A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SAN ANSELMO
APPROVING A PRECISE DEVELOPMENT PLAN AND VESTING TENTATIVE
MAP TO CREATE SEVEN (7) RESIDENTIAL LOTS AND A 19+ ACRE PUBLIC
OPEN SPACE LOT ON PROPERTY LOCATED NEAR 390 REDWOOD ROAD IN
THE R-1-H ZONING DISTRICT (ASSESSOR’S PARCEL NUMBERS 7-071-03, 7-
101-02, AND 7-154-04)

WHEREAS, the Planning Commission of the Town of San Anselmo held
consider the above referenced applications to create a seven unit subdivision and a
19+ acre public open space parcel near 390 Redwood Road; and

WHEREAS, the Planning Commission conducted a site visit on April 2, 1994
which was noticed as a public meeting; and

WHEREAS, an Initial Study was prepared for this project and circulated for a
30 day review period ending April 18, 1994; and

WHEREAS, the Town Council Subcommittee authorized under the
Agreement to decide, if necessary, the scope and extent of off-site mitigation
measures met on May 12, 1994; and

WHEREAS, the Planning Director has determined that the proposed project
would not have a significant effect on the environmental because the mitigation
measures described in the Initial Study have been added into the project and that a
Negative Declaration will be prepared; and

WHEREAS, although some modifications have been made to the mitigation
measures these modifications still result in measures which reduce the impacts to a
level of less-than-significant; and

WHEREAS, the Planning Commission has considered the Initial Study,
recommendations of the Town of San Anselmo staff, the applicants (Peter and
Pamela Fraser), and members of the public; and

WHEREAS, an appeal of the Planning Commission action was filed by Peter
and Pamela Fraser, and the Town Council held a public hearing on that appeal on
May 31, 1994; and

WHEREAS, the Town Council has considered the Initial Study,
recommendations of the Town of San Anselmo staff, the applicants, and the
members of the public; and

WHEREAS, this resolution and subsequent action shall apply to the Frasers,
including their heirs and assigns; and
FINDINGS OF FACT

WHEREAS, the Town Council of the Town of San Anselmo has made the following findings:

1. Precise Development Plan

In accordance with Section 10-3.706, the findings required by the Town of San Anselmo Zoning Ordinance for approval of a Precise Development Plan have been made as follows:

(a) That the Precise Development Plan protects and preserves the natural and existing land forms and vegetation of the hillside and ridges, water courses, and any unique habitats located on the property.

None of the parcels to be developed are located within ridge zones, water courses, or unique habitats. Efforts have been made to place building envelopes in areas where they will not disturb redwood groves. With the exception of Lot 1, all homes are proposed to be of pier construction to minimize grading. The major amount of cut and fill would occur as a result of the new and expanded 15' roadways, particularly at their junction. Fifteen feet paving width has been determined as a minimum with physical and feasibility constraints as determined by the Ross Valley Fire Service and the Town Public Works Department. However, to minimize the amount of tree removal and visual impacts, conditions are attached requiring such items as:

- Tree Protection Plan, prepared by a certified arborist, to protect trees during construction;
- Landscape Plan, prepared by a landscape architect or designer, which addresses irrigation, tree replacement, tree protection in cut and fill areas;
- Deed restrictions to protect trees inside and outside the building envelopes; and,
- Tree Damage Liability provision.

(b) That the precise grading plan is designed to retain the natural and existing features of the land, that cuts and fills are minimized, and that all graded areas are rounded and contoured to blend with the existing topography.

After Tentative Map approval but before the start of any construction work, a complete grading plan must be submitted to the Town for review and approval. Due to pier construction, minimal grading is proposed for most of the homes. The major grading will result from constructing the 15' roads mentioned above. Although the normal standard is 20' of pavement width, the Fire Chief has reduced that standard to 15' due to environmental constraints.

Given the need to provide as safe a hillside road condition as possible, 15' road width is being recommended by Town staff because this width enables a passenger car and fire truck to pass unimpeded. However, conditions are recommended to ensure that graded areas are rounded and contoured to blend with the existing topography and that proper erosion control measures are subject to standards set by the Association of Bay Area Governments (ABAG).
(c) That both on-site and off-site roadways are structurally suitable and adequate to carry projected traffic, and that the proposed development will not generate traffic which cannot be adequately accommodated by the roadway network outside the project area;

Policies 9.5 and 9.6 of the General Plan state the following:

"New roads or extensions of existing roads which provide access to hillside and ridge parcels shall be limited in paved width to the minimum necessary to provide for adequate public safety."

"New or existing roads serving hillside and ridge parcels shall remain rural in character and appearance."

Fifteen foot road width will not conflict with the intent of General Plan policy to maintain rural character as only spot widening is necessary and rural character will be evidenced by lack of curbs, gutters, and sidewalks and presence of roadway curvatures and dense vegetation within close proximity to the road.

A Traffic Impact Report was prepared for this project by DKS Associates dated March 10, 1994. A width standard of 15' clear was used to evaluate existing and proposed roadways with physical and feasibility constraints as determined by the RVFS and Town's Department of Public Works. As discussed above, on-site roadways meet this standard. Off-site sections of roadway which do not meet this standard are discussed below. Refer to the Initial Study for more detail.

Critical Intersections: The Traffic Report found that the project would generate 5 vehicle trips in the AM peak hour, 7 in the PM peak hour, and about 67 trips daily. Given the assumption of a total of 51 potential homes to be built on vacant lots, the Report found that these developments would generate 38 AM peak hour trips, 52 PM peak hour trips, and 487 daily trips.

The Report evaluated the impact of this traffic on critical intersections. In summary, the Level of Service (LOS) for Redwood Road and Center Boulevard is currently at LOS D. With this project, that intersection will still remain at LOS D. This was also found to be the case when cumulative traffic conditions were considered. "Cumulative" traffic includes existing conditions plus this seven unit project plus other potential development on vacant lots. The intersection of Redwood Road and San Anselmo Avenue will remain at LOS A even with cumulative traffic added. The HUB was also evaluated and it was found that this intersection currently operates at LOS E. Although adding the project plus other potential traffic will exacerbate existing conditions, the HUB will continue to operate at LOS E.

Roadway Conditions: Although one house would be located off of Oak Avenue, the Traffic Report found that most of the traffic generated by the project will use Redwood Road. The Traffic Report analyzed the existing road conditions and recommended a number of roadway improvements. These improvements were divided into short-term (or partial) improvements which should be the project applicants' responsibility and long-term (or full) improvements which should be shared with others. Consequently, for long-term improvements, a condition is included recommending that the applicants agree to pay their fair share of the cost of these improvements as determined by the Town. By doing this, the impact of traffic generated by this project is reduced to a less than significant level although the roadway constraints at this location would remain significant until the actual work is
completed. Staff research found that the vacant properties along Redwood Road, which would benefit from the improvements and are subject to conditions of approval upon development application, would allow 18 potential new homes including the six proposed along Redwood Road as part of this project which would worsen existing conditions by increasing traffic. Therefore, a formula of 6/18ths was derived representing this project applicants' fair share contribution.

During the Town Council Subcommittee meeting of May 12, 1994, the Subcommittee removed the long-term off-site roadway mitigation measure near 500 Redwood Road upon the Town Engineer's statement that the improvement is not adequately defined at this time and is a mitigation having its own negative impacts (e.g., prior landslide activity, possible massive retaining walls, unknown soil conditions). However, this long-term mitigation measure is deleted only from this Resolution because of the uncertainties associated with this mitigation. It is recommended by Town staff that this mitigation measure continue to be pursued. An engineering study is anticipated to be requested as part of the Town's prioritization of capital improvements.

In addition to the improvements listed in the Report, the road surface of portions of Redwood Road are in poor condition and in need of a base failure repair and resurfacing. Thus a condition is included requiring 1,500 linear feet of resurfacing along Redwood Road in locations to be determined by the Town Engineer. Support for this finding are contained in a April 15, 1994 memorandum from Wayne Bush and incorporated herein by reference.

Finally, one of the short-term improvements involves prohibiting parking on both sides of Redwood Road between San Anselmo Avenue and Floribel Avenue. Because this would eliminate some parking, and is a mitigation having its own negative impacts, it is more appropriate for the Town rather than applicant to assume responsibility for this mitigation measure and establish a policy.

(d) *That the intensity of development will not have the potential to make a residential street traffic dominated.*

The project would result in a total of seven new homes. The traffic generated from this project would be distributed along Oak Avenue and Redwood Road. The General Plan allows a maximum of 12 units on this site contingent upon environmental constraints. Given the reduction in potential density and based on the conclusions of the Traffic Report, it is found that the intensity of this development will not make these hillside roads, which serve the site, traffic dominated.

(e) *That building site locations and the access to said building sites are selected to minimize visibility of the development from the remainder of the community, and are geologically stable.*

Regarding geologic stability, a Preliminary Geotechnical Investigation was prepared by John C. Hom on January 27, 1994. The report states "...that a substantial portion of the project site can be developed for wood-frame, single-family residences provided that the recommendations included in this report are followed". A final site specific soils investigation will be required for each house prior to issuance of a building permit.

An independent review was conducted by Jay Nelson, geotechnical and civil engineer, on February 18, 1994. Mr. Nelson's review concluded that the "proposed new housing building locations are located upon the tops and sides of spur ridges and
slight spur ridges of generally convex contour, which appear to be the most stable portions of the property, generally underlain by shallower soil cover with shallow bedrock". He further states that these locations "appear to be of greater-than-average stability when compared with average Marin County hillside house building sites".

Since the preparation of the Initial Study, the applicants have erected story poles on four of the lots considered by Planning staff to have the greatest potential to be visible off-site (Lots A, B, 1 and 4). Story poles which are the maximum building height allowed (35 feet on slopes of 25% and greater) were erected near the center of the four building envelopes. To aid in the identification of the poles off-site, a large orange octagon shaped disk was placed atop each pole.

Staff photographed the site from six distant off-site locations: Creek Park, The Hub (near the westbound lane of Red Hill Avenue), Red Hill Shopping Center, Sir Francis Drake High School, Tomahawk Drive, and the bus stop at Butterfield and Sir Francis Drake Boulevard. From all the sites, the story pole on Lot 4 was visible, however, none of the poles on Lot A, B, or 1 were ever visible. When staff conducted its review, the story pole on Lot B had been vandalized and was leaning to the side. However, based on previous visits to the site it appeared that pole, along with the others in the lower part of the site, were screened by a heavy tree cover located inside and outside the building envelopes.

In terms of neighbor’s views, Lots 1 and 2 look down on homes on Allyn Avenue. However, these views are filtered by the trees and views from the building envelopes are toward neighboring roofs rather than windows or private yards. In addition, no story poles were observed while driving slowly along Redwood Road. A house on Lot 4, while visible from distant locations, will be seen from Oak Avenue, however, it will not be seen from existing nearby houses due to terrain, vegetation, and its distance from those houses.

Based on this analysis, it is recommended that the height of the proposed house on Lot 4 not exceed 30 feet in height. More in depth visual analysis, including height, will be required at the time of Design Review. These measures should ensure that a house at this location will not be visible from distant locations.

The applicants have submitted a set of Design Standards for construction of homes and entry features at this site. These standards are sensitive to the natural surroundings. However, because no specific house location or design is proposed yet, additional information will be required at the Design Review stage including story poles at the building corners, a photo montage at varying locations, and an exterior lighting plan.

(f) That development is located so as to be screened by portions of the site where existing topography provides screening or by existing woodlands. Development within existing woodlands may be allowed if tree removal is minimal.

Refer to (a) above.

(g) That landscaping is provided to screen, maintain or improve the overall visual quality of the project as it relates to the community, that said landscaping stabilizes erodible soil; and that said landscaping camouflages the visually harsh aspects of improvements such as cuts, fills, and retaining walls. That the type and character of plant materials employed in said landscaping are reasonably related to plants in
the surrounding areas. That said landscape plans demonstrate a recognizable pattern or theme for the overall development by choice and location of plant varieties.

Refer to (a) above. Conditions are included requiring a Landscape Plan prepared by a landscape architect or designer, a tree replacement program using native trees, general use of native plant materials, a Broom eradication program, conformance with ABAG standards for grading and erosion, and replanting of cut and fill areas with native plants and along retaining walls.

(h) **That pedestrian easements are provided where pedestrian facilities are not contained within streets. That continued use of established local trails and trails associated with the accepted Countywide Trails Plan is preserved.**

A significant feature of this project is the provision of nearly 20 acres of Public Open Space. Within this open space area, portions of several trails exist which are identified on the Countywide Trails Plan. For purposes of this report, these trails are known as the "Steep Trail" which connects Bridge Way and Redwood Road with Worn Springs Trail; the Allyn Avenue Trail which connects Allyn Avenue with the Scenic Trail and Worn Springs Road; and the Scenic Avenue Trail which connects Scenic Avenue with Worn Springs Road. Worn Springs Road is a fire road located on MMWD watershed lands (public open space). The "Steep Trail", Scenic Avenue Trail, and Allyn Avenue Trail (to its intersection with the Scenic Trail) are all identified on the Countywide Trails Plan for use by hikers and equestrians.

Consummation of this project would establish significant links of trails into the County's public trail system.

(i) **That where developable land exists beyond the development being considered, that road easements and dedications are provided to the appropriate bodies. That such easements are to the same standards as other public roads within the development.**

Because of steep terrain, access to potentially developable land to the west of this site does not appear practical. It is recognized that should these other lands develop, access from locations other than this property would likely have to be secured.

(j) **That where developments include dedication of public open space, or that where developments abut existing public open space, that access to said public open space is provided for the public, including public emergency, and public open space management vehicles and equipment.**

Pedestrian or equestrian access onto the Public Open Space parcel is available at two locations. One access is through the "Steep Trail" which starts from Redwood Road just south of the entry into the project. The other is the Allyn Avenue Trail which starts at Allyn Avenue and passes through the Town-owned lots which will become part of the Public Open Space parcel. Public emergency vehicles would likely use these entry points as staging areas in the event emergency response was required along the trail.

(k) **That construction, if any, within the ridge zone meets the following findings:**

1. **That construction within the ridge zone is permitted only when the applicant has demonstrated to the satisfaction of the Planning Director and the Planning Commission that construction outside of the ridge zone would be**
detrimental with respect to soil and geologic conditions, vegetation removal, drainage and such other factors as are determined to be pertinent; and

(2) That construction allowed within the ridge zone, under this Article, is kept to a low visual profile, the acceptance of which shall be determined in the Design Review process.

No development is proposed to be built within the ridge zone based on information provided by the applicant and verified by Town staff.

(l) That the Precise Development Plan does not adversely affect the health or safety of persons in or adjacent to the area or endanger property located in the surrounding area.

With the incorporation of roadway improvements, drainage improvements, design standards, tree protection requirements, and the provision of nearly 20 acres of Public Open Space, including public trails, it is found that this Precise Development Plan will not adversely affect the health or safety of persons or property in or adjacent to the subject site.

(m) That the Precise Development Plan is in conformance with the San Anselmo General Plan, with specific reference to the applicable sections of the General Plan.

Refer to the Land Use Section of the Initial Study (Section 8) for a discussion of this project's conformance with the General Plan. Based on that analysis, it was found that the project conforms with the General Plan, as well as the Zoning Ordinance policies for the hillside area. Of particular importance is the provision of nearly 20 acres of public open space land.

(n) That each individual phase of development, as well as the total development, can exist as an independent unit.

Phase One of the project involves the construction or installation of the infrastructure, including all utilities such as gas, electric, telephone, sewer, water, and storm drainage. In addition, all roadway work, including associated retaining walls, turn arounds and parking spaces, will be included in Phase One work. Phase Two includes the individual house construction and will occur intermittently as lots are sold.

Development of the project does not require the development of contiguous or non-contiguous areas prior to development of the project site. The Precise Development Plan, based on the evidence presented, can exist as an independent unit.

2. Vesting Tentative Map

In accordance with Section 10-2.504(c), the findings required by the Town of San Anselmo Municipal Code for approval of a Vesting Tentative Map have been made as follows:

a) That the proposed subdivision, as shown on the Vesting Tentative Map, is in conformance with the General Plan, any applicable Specific Plan, zoning ordinance or other provisions of this Code.

Refer to the Precise Development Plan - Finding (k).
While it has been found that the proposal conforms with Town policies, it is important to reiterate the policy concerning minimum lot size. On an R-1-H zoned property, the minimum lot size is one acre. However, these proposed lots average less than an acre with the smallest being 0.438 acres.

However, Policy 10.2 of the General Plan states that single-family detached homes may be located on **lots smaller than one acre**, provided that the location of the homes attains the desired open space objectives or reduces the visual impact of the proposed development, and providing the overall subdivision density does not exceed the maximum gross density allowed by the designated land use. The provision of nearly 20 acres of public open space land, coupled with an overall project density of 3.66 acres/unit based on 25.65 acres, it is found that this project conforms with the General Plan although the lots are smaller than one acre.

**CONDITIONS OF APPROVAL**

**THEREFORE, BE IT RESOLVED** that the Planning Commission of the Town of San Anselmo hereby approves the Density Determination, Precise Development Plan and Vesting Tentative Map subject to the following conditions:

**Map Revisions**

1. Prior to recordation of the Final Map, the "Proposed Utility Easement" which extends from Lot C to Lot 4 shall be deleted or revised so it does not divide the Public Open Space parcel and is subject to conformance with Town policies and ordinances.

2. The Final Map shall identify the Public Open Space parcel as Lot 5 or other appropriate number or letter.

3. Prior to recordation of the Final Map, a separate public or private open space lot shall be created behind Lot A, bounded by Redwood Road. Immediately following recordation, such lot shall be dedicated to the Town of San Anselmo. This condition shall be effective unless Marin County Open Space District (MCOSD) agrees to incorporate this area into the Public Open Space parcel.

**General Conditions**

4. Prior to recordation of the Final Map, all the terms and conditions of the Land Purchase/Trade Agreement between the Frasers and the Town of San Anselmo dated December 14, 1993, wherever appropriate, shall have been satisfied.

5. Immediately following recordation of the Final Map, Lot 5 shall be recorded and conveyed to the Marin County Open Space District (MCOSD) and/or other qualified tax exempt nonprofit organization (IRC Section 501(c)(3) or equivalent).
6. Prior to recordation of the Final Map, a Maintenance Agreement between Lots 1, 2, 3, A, B, and C, for maintenance of private common areas, acceptable to the Town Attorney, shall be recorded.

7. Prior to recordation of the Final Map, the applicants shall agree to contribute their fair share of the cost of off-site improvements which directly benefit Lot 4. Such costs include costs of preparing environmental and engineering studies and design, any fair share contribution toward long-term and short-term roadway improvements, sewer improvements, fire protection, as well as actual construction and maintenance as determined by the Town Engineer or his designated representative, or assessment district engineer if an assessment district is formed.

8. Prior to recordation of the Final Map, the property line between the subject property and A/P 7-101-03 (107 Allyn) shall be adjusted to remove the encroachment of portions of the house as stipulated in the Land Purchase/Trade Agreement.

9. Prior to recordation of the Final Map, the existing property line between the Fraser property and the Town-owned Allyn Avenue lot shall be shown and the term "To be abandoned" be deleted.

Soils and Geology/Grading

10. That the applicant(s) shall comply with the recommendations contained in the Preliminary Geotechnical Investigation prepared by John Hom dated January 27, 1994, and the recommendations contained in the Peer Review report prepared by Jay Nelson dated February 18, 1994. Any conflicts in mitigation measures recommended by the two reports will be decided by the Director of Public Works.

11. Prior to the final design of the roadway and each individual house, the applicant(s) shall provide more detailed site specific geotechnical investigations including subsurface investigation and specific foundation design values as appropriate. Site specific geotechnical analyses shall be peer reviewed at the applicants’ cost.

12. All graded materials will remain on site and be recompacted under the direction of a soils engineer, unless otherwise approved by the Town Engineer.

13. Grading and erosion control measures shall conform to those standards set by the Association of Bay Area Governments (ABAG).

Tree Protection/Preservation

14. Except where necessary for infrastructure improvements, no trees shall be removed on individual lots during infrastructure construction.

15. Tree Protection Plan: The applicant(s) shall minimize the removal of trees to the greatest extent possible through careful siting of the houses and protect preserved trees during construction. A Tree Protection Plan, prepared by a
certified Arborist approved by the Town of San Anselmo, shall be submitted as part of any Design Review application for a house, or any application for roadways, utility extension, or other structures.

The Tree Protection Plan shall address the following:

The trees in each building envelope, adjacent to the proposed driveways or roadways shall be evaluated and characterized by their health and susceptibility to damage by construction equipment. The Arborist shall note those trees which will be preserved, as shown on the approved Landscape Plan, and recommend methods to protect them during construction. Tree protection measures shall be in place prior to any construction. The addition or diversion of surface and subsurface water during and following construction shall be considered.

The Tree Protection Plan shall be subject to the review and approval of the Planning Director.

16. Landscape Plan: The applicant(s) shall submit a Landscape Plan as part of any Design Review application. Such Plan shall be prepared by a landscape architect or landscape designer and be subject to review by the project arborist and approval by the Planning Director. Landscape plant materials shall be native or adaptive to the area, drought resistant, and serve to integrate manmade structures into the natural environment and screen the visual impacts of the development. Weedy species such as pampas grass, periwinkle, English Ivy, etc. shall not be used. Deer resistant plants are encouraged. The Plan shall include restrictions and guidelines, applicable inside and outside the building envelope, regarding the removal and pruning of trees, shrubs, and herbaceous plants.

The Landscape Plan shall include:

a) All existing trees with 24" circumference trunks as measured 2' above the ground, and any tree proposed for removal with a 6" or greater trunk diameter as measured 2' above the ground.

b) A professionally designed irrigation plan which includes a drip system for the individual sites with the intent to minimize water use and changes in downslope soil moisture during the dry season.

c) A Broom eradication program. During or prior to project construction, Broom shall be uprooted and removed from roadsides and building sites and areas to be revegetated shall be subject to periodic attempts to remove broom plants before the seeds are released. This removal shall be done without the use of herbicides.

d) A replacement ratio of 4:1 for oak trees or redwood trees with the same species, and 1:1 for other trees shall be required. Other (non-oak, non-redwood) trees shall be replaced with native, adaptive trees. All trees shall be 15 gallon trees.

e) Low retaining walls shall be placed around trees in cut and fill areas which might otherwise be removed by grading activities unless recommended by the Arborist.
f) Reasons for any tree removal outside the building foundation and the future prospects of any tree to remain whose canopy dripline is located within the building foundation.

g) Landscape plans which are in conformance with fire safety standards.

17. Deed Restriction for Tree Protection:

A consideration during Design Review of the individual lots shall be the minimization of tree removal in the building envelope. Outside the building envelope, the removal of trees, shrubs, and herbaceous plants shall be prohibited except for reasons of disease, and the need to maintain fire or human safety. Deed restrictions shall be placed on the individual lots restricting the removal and pruning of trees, shrubs, and herbaceous plants as outlined in the Landscape Plan.

18. Liability for Tree Damage:

Prior to the issuance of a grading permit, the project construction contractor(s) or permittee shall be held financially responsible for any damage to preserved trees and shall be required to post a $10,000 bond prior to building or grading permits to be held by the Town to ensure that damages are recovered during infrastructure improvements. The Town’s arborist will estimate the value of damage and that amount shall be used for tree replacement or enhancement of this project only. In addition, destroyed or damaged trees are to be replaced on-site.

Improvement Plan

19. Prior to approval of a Final Map, the applicant shall submit to the Director of Public Works an Improvement Plan pursuant to Section 10-2.303 of the San Anselmo Municipal Code. All improvements shall be constructed, installed, or bonded for prior to Final Map approval.

All improvements shown on the Redwood Hills Subdivision Maps 1 through 11, date stamped received on February 1, 1994, shall be included on the Final Map as part of the improvement plans where relevant. All improvements shall be bonded in the amount of 100% of the estimated costs as evidenced by an engineering estimate and approved by the Town Engineer pursuant to an executed Subdivision Agreement as provided in SAMC 10-2.305 and Government Code Section 66462(a) and (c) prior to final map approval. In addition to the requirements specified in Section 10-2.303, the Improvement Plan shall include the following:

A. Roadway Improvements

On-Site Improvements

1) Paving width of the existing and new project roadways shall not exceed 15 feet in order to minimize grading. One foot shoulders may be included per the Public Works Director in areas where little or no additional grading is required.

2) The T-type turn around near Lot 3 shall be designed to meet RVFS standards of 20 feet wide and 60 feet long. This could be done by
providing a hammer-head turn-around which would extend on both sides of the proposed driveway. It shall be painted and striped to prohibit parking.

3) Provide adequate off-street parking by providing a minimum of 21 off-street spaces to meet Town standards.

4) No driveway shall have more than a 25 percent grade. All proposed driveways with a grade of 20 percent or more shall be made of concrete and have a rubble strip or be scored or grooved to provide traction.

**Off-Site Improvements (Short-Term/Partial)**

5) At Redwood Road near Savannah Avenue paint center line stripe to guide downhill traffic to make a wider turn.

6) At 238-246 Redwood Road, provide three foot wide asphalt concrete shoulder area to the outside of the turn. This would improve the shoulder which motorists could use if necessary. Install a convex mirror on a utility pole on the outside turn, and trim existing vegetation.

7) At 286-290 Redwood Road, install convex mirror on utility pole on the outside turn and trim vegetation.

8) At 349 Redwood Road, stripe turn-out to permit parking on 25 feet of the southern end only. Install sign to prohibit parking beyond this point on the northern end (25 feet north of existing driveway).

9) At 360 Redwood Road, pave the gravel shoulder.

10) At the access road to 390 Redwood Road, paint center line stripe to guide uphill traffic to make a wider turn.

11) At the intersection of Redwood Road/White Way, paint center line stripe on Redwood Road. Install Yield sign on White Way approach.

12) Trim existing vegetation along Redwood Road at the locations below to provide a 15 foot wide swath:
- 240 Redwood Road
- 288-290 Redwood Road
- Between 500 Redwood Road and Gerlack Road
- 745 Redwood Road

Ensure that vegetation is maintained at this level periodically by including this item in the Maintenance Agreement.

Note: In light of disadvantages to using convex mirrors (e.g., inadvertent redirection, vandalism) use of a mirror should be considered only as an interim measure until such time that longer term measures which improve sight distance are implemented.

Items 5 through 12 above shall be constructed at a cost not be exceed $6,165.
Off-Site Improvements (Redwood Road repaving)

13) Repave a minimum of 750 linear feet of Redwood Road at a cost not to exceed $8,125. Said 750 linear feet of resurfacing shall be determined at the time of approval of the improvement plans, and shall be placed as directed by the Town Engineer on Redwood Road, as needed, between the limits of Fernwood Drive and Gerlack Road.

Off-Site Improvements (Long-Term/Full)

Long-Term (Full) Improvements: The applicants shall contribute $17,400 toward the long-term improvements. This represents their fair share of the total estimated costs of engineering and constructing improvements as part of a Redwood Road Improvement Plan and funding program to be formulated by the Town pursuant to public hearing(s). The public process shall determine the final list of improvements and applicable standards. The list shall potentially include, but not be limited to the following:

14) Widen Redwood Road, east of Floribel Avenue near 135 Redwood from its current 11.5 feet width to the 15 foot standard.

15) Widen Redwood Road south of 202 Redwood Road from its current 11.5 feet width to the 15 foot standard.

16) Widen deficient section of Redwood Road at 238-246 Redwood Road to 15 foot standard. Provide retaining wall as necessary and remove mirror.

17) At 286-290 Redwood Road, cut back into uphill side of roadway to improve existing sight distance. Provide retaining wall as necessary and remove mirror.

Note: Prior to commencing any off-site roadway improvements, the Planning Department will schedule a meeting(s) with residents in the Redwood Road area to discuss the proposed improvements.

B. Drainage Improvements

1) Existing 24" CMP under Redwood Road to be replaced with 24" RCP.
2) Existing 24" CMP under Redwood Road to be replaced with 24" RCP.
3) Existing 12" CMP under Redwood Road to be replaced with 15" RCP
4) Existing 24" CAP under Bridge Way to be replaced with 24" RCP.
5) Existing 12" metal pipe under the garage (107 Allyn Avenue) to be replaced with 18" RCP preferably around the garage if feasible. Pipe will be connected to the next downstream pipe across Allyn Avenue and a drainage inlet will be installed. If the owners of this property refuse to grant permission to the applicant to perform this work, then this requirement shall be waived and not be required of the applicant.
6) Existing 12" CMP under project driveway to be replaced with 12" RCP.
7) Existing 15" CMP under Allyn Avenue to be replaced with 24" RCP to be directly connected with the upstream culvert.
8) Existing 18" VCP under Bridge Way to be replaced with 24" RCP.
C. Tree Protection Plan

Prior to approval of the Final Map, the applicants shall submit a Tree Protection Plan applicable to any common areas (e.g., roadways, utility extensions, common water tank, parking areas) which is in conformance with provisions contained in Condition No. 15 of this Resolution.

D. Landscape Plan

Prior to approval of the Final Map, the applicants shall submit a Landscape Plan applicable to any common areas (e.g., roadways, utility extension, common water tank, parking areas) which is in conformance with provisions contained in Condition No. 16 of this Resolution.

E. Water Improvements

1) Prior to recordation of a Final Map the applicants shall provide, to the satisfaction of the Town Engineer, evidence that water is available to the individual lots both in terms of quality and yield. If water cannot be provided to a lot, it may not be created at this time. However, amendments to the Final Map can be processed at such time this condition is met.

F. Sewer Improvements

1) Prior to recordation of a Final Map, the applicants shall provide, to the satisfaction of the Town Engineer, evidence that a public sewer agreement has been obtained from the Ross Valley Sanitary District and financial guarantees have been obtained. If an alternative sewer system is proposed, further environmental review will be required. The applicant may record a private sewer lateral easement from Lot 4 to Redwood Road if MCOSD determines that such easement will not interfere with or burden the public open space parcel. Such easement shall be pursuant to the requirements of the Sanitary District and the Land Purchase/Trade Agreement.

2) The applicant shall be responsible for preparing a soils report for the sewer route through the project, especially in the area of Bridge Way due to previous slide activity between Bridge Way and Redwood Road should the sewer take this route. If the sewer route runs along the easement between 390 Redwood and 75 Allyn, a soils report may also be required.

3) To minimize impacts on trees and significant vegetation, the applicant shall submit plans for any utility installation (including sewer, water, drainage) which incorporates the services of a licensed arborist to prune and treat trees having roots 2" or more in diameter that are disturbed during the construction, excavation, or trenching operations. In particular, any cross-country utility extensions shall minimize impacts on existing trees. Tree root protection measures may include meandering the line, check dams, rip rap, hand trenching, soil evaluation, and diversion dams. Any trimming of trees disturbed shall be supervised by a licensed arborist.

4) Mitigation measures contained in the RVSD tentative approval for the 1,200’ sewer extension granted to Robert Anderson shall apply to sewer improvements for this project (where applicable) except that the road shall be 15’ wide rather than 12’ from its current terminus below South Oak Avenue.
unless otherwise determined by the RVFS and Town Public Works Department. The Ross Valley Sanitary District has indicated that the road width requirement for the sewer improvements will be consistent with the Town’s requirement.

5) For Oak Avenue and Redwood Road, the applicant shall provide a construction traffic and traffic control plan that meets with the approval of the San Anselmo Public Works Department, Police Department, the Ross Valley Fire Department, and Ross Valley Sanitary District. Such plan may incorporate the temporary roadway improvement plan referenced in an earlier condition.

G. Construction Traffic/Road Maintenance

1) Prior to the start of any construction, the applicant shall submit a construction plan which includes the following elements. Conditions contained in the construction plan are applicable to infrastructure work and any subsequent application for individual lot development:

- Construction delivery routes approved by the Department of Public Works.
- Construction schedule (deliveries, worker hours, etc.).
- Notification to area residents.
- Emergency access routes.
- Procedures and prohibitions during high fire hazard days in accordance with fire safety standards per the Ross Valley Fire Service.

In addition, heavy construction truck trips shall be restricted to non-peak period (10:00 a.m. to 3:00 p.m.).

2) The applicant shall prepare a temporary roadway improvement plan, which also addresses maintenance, for review and approval by the Town Engineer prior to the issuance of a building permit.

3) The applicant shall prepare, and file with the Town Engineer, a video tape of the roadway conditions (including shoulders) on Redwood Road and Oak Avenue prior to issuance of any permits.

4) The applicant shall post a road improvement bond or provide other assurances to the Town that damage to Redwood Road or Oak Avenue or other public streets resulting from construction vehicle access will be repaired upon completion of construction in the amount of $10,000.

5) Hours of construction shall be limited to from 8:00 a.m. to 4:30 p.m. weekdays only and no construction on the weekends and holidays. The Public Works Director can authorize construction beyond these hours and days upon written request, including interior work and other work tasks he deems appropriate. Furthermore, all construction equipment shall be adequately muffled and maintained.
Design of Houses

20. Design Standards: The Design Standards, submitted by the applicants, shall be revised as follows, adopted for the entire project, and recorded as a deed restriction on the individual lots:

BASIC DESIGN GOALS:

9. Property boundary fences shall be designed to permit wildlife to travel between properties to the open space (i.e., neighboring fences shall not be connected to each other). It shall be of transparent construction, or designed to integrate the use of foliage. Solid board fences shall not be used. Fencing around the building envelope areas shall integrate with the setting, may be designed to exclude wildlife, and may be of solid material. Such fencing shall be made of natural wood, stone, or other natural material, or painted to blend with the natural setting.

11. Colors of exterior elevations, trim, windows, doors, roofs, fences, and any other structure shall blend with the natural environment and not have a negative visual impact on surrounding properties or other significant viewpoints located off-site.

12. The exterior siding of the common irrigation water tank shall be natural wood shingles and the tank shall be partially buried unless detailed drawings of the tank indicate that visual impacts would not be significant as determined through the Town's Administrative Design Review process.

13. Retaining walls shall be screened through use of native vines and/or other vegetation. Lamp black or earth tones shall be used with concrete retaining walls to minimize visual impact. Retaining walls may also use textured blockstone/chipstone."

ROOF:

4. Colors: Highly reflective colors discouraged; colors consistent with Basic Design Goal #11.

EXTERIOR ELEVATIONS:

1. Walls: "... Surface siding shall be Shakes, Shingles, Full Dimension Board and Batten, horizontal wood siding. Stucco and natural finishes are preferred and pastel colors are to be avoided; colors consistent with Basic Design Goal #11. The use of plywood finish siding (for example T-11) are not allowed, except for its use as a possible base for a board and batten finish. If it is used, the plywood should be of full length without the use of Z-Bar connection. The use of masonite products are also not allowed."

2. Doors and Windows: Wood with accented painted or natural finish trim; colors consistent with Basic Design Goal #11.
HEIGHT:

1. Measurement: Structures may be measured from either average or natural grade, whichever produces less visual impact. Prior to the Design Review process, applicants are encouraged to meet with the Planning Director to review the most appropriate alternative approach to height for the particular lot.

   Average grade: Refer to "Building Height" definition in the Town's Zoning Ordinance.

   Natural Grade: Allowed height is 30’ as measured vertically from the existing grade to the uppermost point of the roof edge or other feature perpendicular to that grade.

2. Lot 4: If the average grade height measurement is applied to Lot 4, the maximum height of a building(s) on Lot 4, adjacent to Oak Avenue, shall not exceed 30 feet above average grade, unless it can be demonstrated during the Design Review process that a house, not exceeding 35 feet, can be built without adverse visual impacts.

PROCEDURES FOR DESIGN REVIEW PROCESS:

1. All new dwellings and all additions require Design Review through the Town of San Anselmo.

2. As part of any Design Review application, the following should be included or performed:
   - Story poles placed at the proposed building corners and at the highest point of the roof(s) with orange or red construction tape or netting connecting the top of the poles;
   - A photo montage with the story poles in place showing views from a distance, from neighbors, and from public roads/trails as selected by the Planning Director.
   - Exterior lighting plan for all common areas (e.g., roadways, entrance). Exterior lighting may be permitted for safety and security purposes only. It must be unobtrusive and maintain privacy through the use of hooded, low-level light fixtures which cast light in a downward direction.
   - Conceptual drainage plan with mitigations.

3. During the Design Review process for each home, careful consideration will be given to the house design, height, building materials, colors, tree retention, and proposed landscaping to ensure that the homes minimize visual building mass from nearby and distant views, removal of mature trees, and visible grading.
Fire

21. The applicant shall comply with the requirements of the Uniform Fire Code and the Ross Valley Fire Service.

22. Prior to the issuance of any permit for construction, the applicants shall submit a Fire Protection Plan subject to the review and approval of the Ross Valley Fire Service.

Timing

23. The Vesting Tentative Map is hereby approved but shall be operative solely for the purpose of carrying out the Land Purchase/Trade Agreement and filing the Improvement Plan contemplated by that Agreement.

PASSED AND ADOPTED by the Town Council of the Town of San Anselmo on May 31, 1994 by the following vote:

AYES: Breen, Kroot, Zaharoff, Yarish

NOES: None

ABSENT: Chignell

ATTEST:

Paul Chignell, Mayor

Caroline Foster, Town Clerk