



## KENSINGTON FIRE PROTECTION DISTRICT

**DATE:** January 15, 2025  
**TO:** Board of Directors  
**RE:** Establish Ad Hoc Committee for Emergency Vehicle Access Route  
**SUBMITTED BY:** Director Jim Watt  
**TRANSMITTED BY:** Mary Morris-Mayorga, General Manager

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### **Recommended Action**

Director Watt recommends the Board consider establishing an ad hoc committee to commence negotiations with John Gioia and the Contra Costa Public Works Department about enlarging an access route for emergency vehicles to reach the Grizzly Peak interface with Tilden Park.

### **Background**

See attached presentation material from Director Watt.

### **Fiscal Impact**

The fiscal impact provided by Director Watt is estimated to be \$750,000.

### **Attachment**

Proposed Emergency Vehicle Routes and Map

## PROPOSED EMERGENCY VEHICLE ROUTES

Kensington has two low points on the hillside that borders Tilden Park. These low points are along the south side of Kensington Hilltop School and at the end of Grizzly Peak Blvd. On normal days when the wind is coming from the west (Golden Gate Bridge), there is always a wind, especially at the school. When the Diablo winds are blowing to the west these two areas form the route of least resistance and are likely to be the area of most concern in the event of a fire coming from Tilden Park.

Additionally, because of Kensington's limited staging possibilities, these two areas provide logical locations for staging fire equipment to fight a Tilden Park fire. It can be expected that fire engines will be coming from multiple jurisdictions, and in the last year Grizzly Peak had about 20 fire trucks parked on the street to discuss emergency procedures.

However, reaching these two destinations via the Arlington could be very problematic because parking is allowed on one side of most Kensington streets, limiting the paved street from 20 feet to about 15 feet. Since fire engines need about 10 feet of street width, this leaves only 5 feet for traffic going in the other direction and requires those vehicles to pull over to allow a fire engine to pass. In an extreme emergency this could be a major problem both for emergency vehicles and residents attempting to pick up items at home, kids at school or leave the area.

It is unlikely this problem can be solved by requiring home owners to park on their property because many have multiple cars and no alternative parking. Adding about 5 feet of extra pavement to the street could work but will require the elimination of the landscape strip owned by the county but maintained by the home owners. And, the widening of the street with new paving, curbs and gutters will be

expensive – preliminary estimates are several million dollars. In order to get this work completed quickly the cost of this street enlargement may have to be paid for using the Kensington Fire District's annual available surplus of about \$750,000.

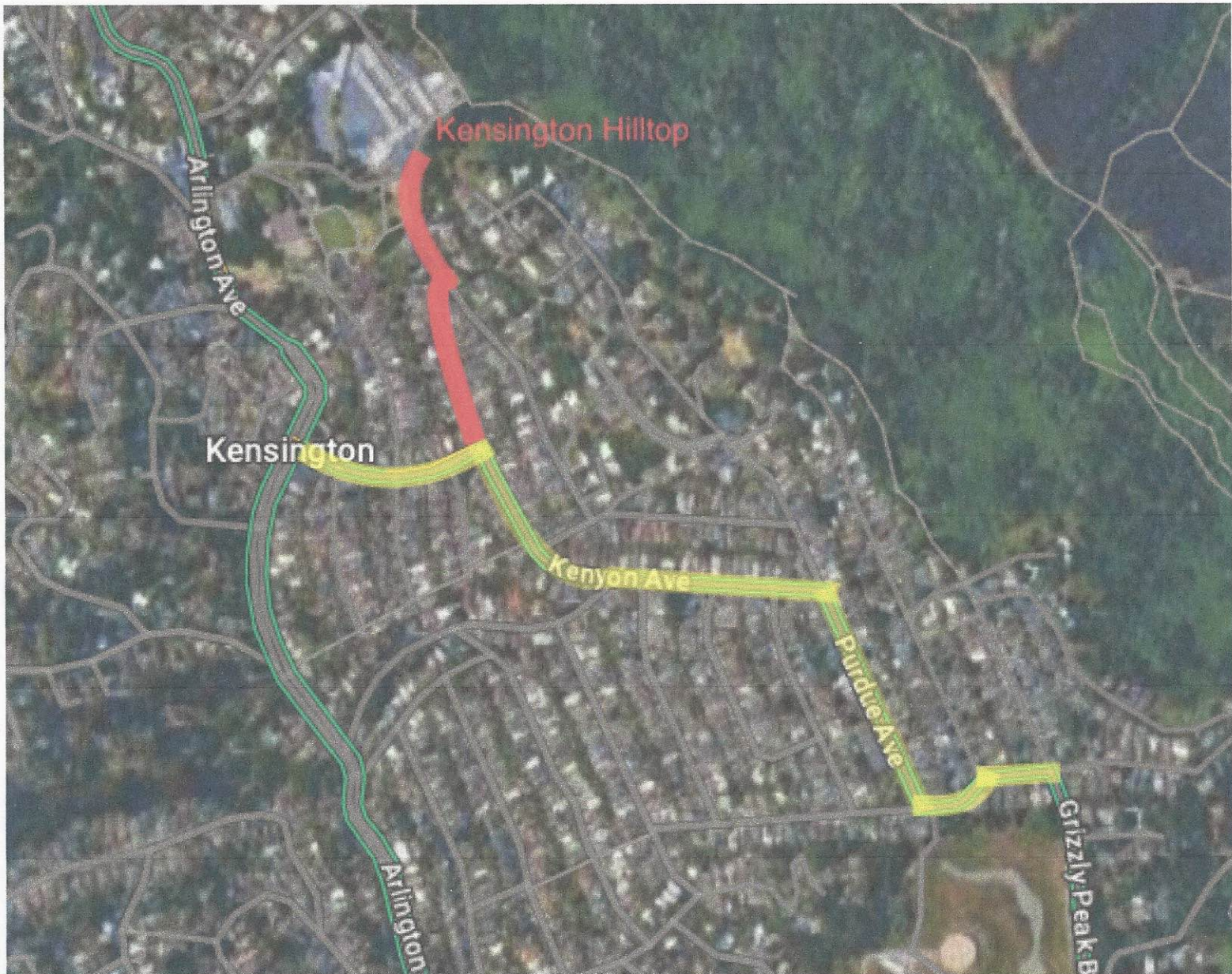
As indicated by this agenda item request, the first step is to establish an ad hoc committee to start evaluating the process.

Jim Watt

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However, reaching these two destinations via the Arlington could be very problematic because parking is allowed on one side of most Kensington streets, limiting the paved street from 20 feet to about 12 feet. Since fire engines need about 10 feet of street width, this leaves only 2 feet for traffic going in the other direction and requires those vehicles to pull over to allow a fire engine to pass. In an extreme emergency this could be a major problem both for emergency vehicles and residents attempting to pick up items at home, kids at school or leave the area.

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### Routes to Tilden Park

- To Kensington Hilltop School
- To Grizzly Peak Blvd

