

Kentfield Planning Advisory Board

P.O. Box 304, Kentfield, California 94914

Minutes of February 25, 2015

Anne Petersen called the meeting to order at 7:30 p.m. in the COM Student Union Deedy Lounge. Other board members present: Dale Hansen, Neil Park, Pam Scott, Mary Sylla. Guests by project.

Minutes of January 28, 2015. M/S (Dale/Neil) Unanimously approved as submitted.

Tribolet Design Review, 3 Meadow Avenue (Jocelyn Drake)

(Guests: Ken Catton, project designer; Jim Williams, 208 Laurel Grove Avenue; Joel Fugazzotto, 225 Laurel Grove Avenue)

Mr. Catton reviewed remodeling plans, including demolition and reconfiguration of the first and second floors, interior remodeling on the first floor, expanding the existing one-car garage to accommodate two cars, adding a second-story 12 by 19 foot playroom on top of the garage and, on the other end of the house, adding a new second-story master suite. An existing non-conforming structure located in the side yard would be removed, bringing the residence into compliance with setbacks. The playroom above the garage would be accessed by an unenclosed rear stairway. The result would be to increase the total habitable square footage from 3,507 square feet (26% floor area ratio) to 4,082 square feet (30 % floor area ratio). The total building area would be 4,622 square feet but the 540 square foot garage does not count in the floor area ratio (FAR). The project also includes a new pool and spa, outdoor dining structure, landscaping and hardscape for which design review is not needed. He also noted the following:

- A front porch was being added to enhance appearance.
- The stairs to access the second floor playroom over the garage would not be included in the floor area ratio as they would not be enclosed. The stairs, at the rear of the garage, could be accessed through a door from the home's great room.
- A new deck off the master bedroom would partly replace an existing deck, but be half the width and twice the length of the existing area.
- Two trees with trunks larger than 6 inches diameter would be removed.
- An existing French drain encircling the property seems to be working well to capture runoff.

Neighbors said that the home appears to have been used for short-term rentals since last fall and asked if the owners planned to continue this practice. Mr. Catton verified that this was intended to be their primary residence, though if they take a long vacation it could be rented out for that period of time.

There was a suggestion that a permeable surface be used for the driveway/parking.

Recommendation. It was unanimously approved to recommend that this project is incomplete at this time pending the following:

1. Planner should verify that the proposed structure is within the 30 % floor area ration (FAR) maximum allowed, and also that the stairs are not included in the FAR.
2. Planner should verify that the drainage system will continue to be sufficient.
3. Story poles should be put up so that impact of new building heights could be better judged.
4. Revised plans should be circulated to the KPAB for additional review.

Marin General Hospital.

(Guests: Cindy Winter, South Eliseo Drive, Greenbrae; Susan Miltner, Via Casitas, Greenbrae)

Cindy attended a recent Marin Healthcare District board meeting at which a set of plans different from those shown at the Planning Commission meeting on February 9 were shown. An effort will be made to reconcile hospital plans showing differences in roadway elements such as bus stops, parking, entry and access points, and pedestrian crossings.

To sort out plans for changes to Bon Air Road, the March 11 KPAB agenda is expected to be a discussion with CDA planner Jeremy Tejirian, County traffic operations engineer Bob Goralka, and Robert Betts, the Transportation Authority of Marin staff member who decides bus stop locations. Board members previewed issues to be discussed at the meeting:

- How to minimize the need for persons using public transit to have to cross Bon Air Road to access and leave the hospital, noting that some of these may be disabled.
- Number and location of traffic lights, entry and access points, and pedestrian crossings.
- Hospital clients and visitors could include a number of handicapped persons.
- Consider keeping bus stops on the campus in current location, for user convenience and also because the addition of buses stopping periodically on the street would block the sight of drivers to the rear and interfere with traffic flow.
- Consider what will be needed at bus stops for assisting indigent persons on and off buses.
- Consider creation of barriers in medians such that persons crossing Bon Air to and from the hospital are funneled to signalized crosswalks that offer some protection from vehicles.
- Consider ways to discourage use of parking on the west side of Bon Air by persons visiting the hospital.
- Stop lights should be of normal design.
- How should lights be timed for vehicles entering the hospital from the west side of Bon Air?
- Consider limiting parking on the east side of Bon Air to two hours, which would be sufficient for someone visiting a patient but not long enough for employee parking.
- Provide secured spaces for bicycles in the rear of the hospital, out of sight from the street. Also reconsider if a smaller number of bicycle spaces would be sufficient.
- Will traffic lights block traffic such that emergency vehicles cannot quickly access the emergency room entrance?
- Consider that many users will follow the existing pattern of entering the campus at the north entry rather than driving into the awkward circular drive.
- Consider no right turns on red from southbound Bon Air into the hospital campus.

Other Business. *March 25 Meeting.* It now seems likely that the plans for 237 Hillside will be ready for another KPAB review on March 25.

Adjourned at 9:15 PM

Minutes: Ann Thomas