TO: Design Review Board
FROM: Planning and Building Services Department
By: Lina Velasco, Senior Planner
SUBJECT: TERMINAL ONE RESIDENTIAL PROJECT – PLN14-316: Study Session to provide and receive comments on the Terminal One project design

APPLICANT(s): Terminal One Development LLC
OWNER(s): City of Richmond
LOCATION: 1500 Dornan Drive, located at the southeast of the intersection of Dornan Drive and Brickyard Cove Road (APNs: 560-420-010, 560-420-007, &561-010-007)

GENERAL PLAN: Medium Density Residential

ZONING: C-C, Coastline Commercial with a Special Features Overlay (District No. 1, Brickyard Cove Area, as described in Section 15.04.520.060 of the City’s Zoning Ordinance).

CEQA REVIEW: The City is preparing an Environmental Impact Report (EIR) for the project. The draft EIR is anticipated to be released for review and comment in Fall 2015. However, since this is only a study session to receive and provide comments on the project design, a CEQA determination is not required at this time.

BACKGROUND: The project site, located at 1500 Dornan Drive, is owned by the City of Richmond and is subject to a Land Disposition Agreement (LDA) between the City and Terminal One Development LLC. Per the LDA, the City would sell the developer an approximately 11.9-acre portion of the project site (see Exhibit A) for residential use, and the City will retain ownership of the approximately 1.9-acre Terminal One Park, the Terminal One Pier wharf (if developed for new uses), and the Bay Trail Loop. Also pursuant to the LDA, the applicant may purchase and the Project may also include an approximately 1-acre parcel (the BNSF Property) located adjacent to the Project site on the north side of Brickyard Cove Road, which, if acquired, would be landscaped.

PROPOSAL: The proposed project ("Project") includes development of 11.9 acres of the site with up to 334 residential units, including single-family detached homes, attached townhomes, and multi-family condominium flats (see Exhibit B). Residential building heights would increase across the site from south to north, and would be one-to two-story single family homes, two-to three-story townhomes along the southern
portion of the project site, increasing to four-to six-story condominium buildings in the northern portion of the site, south of the Miller-Knox Shoreline Park hills to the north of the site. The condominium flats would be built over single-level parking podiums that may be constructed partially below grade.

The proposed project also includes paths, trails, roads, and shoreline improvements, including the development of an approximately 1.9-acre public park ("Terminal One Park") in the southwest portion of the Project site, the preservation and possible reuse of the Terminal One Pier wharf, and the development of a new shoreline road. The proposed project may also include the reuse of an existing pier that extends into the Bay east of the Terminal One Pier wharf for recreational uses, as part of the Terminal One Park. As part of the proposed project, the existing Terminal One Warehouse would be demolished. The proposed project would also include commercial space on the ground floor of the building nearest the Dornan Drive and Brickyard Cove Road intersection. Trails and paths would include an extension of the Bay Trail along the north side of Brickyard Cove Road and along the south side of Shoreline Drive.

The Project includes a request for a Rezoning, Tentative Subdivision Map, and a Design Review Permit. The rezoning to Planned Area (PA) district is needed in order to reduce or eliminate the rigidity, delays and conflicts that otherwise may result from application of zoning standards and procedures designed primarily for small parcels.

DISCUSSION:

Summary of Applicant's Outreach To Date

Terminal One Development LLC, the Project Applicant, is undertaking an extensive community outreach program to receive comments on the design of the proposed project. This outreach program was designed to be iterative, in that revisions are made to the Project design in response to the input received, and reshared for further review and comment. To date, the Applicant's outreach has involved two working sessions with a subcommittee of the Design Review Board (the DRB Subcommittee) and over forty meetings with various community leaders and organizations, including, but not limited to:

- **Elected Officials** – including members of the Richmond City Council and the California State Assembly;
- **Governmental Agencies** – including the Port of Richmond, the East Bay Regional Park District, the Bay Conservation and Development Commission, the State Lands Commission, and other stakeholder entities;
- **Neighborhood Organizations** – including the Point Richmond Neighborhood Council, the Brickyard Landing HOA, the Seacliff Estates HOA, and Sandpiper Spit homeowners, as well as individual residents from each of these nearby neighborhoods;
• Members of the Coalition of Concerned Citizens and other participants in the 2006 litigation challenging the Toll Brothers’ Point Richmond Shores project;
• Youth Services Organizations – including the City of Richmond YMCA, the Richmond Police Activities League, Contra Costa Youth Services, Youth Works, the RYSE Youth Center, and Youth Enrichment Strategies (YES);
• Community Enrichment and Faith-Based Organizations – including the Richmond Redemption Center, Rebuilding Together, Men and Women of Purpose, Rubicon Programs, and the Greater Richmond Interfaith Program (GRIP);
• Union Organizations – including the Iron Workers, Electrical Workers, and Laborers Unions as well as the Union apprenticeship program Richmond Build; and
• Other Interested Community Leaders and Organizations – including the Trails for Richmond Action Committee (TRAC), the Richmond Yacht Club and the Council of Industries.

To date, the iterative design process has gone through four phases as noted below:

Phase 1 – The initial concept design package was submitted to the City on March 16, 2014, and community outreach by the Applicant commenced;
Phase 2 – The conceptual design was revised in response to community input and submitted to the DRB Subcommittee on February 25, 2015 for initial review at Working Session #1 and the second round of community outreach was initiated by the Applicant;
Phase 3 – The Project design was further revised in response to Phase 2 input from the DRB Subcommittee and the community and resubmitted to the DRB Subcommittee on June 9, 2015 for review at Working Session #2 and the third round of community outreach was initiated by the Applicant;
Phase 4 – The Project design is further revised and refined in response to Phase 3 input from the DRB Subcommittee and the community and resubmitted for review and feedback from the full DRB at a Study Session and the fourth round of community outreach was initiated by the Applicant.

Summary of Changes Made in Response to Phase 1 Input

The Applicant’s initial conceptual site plan contemplated the following land uses:
• A public waterfront park which featured the Terminal One pier repurposed for public use;
• A circulation system where Brickyard Cove Road was retained as a bypass route for through traffic and site access was provided by a new shoreline ring road –
Shoreline Drive – and an internal east-west roadway that bisected the site near its midpoint;

- Five condominium buildings to be constructed on top of a single story parking podium – consisting of a single eight-story building, two six-story buildings, and two five-story buildings – with floor plans that were nearly as wide as they were long spread across the site’s northern frontage on Brickyard Cove Road with an angled orientation;
- An in-line row of 29 attached two-story townhomes, most of which were situated along the northern frontage of the Project’s internal roadway; and
- 25 single family residences (SFRs) arranged in auto-court clusters with five points of driveway access off of Shoreline Drive and additional access off of the Project’s internal street.

In response to community input and in preparation for submittal to the DRB Subcommittee for review at Working Session #1, the Applicant revised the initial conceptual land use plan. The most significant changes included the following:

1. Changes to take better advantage of the view opportunities presented by the site:
   (a) The buildings and building layout were reconfigured to create view corridors and increase the number of units that will have views of the Bay and its environs;
   (b) The landscape plan was reorganized to create common area courtyards between the condominium buildings so that the inward facing units that do not have a Bay view will have a view of the courtyard; and
   (c) The condominium buildings were shifted to the west so that the impact to views from the northeast is better attenuated by the Miller-Knox Park bluff.

2. Changes to reduce off-site view impacts:
   (a) The height of the eight-story building was reduced to five-stories;
   (b) The height of the three story townhomes was reduced to two stories;
   (c) The finished floor elevation of the parking garage was set below grade; and
   (d) The single family residences were reduced in number from 25 to 12 and the SFR layout was reorganized to eliminate the auto-court clusters, increase the setback from the shoreline, and align the homes along the southern frontage of the Project’s internal street.

3. Changes to enhance project aesthetics and land use efficiency:
(a) The Project’s internal roadway was replaced by a landscaped mews designed to provide increased pedestrian connectivity as well as vehicular access to the rear loaded garages of the single family residences;

(b) The townhome layout was redesigned to replace the linear attached rowhouse layout with an off-set design and angled orientation broken down into two and three unit increments;

(c) The townhomes were redesigned to back up to the podium, with the second floor living area extending over the podium and with parking to be provided within the podium where it is hidden from view, allowing the elimination of the townhome garages that had fronted on the Project’s internal (mews) street;

(d) The Shoreline Drive northern frontage and streetscape were revised to eliminate the driveways, increase the setback of the single family residences, introduce a landscaped open space corridor between the roadway and the SFRs, and orient the single family residences so that the rear loaded garages face north and the view of these homes from the waterfront is of habitable space and front doors; and

(e) The amount of hardscape has been reduced by downsizing the internal roadway and eliminating the auto-courts, allowing greater emphasis to be placed on the open space and landscape elements of the site plan.

The revised Phase 2 design was submitted to the DRB Subcommittee for review and comment at the first Working Session held on February 27, 2015.

Summary of Changes Made in Response to Phase 2 Input

From DRB Subcommittee Working Session #1

1. Pedestrian Connectivity -- The DRB Subcommittee suggested further thought be given to creating a more intimate and porous connection between the Project’s residential features and its public Waterfront Park.

Applicant Response – The Terminal One site plan assigns land uses to three interconnected tiers: (a) the Podium Tier, occupying the northern half of the site; (b) the Waterfront Park Tier, occupying the site’s entire shoreline reach; and (c) the Mews Tier, centrally situated between the podium and the Waterfront Park. In response to the DRB Subcommittee’s comments regarding land use connectivity, the Applicant revised the design of the Project’s mews:
• to enhance its multi-faceted function as a landscaped common area, a pedestrian/bicycle priority paseo, and a one-way, single lane drive isle; and

• to strategically locate points of pedestrian access to enable this key feature of the circulation plan to more effectively tie together: (a) the podium Tier with its sub-grade parking garage, condominium flats, and landscaped podium deck; (b) the Mews Tier with its Entry Plaza, townhomes, and single family residences; (c) and the Waterfront Park Tier, with its restored and repurposed pier, boardwalk gardens, panoramic views of the Bay, and other shoreline amenities.

2. **Building Design Including Massing, Height, Roof Treatments, and Impact on Views** -- The DRB Subcommittee suggested consideration be given: (a) to reducing the heights of the western- and eastern-most condominium buildings (Bldgs. #1 and #5, respectively) from five to four stories; (b) to replacing the flat roofs with a more interesting design treatment that better reflects the Richmond architectural heritage and context; (c) to incorporating other design changes to further breakup the building massing and reduce the impact of building height on views; and (d) to mitigating the “canyon effect” along Brickyard Cove Road.

**Applicant Response** -- The Applicant responded by revising the design of the Project:

• To provide the Project with a softer eastern edge and reduce the Project’s impact on views from the east by reducing the height of the eastern-most building (Bldg. #5) from five to four stories;

• To shift building height and density to the northern half of the site, where the significantly higher elevation and larger land mass of the Miller-Knox Park bluff will serve to make the lower heights and smaller volumes of the Terminal One condominium buildings appear more transitional in character and where the building forms will be more effectively screened from view behind the hillside;

• To further reduce the Project’s impact on views from the east and west by limiting the townhomes and single family residences to be developed on the southern half of the site to two-stories in height and by increasing the building setback from the Terminal One shoreline;

• To provide a more interesting articulation of building form by varying the heights of the condominium buildings across the site, with the Project’s
eastern frontage on Shoreline Drive anchored by a five-story building (Bldg. #1) that steps up to 2 six-story buildings (Bldgs. #2 and #3) before stepping down to a five-story building (Bldg. #4) and to a four-story building (Bldg. #5) at the Project’s eastern frontage on Shoreline Drive;

- To make more efficient use of the Terminal One site and the screening provided by the Miller-Knox Park bluff by squaring up the northern facades of the condominium buildings with the Brickyard Cove Road frontage and moving these buildings as far to the north as the Terminal One property line will allow;

- To avoid the canyon effect along Brickyard Cove Road, increase the project open space, and expand the view corridors by increasing the separation between the five condominium buildings;

- To revise the floor plan and unit layout of the condominium buildings to more fully reflect the “fingers” design recommended as the “most effective site layout” by the MIG Report;

- To add a slightly angled hinge point and flair to the linear configuration of each condominium building resulting in a building off-set and separation that (a) breaks up the building volumes and makes them appear more varied and interesting, (b) gives the building orientation and depth a better sense of alignment and proportion, (c) opens up view corridors and increases access to the views these corridors reveal, and (d) reduces over-shadowing, enabling the condominium units and common areas alike to enjoy greater exposure to daylight and sunlight; and

- To replace the flat roofs with sloped gable roofs that, together with the increased use of framed openings, balconies and porches, and sunshades, work both to create an architectural vernacular that recalls historical design precedent and context and to breakup building massing.

3. **Absence of Project Front Door** – The DRB Subcommittee suggested the Project include a “front door” that would give the site a sense of arrival and a signature design feature.

**Applicant Response** – The Applicant responded by revising the Project site plan to include an Entry Plaza located immediately to the north of the western entry to the Project mews off Shoreline Drive. The Entry Plaza is designed to provide a public space that (a) will connect the Terminal One residential neighborhood to the east, the Waterfront Park to the south, and the Miller-Knox Regional Shoreline Park to the west and (b) will feature landscape
treatments and sculptural elements that will give the plaza a signature identity.

The revised Phase 3 design was submitted to the DRB Subcommittee for review and comment at the second Working Session held on June 9, 2015.

Summary of Changes Made in Response to Phase 3 Input

From DRB Subcommittee Working Session #2

1. Replacement of Project Mews and Single Family Residences with Auto-Courts and Townhomes – At the second working session of the DRB Subcommittee, it was suggested by one member of the Subcommittee that consideration should be given (a) to eliminating the Project mews and replacing it with four automobile courts that would be accessed off of the waterfront reach of Shoreline Drive. The auto-courts would consist entirely of two- and three-story townhomes (the Project would no longer include single family residences), with the two-story townhome units fronting on Shoreline Drive and the three-story units stepping up to the four-, five-, and six-story condominium buildings. The auto-court proposal also contemplated moving the Entry Plaza from the site’s eastern frontage on Shoreline Drive just north of the western entry to the mews to the midpoint of the waterfront reach of Shoreline Drive.

Applicant Response – In response, the Applicant indicated that auto-court clusters were a part of the original Terminal One design but had been replaced by the proposed single family residential layout when they were found, for reasons that include the following points, to be ill-suited to the sense of place the Applicant desires to create. In Applicant’s view:

- The auto-courts create a sense of enclosed space rather than the more open feeling that is a critical element of the Terminal One sense of place.
- Unlike the single family homes which will face the Bay, will be fully engaged with the shoreline, and will be oriented to take maximum advantage of the views, the auto-courts will be organized in clusters that will leave an impression of detachment and disinterest and that will be significantly less effective in accessing the Bay views.
- As the name implies, the auto-court involves a land plan that is to a significant extent defined by the automobile rather than by the site’s intrinsic waterfront character and Bay views. The Applicant’s proposed
site plan instead reflects a recognition that the on-site presence of the automobile can be, if not carefully managed, at odds with the natural order the Terminal One Project is designed to celebrate. It is for this reason, the:

(a) site plan goes to considerable lengths to deemphasize the presence of the automobile;
(b) circulation plan is designed to reduce the volume and slow the speed of traffic using Shoreline Drive;
(c) parking plan is designed to conceal almost all resident and guest parking from view in the parking podium and the rear loaded garages of the single family homes;
(d) Project mews is designed to prioritize pedestrian and bicycle use and to provide the internal connectivity that will allow the Terminal One Project to function as a whole that is greater than the sum of its parts; and
(e) Shoreline Drive streetscape is designed to feature a row of single family homes set back from the roadway behind a common area corridor of native coastal plants, with the transition from the habitable space of the built environment to the landscaped open space of the Waterfront Park to the natural habitat of the Bay uninterrupted by the incongruous impact of driveways and garage doors.

The Applicant takes the position that the replacement of the mews (and the townhomes and single family residences that line its east/west reach) with auto-court clusters of two- and three-story townhomes would work at cross purposes to all of the above design initiatives, each of which plays an important role in creating the Terminal One sense of place.

2. Stepping Down the Southern Ends of the Condominium Buildings – The suggestion was also made at the second working session of the DRB Subcommittee that consideration be given to stepping down the southern ends of the condominium buildings in order to provide for a more gradual transition between the four-, five-, and six-story condominium buildings and the two-story townhomes and single family residences.

Applicant Response – According to the Applicant, the Terminal One site plan has been designed to shift the floor area and building height from the southern half of the site to the northern half, where the presence of the Miller-Knox Park bluff will give the smaller condominium buildings a more
transitional appearance and partially screen the buildings from view. To this end, the design of the four, five, and six story condominium buildings represents the most efficient use of building height to minimize the size of the building footprint and maximize the area of the site that is reserved as open space. The Applicant also notes that if the condominium buildings are stepped down, the floor area that is lost will need to be recaptured elsewhere on the site, resulting in a loss of open space or increased building heights on the southern half of the site. Instead, the Applicant has revised the land use program to use a “step-up” rather than a “step-down” strategy to soften the transition between the condominium buildings and the two story townhomes and single-family residences. These revisions involve replacing six of the two story townhomes located immediately to the south of the six story condominium buildings with three story units and replacing three of the two story single-family residences with single-story units. The Applicant believes this step-up approach will accomplish the objective of creating a smoother north/south transition without the adverse land planning consequences of the step-down strategy.

From Community At Large

In addition to the Phase 2 and Phase 3 comments from the DRB Subcommittee, the Applicant also received further input from the community at large. In particular, the following two ideas were advanced during the Applicant’s Phase 2 and Phase 3 community outreach.

1. **Moving the Entry Plaza to the Northwest Corner of the Site** – A suggestion was received that consideration should be given to moving the Entry Plaza from its location immediately north of the western entry to the Project mews to a new location at the northwest corner of the site where this public plaza (a) could better serve as a true project entry; (b) could more effectively tie together the Terminal One Project with the adjacent Miller-Knox Regional Shoreline Park; and (c) could provide a more visible, accessible, and economically viable location for a small local and visitor serving convenience store.

**Applicant Response** – The Applicant has revised the site plan to move the Terminal One Entry Plaza to the northwest corner of the site. In addition, the design of Building #1 has been revised to incorporate approximately 2,000 square feet of ground floor retail space which backs up to the western wall of the podium and opens onto the plaza. The Applicant has indicated the plaza
will be designed to accommodate outdoor café-style seating, will include kinetic wind sculptures, will be served by on-street parking, will connect to the Miller-Knox regional Shoreline Park by way of a cross walk at the stop sign controlled Dornan Drive/Brickyard Cove Road/Shoreline Drive ("DD/BCRd/SD") intersection, and will connect to the Terminal One Waterfront Park by way of a pathway that extends south from the Entry Plaza to the stop sign controlled raised crossing of Shoreline Drive at the western entry to the Project mews. According to the Applicant, possible commercial uses of this retail space include a coffee shop, a small convenience store, and/or a kayak/bike rental shop. As further discussed below, the Applicant also believes the relocation of the Entry Plaza will operate to activate the DD/BCRd/SD intersection and lend additional emphasis to the primary role Shoreline Drive will play as an integral part of the Point Richmond circulation system.

2. The One-Way Circulation Option – A suggestion was also made that consideration be given to a one-way circulation option (the “One-Way Option”) that would reprogram:

- The segment of BCRd that abuts the Terminal One site to operate as a one-way roadway designed to accommodate both one-way traffic flowing from east to west as well as private access to the parking podium, emergency vehicle access, on-street parking, and Bay Trail use; and
- Shoreline Drive as a one-way roadway designed to accommodate traffic flowing from north to south on Dornan Drive.

The One-Way Option is intended to occupy a “middle-ground” between the circulation system proposed by the Applicant and closure of BCRd to through traffic.

Applicant’s Response – The One-Way Option will have the effect of:

- Increasing the risk of wrong-way turns onto the one-way roadways;
- Encouraging higher speeds on Shoreline Drive, a roadway designed to slow traffic (e.g. raised cross walks and stop signs);
- Creating longer and more indirect routes of travel; and
- Introducing potential conflicts by redirecting time-sensitive commuter and commercial traffic coming south on Dornan Drive off of BCRd (where it would bypass the Project) and onto Shoreline Drive where it will come into contact with both (a) traffic using this roadway to access
the Terminal One Waterfront Park and Bay views and (b) the traffic calming measures designed to enable the public to safely access these public amenities and scenic views.

Additionally, the Applicant's reasoning for not wanting to shut down BCRd as discussed below to through traffic also apply to the One-Way Option.

ISSUES FOR DISCUSSION:

In addition to providing general feedback on the project design, the Applicant is seeking specific feedback from the DRB on the following issues:

1. Should Brickyard Cove Road remain open to through traffic?
2. Items on the Design Review Submittal Checklist that the Applicant and staff have discussed will be part of the Planned Area Plan to be approved as part of the basic entitlements and items to be deferred for review at a later time.

Brickyard Cove Road

At the first working session of the DRB Subcommittee, the Applicant shared their reasoning to leave BCRd open to through traffic as they believe the closure of BCRd and the rerouting of commuter and commercial traffic onto Shoreline Drive:

- Would create conflicts between time sensitive commuter and commercial traffic (including truck traffic) using Shoreline Drive to access off-site destinations, on the one hand, and traffic using the new ring road to access the Terminal One Waterfront Park and/or the panoramic views the Terminal One shoreline provides, on the other;
- Would increase the traffic volumes on Shoreline Drive, make it more difficult to control traffic speeds, and otherwise adversely impact the safety of pedestrians and bicyclists who have been assigned priority consideration from a circulation system perspective;
- Would introduce traffic to Shoreline Drive that, in both scope and character, would be at odds with and detract from the sense of tranquility and the opportunity for unhurried access to the site's panoramic views and the natural order of the shoreline environment that the Waterfront Park is designed to provide;
- Would deny drivers the choice between the shorter and quicker access to off-site destinations provided by the BCRd bypass or the longer, slower, and more scenic route around the Project site provided by the Shoreline Drive ring road;
• Would be inconsistent with the Richmond 2030 General Plan’s “place-based” approach to roadway design and street classification;
• Would run counter to the recommendation of Norman Hotman, the consulting architect for the MIG Report, who is on record opposing the closure of BCRd from a land use planning perspective;
• Would run counter to the findings of Fehr & Peers, the City’s traffic consultant for the Terminal One Environmental Impact Report, that the closure of BCRd does not make sense from a transportation planning perspective; and
• Would increase trip lengths and travel time, and conflict with the State’s climate change policy and greenhouse gas reduction goals.

At the DRB’s second working session with the Project Applicant, the Subcommittee’s comments regarding BCRd ranged from support for the circulation system design proposed by the Project Applicant to a proposal that BCRd be closed to through traffic and converted to a private “service and access related” roadway. This proposal to close BCRd is based on the contention that leaving the roadway open to through traffic:
• Will assign to BCRd a primacy that is more appropriately attributed to Shoreline Drive;
• Will result in “excess setback” of the three interior condominium buildings (Bldgs. #2, #3, and #4);
• Will result in “more problems than [it is] worth” including the creation of:
  (a) “3 east west roads” where one will suffice;
  (b) “too much pavement”;
  (c) “guest parking in tough locations”;
  (d) “service locations [that are] not clear”; and
  (e) uncertainty regarding the location of the “front door’ to [the] project.”

In response to the suggestion that BCRd be closed to through traffic and converted to a private “service and access related” roadway, Applicant references the detailed list of reasons BCRd should remain open that had been provided to the Subcommittee following the first working session and notes that the Subcommittee had not taken issue with any of these listed reasons at the second working session. With respect to the rationale for closing BCRd that was put forward at the second DRB Subcommittee working session, Applicant offered the following response:

• **Shoreline Drive Identity as a Primary Roadway:** Applicant is of the view that:
  (a) Shoreline Drive is already the primary roadway serving the Terminal One site;
  (b) It is not necessary to make Shoreline Drive the only public roadway connecting BCRd to the east and Dornan Drive to the northwest in order to
emphasize the primary role this street plays as a scenic entry to and connection between the neighborhoods to the east and northwest of the Project site; and

(c) If greater emphasis on the primacy of Shoreline Drive's role is desired, there are better ways of achieving this objective than shutting down an existing roadway that would provide drivers the option of bypassing the site.

In this regard, Applicant points to the changes that are proposed to the configuration of the DD/BCRd/SD intersection as an example of just such an alternative approach to enhancing the public's perception of Shoreline Drive as a primary public roadway. In support of this contention, the Applicant makes the following points:

- When the Shoreline Drive intersection has been reconfigured as a simple "T" intersection with BCRd intersecting Dornan Drive at a right angle opposite the Miller-Knox parking lot, Shoreline Drive will operate as a direct extension of Dornan Drive;

- Where Dornan Drive essentially becomes Shoreline Drive, Dornan Drive will impart to the new ring road its identity as the primary collection roadway connector the Point Richmond neighborhood to the north with the Terminal One, Brickyard Landing, Seacliff Estates, Sandpiper Spit and Brickyard Cove neighborhoods to the east;

- Where Shoreline Drive operates as a continuation of Dornan Drive, it will become the default choice of drivers entering the DD/BCRd/SD intersection from the north, leaving BCRd as a secondary option requiring those drivers who want to save time by bypassing the Terminal One waterfront to turn off the more scenic Shoreline Drive;

- The way in which the DD/BCRd/SD intersection has been reconfigured to enable Shoreline Drive to function as an extension of Dornan Drive and to create an entry portal at the northeast corner of the Terminal One site will also enable this intersection to create a stronger sense of entry both to the Project and to the larger community of which the Project is an integral part;

- The entry experience provided by the reconfigured DD/BCRd/SD intersection will be further enhanced by additional revisions to the Terminal One site plan including:
  (a) The relocation of the Project's Entry Plaza to the northeast corner of the site
where it will further activate the DD/BCRd/SD intersection and lend additional emphasis to the primary role Shoreline Drive will play in the circulation system serving not only the Terminal One site, but also the surrounding community;

(b) The relocation of the private driveway accessing the podium garage from its location on Shoreline Drive just south of the DD/BCRd/SD intersection to a new location off Brickyard Cove Road, which will put greater emphasis on the public character of the roadway and the role it plays in providing public access to the Terminal One waterfront; and

(c) The inclusion of signage at and leading into the DD/BCRd/SD intersection which will announce and highlight the opportunity Shoreline Drive provides to access the Terminal One Waterfront Park.

• **Excess Building Setbacks Off BCRd**: As noted above, the Applicant takes the position that the condominium buildings have already been moved as far north on the site as possible and that closing BCRd to through traffic would allow little if any additional movement.

• **"Three East/West Roads" and "Too Much Pavement"**: The Applicant views the closure of Brickyard Cove to through traffic as the waste of an existing resource which will, in any case, remain in place to provide emergency and Bay Trail use as well as private access and service functions. The exclusive use of BCRd for these functions would not allow a significant reduction in the amount of paving. The Applicant also points out that the DD/BCRd/SD intersection as reconfigured to eliminate the direct Dorman Drive/BCRd connection, the mews with its single lane one-way drive isle, and Shoreline Drive with its two 10-foot wide lanes and on-street parking limited to one side of the roadway – all have been designed to reduce the Project’s paved surface.

• **"Guest Parking in Tough Location" and "Service Locations Not Clear"**: The BCRd frontage has been redesigned to provide guest and service-related on street parking near the entries to Buildings #2, #3 and #4, with additional guest/service-related on-street parking located on Shoreline Drive near the entries to Buildings #1 and #5 and on the Project’s internal mews in close proximity to the townhomes and single family residents.

• **"Uncertainty Regarding “Front Door” to Project"**: See Entry Plaza discussion above.

**Deferral of Items from the Design Review Submittal Checklist**
The Applicant and staff are in discussion regarding Design Review Submittal Checklist items to be included in the Planned Area Plan and items that could be deferred for review at a later date. Given the size of the project, certain submittal requirements from the Design Review Submittal Checklist involve a greater level of design detail that can be addressed after basic Project entitlements are granted.

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Exhibit A: Location Map
Exhibit B: Project Plans (provided Under Separate Cover—also available online at www.ci.richmond.ca.us/terminalone)

cc: Point Richmond Neighborhood Council

PUBLIC NOTICE AND APPEAL PERIOD: Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of property owners within a 750-foot radius of the subject property. This is a study session item and cannot be appealed.
Project Plans (provided Under Separate Cover—also available online at www.ci.richmond.ca.us/terminalone)