

**Chatsworth Neighborhood Council, Land Use Committee**  
**Chatsworth Train Depot, 10038 Old Depot Road, 7 pm**  
**Minutes January 21, 2016 – Final Minutes**

Linda van der Valk called the meeting to order at 7:00 pm.

Present: Linda van der Valk, Judith Daniels, Michael Preis, Jeff Hammond, Teena Takata, Janice Eddy-Languein, Mark Levinson, Chuck Knolls, Jim Van Gundy, Michael Harris, Vicki Briskman, Judi Daniels

Not Here: Mary Kaufman (excused), Sandee Andrews (excused), Larry Heller (excused)

**Stakeholder and Public Comments:**

none

**Minutes from last meeting:**

Minutes approved with one attendance correction

**Presentations and Possible Motions:**

**10320 Jordan Avenue.** Motion to approve parking in the R-1 zone (paved without permit) and discussion of mitigation measures for a mature oak tree that has had the majority of its drip line paved over with no permit. Michael, representative for owner. Hearing was on December 4. Giamela family is the owner. Wallace, oak tree arborist for the project also attended. Application has changed to a CUP, was previously set up as a variance. The arborist has stated the tree (*Quercus Agrifolia*, a Coast Live Oak), would be fine in its present paved over state (except for small area where trunk is), if it were watered monthly away from trunk, and aeration zones are set up at certain distances from trunk in paving, which are vertical tubes with gravel and those also provide some air near roots. The tree is 45 feet tall and wide, about 2 foot diameter trunk. Hours for the parking lot are requested from 7am to 11pm, generally for employee parking. 6 foot wall next to the adjacent home. Parking is gated, but the gate is closed manually (and proposed to be closed as last employee leaves). Concerns were expressed about the long term effect of this parking lot, which is near Los Toros, to be a loud late night parking lot as patrons may leave the restaurant, and a desire for a quiet, good environment for the residences nearby was expressed. Landscaping is upgraded with Trees at fronts of spaces and around the perimeter. Noted, the tree has not been trimmed yet as per the recommendations of the oak expert. The committee noted there is no provision to periodically review the health of the tree to ensure it succeeds with its modified dripline, and expressed concerns about the tree's future due to the paving which has covered about 7/8 of the tree's dripline, and compression due to cars parking over the roots that are now paved over.

Motion 1: To not support the current parking lot and the parking lot be turned back to its original condition, prior to anything being done with it. Jeff made the motion, Vicki seconded the motion. 3 for, 6 against, motion failed.

Motion 2: To support the parking lot CUP, per this plan with two exceptions, hours of operation limited to 9 pm, spaces 25 and 26 (one space on each side of the oak tree) to have paving removed (and to not be allowed for parking use) for oak tree mitigation measures. Mike made the motion, Jim seconded it. Vote passed all for motion, except for one no. Motion passed.

**9755 Topanga Canyon Blvd.** Brad Rosenheim and others presenting. New hotel just south of Radisson. They presented the proposed project in November, they felt the key areas of concern we asked about the use as a hotel, was the height with 5 stories, and the driveway location. They have removed the fifth floor to fit the Specific Plan, the guest rooms change from 124 units to 105 units, 74,730 square feet has been

reduced to 64,334 square feet. They noted the height is at 44-7 ¾ inches (under 45 feet now). 139 parking spaces in the back, plus 29 parking spaces in the front that are new, plus 110 spaces required for present hotel. Required 128 spaces for the new hotel, and they also have 16 bike spaces. Height is measured from the lowest point within 5 feet of the property. The rooms were discussed and same layout as November except they say 14 rooms on first floor.

Traffic concerns were discussed extensively. There is no left turn lane for incoming traffic to the site from the north, vision issues prevent exiting guests and employees from having a clear view of the traffic on Topanga Canyon that is heavy and can move quickly on the blind curve where their driveway presently exists. They want to put diagonal lines (chevrons) on the curb side of Topanga Canyon southbound, that have the effect of pulling cars away from side of the road, and therefore they should be more visible to exiting traffic. They propose to widen the hotel(s) driveway to 30 feet instead of 25 feet, so cars have a better visual cue for the driveway as they enter. They had looked at a Marilla driveway, but Caltrans would not normally allow a signalized driveway for a private development. There is a small bit of land on the SW side of Marilla, W side of Topanga that they do not own near the south side of their property/Marilla, so they cannot effectively develop a Marilla/Topanga intersection on the west side of Topanga, either. In general an allowance for building coverage of the site, under the zoning they are requesting is 50% and they are at 39%.

They propose to retain the C2 zone since they reduced the height by one floor. They need a CUP for the hotel since it is within 500 feet of a residential zone. They also need a CUP for parking lot on the RA lost to the west. They need a deviation from transitional height (in the back) because the west side/back is too high to fast next to the residential area in the back.

Concerns were discussed about the project by the committee as follows. Use of the site as a hotel, based on the Specific Plan was an ongoing concern. Adding a hotel here potentially requires exceptions from the plan, zoning exceptions, negative effects and impacts on the RA lot behind and nearby residences. The driveway still isn't an optimal solution - existing interference with exiting driver's view of oncoming traffic has not been resolved by the chevrons, and Topanga Canyon has been proposed to be three lanes in each direction in the past, which would make the third lane filled with traffic. Perhaps there could be a city condemnation on the SW side of the Marilla/Topanga to facilitate a usable driveway into the project from Marilla. Perhaps the structure could be reconfigured to allow a driveway at Marilla and eliminate the present difficult exit due to impaired views.

A request by the committee for a project condition there would be no cell towers on the site was favorably received.

Vicki to support the concept, Chuck seconded. Motion passed with one no vote.

**10130 Mason Avenue.** Fitness 19 (a gym), Specific Plan exemption request. Request is same as Crunch Gym that previously was approved, for hours, unit size, parking. They will use hours of 5 am – 10 pm, 5 days a week, 7 to 7 on weekends. There is a CUP required for the hours. The C2 effective zone (due to the Specific Plan) creates a rule there cannot be a gym there. The property is zoned as a QC4, Specific Plan makes it effectively a C2. This is a franchise, they operate 28 other stores presently. Their closest store is in Newbury Park; about half of their customers purchase a membership to use other locations, the rest just buy passes for their location.

Mike moved to support the project as requested, with hours from 5am – 10pm, 7am to 7pm weekends. Mark seconded. Motion passed unanimously.

**10245 Oklahoma - 13 small lot homes.** RA 1 to RD2-1. Their lot is 28,000 square feet. Planning recommended they change to the requested zoning to RD-3, so they changed the project from 13 homes to 9 homes. Nine detached homes, 3 guest parking spaces. 4 bedroom houses with two car garages. All two story, about 2300 square feet, may be less. What are setbacks? 15 feet front, 5 feet side/back. 6 feet between buildings, or maybe 5 feet between buildings. 7 trees or 19 trees to remove? Whatever is there will be removed, but they have no oak trees. Back yard is 5 feet. They are not clear on the setbacks and house sizes since the reduction to 9 homes was very recent. They will be back next month, no motions made.

**20455 Devonshire Street** – existing ARCO. Request for new fuel canopy with 2 multi product dispensers at Devonshire and Mason. The request is to add another fuel canopy toward Mason, new multi-product dispensers. This is a CUP request. Noted, Applicant is a lessor of the space. Concerns with traffic on Devonshire, and ingress/egress, traffic patterns on this lot, noted also that the air dispenser area is confusing. A lot of their congestion is people waiting to get to the pump. What about market customers using the adjacent retail stores, who park on the west side now? Distances are fine and exceed requirements. An extensive discussion about traffic patterns at the site ensued. Applicant believes addition of canopy on west side will create a significant detriment to speeders who will see the new area and adjust speed accordingly. Mark moved to support the addition as presented Vicki seconded. Motion passed unanimously.

**Other Business and Possible Motion:**

None

**Board Member, DRB, Community Announcements and other Comments:**

None

The meeting adjourned at 9:15pm.