

A special meeting of the San Anselmo Planning Commission called to order on August 25, 1986 at 8:12 p.m. by Chairman Kroot in the Council Chamber. Public Works/Planning Director Kottage, Planning Consultant Roberto and Engineering Consultant Bala were present.

ROLL CALL

Commissioners Present: Hayes, Heubach, Zaharoff, Kroot

Commissioners Absent: Harle, Manning, McPeak

PUBLIC HEARINGS

V-2135 - Mr. and Mrs. Ron Moore, 12 Entrata Avenue, A/P 6-241-25, a 20 foot frontyard variance and eight foot north sideyard variance to construct a two-car garage and deck on top within zero feet of the front and north side property lines.

Ron Moore was present.

M/S, Zaharoff-Hayes, to approve V-2135, Mr. and Mrs. Ron Moore, 12 Entrata Avenue, A/P 6-241-25, a 20 foot frontyard variance and eight foot north sideyard variance to construct a two-car garage and deck on top within zero feet of the front and north side proeprty lines, on the grounds that it is necessary for the preservation and enjoyment of substantial property rights, the granting will not materially affect the health and safety of persons living and working in the neighborhood, nor be detrimental to the public welfare or property or improvements in the neighborhood, in accordance with the drawings received by the Town July 23, 1986. Motion passed unanimously.

AR-6 - Quarry Mountain, Incorporated, End of Tomohawk Drive, A/P Nos. 177-250-40, 177-250-41 and 177-220-50, master building envelope and landscape plan for the entire subdivision.

This application was continued from the meeting of August 18, 1986.

Chairman Kroot called a recess for the public and Commissioners to look at the applicant's model depicting the landscape plan. The meeting was reconvened at 8:33 p.m.

The issues before the Commission were conditions E-5, E-7, E-8 and E-9 of the resolution approving the Tentative Map, which includes review of the landscape plan and design review of the public improvements.

Planning Consultant Roberto reported that the Commission is required to approve the wording for the entrance signage, which will be presented by the applicant. Staff felt that the landscape plan mitigates the adverse impacts of the grading plan but recommends that the landscaping be installed as soon as possible - with some of it being planted sooner than proposed by the applicant.

Mr. Roberto reported on three specific issues requiring a decision by the Commission:

1. A proposal to reduce the width of a section of the extended Tomohawk Drive from 28 feet to 20 feet in order to save some of the existing trees that provide a canopy near the subdivision entrance. A 20 foot roadway would mean two travel lanes and no parking on one side.

2. The Tentative Map showed 4 to 5 street lights but staff, with concurrence from the applicant, recommends there be only two street lights: one at the entrance and one at the cul-de-sac.

3. Addition of a landscaped island near the end of the cul-de-sac to establish a woodland character which was not shown on the Tentative Map. While Planning Consultant Roberto felt the island was a good idea from a design standpoint, Public Works/Planning Director Kottage expressed concern about its maintenance and any parking which would be eliminated. The roadway width at the islands is 14 feet; a 12 foot width is ideal for roads with no parking and a 20 foot width is appropriate for one-lane streets with parking, Mr. Kottage said.

Engineering consultant Bala said an 18 foot wide road is required for one lane of traffic with on-street parking; a 20 foot wide one-lane road looks like a two-way street. The Fire Department requested 20 foot wide lanes on either side of the island while Mr. Bala advised that 18 feet was appropriate. Mr. Bala said a 20 foot wide road was acceptable for two travel lanes with no parking or one travel lane with parking; a 14 foot wide roadway was acceptable for a one-way street with no parking.

Mr. Roberto recommended that if any on-street parking is eliminated, the Commission should allow for more off-street parking.

Public Works/Planning Director Kottage noted that the Town maintains responsibility for the median strips not adjacent to curb strips. The proposed median strip is 160 feet long and 26-27 feet wide. The Town is unable to maintain its existing facilities to an acceptable level and therefore does not typically accept more maintenance responsibility, such as this median strip. Provision of a bond for future maintenance of the median would not resolve the staffing problem, or the increased liability the Town would incur if an accident occurs at the median strip.

Chairman Kroot noted that elimination of on-street parking would create a problem for people trying to use the adjacent open space.

John Roberts, project landscape architect, noted that the on-street parking was being maximized by creating a single curb cut to serve two units, thereby eliminating a total of 4 curb cuts. There are no curb cuts in the island area and the idea is to have 5 off-street parking spaces per unit.

Doug Elliott, project developer, said the units will have large off-street parking areas. He said the idea of the landscaped island was to create a visually pleasing area which would also improve the public's access to the open space.

Irving Schwartz, project civil engineer, said the Fire Department's concern was to have two 10 foot wide lanes, but these lanes can be on different sides of the island. He said parking can be included on both sides of the street even with inclusion of the island.

Mr. Elliott said the island would be planted with drought-resistant landscaping and agreed to bond the landscaping for installation, maintenance and irrigation. He furthermore was willing to encumber liability for hazards related to the island onto the property owners through deed restrictions and responsibility for maintenance of the island in the C.C. & R's. Concerning the lane width, he said the wider the roadways, the less space there would be for on-site parking.

Ian MacLeod, architect with Treffinger, Walz and MacLeod, explained the design criteria the model depicted and how the location, size and general design of the homes blended with the landscape plan.

Mr. Roberts said the road being proposed allows the buildings to be stepped longitudinally down the hill, whereas a loop road would place the buildings on top of the hill. The placement of the homes as low and pulled back as possible also maximizes the amount of ground that directly accessible from the home.

Mr. Schwartz said all grading will be hidden from view by the houses. Each lot will have to be sculptured and manicured to fit the house, he said.

Mr. Elliott said the grading of the house pads accomplishes the grading ahead of time, the roof lines will be contiguous with the slope and the perimeter walls will be earth-toned. He proposed to have the subdivision entrance sign read "Quarry Mountain" and the open space sign read "Marin County Open Space."

Ann Adams, 46 Santa Barbara, expressed concern about how this project will affect drainage in the Short Ranch Subdivision, specifically 46 or 48 Santa Barbara, and the impact of the construction vehicles during development. Public Works/Planning Director Kottage responded that the project drainage flows toward Broadmoor, not Santa Barbara. Ms. Adams asked if there would be more runoff and debris during construction. Mr. Schwartz responded that three units will be located on that side of the hill but the drainage will be transported by closed pipe underground down to Berkeley.

Mr. Bala added that he advised that prior to winter, the winterization plan be in place and bonded. Furthermore, all drainage improvements will be bonded so that if the developer does not do the work the Town must do it. In addition, all disturbed dirt must be covered with grass for erosion control and all town imposed improvements will be accepted for maintenance one year after the Notice of Completion is filed.

Jonathan Braun, 479 Scenic, asked the Commission not to approve the plan as submitted, saying it was significantly different than the approved Tentative Map. He spoke against a grading plan which calls for large cuts, multi-storied buildings on graded pads in violation of the intent of their hillside ordinance, the landscape plan which bears no relationship to the buildings, and graded shelves on ridgelines. He urged that the Improvement Plan be reviewed by the Commission.

Carol Denton, 53 Miwok, said the proposed signs need more clarification because they do not say there is access to open space but instead give the appearance that Quarry Mountain = Open Space. She said she liked the street island with trees and was hoping to see a non-concrete pathway to the open space.

Larry Stack, 10 Alice Way, asked the location of the water pumping plant. Mr. Schwartz responded it would be off-site where Marin Municipal Water District wants it, buried on their property on Indian Rock Road.

Commissioner Hayes asked whether the Town's previous efforts to muffle the sound of the pump will still apply. Mr. Roberto responded that he will ask the Town Attorney whether the condition of approval requiring the pump to be muffled when it was included on the Quarry Mountain property could still apply to an off-site pump.

Mr. Schwartz said the applicant will write to the Water District saying they intended to comply with the pump muffling condition.

Mr. Stack said the water pumping station was to be landscaped, the water tank was to be landscaped and irrigated, a landscaped island was not on the Tentative Map, and the developer should be required to install and maintain this median landscaping. He objected to houses being included on the model and the boulders proposed for the subdivision entrance, saying they are a deterrent to the continuity of the feeling of the extension of Tomahawk Drive. He requested the Police and Fire Departments' reports on the plans before the Commission.

Barrett Denton, 53 Miwok - noting he will have to go around by the water tank to watch the sunset - said there is not enough emphasis on screening the water tank, asked what provisions there were for maintaining the landscaping, challenged staff's recommendation that the landscape plan was adequate and said it will take at least 10 years for the landscaping to screen the buildings.

Jerry Draper, 295 Los Angeles Blvd., asked if there would be geologic testing of each building site; he was especially concerned about site #3. He said the project contradicts the following policies of the General Plan:

1. Siting buildings so as not to change the natural form of the ridgetops.
2. Acquisition of the property for open space.
3. Identification and protection of natural wildlife and features.
4. Preservation of trails.

Mr. Draper asked if the project had been reviewed by the County Planning Department, whether second units would be allowed in this subdivision, and what use the 13 acre parcel will have; he suggested the Town make a plan for low intensity use of this parcel. He expressed concern about the time between implementation of the plan and the project buildout, saying there could be empty shelves sitting on the ridge for 10 to 12 years. He questioned the inclusion of the island as he felt it doubled the width of the street. He recommended setting specific on-site parking requirements and placement of redwood trees around the water tank due to its size.

Mr. Draper opposed the placement of boulders and plaques at the subdivision entrance, saying it creates a community within a community. He encouraged limitation of the construction to the non-rainy season and enforcement of the muffling of the water pump, questioning whether neighbors of the relocated pump were aware of its new location. He said the path to the water tank which goes up the face of the hill is too steep and suggested it be eliminated. Concerning traffic, he said the traffic counts used for the environmental impact report approved in February were outdated; traffic on Sir Francis Drake has reached gridlock level yet this development will add more traffic.

A recess was called at 10:35; the hearing was reconvened at 10:45.

Planning Consultant Roberto reported that the Fire Department will have to sign off on the Improvement Plan, and if they have

any modifications that change the landscape plan, they will have to be reviewed by the Commission. The model presented this evening is not part of any exhibit of any action staff will recommend, he said. Concerning the General Plan and traffic issues raised by Mr. Draper, he responded that these the General Plan issues were addressed during the preliminary plan review and the traffic issues were addressed during review of both the preliminary plan and the tentative map. Furthermore, the final map is exempt from the California Environmental Quality Act.

In response to a question from Chairman Kroot, Mr. Kottage noted that guidelines concerning construction during the rainy season could be established.

Commissioner Heubach expressed concern that the water tank would be visible from other ridges, and that the pedestrian path to the Open Space is steep and obtrusive on the hill. He asked if the path could be rerouted.

Mr. Elliott responded that the paved road to the water tank is a Marin Municipal Water District's, that there is only one easement for public access and the Open Space District asked them to locate it as shown on the plan. It was necessary to locate it on that side of the water tank to get the pedestrian easement off private land.

Mr. Kottage noted that maintenance of the pathways need clarification.

Commissioner Heubach said the narrowing of the stretch of roadway to a 20 foot width as proposed is a fair trade-off to preserve the natural planting in that location. He stated that he likes the landscaped island and wants 18 foot wide lanes on either side. Concerning signage, he would prefer the subdivision not have a special identify distinguishing it from neighboring lands but wants a designation for the open space access so that people are not intimidated to use it. He wants to have the Water District's pump be silent and to have screening at the water tank.

Commissioner Hayes supported the narrowing of the stretch of roadway to a 20 foot width and liked the landscaped island, saying it provides a greater sense of greenery and suggesting it be reduced in width. He felt the Commission's previous condition that the water pump be silent must be met by the Water District and that neighbors of the relocated pump station should be notified of its presence before review of the Improvement Plan. He did not support any signage or gate which would set this subdivision off as a separate community. He asked what happened to the pedestrian easement on the north ridge shown on previous plans and said he would not vote for this project unless it exists.

Concerning the north ridge trail, the applicant responded that it must have inadvertently been omitted in the transition of their purchase of the property and that he has no objection to this easement. Also in response to Commissioner Hayes, Mr. Elliott said they want to build lots 9 and 10 initially themselves and then sell the remaining lots to buyers who buy their design. The issue will be how quickly the lots will sell; he is hoping it will only take two building seasons, but it could take as long as 3 to 4 years.

Commissioner Hayes expressed concern about the appearance during the initial, undeveloped stage. The Commission then reviewed the details of the grading plan with the applicant.

Commissioner Hayes expressed concern about the cuts being made near building sites #1 and #2 and the elevation rise for unit #9, and the visibility of the road from other areas in town. He suggested, if possible, that the "finger" landscaping between the units be planted initially. Mr. Elliott responded that this landscaping would be destroyed during construction.

Commissioner Zaharoff favored the reduction of the roadway width from 28 to 20 feet to save the existing trees and supported adding screening the the area around the water tank and the roadway leading to the water tank. She favored the landscaped island with 18 foot lanes, and did not support the Quarry Mountain entryway sign. She favored continuation of the project to review the site in response to the information on the grading plan and the model presented this evening.

Chairman Kroot supported having parking spaces at the end of the cul-de-sac where most people's access to the open space would start. He favored more screening at the water tank, and also supported the landscaped island, with 18 foot lanes on either side only if maintained by property owners. He questioned what would happen to the building pads before commencement of construction, noting they could be eyesores.

Public Works/Planning Director Kottage expressed concern about the Town assuming more liability and maintenance responsibilities as a result of this project. He supported inclusion of private maintenance responsibility in the CC & Rs, as proposed by the applicant, and that the Open Space District accept the trails for maintenance.

The Commissioners agreed that two street lights were adequate for the subdivision.

Staff agreed to prepare a resolution with conditions of approval for the next meeting on this project.

M/S, Heubach-Hayes, to continue the application to the meeting of September 15, 1986. Motion passed unanimously.

#### ADJOURNMENT

The meeting was adjourned at 12:47 a.m.

Respectfully submitted,

Beth Calamar