

A regular meeting of the San Anselmo Planning Commission was called to order on December 2, 1985 at 8:00 p.m. by Vice-Chairman Kroot. Public Works/Planning Director Kottage was present.

ROLL CALL

Commissioners Present: Harle, Hayes, Kroot, McPeak

Commissioners Absent: Heubach, Chairman Sharp

APPROVAL OF MINUTES

The minutes of November 18, 1985 were continued to the next regular meeting.

PUBLIC HEARINGS

V-2099. Domino's Pizza, 703 Sir Francis Drake Boulevard, A/P 6-083-09, parking variance for a take-out and delivery pizza business in the Pool Scene building.

U-603. Domino's Pizza, 703 Sir Francis Drake Boulevard, A/P 6-083-09, use permit for a take-out and delivery pizza business.

The applicant and the property owners were present.

Based on the building size, 14 standard and two loading spaces are required. Due to a restriping error, there are now 11 parking spaces and one half-sized space in addition to the two loading spaces. The site plan submitted shows 12 standard and two loading spaces.

A use permit is required for a take-out and delivery business. There will be no table service.

Staff expressed concern that the proposed business is inappropriate for this site due to parking which is both insufficient and improperly located for this type and intensity of use, and that there could be traffic hazards caused by cars stopped or parked in the no-parking zones or quickly exiting the parking lot.

Bill Gambrell, franchise agent for Domino's Pizza, said that there would be nine or ten employees working on the site at a time, with three working inside and six or seven delivering. However, there would not usually be more than one or two delivery persons on site at a time except at the end of a shift or during the peak hour rush. He did not expect more than two carryout customers in the store at one time. Mr. Gambrell said he did not know whether they would be open for lunch. He noted that their busiest time is after the Pool Scene business closes at 5:00.

Concerning traffic hazards, Mr. Gambrell said the drivers have received defensive driving training. Furthermore, they will try to route around the main traffic flows.

Clay Reese, owner of the property, said that all 16 trucks they have running daily are gone by 5:00 and none of their vehicles are parked in the lot at night, the peak time of Domino's business.

Commissioner McPeak noted that if Domino's opens at 4 p.m. there would still be a one hour conflict with Pool Scene vehicles. He asked where the customers would park if the lots spaces are used by Domino's drivers. Mr. McPeak commented that the proposed use is very intense for that piece of property and would adversely impact the community.

Mr. Gambrell said the drivers use their own vehicles; there would be only one company car. The standard in and out time for drivers is 30 seconds.

Planning Commission, 12/2/85

Commissioner Hayes commented that there may be a way to organize the schedules between the day and night businesses, but if it does not work, the Town is stuck with a problem.

Commissioner Harle said it was just the wrong place for that type of business. Left turns onto Bridge Street from Sir Francis Drake Blvd. are sensitive and it is a blind right turn there. He said he did not want to see that active a business at that poorly arranged an intersection.

Commissioner Kroot said he though there were enough spaces but expressed concern that there may be a parking problem after 4 p.m.

Mr. Reece said there was heavier traffic at that corner in the daytime than at night, and that at night most of the traffic is westbound, on the other side of Sir Francis Drake Blvd.

M/S, Hayes-McPeak, to deny V-2099 and U-603, 703 Sir Francis Drake Blvd., A/P 6-061-09, parking variance and use permit for a take-out and delivery pizza business in the Pool Scene building, on the basis that the business is inappropriate for this site due to parking which is both insufficient for this intensity of use and improperly located for this type of use, and potential traffic hazards caused by cars stopped or parked in the no-parking zones or quickly existing the parking lot. Motion passed by the following vote:

AYES: Harle, Hayes, McPeak

NOES: Kroot

Z-143. Amendment #3. Red Hill Shopping Center. 850-900 Sir Francis Drake Boulevard. A/P 6--61-23. amendment to enhance and expand the western portion of the center. Negative Declaration of Environmental Impact recommended.

This amendment would add a 14,000 square foot second story to a portion of the western end of Red Hill Shopping Center.

Public Works/Planning Director Kottage reported that staff's primary concern with the proposal was potential negative impacts from increased traffic generation. Both the applicant and the town's traffic consulstant, DKS Associates, have provided information in response to this concern. Since the consultant's findings were in conflict with those of the applicant, staff was undecided as to whether the project would generate a significant traffic impact and therefore require either mitigation measures or an environmethal impact report. However, in the event of disagreement on the extent of traffic impact, staff recommended requiring a focused EIR.

Dan Goltz, project architect, was present with the shopping center owners. He said they disagreed with DKS Associates' estimate that 113 additional vehicles trips would be generated by this addition during the P.M. peak hour; his study shows that 81-85 more trips would be generated.

John N. Dowden, DKS Associates, clarified that due to a typographical error, his estimate was in error; the correct figure was and additional generation of 90 vehicle trips. Additionally, his study included traffic entering and exiting Sunny Hills Drive without discounting vehicles whose destination was Union Oil Station, Isabel Cook Center or the residences further down the road.

Mr. Dowden said the Red Hill intersection with the traffic light can handle 1425 cars per hour. This light primarily regulates

Planning Commission, 12/2/85

eastbound traffic exiting the center, westbound traffic entering the center and westbound traffic continuing on Sir Francis Drake Boulevard, all of which otherwise would simultaneously compete for the central turning point. Westbound traffic, which can exit the center without use of the light, would increase by approximately 60 cars per P.M. peak hour as a result of the addition. The addition would generate an estimated 30 vehicles per hour exiting the center eastbound at the light during the P.M. peak hour, which represents a 2% service level increase for this light. Mr. Dowden advised that this increase would not create a significant impact on the traffic. Furthermore, if the signalization was changed to allow more eastbound cars to exit or if one or two traffic signals were added to the Red Hill area of Sir Francis Drake, the westbound traffic capacity would be reduced.

Mr. Goltz said he now had no difference of opinion with the estimates of DKS Associates. Noting that there is no traffic problem at Red Hill in the morning because all the businesses except the grocery store open after the A.M. peak hour, he added that residents use the Red Hill traffic light to turn eastbound from the north side of Sir Francis Drake. Mr. Goltz said that the traffic problem on Sir Francis Drake Boulevard is bigger than Red Hill in that the shopping center generates a small amount of traffic in comparison with the number of vehicles passing by on Drake.

In response to a question about the relationship between this proposal and Amendment #2 to the Red Hill Specific plan, Mr. Goltz responded that the previous change reduced the area of the plaza adjacent the entrance to the west parking lot in order to improve the traffic flow; this amendment has not been implemented. The owners had been seeking another anchor store for the western end to revitalize this portion of the shopping center. A general retail/clothing store has expressed interest in location at Red Hill but requires a 20,000 square foot space; the addition of a second story above a portion of the west end would accommodate this tenant.

Gene Arntz, owner, said that since Red Hill has had a problem with vacant spaces at the west end and does not want to lose this tenant, and the tenant has many location options in Marin County, he is anxious for an expedient Commission decision on this application. The addition would add approximately 10 feet to the building height. The back portion would not be visible from the street as it would be below the existing parapets. When asked about the difference in elevation between the second story and the adjacent apartment building, Mr. Goltz responded that the roof of the center will be between 5 and 10 feet lower than the first floor of the apartments. The materials and colors, including the shake roof, would be the same as the existing center scheme.

Commissioner Harle said the proposals were acceptable, noting that the small amount of extra traffic is not significant in context of all the other factors that impact Sir Francis Drake Boulevard traffic.

Commissioner Hayes said there was adequate parking which he did not foresee this proposal changing. He suggested the addition would cause more people to use the non-signalized Sunny Hills Drive and expressed concern about the right turn from that road into a narrower lane on Sir Francis Drake Boulevard.

Mr. Goltz said he too was concerned about that turn, adding that 13 years ago the school district, then owners of Isabel Cook School, opposed increasing the right-of-way at the corner to widen the turn. Mr. Dowden stated that a wide turn might be worse for merger than if it is a tight turn.

In response to a question as to whether there were times when a

Planning Commission, 12/2/85

line of cars leaving the center did not get through the light, Mr. Kottage responded negatively. Mr. Dowden added that it is better to have the traffic backed up leaving the center than on the road.

Commissioner Hayes asked whether there were any plans to alter the signalization at Red Hill, to which Mr. Kottage responded that there is a proposal from DKS to do an optimum signal location study of Sunny Hills, Bella Vista and Shaw Drives to determine whether to move the Red Hill signal to Sunny Hills Drive, locate signals at both Sunny Hills and Shaw or keep the signals in their current location. A decision on whether to do the study will be made within one month and the study would be done within two months.

The project to create two lanes in each direction on Sir Francis Drake Blvd. from Buterfield Road to the Hub is expected to be contracted out in June.

Mr. Dowden agreed to provide the Town with a letter eliminating disagreement with the applicant about the impact of the traffic as previously discussed.

Vice-Chairman Kroot said he felt that there would be a minimal increase in the traffic and that the second floor would not appreciably block views.

The mitigation measures proposed by staff in response to the transportation/circulation items checked "maybe" on the environmental review checklist included changes to the parking lot configuration and traffic patterns (approved as part of Amendment #2) and cooperation between staff and the applicant on a construction operation plan to minimize disruption of traffic during construction.

The response to item 13A on the environmental review checklist was amended to read that the businesses and associated traffic will have work hours that will not significantly impact the A.M. or P.M. traffic flow on Sir Francis Drake Boulevard.

The Commission noted for the record that testimony received this evening stated that the addition will not create a significant impact on traffic/circulation, or other environmental issues.

Mr. Goltz said they would apply for the use permit for the sue of the addition while it is under construction in the spring.

M/S, McPeak-Harle to recommend a Negative Declaration of Environmental Impact, with mitigation measures, on Applicatin Z-143, SPD Amendment No. 3 to the Red Hill Shopping Center, 850-900 Sir Francis Drake Boulevard, A/P 6-061-23, to enhance and enlarge the western portion of the shopping center, per the plans submitted to the Town dated October 30, 1985, with the following added: there is no significant impact, as stated, which applies to the A.M. traffic, and the P.M. traffic is determined to be not significantly adversely impacted per the consultant's testimony, and that other comments regarding completion of improvements and a construction schedule will be part of the approval. Motion passed unanimously.

Mr. Goltz submitted a sample board showing the colors and materials to be used on the subject addition to the western portion of Red Hill Shopping Center.

M/S, McPeak-Harle, to recommend approval of Z-143, Amendment #3: Red Hill Shopping Center, 850-900 Sir Francis Drake Bouelvard, A/P 6-061-23, amendment to enhance and expand the western portion of the center, in accordance with the drawings dated

Planning Commission, 12/2/85

October 23, 1985 as marked up and submitted to the Planning Commission December 2, 1985, based on the grounds that approval of the improvements will not be detrimental to the health, safety, peace, morals, comfort and general welfare of the persons residing or working in the neighborhood, it is not detrimental or injurious to property and improvements in the neighborhood or the general welfare of the Town, the granting of the application is necessary for the preservation and enjoyment of substantial property rights of the petitioner, and furthermore that the application conforms with the General Plan. Motion passed unanimously.

V-2100. Frank & Britt Rosenmayr, 1108 Sir Francis Drake Blvd., A/P 6-031-09, a 6 foot sideyard variance for a garage within 2 feet of the south side property line; a 16.5 foot variance for a garage and guest room within 3'7" of the rear property line.

NU-49. Frank & Britt Rosenmayr, 1108 Sir Francis Drake Boulevard, A/P 6-031-09, a use permit for a second unit.

The applicant was present.

The existing garage, which is in the setbacks, will be converted to a garage and living area. The second unit is not in the setback.

M/S, McPeak-Harle, to approve NU-49, Frank & Britt Rosenmayr, 1108 Sir Francis Drake Blvd., A/P 6-031-09, use permit for a second unit, on the grounds that it will not be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood, or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the Town, and it is necessary for the preservation and enjoyment of substantial property rights, based on the drawings submitted to the Town and received November 13, 1985. Motion passed unanimously.

NON AGENDA NEW BUSINESS

The Commission discussed with staff the need for revisions to the parking ordinance to vary requirements with the type of use.

ADJOURNMENT

M/S, McPeak-Hayes, to adjourn at 10:42 p.m.