

Kentfield Planning Advisory Board

P.O. Box 304, Kentfield, California 94914

Minutes of November 12, 2014

Anne Petersen called the meeting to order at 7:30 p.m. in the COM Student Union Deedy Lounge. Other members present: Dale Hansen, Pam Scott. Guests for Marin General Design Review: Deana Kardil, Analid Kazazi, Joanie Levinsohn, Susan Miltner, Neil Park, Paul and Margie Taylor and Cindy Winter of Greenbrae and Kentfield; Steve Lamb and Nancy Okada of San Anselmo; Clayton Smith of Mill Valley. Also, CDA Current Planner Manager Jeremy Tejirian.

October 22, 2014 Minutes. To be reviewed at the next KPAB meeting

Marin Hospital District Design Review and Temporary Use Permit (Tejirian)

Anne and Jeremy reviewed the Healthcare District application for Design Review approval to construct a six level (five-story) parking structure and a new parking lot, a Tree Removal Permit for removal of 48 protected trees, and a Temporary Use Permit to allow two temporary trailers to be used for the duration of the construction project. The parking structure would have a building footprint of approximately 24,775 square feet and provide 133,300 square feet of parking and related features to accommodate 415 vehicles.

- The complete project will be submitted and constructed in phases over several years, and the County CDA does not have authority to require that the Healthcare District submit a master plan for the entire campus, something that could be required of a private developer. The remainder of the proposed campus development is still conceptual.
- The current project is scheduled for Planning Commission review at 1 PM on December 8.
- County review of the hospital will be limited to exterior design review of acute care facilities, parking area, and non-acute care structures, with the State having authority over hospital interiors. The County has no authority over hospital operations.
- The Healthcare District is proposing changes to Bon Air Road to accommodate the expanded campus. Traffic lights would be installed at the current entrance, and another access point that has not yet been determined. In addition the District proposes relocating the bus stop currently on the hospital site near the main hospital entrance to Bon Air Road.

As there were several guests present who were not familiar with the proposed expansion plans, including some from out of the planning area, a portion of the meeting was used to review the overall planning for the campus construction. Guests and board members reviewed the garage plans and also the construction management plan for this phase.

Among public comments were these:

- 1) Suggestion that staff use bicycles or other alternative transportation modes to travel to and from work.
- 2) Traffic in the hospital's area affects the broader region.
- 3) Could the parking garage be built underground?
- 4) Concern cited about overhaul, number of trucks, roads that would be traveled, where material would be disposed of, and how the construction travel would affect quality of road surfaces. ‘
- 5) Determine if the dirt excavated in order to build the proposed garage could be used by the Ross Valley Sanitary District to replace contaminated soil which must be removed.
- 6) The large retaining wall would have visual impacts.
- 7) Lighting should not create nuisance for neighbors.

Board concern about proposed project plan completeness: The plans are incomplete. Information is still needed regarding the following:

- 1) The roadway changes, proposed location of hospital bus stop, project impact on traffic and circulation for pedestrians and vehicles on the campus.
- 2) The application is not clear that there is a sidewalk, with a rail, that adjoins the new road and descends from the parking garage at the garage level to the lower parking lot level connecting with sidewalks to the hospital and ambulatory care center. The sidewalk should be wheelchair accessible. This sidewalk is shown on some drawings but not others.
- 3) The number of parking spaces that would be lost on Bon Air Road should be stated.
- 4) There should be a plan to ensure that the public does not use the garage which, it is assumed, is intended for use by employees. As shift times change, spaces would be left vacant and, unless there is a plan to secure them for persons associated with the hospital, they could be used by members of the public.

Site Concerns. The proposed vehicle cuts through the median for southbound traffic to access the ambulatory care center and the main hospital site when coming from the north is an invitation to jaywalkers crossing to or from the park, and extremely dangerous. Bus and shuttle stops are not clearly identified.

Board concerns about proposed project construction management plan:

- 1) Road signs seem too complicated to be read by drivers in passing vehicles.
- 2) Plan should clarify if U-turns at SFD and Bon Air would be necessary.
- 3) Pedestrian circulation needs to be described.
- 4) The north entry pedestrian access to the County mental health facility seems difficult and should be modified to be more direct during the construction phase. Also it is not handicapped accessible.

Recommendation. Board members unanimously recommend the following changes or conditions of approval:

- 1) Road signs during construction should be simplified, with fewer words, to give the public clear direction.
- 2) Heritage trees, including the nine trees in front of the west wing that were removed without a permit, should be replaced on site on at least a 2 to 1 ratio.
- 3) Maintain and improve the landscape along Bon Air Road and in the Bon Air median.
- 4) Improve the landscape next to the sidewalk on the east side of Bon Air Road to mitigate the bulk and mass of the acute care hospital.
- 5) Following construction, roads should be repaired to be in the same condition as they were before construction.
- 6) Consider ways to reuse off-haul on local projects to reduce traffic impacts (berms, Ross Valley Sanitary District site?).
- 7) Determine and describe how any public parking spaces that are planned for removal on Bon Air Road could be preserved for the public's use, e.g. when using Hal Brown Park at Creekside, and still maintain landscaping.
- 8) Require pervious surface on parking lot spaces.
- 9) Reduce the exit area between the garage and the entry to the lower parking lot to one lane and use this land instead for a sidewalk, with hand rail, on the hospital side of the street.

- 10) There should be no new permanent signals on Bon Air Road until the plans for the entire site are submitted and reviewed and there should be no cuts through the Bon Air median unless there is a traffic light at that location.
- 11) Ensure adequate down lighting in the garage and in landscaped areas such that campus lighting does not create a nuisance to surrounding neighbors for whom the hospital is in view.
- 12) Provide a deerproof fence on top of the retaining wall behind the garage. Also, consider some vegetative cover to flow over the wall and grow up the wall to help relieve its mass.
- 13) Related to the submitted Construction Management Plan, ensure that drivers are not going to be asked to go to SFD and do a U-turn in order to head toward Magnolia Avenue.
- 14) The parking lot should be planted with shade trees of a species that would provide at least 50 percent shade coverage for the lot within 15 years. Replace the oleander bushes in the lower lots with trees that can grow to at least 30 feet. Chose a species that has the potential to shade half the lot within 15 years.
- 15) Provide pedestrian-friendly landscaping in the new parking lot including such amenities as seating benches in the landscaped space in front of the lot.
- 16) Construction off haul should be limited to hours from 9 AM to 2 PM, so trucks are off the road before area schools let out and the afternoon commute period begins.
- 17) A construction supervisor should be on site at all times to be able to deal with public complaints and concerns quickly, not in 48 hours. The College of Marin had this arrangement during its peak construction period and it was successful in alleviating public confusion.
- 18) In order to respond to federal CAFÉ standards mandating increased miles per gallon, the garage should have the potential to serve additional electric and plug-in hybrids by providing electric infrastructure that could be converted, as need arises, to serve more than the 22 cars planned for in this project. This would be particularly useful since the demographic of MGH employees would seem to push in the direction of more plug-in electric cars as time passes.
- 19) Require non-reflective solar panel covering the garage roof to provide electrical energy and minimize light pollution during evening hours.
- 20) Electronic signs should be provided at the parking area entry indicating the number of vacant spaces available in the garage, with additional signage at the garage entrance stating on what floor those spaces are located. Sign review should be required.

Public Works Input. The KPAB would like to meet very soon with public works personnel to discuss roadway changes associated with the garage construction.

Reports. There were brief reports on a shed construction at 36 McAllister, and possible plans for further work on the Marin Catholic playing field.

Adjourned at 9:30 PM

Minutes: Ann Thomas