

Agenda Item 13
SMMC
9/26/16

Canyon Oaks Project

(File No. 140000011)



CITY *of* CALABASAS

Planning Commission
March 16, 2016

Site Information



- 77.22-acre site
- Largely undeveloped with some portions of the site exhibiting a high level of disturbance
- Two concrete-lined detention basins constructed as part of the adjacent single-family residential tract known as “The Colony”
- The eastern portions of the site are predominantly hillside landforms, and an ancient landslide feature is present on the northwest facing slopes in the southeastern portion of the site
- Two adjacent wetlands, fed by natural seeps, are located to the south of the main drainage, and an additional ephemeral wetland feature is located to the north of the main drainage



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Site History



File No. 14000011: Canyon Oaks

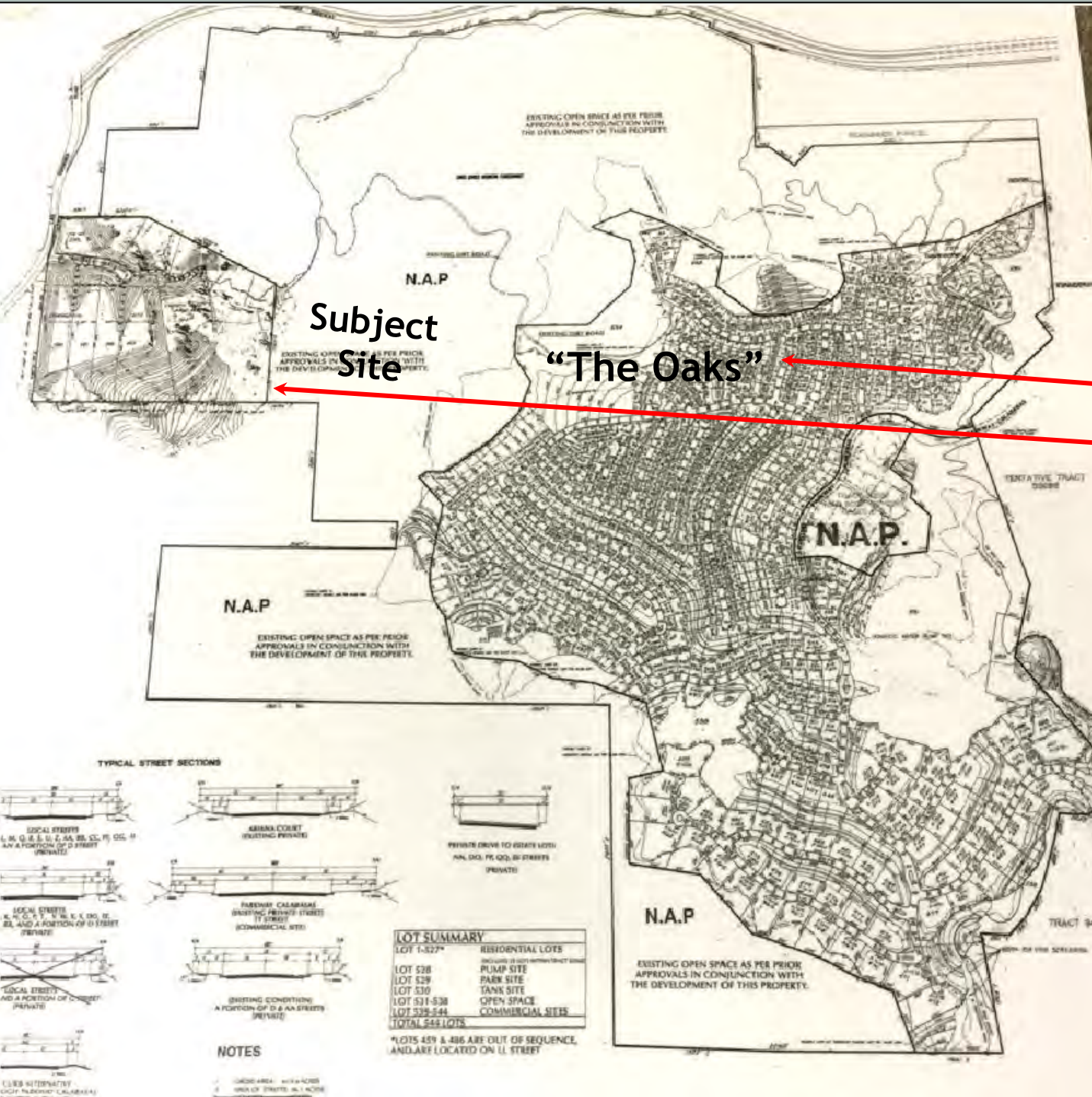
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1991 Baldwin Entitlement “Calaberas Park West”

- 550 homes
- A church
- 200,000 sf of commercial development
- A park
- 627 acres of open space





**1991 Baldwin
Entitlement-
Commercial/
Institutional**

Church Site

Church

350 Student School

Priest Residence

Playground

Commercial

Site

Landslide

Repair Area

General Plan West Village Concept



- 155,000 sf of Commercial
- 180 MF residential units
- Limited to 16 acres

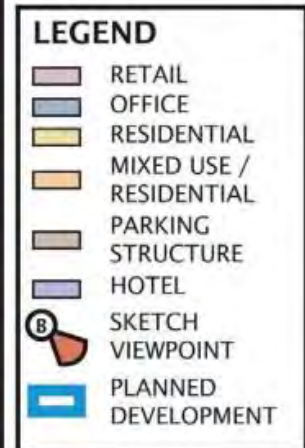
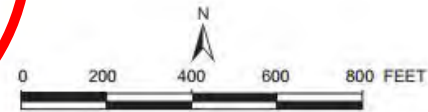
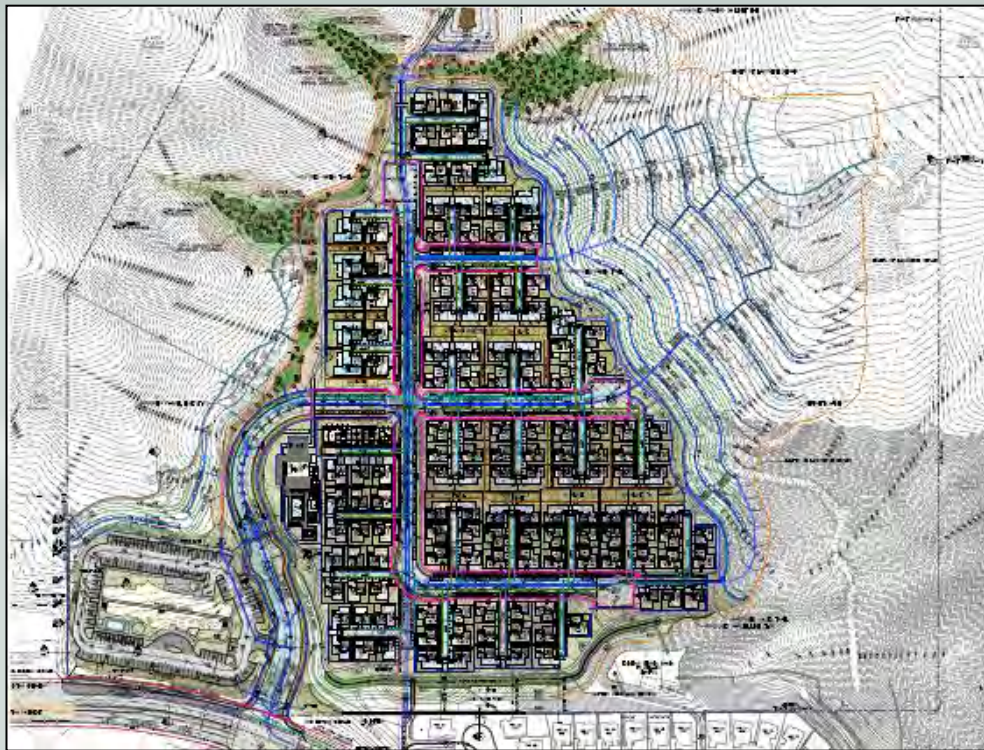
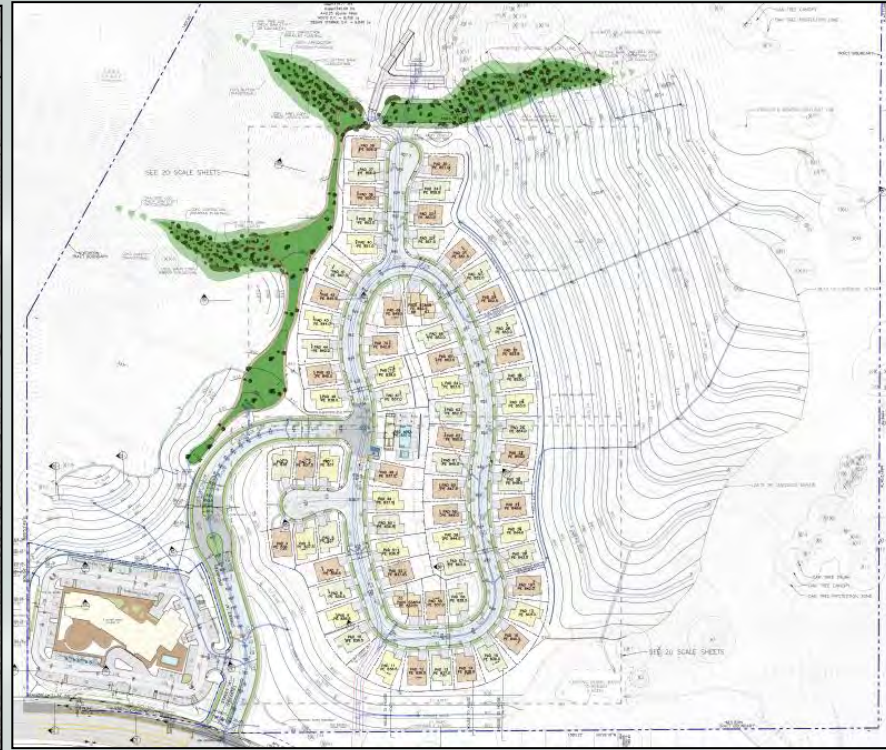


Figure IX-2
West Village

Project Evolution



January 2014



March 2016

Twelve Public Meetings to Date: 3 DRC, 5 ARP, 2 EIR Scoping, 2 TTC



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Proposed Project 2016



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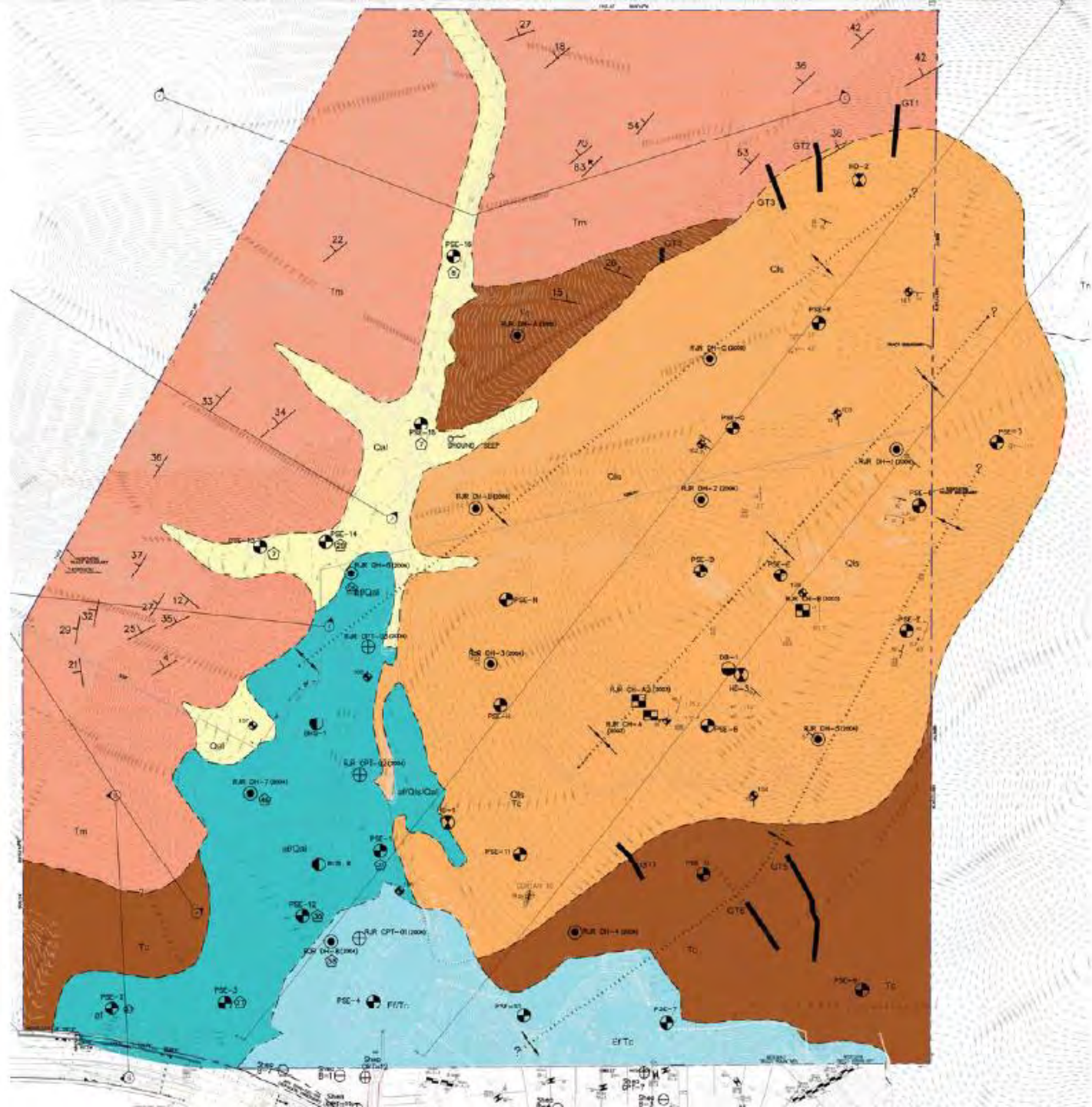
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Required Landslide Remediation

- An ancient landslide exists on north-facing slope of hillside along south property line (approx. 39 acres)
- The landslide must be over-excavated and the slope re-constituted to engineering standards; approximately 1,577,899 cubic yards of material will be removed and then re-placed and re-compacted into the slope and building site (No export of material)



Geologic Map



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Landslide Failure Limits



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Landslide Removal Limits

- Roughly 72% of grading quantities for the project are attributable to the landslide remediation work.
- 51% of the oak tree impacts precipitate directly from the landslide repair component of the project.



LANDSLIDE MITIGATION PLAN

Residential Component

- Gated community with 67 small-lot, single-family detached homes and 4 affordable units within two duplexes on 13.03 acres.
- The four affordable units (required by Section 17.22 of the CMC) shall be rented or sold at prices affordable to households with an income of up to fifty (50) percent of the County median income.
- All buildings would be Monterey styled architecture.
- All residences would be two stories and less than 30 feet in height.
- The recreational facility (clubhouse) would include a pool, spa and one-story building less than 20 feet in height.



Variations of Residences



AFFORDABLE DUPLEX

PLAN 2A

PLAN 3B



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Residential Clubhouse



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



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Commercial Component

- 66,516 square-foot, 120-room, 4-story hotel on 2.91 acres of the project site;
- Monterey styled architecture;
- Designed to achieve a LEED silver rating through a compact footprint, landscaping with native and drought-tolerant plants, and energy and water efficient design features;
- A 10-foot high sloping landscape wall (i.e. Verdura wall) acts as a berm along Las Virgenes Road and across the length of the hotel, which would serve to screen views of the hotel from Las Virgenes Road;
- The hotel would be approximately 55 feet in height at the top of the high tower, 53 feet in height at top of the low tower, and 43 feet in height to the top of the main roof ridge;
- A system of pile-supported retaining walls, required to create the building pad and ranging in height from 1-foot to 30-feet, is proposed to the north and east of the hotel pad.



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Proposed Walls



TYPICAL BLOCK SLOPE FACING
N.T.S.



ESTABLISHED SLOPE FACING



CONCEPTUAL PILE SUPPORTED WALL FINISH

Hotel Elevations



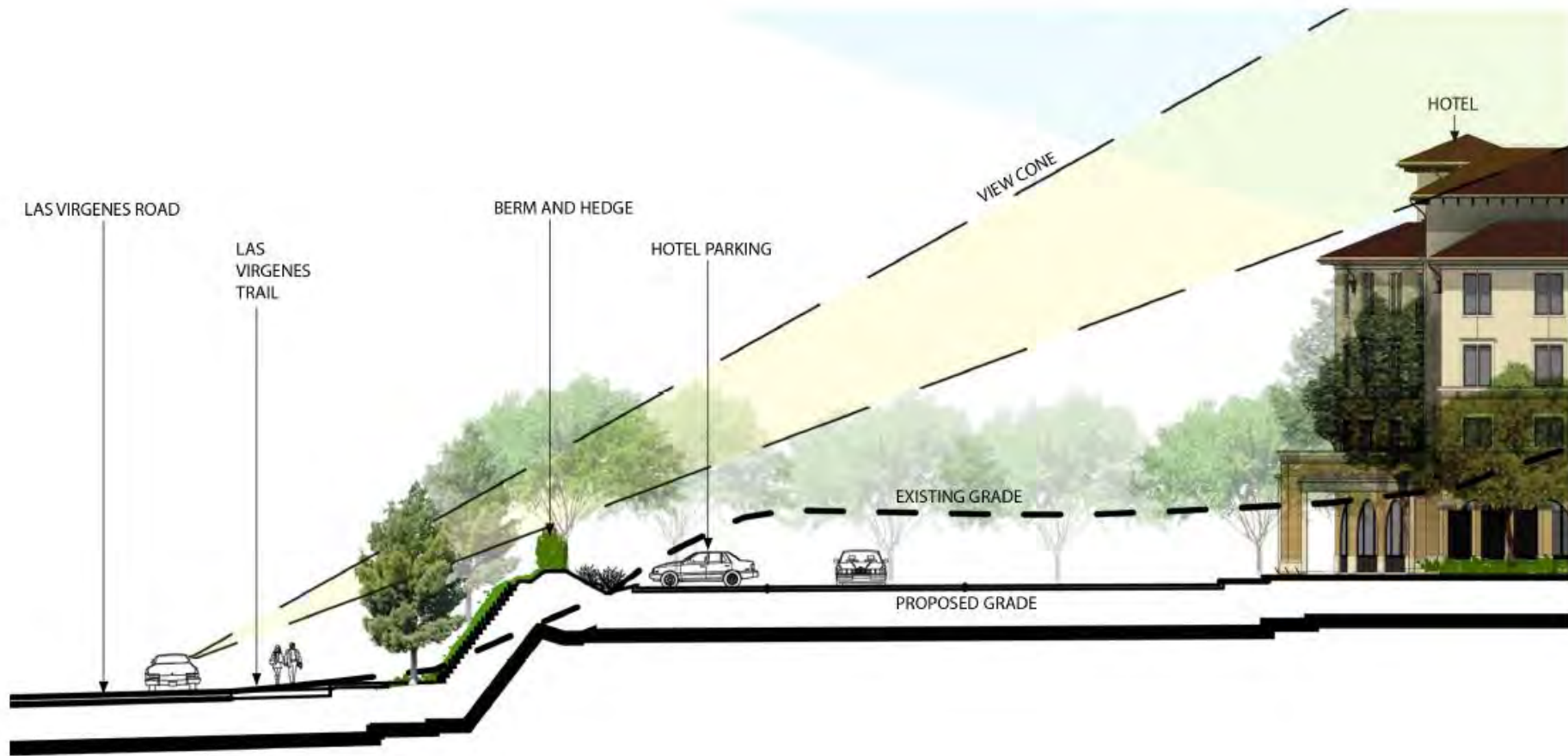
44.5' Cut

CONCEPTUAL WEST ELEVATION



CONCEPTUAL EAST ELEVATION

Hotel Screening



SECTION B-B - Berm and Hedge

Open Space Component

- Approximately 61 acres of the site of the site would be preserved as designated open space.
- This protection will be enhanced via a deed restriction. This area includes undisturbed open space, slopes, mitigation areas, and easement area for flood control purposes.
- In addition to the 61 acres, the project also provides an internal walkway system and public sidewalk linkages to afford access to existing, local trail systems surrounding the site.



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Additional Project Components

- A de-silting basin/detention basin is proposed in the tributary canyon upstream (east) of the primary grading boundary to intercept the upstream stormwater runoff, catch any debris, and convey the 50-year burn stormwater volume through the project site. The existing temporary detention basin constructed as part of The Colony and located on the southwest portion of the site would be removed as part of site development.
- Grading required to repair the landslide and accommodate the project triggers impacts to the wetlands. Accordingly, the proposed project includes an on-site restoration of wetlands.
- 410 oak trees are proposed to be planted on the graded slopes, at prominently visible locations along Las Virgenes Road, and within the areas designated for biological habitat mitigation to mitigate for the loss of 39 trees.
- The final component of the proposed project relates to improvements to Las Virgenes Road. Landscaping and sidewalks would be provided along the project frontage, which would close a significant “gap” in pedestrian facilities located along the east side of Las Virgenes Road. This would also establish a link to the trail located approximately 900 feet north of the subject site.



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Development Plan Request

To accommodate a clustered development that would minimize development area, maximize open space, and reduce environmental impacts per the policies in the General Plan, flexibility in the following development standards is necessary and is sought via the request for a Development Plan:

1. Height of hotel to exceed 35' and with a maximum of 55';
2. Height of retaining walls exceeding 6' and with a maximum of 30';
3. Height of entry gate and pool fence exceeding 8' and 6' limits, respectively, with the entry gate at a maximum height of 12' and the pool fence at 7'9";
4. Lot size of the residential "exclusive use areas" with a proposed minimum lot width of 29.7-feet and proposed minimum lot area of 4,163 square-feet.



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Development Plan Request (cont'd)

5. The proposed minimum setbacks are as follows:

Front: 10-feet

Side: 5-feet

Rear: 5.8-feet

Distance Between Structures: 10-feet;

6. Residential driveway width – the proposed minimum driveway width within the residential tract is 16-feet;

7. Length of loop within residential tract – the proposed length of the loop street within the residential tract is 1,904-feet.



General Plan and LVGMP Consistency



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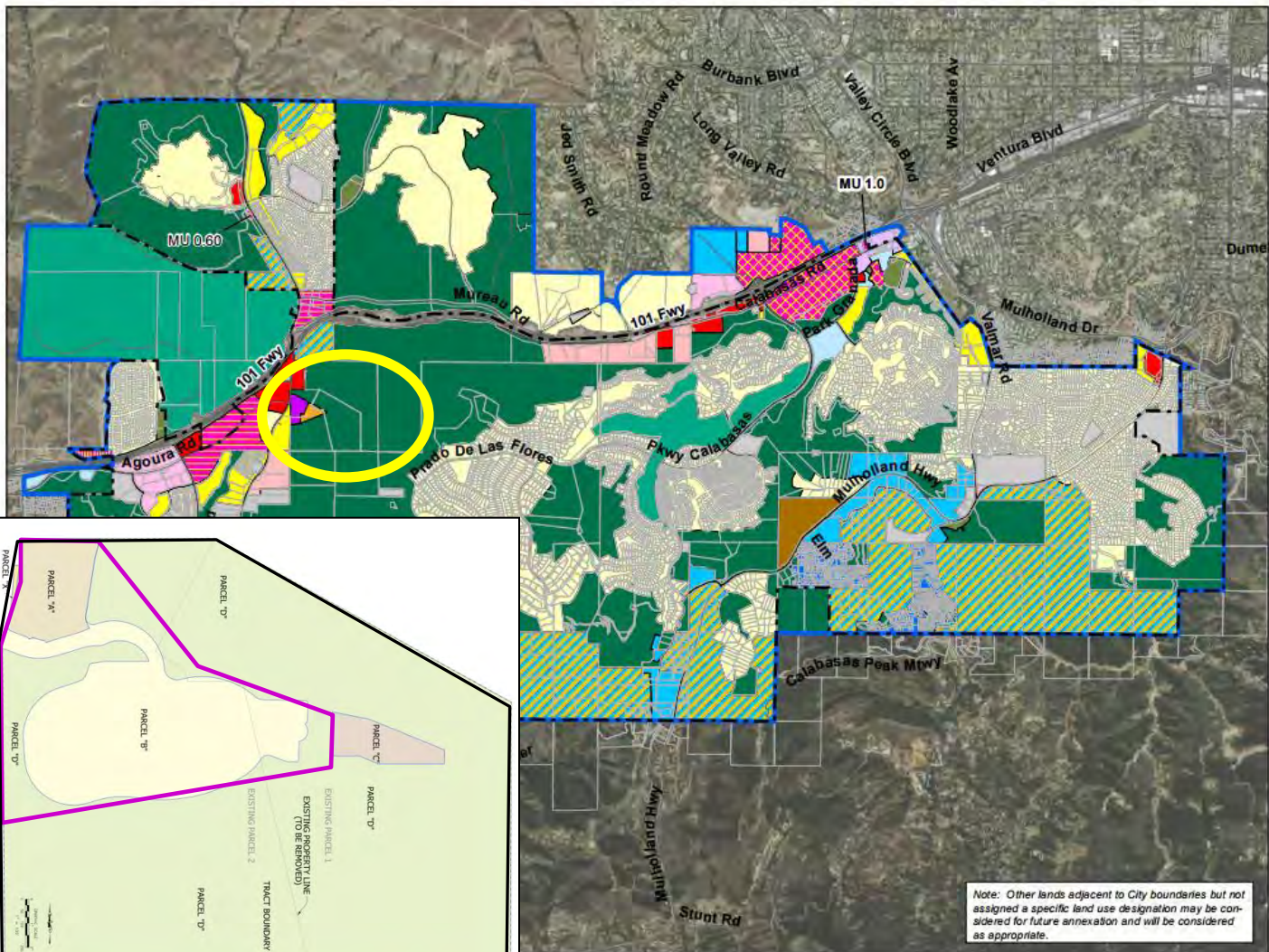
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Calabasas 2030 General Plan vs. Proposed Project

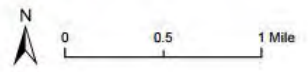
General Plan	Canyon Oaks	Significance
155,000 s.f. of commercial office and retail uses	66,516 s.f. hotel	Project proposes commercial development 57% less dense and residential development 61% less dense than what the GP allows
180 units of multi-family housing	71 units of small-lot, single-family housing	Project proposes 109 fewer units than what the GP allows and more compatible unit type
Development concentrated on 16 acres – in the valley	Development concentrated on 16 acres – in the valley	=
61 acres of open space	61 acres of open space	=
\$137,000/year (sales tax + property tax)	\$679,000/year (TOT + property tax)	Project would produce add'l \$542,000/year

General Plan Land Use Map

2030 General Plan
Land Use Element



- Calabasas City Boundary
 - Plan Area Boundary
 - Major Roads
- General Plan**
- Residential-Single Family
 - Residential-Multiple Family (12)
 - Residential-Multiple Family (16)
 - Residential-Multiple Family (20)
 - Residential-Mobile Home
 - Business-Old Town
 - Business-Professional Office
 - Business-Retail
 - Business-Business Park
 - Business-Limited Intensity
 - Mixed Use 1.0
 - Mixed Use 0.60
 - Mixed Use 0.95
 - Planned Development
 - Public Facilities- Recreational
 - Public Facilities- Institutional
 - Rural Residential
 - Rural Community
 - Hillside Mountainous
 - Open Space- Recreational
 - Open Space-Resource Protection



Note: Other lands adjacent to City boundaries but not assigned a specific land use designation may be considered for future annexation and will be considered as appropriate.

Figure II-1
Land Use Map

CANYON OAKS

Trails Plan



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Calabasas 2030 General Plan vs. Proposed Project

Comparing Impacts

General Plan	Canyon Oaks
8,096 average daily vehicle trips	1,650 average daily vehicle trips
Approx. 44,000 cy more than project	Balanced on site
Mitigation incorporated; however, impacts would be slightly worse due more intense development next to wildlife corridor	All biological impacts mitigated
Aesthetic impacts would be deemed 'adverse' in an EIR, and <u>would be greater than the project</u>	Aesthetic impacts are mitigated but still deemed 'adverse' in the EIR

Consistency with General Plan Policies

- **Policy II-9:** Require that development be compatible with the overall residential character of the community;
- **Policy II-11:** Promote a mix of retail and service commercial that contribute to a sound economic base;
- **Policy II-17:** Encourage the clustering of development;
- **Policy IV-31:** Promote balanced onsite grading operations to eliminate the need for transporting soils on or offsite;
- **Policy VI-2:** Limit the intensity and traffic generation of new development to not compromise maintenance of LOS standards;
- **Policy VII-1:** Incorporate adequate measures to achieve an acceptable level of risk from potential seismic hazards resulting from ground motion or fault rupture;
- **Policy VII-5:** Where engineering solutions to slope stability constraints are required, implement landform grading program to recreate a natural hillside appearance;
- **Policy IX-1:** Through community input and design review, ensure that development is of high quality design, aesthetically pleasing, and contributes to a positive image for the City.

Las Virgenes Gateway Master Plan

- Consistent with the land use objectives of these plans because it contains a mix of land uses, including open space, single-family residential and duplexes, and a commercial retail (hotel) component; also fosters connections via sidewalks to the nearby Las Virgenes Creek.
- Consistent in terms of architectural style and colors in because it will be constructed in accordance with Monterey/Spanish style architecture, and will be colored in earth tones, with concrete S-tile, medium colored, non-glaring roofs.
- Consistent with the goal of integrating sustainable practices into the proposed design, including site planning, building form, materials, and landscaping in that the proposed project's development footprint is limited, will comply with CalGreen standards, provide drought tolerant landscaping, and be "solar ready".



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Scenic Corridor & Aesthetic Impacts



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Two Scenic Corridors: Las Virgenes Rd. and Highway 101

Las Virgenes Road



Highway 101



Development within a Scenic Corridor

1. Scenic Corridor Development Guidelines shall be applied
2. ARP review is required



Aesthetic Impacts

- Project reviewed by ARP on 5 occasions, obtaining a recommendation of approval on July 24, 2015.
- Aesthetic impacts were analyzed in the EIR. The EIR concluded that the sole unavoidable environmental impact is that the project would substantially degrade the existing visual character or quality of the site and its surroundings, by replacing the existing foreground views of a natural site with foreground views of development and landscaping.
- Adverse impact to the visual character of this site is unavoidable and would be the case for any project proposed on this site.



Existing View from Lost Hills Bridge



Proposed View from Lost Hills Bridge



View from Lost Hills Bridge 10-years Post-Installation



Story Poles



Existing View from Las Virgenes & Agoura Rd.



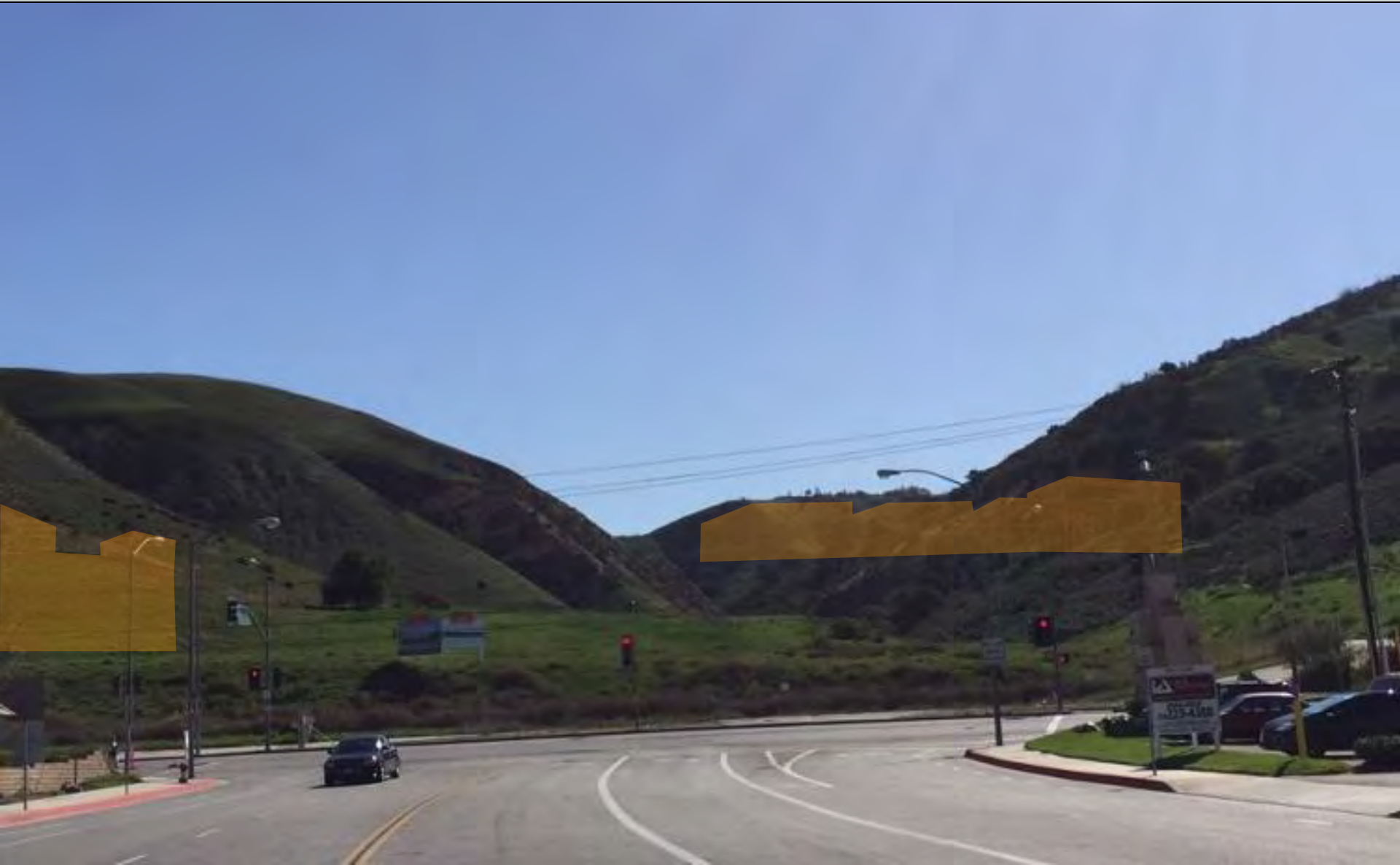
Proposed View from Las Virgenes & Agoura Rd.



Proposed View 10-years Post-Installation



Story Poles



View Impact Facing Southeast from Agoura Road



CANYON OAKS RESIDENTIAL ROOFLINE EXHIBIT

N.T.S.

Existing View from Las Virgenes



Proposed View 10-years Post-Installation



Proposed View from Las Virgenes





Views from Las Virgenes



Views from Las Virgenes



Views from Las Virgenes



Existing View from Las Virgenes Facing North



Proposed View from Las Virgenes Facing North



Proposed View 10-years Post-Installation



**Story
Poles**



Landscaping



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Environmental Review/CEQA



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Environmental Impact Report

- The proposed project is subject to the requirements CEQA. An EIR was prepared to evaluate the environmental effects of implementation of the proposed project.
- The EIR addresses the issues identified within the Initial Study and/or NOP responses which could potentially be significantly impacted by the project (aesthetics, air quality, biological resources, geology/soils, greenhouse gas emissions, hydrology/water quality, land use/planning, noise, public services, and traffic/transportation).
- With the exception of one aesthetic impact, all other impacts in all other impact areas were deemed less than significant with the incorporation of mitigation measures.
- Although the proposed project design features would reduce impacts to the visual character of the site to the degree feasible, aesthetic impacts would still be significant and unavoidable because it is a large and highly visible project site that requires significant grading for remediation of a landslide.
- This sole unavoidable significant impact triggered a full EIR and preparation of a Statement of Overriding Considerations, which sets forth the specific reasons supporting the decision to approve the project.

Alternatives

Based on the potentially significant impacts that could result from implementation of the project and the project objectives, three alternatives were chosen for analysis:

Alternative 1: No Project

Alternative 2: 2030 General Plan Buildout

Alternative 3: Three Story Hotel/Surface Parking

Alternatives Comparison

	Proposed Project	Alt 1: No Project	Alt 2: GP Buildout	Alt 3: 3 Story Hotel
Residential Units	67 Single Family 4 Multi Family	None	180 Multi Family	67 Single Family 4 Multi Family
Commercial	66,516 sf Hotel	None	155,000 sf of commercial space	66,300 sf Hotel
Grading (cut/fill)	613,183 cubic feet/ 569,544 cubic feet	None	590,800 cubic feet/ 670,400 cubic feet	613,183 cubic feet/ 569,544 cubic feet
Include Landslide Remediation	Yes	No	Yes	Yes
Construction Schedule	39 months	None	42 months	39 months



Alternatives Considered but Rejected

1. No Landslide Repair Alternative
2. No Landslide Repair Modified Access Road Alternative
3. No Landslide Repair Modified All Residential Units Alternative
4. Proposed Project with a Three-Story Hotel and Underground Parking Alternative
5. All Residential Alternative
6. All Residential Project with Park Alternative
7. No Landslide Repair Modified 12,500 SF Residential Lots Alternative
8. No Landslide Repair Modified 5,000 SF Residential Lots Alternative



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Traffic



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Trip Generation

Project Trip Generation							
Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Single Family Homes	67 Units	9.52	638	0.75	50 (13/37)	1.00	67 (42/25)
Condominiums	4 Units	8.0	32	0.54	2 (0/2)	0.73	3 (2/1)
Hotel	120 Rooms	8.17	980	0.53	64 (38/26)	0.60	72 (37/35)
Project Total:			1,650		116 (51/65)		142 (81/61)
Source: ATE, Updated Traffic and Circulation Study, June 2015.							



Traffic Study Locations

Road Segments

- Las Virgenes Road north of Agoura Road
- Las Virgenes Road south of Agoura Road
- Agoura Road west of Las Virgenes Road

Intersections

- Las Virgenes Road/Mureau Road
- U.S. 101 Northbound Ramps/Las Virgenes Road
- U.S. 101 Southbound Ramps/Las Virgenes Road
- Las Virgenes Road/Agoura Road
- Lost Hills Road/Agoura Road
- Las Virgenes Road/Lost Hills Road



Findings

- Based on City significance criteria:
 - No significant project or cumulative impacts to road segments
 - Significant project and cumulative AM peak hour impact at Las Virgenes/Lost Hills intersection
- Significant impact mitigated by payment of fair share fees toward planned improvements at Las Virgenes/Lost Hills intersection (improves LOS from F to B)



Supplemental Traffic Analysis

- Based on new counts conducted in February 2016 showing 400-500 PM more vehicles on Agoura & Las Virgenes Roads between Lost Hills Road & Mureau Road during the PM peak hour
- Identifies LOS E at Las Virgenes/Mureau intersection during PM peak hour due to assumption of no right-turns during red signal phase, but no significant project impact
- Right-turn overlap phase suggested to address this existing condition; would achieve acceptable LOS C



Staff Conclusions & Recommendation



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Conclusions

- All feasible mitigation measures have been considered and incorporated to lessen potential impacts to the extent feasible.
- The unavoidable aesthetic impact is acknowledged, but based on the benefits of the proposed project, a statement of overriding considerations is recommended.
- The project proposes development of a commercial and residential project that is far below the density allowed by the General Plan.
- Where the General Plan allows typical multi-family structures (apartment buildings, townhomes, attached multi-level condos, etc.), the proposed project includes detached residential development that is far more compatible with the neighboring residential community in terms of site design, building design, and architecture.
- Because the project proposes less dense development than what is allowed in the General Plan, it would result in reduced environmental impacts in several impact areas including: aesthetics, biological resources, greenhouse gas emissions, and traffic.
- The project proposes a clustered-development approach to maximize open space protection.
- The City would receive significant transient occupancy tax revenue from operation of this hotel, an economic benefit.
- To sum up, the project balances a number of competing constraints and interests. These include landslide repair, environmental impact minimization, community compatibility, General Plan consistency, economic viability of the project, as may be achieved by the private sector.

Recommendation

Adopt Planning Commission Resolution No. 2016-XXX, recommending to the City Council: 1) Certification of the project EIR; and, 2) Approval of the project, to include a General Plan Amendment, Zoning Map Amendment, Tentative Tract Map, Development Plan Permit, Conditional Use Permit, Scenic Corridor Permit, Site Plan Review, and Oak Tree Permit.



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