

# Rondell Oasis Hotel

## File No. 140001318



*CITY of CALABASAS*

Planning Commission Special Meetings  
February 3<sup>rd</sup>  
and February 4<sup>th</sup> , 2016

# Report Outline

- **Overview**
- **History**
- **Existing Site**
- **Proposed Project**
- **Project Analysis**
- **CEQA**
- **Findings**
- **Conclusions**
- **Public Hearing**



# Location Map



## Overview



# Bird's Eye



## Overview



# Existing Uses

- **Northeast Las Virgenes**
  - Undeveloped HM w/ Billboard
  - MRCA/ Anza Trail
  - Rondell Street
  - Bus Stop
  - Freeway on-ramp



# Existing Uses

- **Northwest Las Virgenes**
  - Strip Mall w/ Liquor store, vet, clinic
  - Taco Bell
  - 7/11
  - Auto Repair
  - Pacific Bell
  - Vacant (Coco's)





# Existing Uses

- **Northwest Las Virgenes**
  - Strip Mall w/ Liquor store, vet, clinic
  - Taco Bell
  - 7/11
  - Auto Repair
  - Pacific Bell
  - Vacant (Coco's)



# Existing Uses

- **Southeast Las Virgenes**
  - Mobil Gas Station
  - Undeveloped (Canyon Oaks)





# Existing Uses

- **Southwest Las Virgenes**
  - Freeway off/on-ramp
  - Chevron Gas Station
  - Shell Gas Station
  - McDonalds



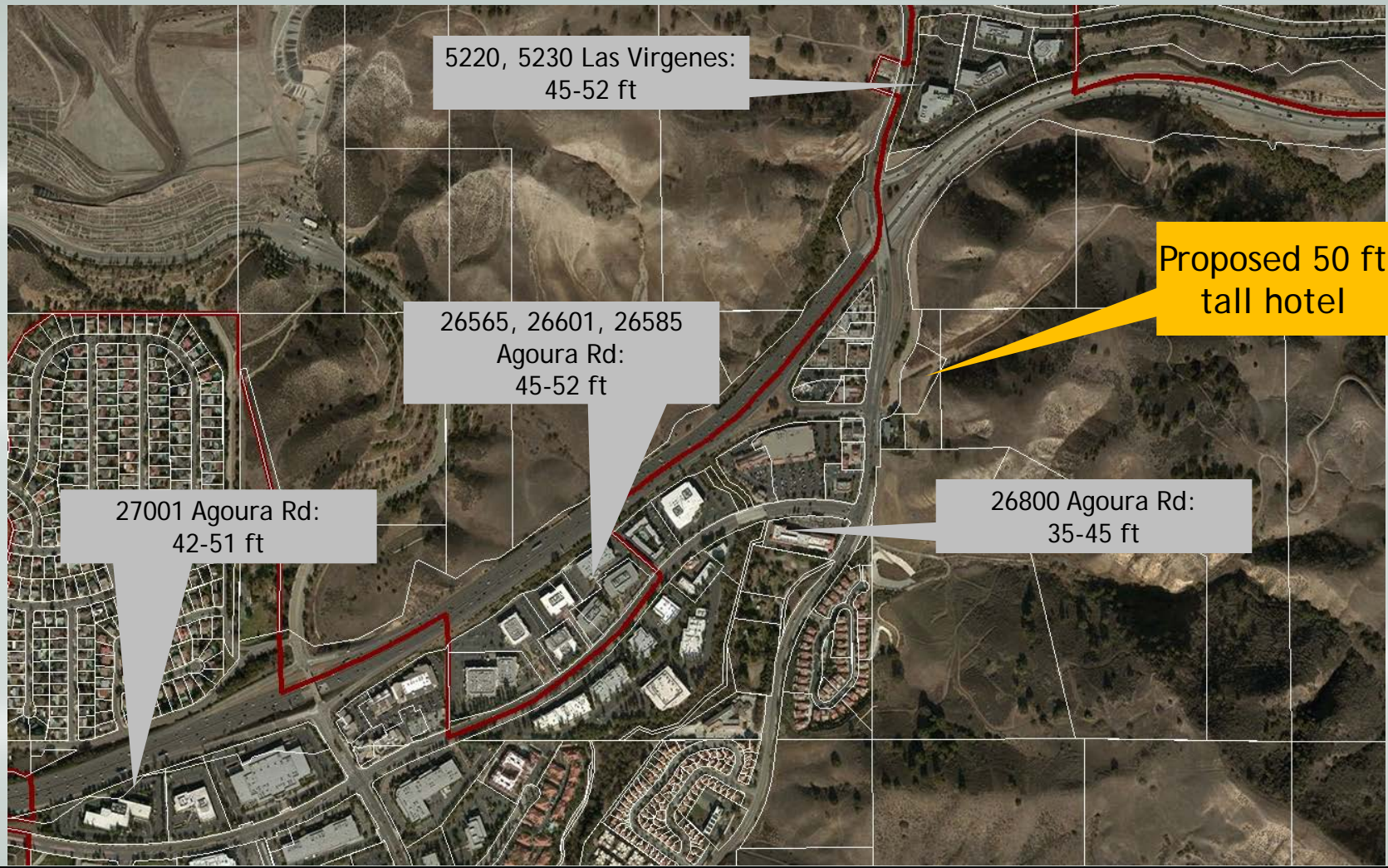
# Existing Uses

- **Southwest Las Virgenes**
  - Freeway off/on-ramp
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# Surrounding Building Heights



## Overview

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# Surrounding Building Heights



## Overview

Planning Commission

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# Surrounding Building Heights





# Report Outline

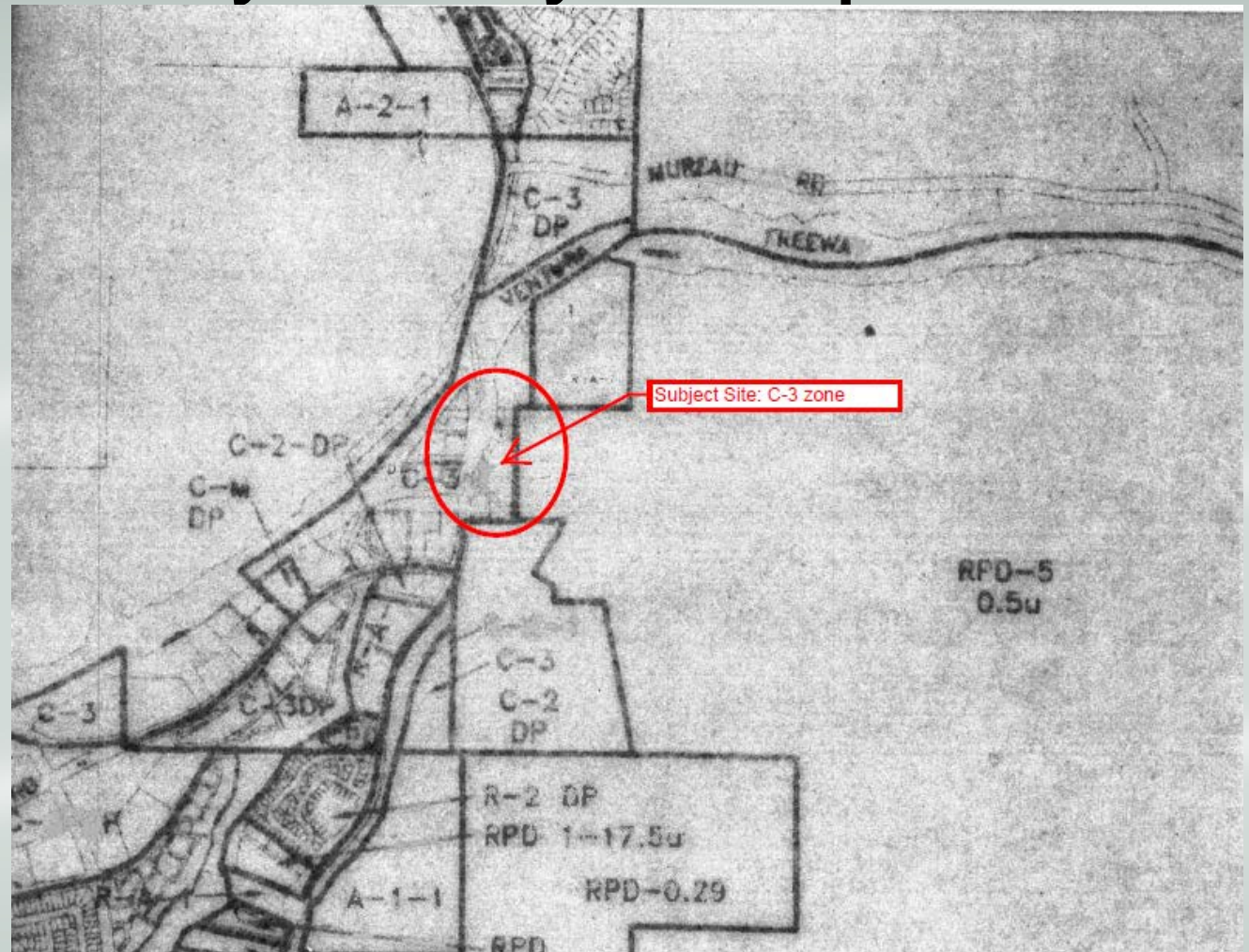
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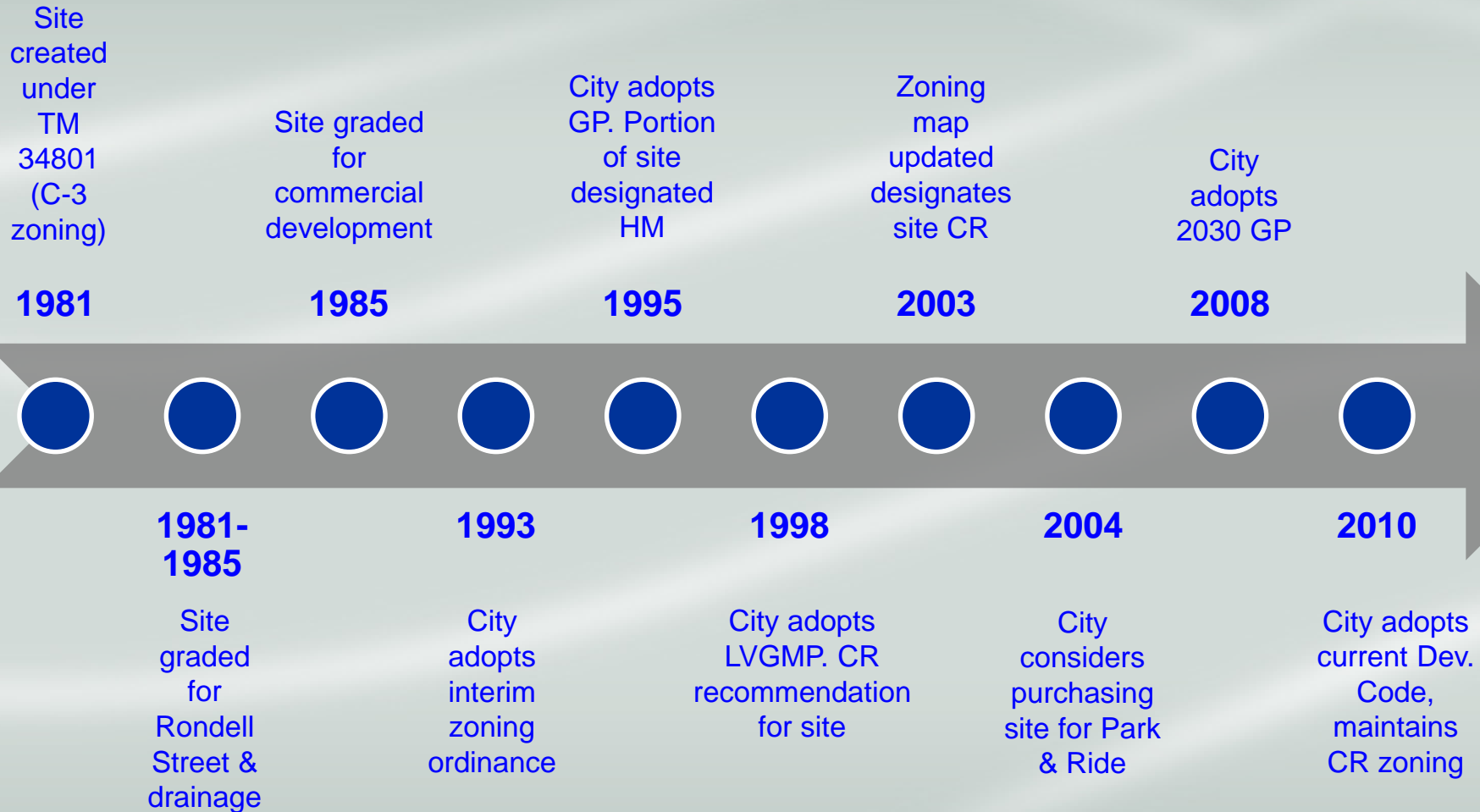
# Site History – City Inception

## C-3 Zone Unlimited Commercial Zone-

- Auto sales
- Shopping Center
- Community Center
- Hotels
- 90% of lot may be occupied by building
- No height limit



# Site History - Timeline



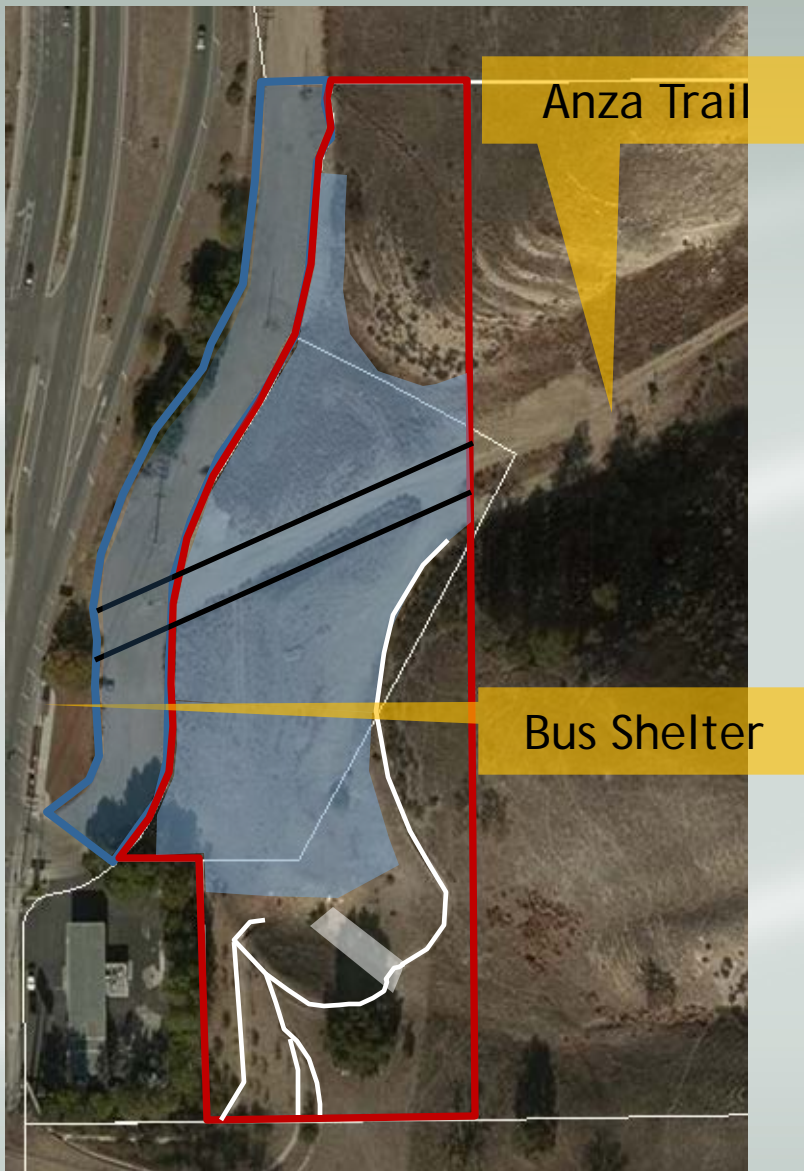


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# Existing Site



- **Subject Site:**
  - Gross lot size: 4.13 acres
  - Net lot size: 3.87 acres
- **Rondell Street:**
  - Gross lot size: 0.87 acres
  - Net lot size: 0.81 acres
- **Total Lot Size:**
  - Gross : 5.00 acres
  - Net: 4.68 acres



# Site Photos



Facing east from Rondell St





# Site Photos



Facing northeast from Rondell St



# Site Photos



Facing south from subject site





# Site Photos



Facing east from subject site





# Site Photos



Facing north from the subject site



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# Background

- **Application submitted on Nov 10, 2014**
- **DRC reviewed the project on December 2, 2014**
- **Application deemed incomplete on December 5, 2014**
- **ARP reviewed the project on:**
  - **February 27, 2015**
  - **March 27, 2015**
  - **April 17, 2015**
  - **April 24, 2015**
- **Application deemed complete on October 1, 2015**
- **Draft Initial Study/Mitigated Negative Declaration (IS/MND) circulated for public review from November 4<sup>th</sup> to December 4<sup>th</sup> 2015**
- **Story Poles installed on January 1, 2016**



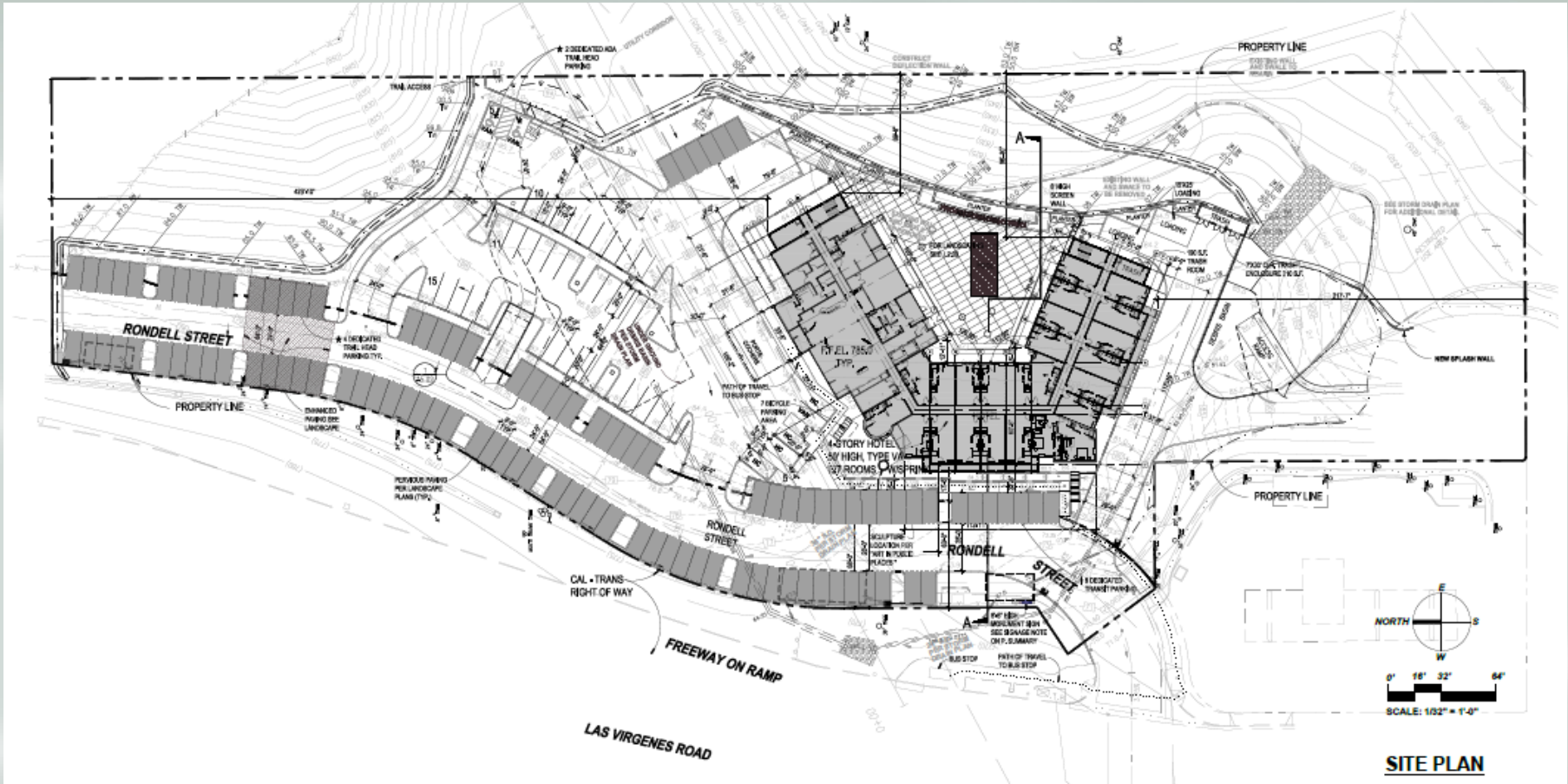


# Proposed Project

- **Construction of a 73,000 sq ft four-story hotel inclusive of:**
  - 127 rooms
  - On-site amenities such as a pool, gym, breakfast area
  - 151 on-site surface level parking spaces
- **Additional project components:**
  - 5 dedicated parking spaces for trail users
  - Permanent legal access to the Anza Trail
  - Improved access to the Anza Trail inclusive of ADA compliant path, signage, trash/recycle bins
  - 6 dedicated parking spaces for bus stop



# Site Plan



**SITE PLAN**



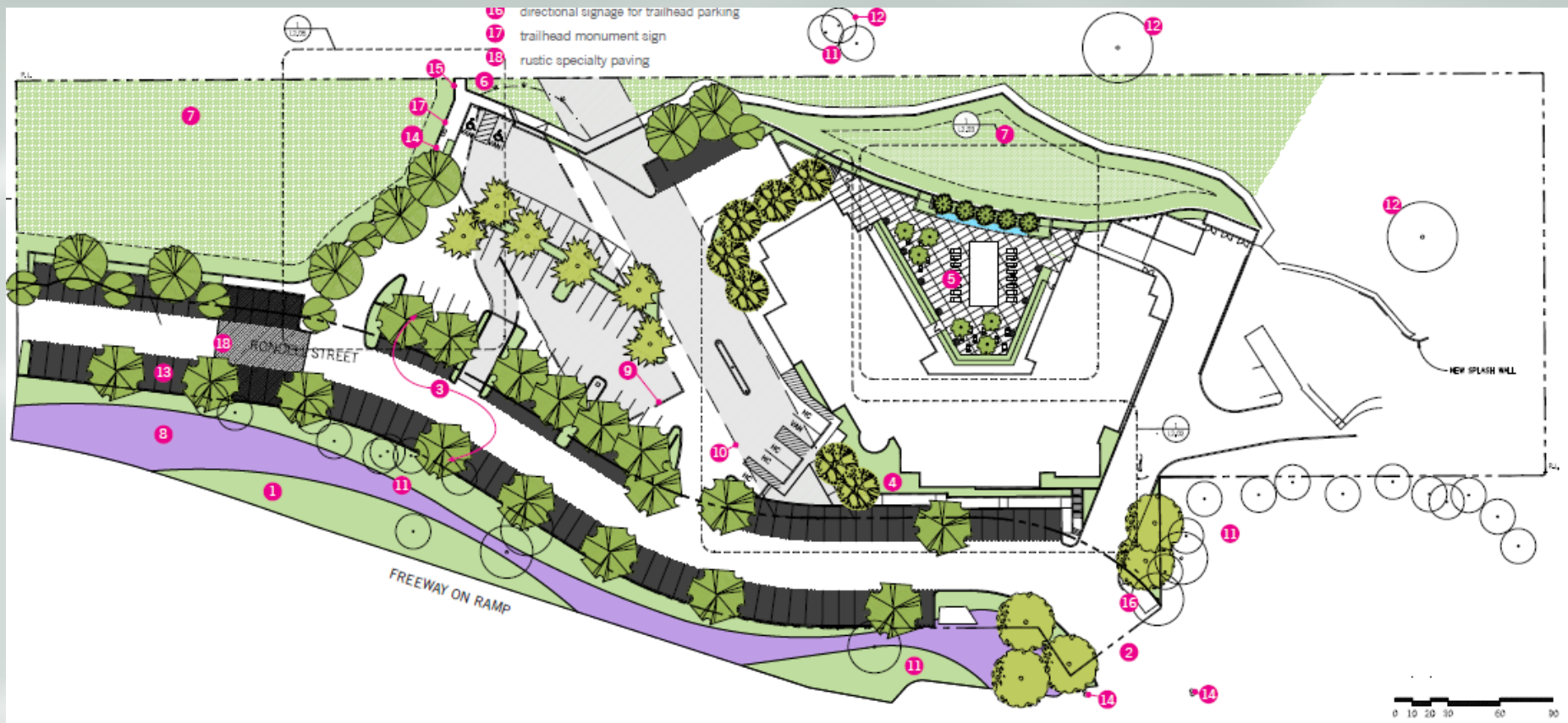
## Proposed Project

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# Landscape Plan





# Color Rendering



## Proposed Project

Planning Commission

February 3, 2016

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# Elevations



North Elevation



South Elevation



# Elevations



West Elevation



East Elevation





# Requested Entitlements

- **Site Plan Review**
- **Conditional Use Permit**
- **Scenic Corridor Permit**
- **Development Plan**
- **Oak Tree Permit**
- **Summary Street Vacation**
- **Lot Merger (at a later time)**
- **In accordance with Section 17.62.020 of the CMC the Commission shall make a recommendation to the City Council on the following:**
  - All permits associated with the project;
  - Summary Street Vacation; and
  - Adoption of the MND.



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# Governing Documents

- **2030 General Plan**
  - Las Virgenes Gateway Master Plan
  - Las Virgenes Corridor Plan
  - Trails Master Plan
- **Development Code**
  - Zoning Standards
  - Scenic Corridor
  - Parking
  - General Development Standards
  - Development Plan

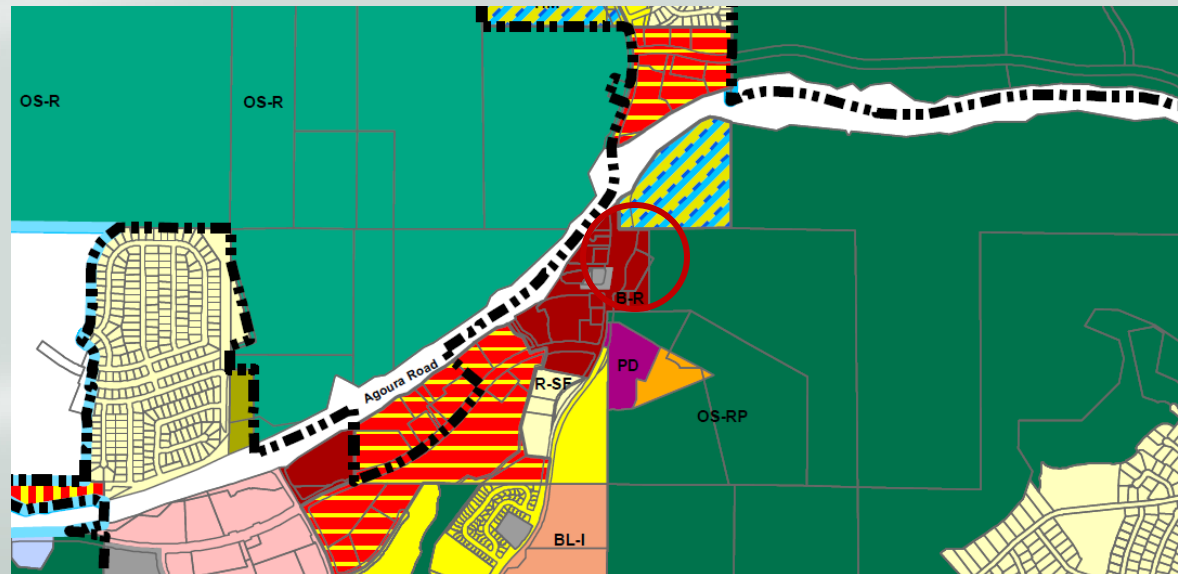




# 2030 General Plan

- **Land Use Element:**

- “Freeway-oriented commercial uses will continue in the southern quadrants of the Las Virgenes interchange” (p II-5)
- The B-R designation accommodates general shopping and commercial services, max permitted FAR of .40





# 2030 General Plan

- **Land Use Element:**
  - **II-11: Promote a mix of retail and service commercial, office, and business park areas that:**
    - **Contribute to a sound local economic base**
- **Open Space Element:**
  - **III-8: Improve public access to designated open space areas in a way that protects environmental resources, but increases the ability of the public to enjoy and benefit from the open space.**
- **Conservation Element:**
  - **IV-23: Promote the use of drought-tolerant plants and efficient landscape irrigation design in existing developed areas and as part of new public and private development approvals.**
  - **IV-37: Promote the incorporation of feasible energy conservation measures into existing and new developments and structures.**





# 2030 General Plan

- **Circulation Element:**
  - **VI-10: Maintain an adequate supply of parking to support the function of the uses parking serves, and to facilitate transportation demand management programs.**
- **Community Design Element:**
  - **Las Virgenes / Westside**
    - **IX-17: Provide a mix of uses that creates a destination area where people can come and stay – live, shop, relax, play.**
    - **IX-18: Facilitate the development of a mixed use commercial core along Agoura Road that is supported by office and residential uses.**
    - **IX-43: Require new development to be designed in a manner consistent with the Scenic Corridor Overlay Zoning requirements and the Scenic Corridor Design Guidelines.**





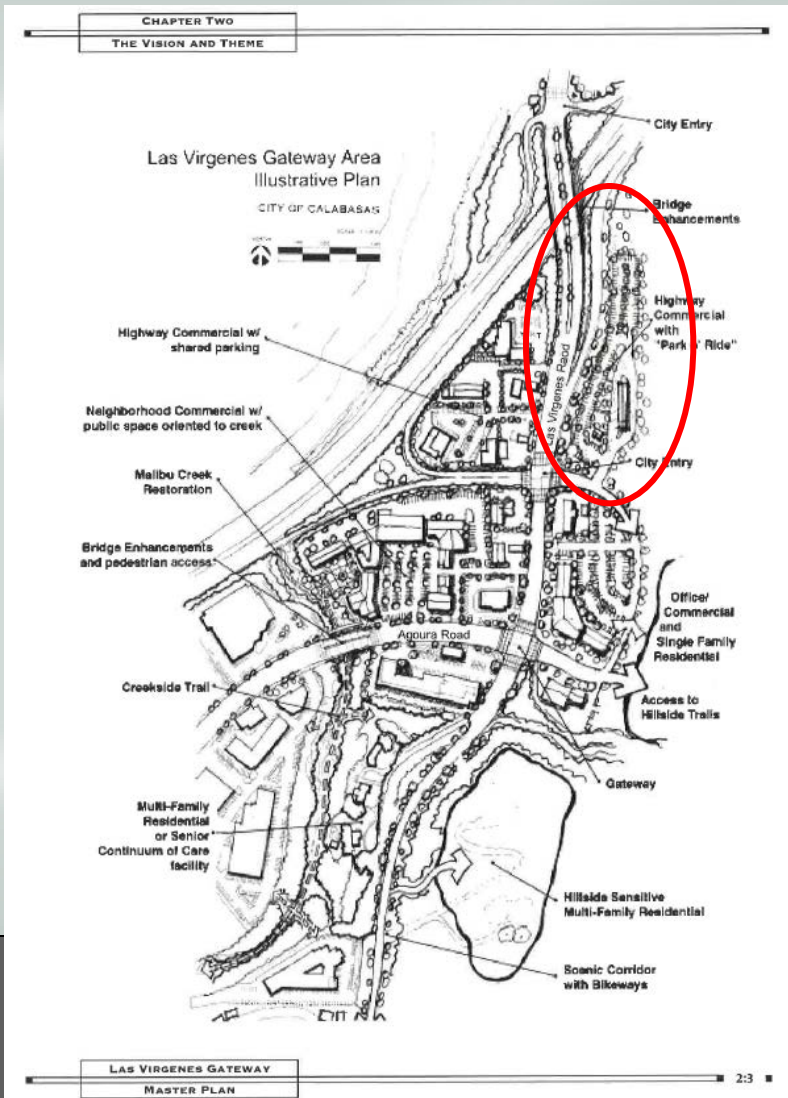


# 2030 General Plan

- **Recreation Element:**
  - **X-10: Make trails and staging areas easily accessible to the public in order to facilitate their use.**
  - **X-13: require all project plans to provide access to trail heads located on adjacent public lands. This policy must be achieved within the legal limitations of the City's land use power and with due respect for private property rights.**
- **Services, Infrastructure Element – Fiscal Management :**
  - **XII-1: Facilitate retail and service businesses in those sectors patronized by the local population and travelers along the Ventura Freeway.**
  - **XII-4: Consider financial incentives consistent with other General Plan provisions for new sales tax-generating and employment-generating uses where there is a clear "pay-back" to the City in the form of increased municipal revenue.**



# 1998 LV Gateway MP



- Decreasing intensity of development moving south
- Highway oriented commercial center adjacent to the freeway
- Transition from urban to residential to rural uses moving down the corridor

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# 1998 LV Gateway MP



## Rondell Site:

- Highway oriented commercial land use
- Hotels/Motels as an allowed use
- Park and Ride in the public ROW
- Trail head for a public trail
- FAR of 0.2 or 40,000 sq ft
- Entry features at intersection

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# 1998 LV Gateway MP

- **The Las Virgenes Gateway Master Plan serves as a “guideline” document, similar to the Scenic Corridor guidelines**
  - **2008 General Plan re-envisioned the corridor and incorporated the design guidelines of the LV MP by reference.**
  - **Standards within the document do not supersede the 2030 General Plan or Development Code**



# LV Gateway Master Plan

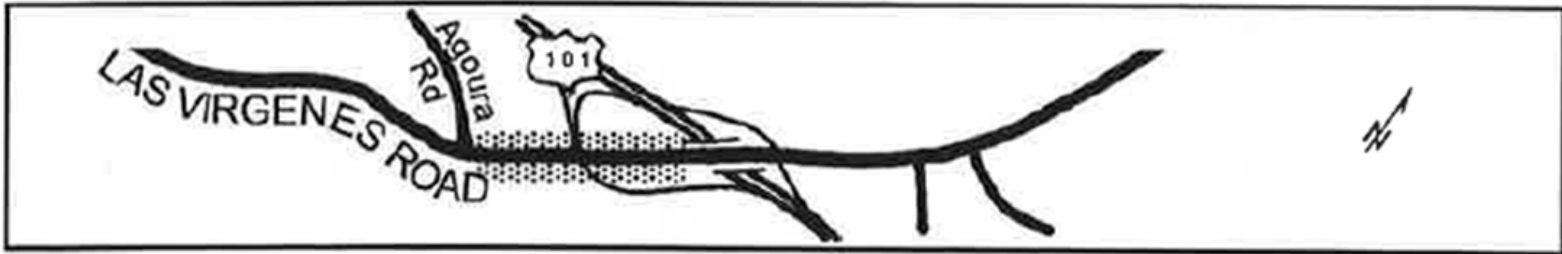
- Established a “Monterey” style Architectural standard
- Called for public spaces defined by tree rows along streets, private property, parkways and parking lots



# L V Road Corridor Design Plan

## Zone Three:

### Agoura Road to US Highway 101



- Noted as a primary gateway to the SM Mountains and West Calabasas
- Accommodates the highest level of activity and traffic volume
- “...challenge is to maintain a healthy business environment providing access to commercial entities while at the same time re-claim the street as part of the Calabasas township.”

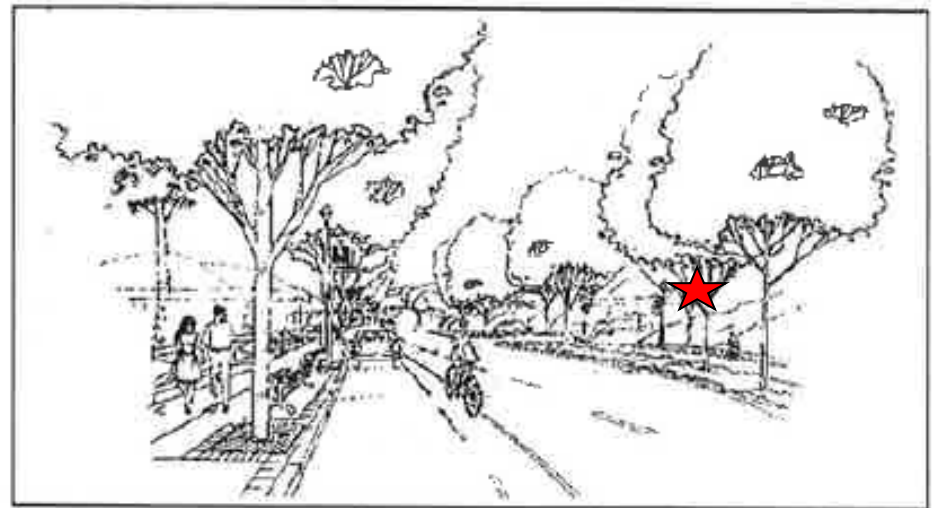




# Las Virgenes Road Corridor Plan



EXISTING



PROPOSED

Looking north toward Rondell Road

- *“Create a “tunnel” or canopy of trees and median landscaping”*



# Trails Master Plan

- **Adopted in 2007, the purpose of the Trails Master Plan is to provide a blueprint for the development of trails.**
  - **Provides guidance for the creation and maintenance of trails**
  - **Trailheads may consist of only a few parking spaces**
  - **Encourages working with private property owners to create easements to link trails throughout the City.**



# Anza Trail

- **Constructed and designated for public use in 2004**
- **The June 2004 staff report for the trail specifically identified that a trail head with parking would be provided at the western terminus of Calabasas Rd, no mention of LV Road or Rondell.**





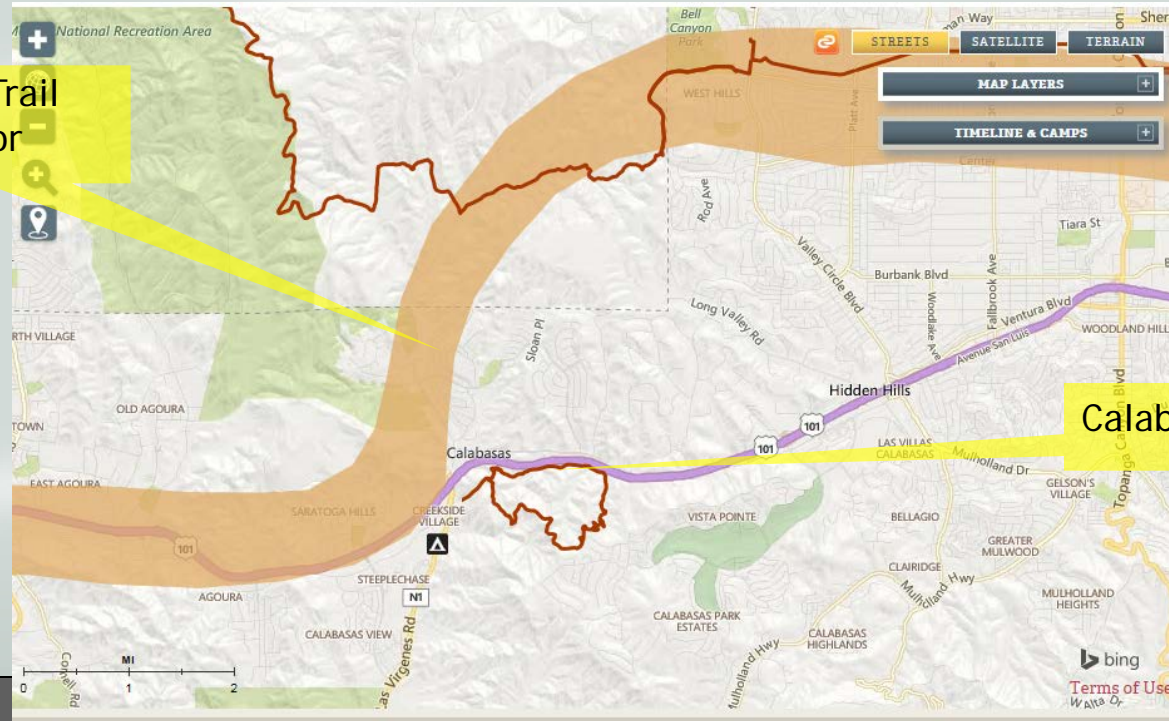
# Anza Trail

- **The staff report further concludes that portions of the trail and access to the trail would traverse private property and MRCA would be responsible for securing necessary right for access.**
- **There are currently no easements secured by MRCA over the Rondell property for public access to the Anza Trail**



# Anza Trail (NPS)

- The Anza National Historic Trail ([www.anzahistorictrail.org](http://www.anzahistorictrail.org))
- Spans 1,200 miles from SF to Arizona and is intended to provide a learning experience via a recreational trail that is within both rural and urban settings.



## Project Analysis

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# Anza Trail Improvements

With approval of a Development Plan, the project includes:

- Permanent legal access
- Dedicated parking spaces
- Improved ADA access
- Signage (NPS)
- Trash/recycle bins



## Project Analysis

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# Development Code

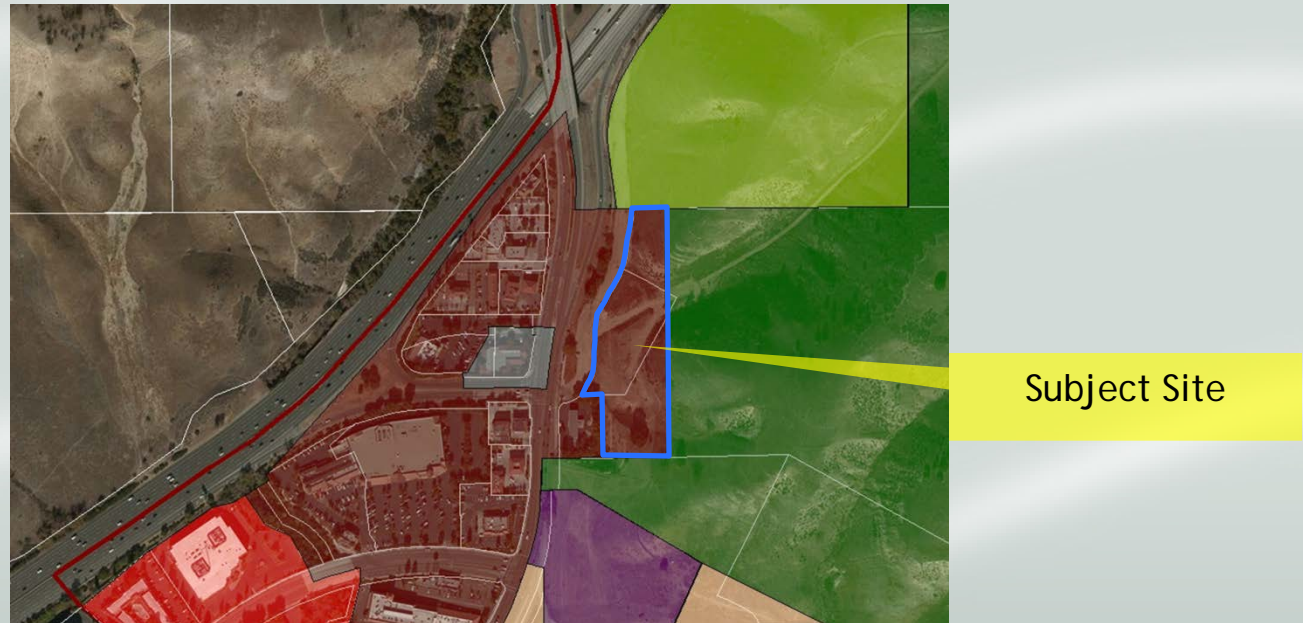
- **Zoning**
- **Development Standards**
- **Scenic Corridor**
- **Parking**
- **Oak Trees**
- **Development Plan**





# Zoning

- 17.14.040 - The CR zoning district is intended for a broad range of general shopping and commercial service uses. These uses include general retail markets, commercial services, restaurants, automotive repair and service, hardware and home improvement, durable goods sales, commercial recreation, and similar and related compatible uses. The CR zoning district is consistent with the business-retail land use district of the General Plan.



# Development Standards

- **Zoning:** Commercial Retail – Scenic Corridor Overlay (CR-SC)
- **Technical Data:**
  - Lot Size (gross): 5.0 acres (218,199 sq. ft.)
  - Lot Size (net): 4.68 acres (204,047 sq. ft.)
  - Building Size: 72,954 sq. ft.
  - Floor Area Ratio (FAR): 0.36 (0.40 max allowed)
  - Height: 50' (35 ft, additional height via Development Plan)
  - Pervious Surface: 57% (22% min required)
  - Site Coverage: 10% (78% max allowed)





# Scenic Corridor



# Scenic Corridor

The *Scenic Corridor Development Guidelines* require development within or visible from the Scenic Corridor to incorporate the following design elements:

- Roofs visible from the Scenic Corridor should use medium/dark color colors and fire resistant non-glare material.
- Buildings should utilize earth tone color and rustic materials in order to blend in with the surrounding environment.
- Buildings shall avoid large blank facades, upper floors on multi-story buildings should be stepped back from the base.
- Landscaping should visually enhance, soften or conceal commercial development.





# Scenic Corridor



ARP reviewed the project at four meetings, and recommended approval of the design to the Planning Commission.





# Scenic Corridor



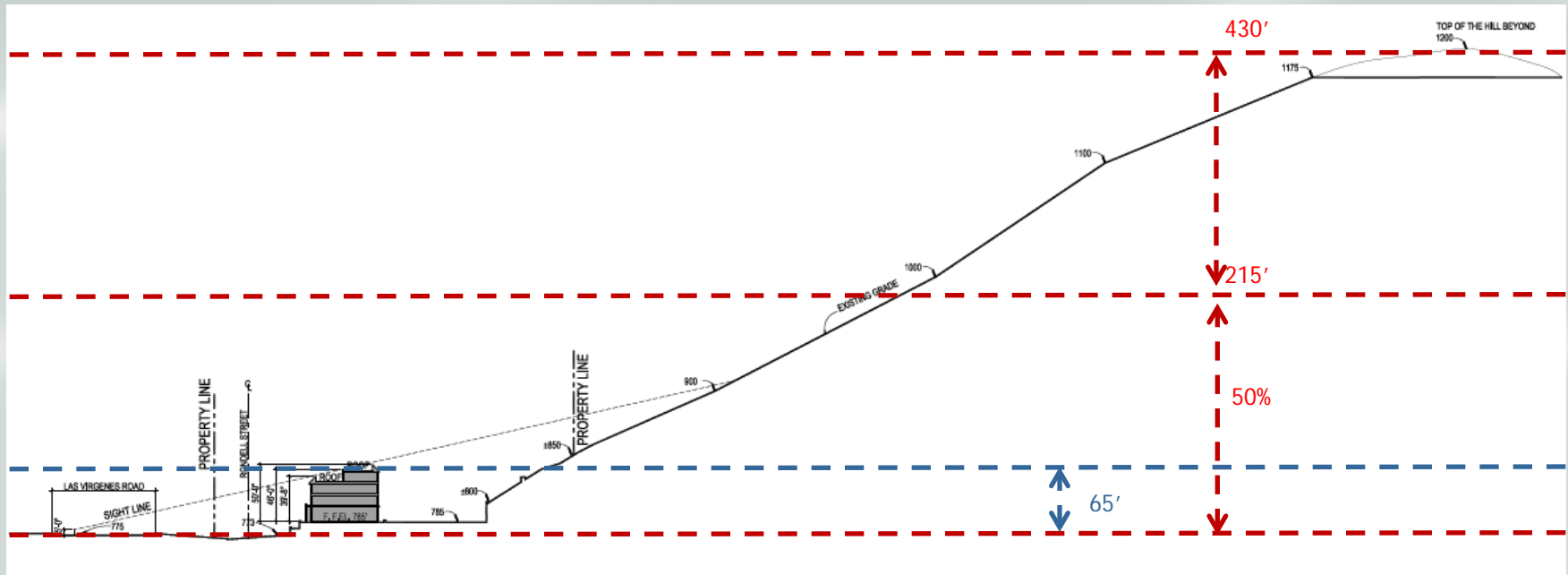
Current view with Story Poles installed, looking across Las Virgenes Road.



# Scenic Corridor



# Scenic Corridor



## Project Analysis

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# Parking

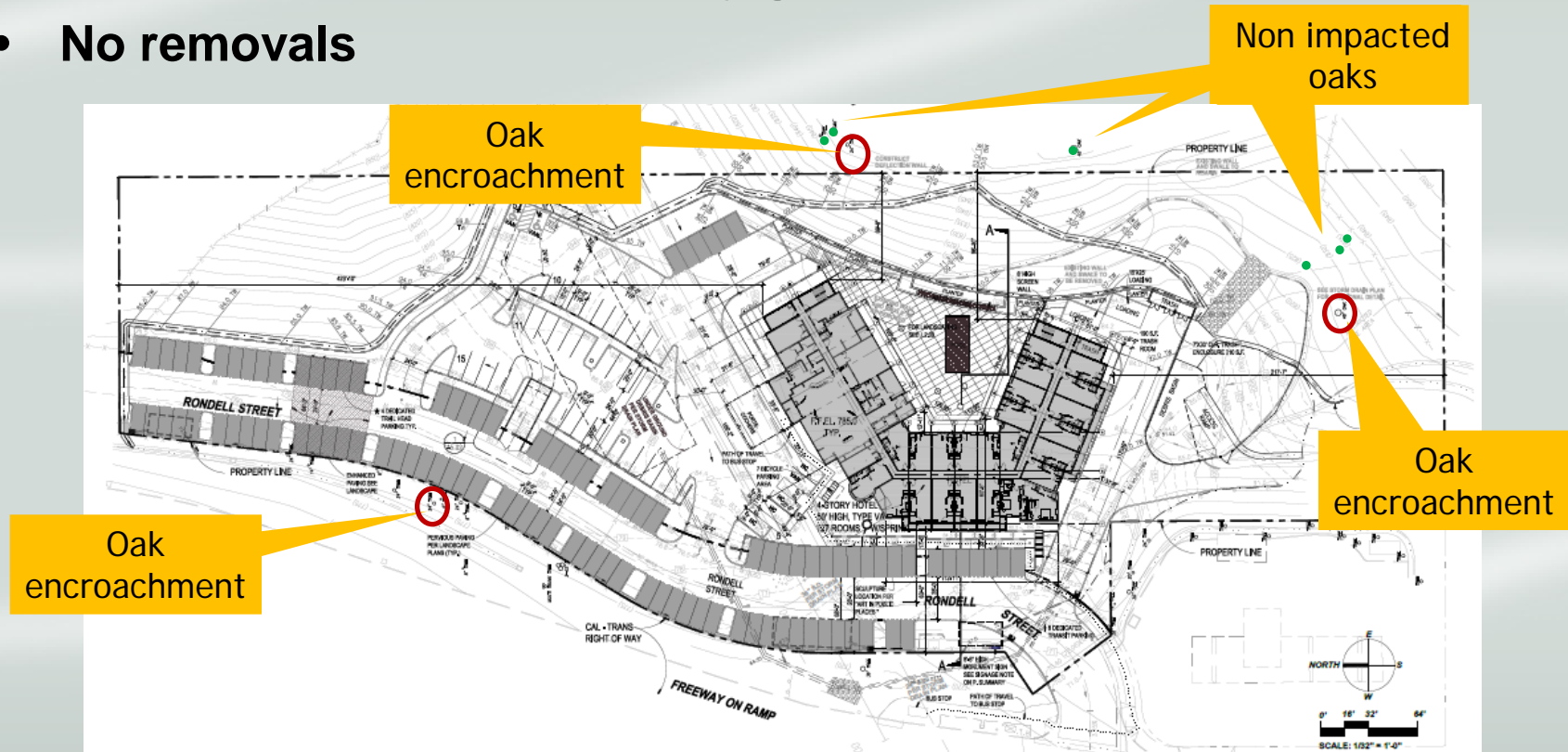
- **17.28.040 requires 140 off-street parking spaces for a 127 room hotel**
- **Proposed project includes 151 surface level parking spaces**
- **11 surplus parking spaces to be dedicated for trail and bus stop users – with Development Plan approval**
- **Parking demand study:**
  - **Peak parking hours occur at 11pm – 1am with 133 occupied spaces on weekdays and 123 spaces on weekends**
    - **18-28 available spaces during peak hours**
  - **Between 7am – 8pm the report anticipated 99-127 occupied spaces on weekdays and 84-110 spaces on the weekend**
    - **24-52 available parking spaces during weekdays**
    - **41-67 available parking space during the weekend**





# Oak Trees

- 9 oaks w/ a DBH > 2”
- 6 oaks will not be impacted
- 3 will be encroached upon by grade level improvements
- No removals



# Development Plan (CMC 17.62.070)

- **“The purpose of a Development Plan is to permit greater flexibility and creativity in order to allow development that is superior to those attainable under existing zoning district standards”.**
- **Development Plan approval is required for the following:**
  - **All development proposed on a site that is subject to a development plan DP overlay zoning district.**
  - **All development proposed within the PD zoning district.**
  - **To establish setbacks for projects in the PF, REC and OS zoning districts.**
  - **To modify the standards for multi-family projects pursuant to Section 17.12.145.**
  - **To increase the allowed height in the CR zones.**





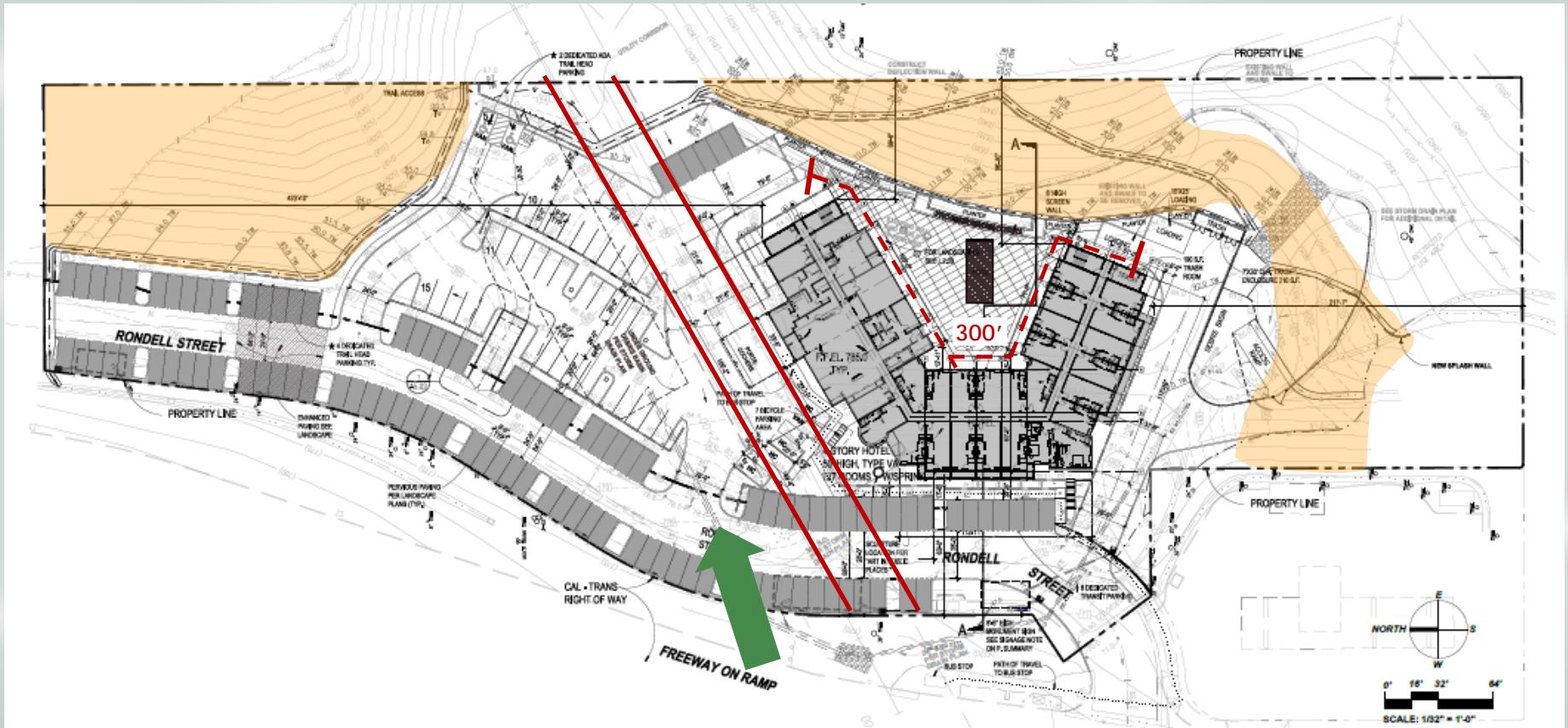
# Development Plan Benefits

- **Superior Site Design:**
  - **Compact footprint utilizes pre-disturbed portions of the site with minimal grading on undeveloped portions and avoidance of steep slopes**
  - **Locates development closer to existing commercial development**
  - **Does not block adjacent trail**
  - **Allows for surplus parking**
- **Significant Public Benefits:**
  - **Additional TOT revenue to the City**
  - **Permanent public access to the trail**
  - **On-site trail improvements, including ADA access**
  - **Dedicated trail and bus stop parking**
  - **Open parking lot for shared uses**



# Development Plan

- Superior Site Design



## Project Analysis

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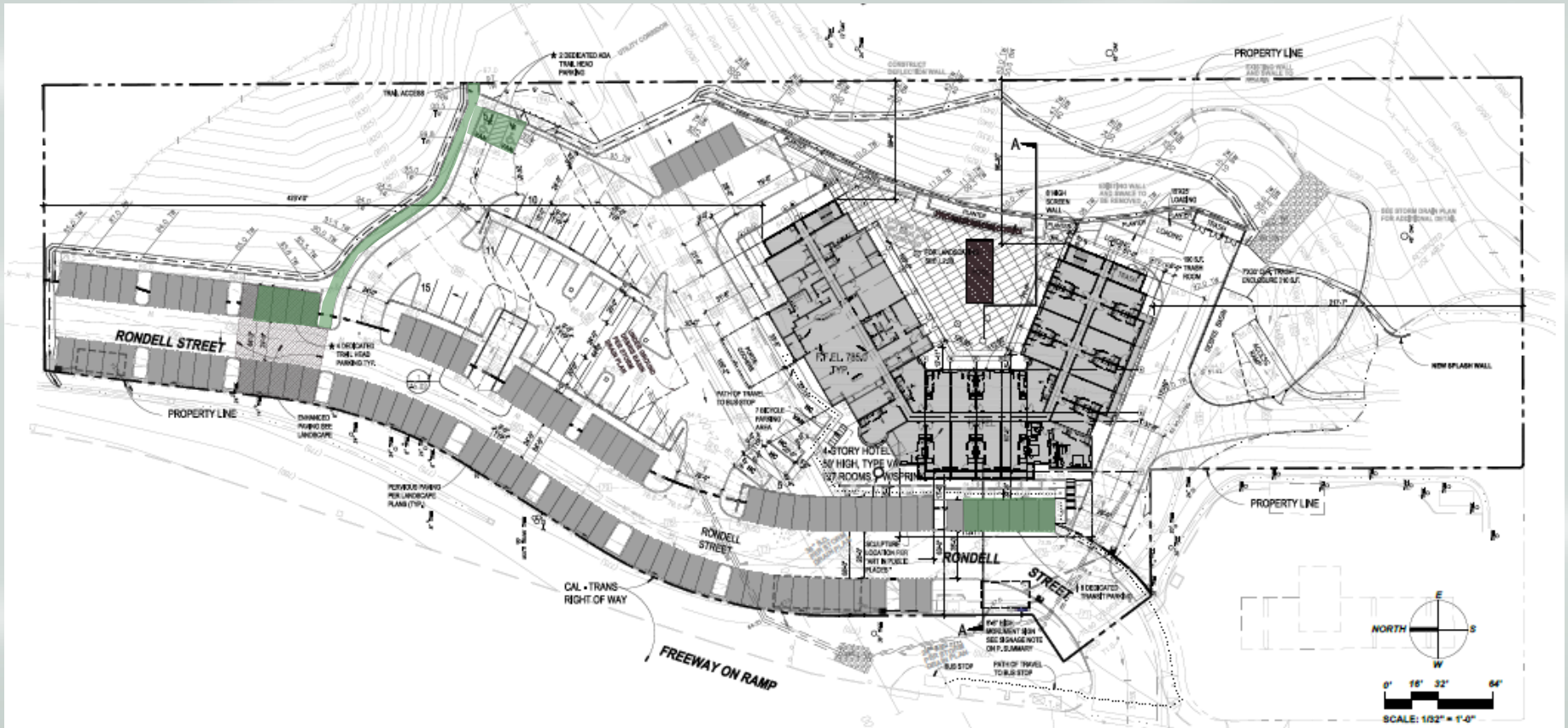
# Development Plan

- Public Amenities:
  - U.S. Supreme Court Case *Nolan v CA Coastal Commission* (1987) 483 U.S. 825, there must be an essential nexus between a permit condition and its requirement for an exaction requiring dedication of land.
  - U.S. Supreme Court Case *Dolan v City of Tigard* (1994) U.S. 512, conditions requiring dedication of land shall be roughly proportional to the impact of development.
- **With approval of a Development Plan and Street Vacation the City has the legal authority to require public access to the trail, on-site trail improvements, dedicated trail and bus stop parking and open public parking for shared uses.**



# Development Plan

- Public Benefits



## Project Analysis

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# MND vs. EIR

- Both start with Initial Study covering 18 areas of potential impacts.
- MND prepared if mitigation is available to reduce impacts to below significance.
- EIR prepared if one or more impacts cannot be reduced to below significance.



# MND vs. EIR

## MND

- Addresses 18 environmental issues
- Includes
  - Technical analysis
  - Mitigation measures
- 30-day review period
- Findings required

## EIR

- Addresses 18 environmental issues
- Includes
  - Technical analysis
  - Mitigation measures
  - Alternatives analysis
- 45-day review period
- Findings and possibly overriding considerations required



# MND vs. EIR

*“The existence of public controversy over the environmental effects of a project shall not require preparation of an environmental impact report if there is no substantial evidence in light of the whole record before the lead agency that the project may have a significant effect on the environment.”*  
(CA Gov. Code Section 21082.2(b))



# Technical Studies prepared in support of the IS-MND

- Oak Tree Report
- Sight Line Study
- Hydrology Study
- Traffic Analysis
- Parking Study





# Overview of Public Comments

- 104 comment letters
  - 8 from agencies
  - 96 from the public
- Many comments not directly pertinent to CEQA:
  - Juan Bautista de Anza National Historic Trail Access and Parking
  - Hotel feasibility





# Overview of Public Comments

- Requests for an EIR
- Aesthetic impacts
  - Viewsheds
  - Building height
- Biological resource impacts
- Cultural resource impacts to the Anza Trail





# Overview of Public Comments

- Hydrology Impacts
  - Drought
  - Flood Zone
- Land Use
  - Consistency with applicable plans
- Traffic Impacts



# Traffic and Circulation

- **Las Virgenes Road:**
  - **Classified as an “Arterial Highway” in the City’s General Plan**
  - **Classified as Major Collector Road in the California Roadway System**
  - **Carries more than 30,000 vehicles per day**
  - **Provides direct access as well as an alternate route to the coast**





# Trip Generation

- Proposed Rondell Hotel Project

ITE Code	Description	Size (Room)	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
310	Hotel	127	1038	67	40	27	76	39	37

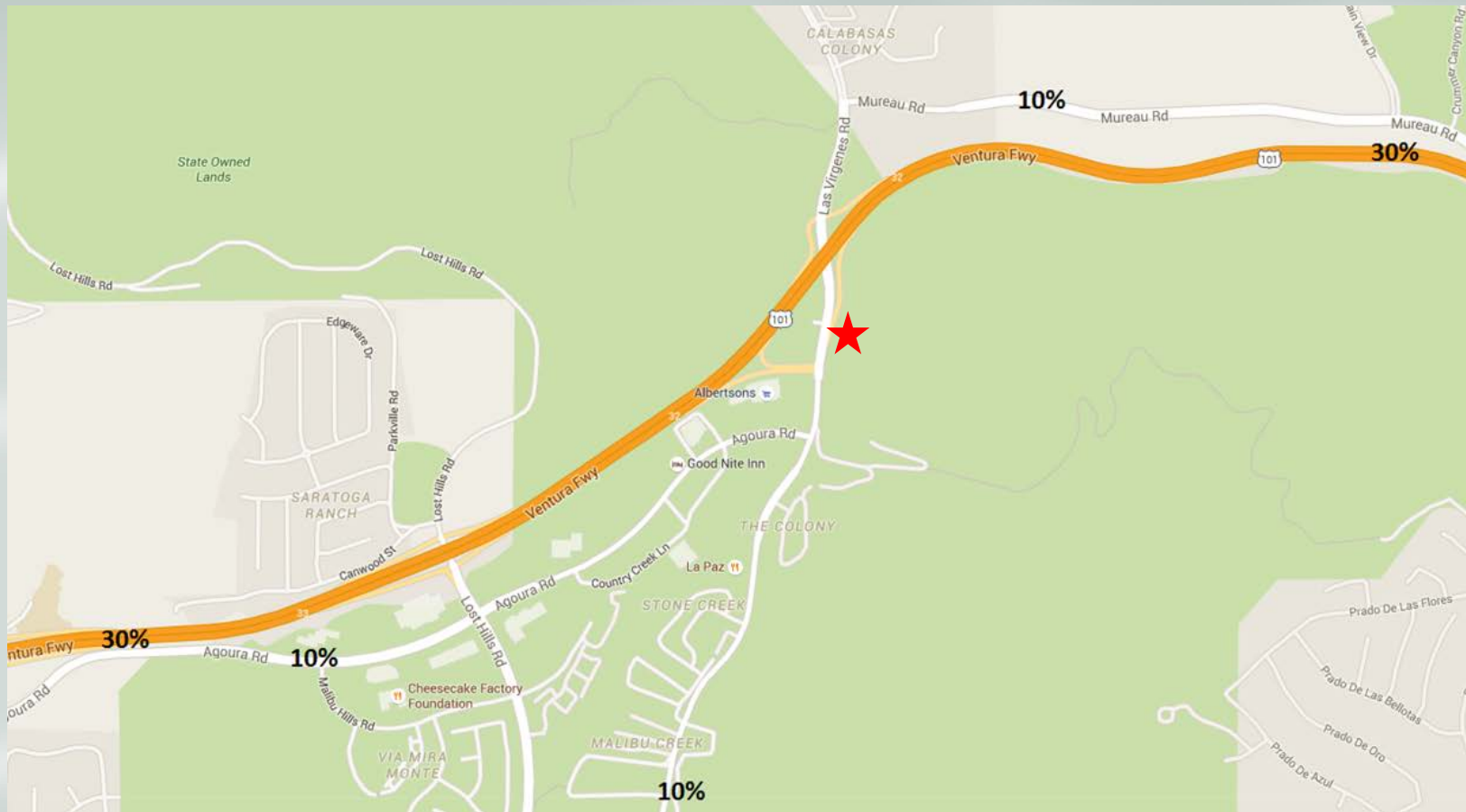
- Alternate Use - Shopping Center

ITE Code	Description	Size (sq ft)	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
820	Shopping Center	73,000	3117	70	43	27	271	130	141

**Conclusion: Shopping center use generates 3 times daily and pm peak hour trips compared to a similar sized hotel.**



# Projected Trip Distribution



**60% of the hotel trips generated are expected to use Highway 101**



# Significant Impact Analysis

Intersection	Peak Hour	2016 ICU w/o Project	2016 ICU w/Project	Impact	Significant Impact
Las Virgenes Rd and Mureau Rd	AM	0.518 (A)	0.521 (A)	+0.003	NO
	PM	0.685 (B)	0.690 (B)	+0.005	NO
Las Virgenes Rd and US 101 NB	AM	28.5 (C)	29.1 (C)	+1.2	NO
	PM	19.4 (B)	19.7 (B)	+0.3	NO
Las Virgenes Rd and US-101 SB/Rondell	AM	12.8 (B)	13.2 (B)	+1.9	NO
	PM	24.2 (C)	26.1 (C)	+1.4	NO
Las Virgenes Rd and Agoura Rd	AM	0.693 (B)	0.698 (B)	+0.005	NO
	PM	0.734 (A)	0.738 (A)	+0.004	NO
Lost Hills Rd and Agoura Rd	AM	0.517 (A)	0.518 (A)	+0.001	NO
	PM	0.631 (B)	0.631 (B)	+0.000	NO

\* - Caltrans ' Highway Capacity Manual Delay Analysis. No significant impact with LOS C or better.  
 (x) – Level of Service (LOS)

## City of Calabasas Criteria for Significant Traffic Impact

LOS	Final ICU Value	Project Related Increase in ICU Value
D	0.81 - 0.90	0.020
E	0.91 - 1.00	+ 0.015
F	> 1.00	+0.010 or more



# Traffic Conclusions

- **Hotel Use Generates Fewer Peak Hour Trips than a comparable General Office Use**
- **High Percentage of Hotel Trips Use US-101 Highway**
- **Hotel Located in close proximity to US-101 Ramps**
- **No Significant Impact to Adjacent Signalized Intersections**
- **Improvements to Bike Lanes, Sidewalk and Signal**





# Parking

## Las Virgenes Road Bus Stop

<u>Carrier</u>	<u>Line#</u>	<u>Time</u>	<u>Average On</u>	<u>Average Off</u>
LADOT	423	AM	2.6	0
METRO	161	AM	4	0
METRO	161	PM	11	1
METRO	161	NIGHT	3	1



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# What Are Findings?

- **The term “findings” is an explanation of why a governmental decision was made. Findings are needed for several reasons including:**
  - They help ensure that decisions are rational and based on the evidence;
  - They protect the due process rights of parties who can more easily see why the decision was made; and
  - They provide a record of the decision that can be used in litigation.
- **Findings are the legal footprints local agencies must leave to explain how they progressed from the facts through established policies to the decision.**



# Findings

- **Site Plan Review**
- **Conditional Use Permit**
- **Scenic Corridor Permit**
- **Development Plan**
- **Oak Tree Permit**
- **Summary Street Vacation**





# Site Plan Review Findings

1. *The proposed project complies with all applicable provisions of this Development Code;*
2. *The proposed project is consistent with the General Plan, any applicable specific plan, and any special design theme adopted by the city for the site and vicinity;*
3. *The approval of the site plan review is in compliance with the California Environmental Quality Act (CEQA);*
4. *The proposed structures, signs, site development, grading and/or landscaping are compatible in design, appearance and scale, with existing uses, development, signs, structures and landscaping for the surrounding area;*
5. *The site is adequate in size and shape to accommodate the proposed structures, yards, walls, fences, parking, landscaping, and other development features; and*
6. *The proposed project is designed to respect and integrate with the existing surrounding natural environment to the maximum extent feasible.*





# Site Plan Review Summary

- Hotel use is conditionally allowed in the CR zone, and is identified as a future use in the Las Virgenes Road Gateway Master Plan.
- The project is consistent with General Plan per the policies discussed earlier.
- The ARP found the Monterey architecture (varying rooflines, stepped-back upper floors, articulation and earth-tone colors to reduce structure's mass and scale) consistent with surrounding buildings and the L.V. Gateway Master Plan and the Scenic Corridor guidelines.
- Project respects and integrates with the existing surrounding natural environment by utilizing a 4-story design for a significantly smaller building footprint with minimal hillside grading, and a building height which is significantly lower than one-half of the height of the background ridgeline; and by providing legal access and amenities for continued public use of the Anza Trail



# Conditional Use Permit Findings

1. *The proposed use is conditionally permitted within the subject zoning district and complies with all of the applicable provisions of this development code;*
2. *The proposed use is consistent with the General Plan and any applicable specific plan or master plan;*
3. *The approval of the conditional use permit for the proposed use is in compliance with the California Environmental Quality Act (CEQA); and*
4. *The location and operating characteristics of the proposed use are compatible with the existing and anticipated future land uses in the vicinity.*





# Conditional Use Permit Summary

- Hotel use is conditionally allowed in the CR zone, and is identified as a future use in the Las Virgenes Road Gateway Master Plan.
- The project is consistent with General Plan per the policies discussed earlier.
- Las Virgenes Rd. is an arterial road designed to handle high traffic volumes, and collector and local roads will not be utilized.
- Dedicated parking for trailhead and adjacent transit stop is provided.
- Pedestrian-friendly access to hotel promotes patrons walking to nearby retailers.
- Surrounding properties developed with freeway-oriented commercial uses
- Single and two-story commercial/retail structures and multi-level office buildings (up to 52 feet in height) located within vicinity
- Monterey architecture consistent with surrounding buildings and the Las Virgenes Corridor Master Plan





# Scenic Corridor Permit Findings

1. *The proposed project design complies with the scenic corridor development guidelines adopted by the council;*
2. *The proposed project incorporates design measures to ensure maximum compatibility with and enhancement of the scenic corridor;*
3. *The proposed project is within an urban scenic corridor designated by the General Plan, and includes adequate design and landscaping, which serves to enhance and beautify the scenic corridor; and*
4. *The proposed structures, signs, site development, grading, and/or landscaping related to the proposed use are compatible in design, appearance, and scale, with existing uses, development, signs, structures, and landscaping of the surrounding area.*



## Project Analysis

Planning Commission

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# Scenic Corridor Permit Summary

- The project design complies fully with the Scenic Corridor Development and Design Guidelines and the project design fully incorporates measures which ensure maximum compatibility with and enhancement of the scenic corridor:
  - ✓ Use of earth tone colors & rustic stone & tiles similar to natural surrounding environment .
  - ✓ More than 50% of site landscaped &/or pervious using an extensive palette of native, drought-tolerant plants and trees, consistent with the L. V. Gateway and L. V. Corridor Plans.
  - ✓ Inclusion of architectural features (varying roof lines, articulated wall planes and stepped back floors) and detailing to reduce the appearance of mass and scale.
  - ✓ ARP review and approval.



# Oak Tree Permit Finding

1. *The request to alter or encroach within the protected zone of an oak tree or scrub oak habitat is warranted to enable reasonable and conforming use of the property, which would otherwise be prevented by the presence of the oak tree or scrub oak habitat. In addition, such alterations and encroachments can be performed without significant long-term adverse impacts to the oak tree or scrub oak habitat. Reasonable use of the property shall be determined in accordance with the guidelines.*





# Oak Tree Permit Summary

- The project has been designed to site the building and on-site amenities away from the protected zone of any oak tree, however a new drainage v-ditch and a small portion of the parking lot will encroach within protected zones of three oak trees
- Branch pruning is not anticipated for the grade level improvements
- Oak Tree Report indicates that the grade level improvements will not have a significant long term impact to any of the three oak trees
- Recommendations included in the Oak Tree Report (reviewed and confirmed by the City's Arborist) are included to the project's conditions of approval to minimize adverse impacts to the oak trees





# Development Plan Findings

1. *The proposed use is conditionally permitted within the subject zoning district and complies with all of the applicable provisions of this development code;*
2. *The proposed use is consistent with the General Plan and any applicable specific plan or master plan;*
3. *The approval of the development plan for the proposed use is in compliance with the California Environmental Quality Act (CEQA); and*
4. *The location, design, scale and operating characteristics of the proposed use are compatible with the existing and anticipated future land uses in the vicinity.*



## Project Analysis

Planning Commission

February 3, 2016

File No. 140001318 – Rondell Oasis Hotel



# Development Plan Summary

- Hotel use is conditionally allowed in the CR zone, and is identified as a future use in the Las Virgenes Road Gateway Master Plan.
- The project is consistent with General Plan per the policies discussed earlier.
- Project design avoids hillside grading and will provide legal access to Anza Trail through project site, with dedicated off-street parking.
- ARP found the project to be well designed for the site with Monterey architecture employed, consistent with the Master Plan, and with colors and materials complementary to the existing natural environment as required by the scenic corridor design guidelines.
- Project site is located adjacent to the Las Virgenes Rd/101 interchange which is intended to serve freeway users, and Las Virgenes Road which is a heavily traveled arterial (31,000 ADT).
- Traffic and circulation study concluded that future volumes will not exceed City impact thresholds at any of the analyzed intersections



# Summary Street Vacation Finding

1. *Government Code Section 65402 and chapter 4 of part 3 of division 9 of the Streets and Highway Code require that the City Planning Commission evaluate the proposed Summary Street Vacation of Rondell Street for conformance with the Calabasas 2030 General Plan.*
  - Rondell Street not a necessary component in the City's circulation system, and is not identified as a collector or arterial street in the General Plan.
  - Approval of street vacation allows completion of the project as proposed and allows for improved legal public trail access plus trailhead amenities consistent with the 2030 General Plan (ref. G. P. policies VI-19 & IX-34), and the Trails Master Plan.
  - Street vacation allows project to be sited on previously graded and disturbed areas avoiding adverse impacts to more sensitive portions of the site, including the hillside and adjacent open-space areas (consistent with General Plan Policy VI-1, and Dev. Code 17.20.150).



# Street Vacation Finding Summary

- Rondell Street was dedicated to Los Angeles County as a condition of approval for Tract Map No. 34801; after which, Tract No. 35596 dedicated a connecting road easement in order to construct a future road that would traverse the hillsides over roughly one mile in length and ultimately link Rondell Street with the western terminus of Calabasas Road; City of Calabasas used this road easement from Tract Map No. 35596 to complete the Anza Trail; City of Calabasas intends to keep the Anza Trail and will not construct a future connecting road between Rondell Street and Calabasas Road.
- Thus, the Rondell Street ROW is not required for any roadway purposes.





# Report Outline

- Overview
- History
- Existing Site
- Proposed Project
- Project Analysis
- Findings
- CEQA
- **Conclusions**
- Public Hearing



# Staff Conclusions

- The proposed development is consistent with the General Plan, Development Code, LV Gateway Master Plan, LV Corridor Plan and Trails Master Plan.
- Approval of a Development Plan will result in a superior project with public amenities.
- The request for a Summary Street Vacation meets the requirements of Government Code 65402 and is consistent with the 2030 General Plan
- The aesthetics and architecture have been thoroughly reviewed and approved by the ARP.
- The proposed project has been conceptually approved for fire access, geotechnical feasibility, grading, hydrology and drainage.
- As demonstrated in the MND, potentially significant environmental impacts have been mitigated to less-than-significant levels.
- All the findings for required entitlements have been met and are included in PC Resolution No. 2016-608.



# Staff Recommendation

**Staff recommends that the Commission adopt PC Resolution No. 2016-608, recommending City Council adoption of the Final MND and approval of File No. 140001318.**



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