** is required for for construction or site development within the Scenic Corridor Overlay Zone (Section 17.62.050 of the CMC).

A **Conditional Use Permit** is required to conditionally allow a hotel within the CR zoning district (Section 17.62.060 of the CMC).

A **Development Plan** is required for the construction of a 50-foot tall building and retaining walls up to 15 feet in height within the CR zoning district (Section 17.62.070 of the CMC).

An **Oak Tree Permit** is required for encroachment into the protected zone of two oak trees (Section 17.32.010 of the CMC).

A **Summary Street Vacation** is required to vacate the portion of Rondell Street that abuts the subject site.

A **Lot Merger** is required at a future date to merge the vacated portions of Rondell Street with the subject site (Section 17.44.145 of the CMC)

REQUIRED FINDINGS:

The findings required in Section 17.62.020(E), 17.62.050(D), 17.62.060(E), 17.62.070(D), and 17.32.010(E) of the Calabasas Municipal Code for a Site Plan Review, Scenic Corridor Permit, Conditional Use Permit, Development Plan, and Oak Tree Permit are contained in the resolution attached as Exhibit A.

ENVIRONMENTAL REVIEW:

An Initial Study/ Mitigated Negative Declaration (IS/MND) was prepared for this project. In preparing and reviewing the IS/MND, staff exercised independent judgment over the project and the project's environmental impacts. The Final IS/MND, attached as Exhibit I, identifies the following areas where the project may have a potential effect on the environment; biological resources. All areas listed as potentially significant have been mitigated to levels that are no longer significant do to project modifications and/or introduction of mitigation measures. Please refer to the IS/MND for a summary of the identified mitigation measures.

In accordance with CEQA, the Draft IS/MND was circulated for review by responsible agencies, as well as the State Clearinghouse, and the public. The Draft IS/MND was available for public review at City Hall, the Library, and on the City website. The required 30 day review period began on November 4, 2015 and ended on December 4, 2015. At the conclusion of the public review period, 104 written comments were received and responded to, and both the comments and responses to comments are incorporated into the Final IS/MND.

CONDITIONS OF APPROVAL:

See conditions contained in the resolution attached as Exhibit A.

PREVIOUS REVIEWS:

Development Review Committee (DRC):

December 2, 2014 Comments provided by various agencies, requests for revisions were made.

Architectural Review Panel (ARP):

February 27, 2015 The Panel agreed that the style of the hotel is generally acceptable. The Panel expressed concern regarding the massing, specifically a monolithic looking roof as viewed from Las Virgenes. There is a need to “break the box” to soften appearance of the structure. The suggestion is to remove the top floor of the “center” section or a portion thereof in order to reduce the massing. There was some concern with the tower element not looking authentic. It was proposed that it would be acceptable to raise the tower element to give a more pleasing proportion and to eliminate the stone wainscot at the base of the tower. The Panel would like to evaluate the articulation of the window frames, and see a sample window. The Panel also asked to see details for eaves, cornice, balcony rail and window jams. The Panel liked the proposed landscape plan.

March 27, 2015 The Panel would like to preserve the rustic nature of the entrance to the trail and bring it closer to Las Virgenes to offset the impacts on the trailhead from the new construction. They recommend a rustic landscape design and path and appropriate signage viewable from Las Virgenes in order to identify and differentiate the trailhead.

The Panel appreciated that the applicant took the suggestion and lowered the roofline in the center section of the building to the three-story height. In order to maintain the maximum view line, the Panel asked that the parapet detail as shown in the cross section on A1.01 be maintained at less than 12 inches and that if needed, a transparent metal rail be provided for safety purposes as currently shown on A2.05. However, the Panel recommended that no mechanical equipment be mounted above the center section of the fourth floor roof in order to maintain the maximum unobstructed view over the top of the building and to permit the aforementioned rail to be setback as far east as possible and preferably at least 15 feet from the westerly edge of the roof, or minimum width required for walkway. The Panel asked for clarification of the cap detail for the proposed ceramic tile. The Panel comments that the columns at the entry look contrived and could be improved and should potentially change to a more a rustic column design. This would apply to the columns on the third floor as well. The

Panel suggests extending the overhang of the roof to provide more shadowing, as it currently looks skimpy in relation to the building. The Panel suggests varying balcony rails so that they're different in the towers, and recommended incorporating Malibu tile into the tower rail details and incorporating some plaster into the tower rail details. The tile should include a color-palette that is historically authentic and includes whites, blues, yellows, with predominantly off-white. The Panel suggests changing the window color from black to white (or off-white) to result in a more indigenous building. They suggest that the stone veneer be less geometric than what's currently shown on sheet A3.02 on the landscape wall, however the Panel is open to the use of a different material on these landscape walls with appropriate landscaping.

Comments were received from the public and the comments were about color variation and concerns over sight-lines of the ridge. The Panel noted that due to the folded nature of the floorplan which breaks that mass of the hotel into three district elements, plus the related tower elements, that it was not concerned with the building plaster color being monolithic because of the natural showing that will occur due to different solar orientations. The developer expressed a desire to have the building be off-white. The Panel would like to see accurate physical color samples of the roof tile, the metal handrails, the stucco the historic ceramic tiles, the window, the timber structures, and any pre-cast cornice elements, as well as stone samples. The Panel also requested that a sight-line analysis be prepared showing the site lines from varying points along Las Virgenes Road as well as from the Las Virgenes bridge, as well as the south bound off ramp of the 101 at Las Virgenes. The sight-line analyses should be taken from the pedestrian point of view and clearly indicate the ridgelines of the existing prominent dual hillside profiles. The Panel requested that the applicant present all these materials at the next meeting.

April 17, 2015

The Applicant's architect presented revised signage to identify the trailhead. The Panel felt that the signage did not address the intention of the Panel's request. The Panel reiterated the desire for the trail to physically extend to Rondell St and to be differentiated in character from the adjacent parking lot. The Panel also suggested that the proposed landscaping be interrupted so that a more native and low profile planting be used to flank the entrance to the trail. A rustic post and beam sign sketch was prepared as an example to indicate how the trailhead could be prominently identified and seen from a distance. It was suggested that the rustic sign be used as a logo for any trailhead sign in order to promote consistency. Plan on sheet L2.00 mistakenly identified the freeway on ramp as Las Virgenes Road, and the Panel requested that the error be corrected on all other sheets.

The Applicant's architect discussed the roof parapet on the building sections. With regard to the roof level in the middle of the building, the applicant noted that the parapet will be limited to 1-foot tall. The Panel suggested that the Plan A2.05 be updated to indicate that no mechanical equipment will be placed on the roof between gridlines 8

and 13.

The Applicant's architect presented the cap detail for the ceramic tile around the entry tower. The Panel suggested that the top of the arch window on the tower be lowered in order to leave at least 8-inches room (two tiles minimum) between the window trim and the cap.

The Applicant's architect presented to the Panel the new rustic wood column design at the entry, in response to the Panel's previous comments about the contrived Mediterranean columns. The Panel agreed that the rustic wood columns are an improvement. Wood columns were also introduced at the 4th floor balcony, the Panel asked for four columns instead of the proposed three.

The Applicant's architect presented that the roof overhangs were increased from 8-inches to 2-feet 4-inches. The Panel requested the overhang be extended to 3 feet in order to increase shadow and better accentuate the roof line. Panel inquired about the gutters, which are not currently shown. Panel suggested that the gutters to be painted to match the wood elements and include a short downspout and a leader box to provide a more authentic Spanish look.

The Applicant's architect presented, on sheet A3.01, four alternative rail details to be used to satisfy the Panel's request for more variety on Juliette balconies. The Panel agreed that the desire to incorporate variety in the rail design has been met. The Panel suggested that the metal rails in the ground floor arches be eliminated.

The Applicant's architect presented the material and sample board. The applicant presented a sample roof tile. The Panel suggested that the tile should be slightly more orange than the sample roof tile. The Panel also recommended to investigate using a two piece clay tile for more authenticity.

The Applicant's architect presented the off-white window as suggested by the Panel. The Panel liked the off-white windows and suggested eliminating the interior muntins.

The Applicant's architect presented the new country rubble stone veneer of a mixed brown pallet "cognac" to address the Panel's comment to provide a more natural stone look. The Panel liked the new stone and requested that a pre-cast cap detail be incorporated.

The Panel discussed applying an architectural treatment to the debris basin clean out entry. Panel suggested a rustic door should be used.

The Applicant's architect presented photo renderings as the sight line

analysis from three locations taken along Las Virgenes Road. The Panel commented that the photo simulations were not sufficient enough to be used as a sight line analysis. The Panel requested that the applicant provide at least two sight line analyses in a cross section format from street to hill top. The Panel requested that the application be continued to the April 24, 2015 meeting in order to review the sight line analysis.

April 24, 2015

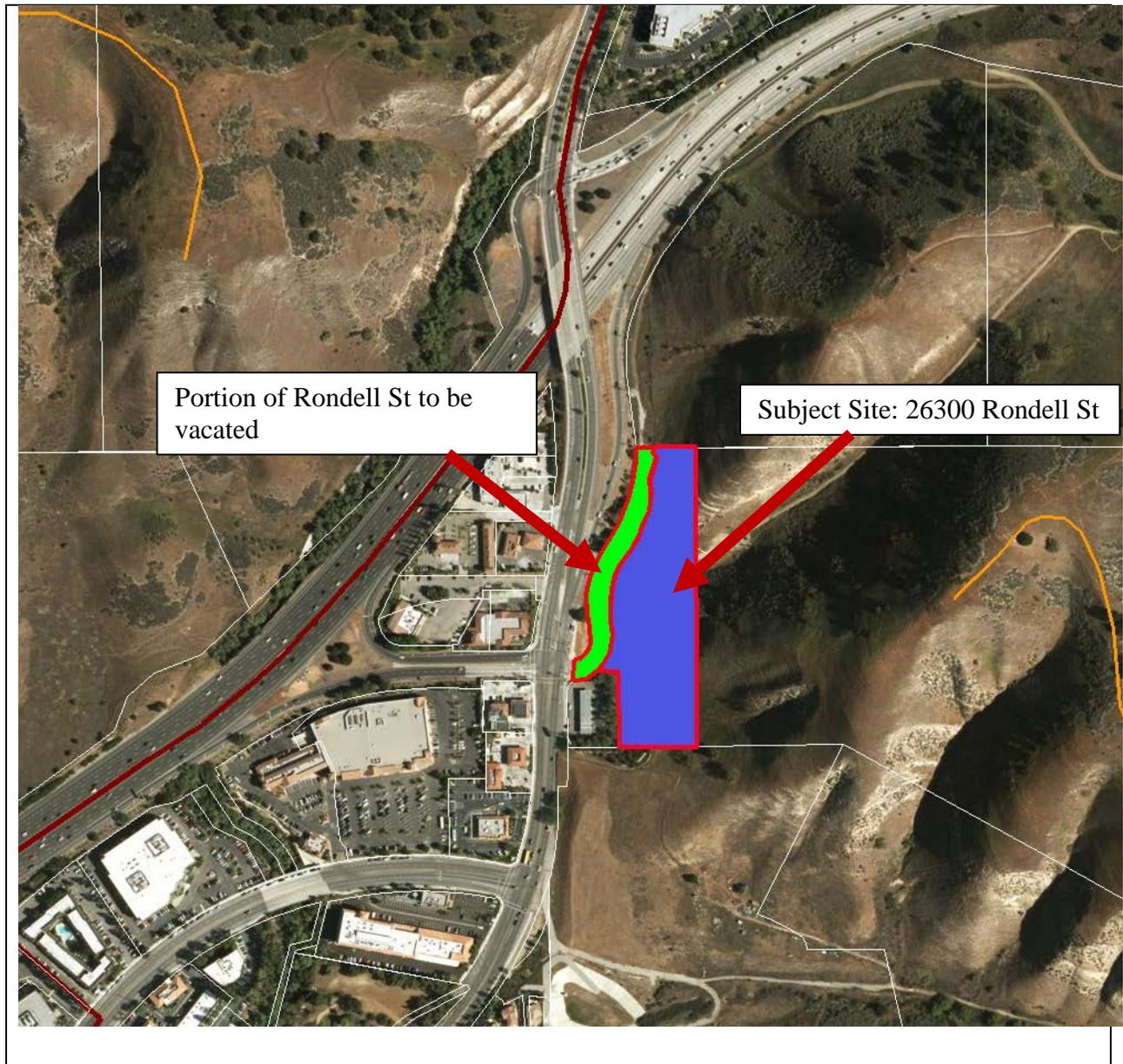
The Architect presented an alternate solution to access to the debris basin, in the form of a removable horizontal grate in-lieu of a raised visible structure. The Panel agreed that the alternate design is acceptable. The panel also reminded the applicant to submit a design for the previously requested trail head rustic entrance structure prior to submittal to the Planning Commission hearing. The Panel voted unanimously for the applicant to provide a 3-d presentation simulating a viewer moving in both directions along Las Virgenes Road. The 3-D presentation and trailhead design shall be submitted to the Panel for their review prior to the Planning Commission meeting. The Panel recommends approval of the design of the project subject to the above comments, motion passed 4-0.

ATTACHMENTS:

- Exhibit A: Planning Commission Resolution No. 2016-608
- Exhibit B: Site Plans and Elevations
- Exhibit C: Photographs of site and surrounding area
- Exhibit D: Oak Tree Report
- Exhibit E: Oak Tree Review Letter
- Exhibit F: Height Comparison Table
- Exhibit G: Non-CEQA Public Correspondence
- Exhibit H: LEED Checklist and Narrative
- Exhibit I: Final IS/MND

TECHNICAL APPENDIX

Location Map:



Development Standards (CR):						Code Limit	Meets Code
Lot Size (gross):	218,199	Sq. Ft.					
Lot Size (net):	204,047	Sq. Ft.					
Floor Area:							
Proposed:	72,954	Sq. Ft.					
Floor Area Ratio (FAR):	0.36				0.4		Yes
Setbacks:							
Front:	80	Ft.			None		Yes
Rear:	70	Ft.			None		Yes
Side:	31	Ft.			None		Yes
Side:	424	Ft.			None		Yes
Height:	50	Ft.			35 Ft.*		Yes
Pervious Surface:							
Proposed:	124,197	Sq. Ft.	57	%	22% Min.		Yes
Site Coverage:							
Proposed:	20,410	Sq. Ft.	10	%	78% Max.		Yes
<i>*In accordance with Section 17.14.020 of the CMC, more height may be authorized by a Development Plan</i>							
Parking Calculations							
# of Spaces Provided:	151						
# of Spaces Required:	140						Yes
Proposed Color Palette:							
	See Plans						

Surrounding Properties:			
	Existing Land Use	Zoning	General Plan Designation
Site	Vacant	CR-SC (Commercial Retail-Scenic Corridor)	B-R (Business-Retail)

	West	Telecom Switching Facility	PF-SC (Public Facility-Scenic Corridor)	PF-R (Public Facility-Institutional)
		Gas Station	CR-SC (Commercial Retail-Scenic Corridor)	B-R (Business-Retail)
	East	Open Space	OS-DR (Open Space-Development Restricted)	OS-R (Open Space-Resource Protected)
	North	Vacant	HM-SC (Hillside Mountainous-Scenic Corridor)	HM (Hillside Mountainous)
	South	Gas Station	CR-SC (Commercial Retail-Scenic Corridor)	B-R (Business-Retail)