

MINUTES APPROVED AT THE DRB MEETING ON MARCH 10, 2021

DESIGN REVIEW BOARD REGULAR MEETING Richmond, CA 94804

February 24, 2021
6:00 P.M.

All Participation Via Teleconference

Due to the coronavirus (COVID-19) pandemic, Contra Costa County and Governor Gavin Newsom had issued multiple orders requiring sheltering in place, social distancing, and reduction of person-to-person contact. Accordingly, Governor Newsom had issued executive orders that allowed cities to hold public meetings via teleconferencing. Due to the shelter in place orders, all City of Richmond staff, members of the Design Review Board (DRB), and members of the public participated via teleconference. Public comment was confined to items on the agenda and limited to the specific methods identified on the agenda.

BOARD MEMBERS

Kimberly Butt
Jessica Fine
Macy Leung

Brian Carter
Michelle Hook
Jonathan Livingston

Chair Livingston called the regular meeting to order at 6:01 P.M.

ROLL CALL

Present: Chair Jonathan Livingston, and Boardmembers Kimberly Butt, Brian Carter, Jessica Fine, and Michelle Hook

Absent: Boardmember Macy Leung

INTRODUCTIONS

Staff Present: Planners Emily Carroll and Hector Lopez, and City Attorney Shannon Moore

APPROVAL OF MINUTES: February 10, 2021

<p>ACTION: It was M/S/C (Carter/Fine) to approve the minutes of the February 10, 2021 meeting, as submitted; approved by voice vote: 5-0 (Ayes: Butt, Carter, Fine, Hook, and Livingston; Noes: None; Abstain: None; Absent: Leung).</p>

APPROVAL OF AGENDA

Public Forum

It was reported that an email had been submitted by CORDELL HINDLER and had been made part of the public record.

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BRUCE BEYAERT, Chair of TRAC (Trails for Richmond Action Committee), reported that last month marked the 100,000th bicycle trip across the Richmond San Rafael Bridge since it had opened to bicycles in mid-November 2019.

Emily Carroll described the format of the web-based meeting and the public's ability to speak during the meeting.

City Council Liaison Report: None

CONSENT CALENDAR: None

APPEAL DATE:

Chair Livingston announced that any decision approved may be appealed in writing to the City Clerk within ten (10) days, or by Monday, March 8, 2021 by 5:00 P.M. and he announced it after each affected item.

PUBLIC HEARINGS:

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| 1. PLN20-278 | THIRD-STORY ADDITION |
| Description | (CONTINUED FROM FEBRUARY 10, 2021) PUBLIC HEARING FOR A DESIGN REVIEW PERMIT TO CONSTRUCT A THIRD-STORY 1,750 SQUARE FOOT ADDITION, TO AN EXISTING INDUSTRIAL BUILDING. |
| Location | 1376 SOUTH 50 TH STREET |
| APN | 560-033-048 |
| Zoning | RICHMOND BAY SPECIFIC PLAN, T5 MAIN STREET OPEN (T5MS-0) |
| Owner | STEVE OLIVER AND JOSH OLIVER |
| Applicant | KAVA MASSIH ARCHITECTS |
| Staff Contact | JONELYN WHALES Recommendation: CONTINUE TO FUTURE MEETING |

The item was continued to a future meeting.

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|------------------------|---|
| 2. PLN21-050 | DUKE RICHMOND INDUSTRIAL BUILDING |
| Description | STUDY SESSION TO PROVIDE AND RECEIVE COMMENTS ON THE DESIGN OF A NEW 160,620 SQUARE FOOT LIGHT INDUSTRIAL BUILDING AND SITE IMPROVEMENTS ON A 7.94-ACRE PARCEL |
| Location | 731 WEST CUTTING BOULEVARD |
| APN | 550-030-007 |
| Zoning | IL, LIGHT INDUSTRIAL DISTRICT |
| Owner | AIR REDUCTION CO INC. |
| Applicant | RANDY DILAG FOR DUKE REALTY |
| Staff Contact | HECTOR LOPEZ Recommendation: PROVIDE AND RECEIVE COMMENTS |

Mr. Lopez presented the staff report dated February 24, 2021, and explained that the mostly paved property was located at the corner of Canal Boulevard and West Cutting Boulevard, with the elevated Interstate 580 entry ramp located along the northern boundary of the site which was surrounded by industrial uses, a Chevron gas station, a hotel, and a parking lot. The former use of the site was a nonconforming heavy industrial use. The area was in close proximity to the Point Richmond Historic District and Washington Elementary School.

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The application proposed the construction of a light industrial building comprised of concrete tilt-up panels in a simple design with exterior finishes of stucco panels and veneer, and associated improvements with 142,620 square feet of warehouse space and 18,000 square feet of office space. The specific uses had not yet been determined. The single structure would be sited at the center of the site with surface parking proposed in front of the property and Canal Boulevard and along the northern boundary of the property.

Mr. Lopez stated the site was located at a key location in close proximity to the Point Richmond Historic District and at a busy freeway entrance, and although not within a Gateway or Community Node the street intersection should incorporate some aspects of a node, such as a more welcoming corner building entry. He explained that Chair Livingston had provided a sketch to the applicant (Exhibit B to the staff report) of an alternative design celebrating the street corner of Canal and West Cutting Boulevards. Proposed landscaping involving bioswales were primarily on Canal and West Cutting. The plans did not show fencing at this time.

Mr. Lopez recommended that the parapet be slightly higher in order to hide any future roof equipment from public view. He sought comments, suggestions and feedback from the DRB on the proposed design in study session format at this time.

Mr. Lopez responded to questions with respect to the Gateway and Community Node component and explained that the proximity to the Historic District was a main consideration, most of the uses around the corner were commercial as opposed to heavy or light industrial uses, and the low intensity type of uses were a reason to treat the site as a node to some extent. He also clarified that there would be a public art component as part of the project.

Chair Livingston reported that he had spoken with Drew Hess of Duke Realty, had been asked for some feedback, and he had provided that feedback in the form of Exhibit B, as reported by Mr. Lopez.

DREW HESS, Senior Vice President of Duke Realty, Northern California and Seattle Region, described Duke Realty's background as an owner/builder/manager of industrial properties, headquartered in Indianapolis, Indiana, with a local team focused on warehouse distribution and manufacturing properties. He confirmed that the project would incorporate public art and appropriate landscaping, explained this was their second facility in Richmond, and stated that everything would be LEED [Leadership in Energy and Environmental Design] certified.

KYLA WILLIS, Market Associate, Duke Realty, explained that in January 2020 the determination was made that every building Duke Realty built would be LEED certified going forward, currently with 6.8 million square feet of LEED certified buildings in its portfolio and another 20 million square feet under construction or awaiting certification. She clarified that LEED certification was not a current requirement for developers but Duke Realty made the investments in its buildings to be a responsible community partner and because it held its buildings for a long time. She added the company also invested in the communities in which their buildings resided.

RANDY DILAG, Development Services Manager, Duke Realty, presented the site plan and explained that trailer loading would face the 580 on-ramp. The building would be oriented with loading toward the east facing the Richmond Distribution Center to help fully screen the truck court from the public right-of-way and allow truck access on Cutting Boulevard and passenger vehicles access at the existing driveway on Canal Boulevard. The building would have a 146,000 square foot footprint with 160,000 square feet overall, with 4,000 square feet of office included in the footprint with an option to expand the second level office to about 14,000 square feet. He

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identified other development features and explained that 161 employee parking spaces would be provided with accessible and electric vehicle (EV) charging stalls.

TYNICE BYER, Project Manager, HPA Architects, identified the impetus for the building design which had taken inspiration from the surrounding neighborhoods and historical buildings using the brick and glazing from the Craneway Pavilion and other buildings, with canopies marking the main entrances. She presented the materials and color palettes with a paint scheme with cool and neutral gray tones present in Point Richmond, with a warm mid-toned brick veneer to complement the paint color. She also proposed to use steel I-beams to frame the windows and as a canopy over the main entrance, with the steel referencing the historical past tied to the shipyard era, and with large amounts of glazing for the offices referencing the Craneway Pavilion. She advised that vertical elements such as fluted galvanized steel and other vertical elements would be added to help break up the building façade and bring interest to the building. She also illustrated how the materials would be applied to all four elevations with all equally and appropriately designed.

Mr. Hess described the feedback from the Point Richmond Neighborhood Council and its Land Use Subcommittee where overall positive feedback had been offered, most pertaining to the landscaping which had been modified as requested, to include native and drought tolerant species. He noted that while Chair Livingston had recommended palm trees, the Neighborhood Council did not support palms. The Neighborhood Council had also requested that the landscape plan be consistent with Chevron's landscaping to create some consistency with the intersection, and had requested that Duke Realty work with Arts of Point Richmond to source a local artist for the art installation on the corner. He reported that Duke Realty had also agreed to work with Bruce Beyaert of TRAC with a contribution of \$75,000 to support the Ferry to Bridge to Greenway Complete Streets Plan.

Ms. Byer presented the revised landscape plan with native and drought tolerant plants throughout the site with accent plantings at the corners and at the edge near the highway to enhance the site. There would be an art installation at the corner of Canal and West Cutting Boulevards with planting, accent boulders, and balconies that would look out at the waterway and add more character to the building and to the corner.

Mr. Hess identified some of the community benefits such as a Project Labor Agreement (PLA), an estimated 60 union construction jobs, approximately 120 long-term employment jobs, and working with Richmond Build to target local employees. In addition, the project would at least be LEED Silver, a compatible use with the neighboring facility, include high quality architecture and landscaping, reflect the community and its history, provide street frontage improvements and landscaping, work with TRAC to install bike lanes, use local artists for the corner artwork, continue to partner with the community, and recognize and respect the special corner.

ERIC ZELL, a member of the Duke Realty team and a resident of Brickyard Cove, stated he had been pleased with the great upgrade and had been impressed with the proposal, which he agreed needed to reflect the entryway into the historic district of Point Richmond.

Chair Livingston open public comments at this time

LISA JOHNSON, Richmond, requested that the lane allocation and striping at the corner of Canal and West Cutting Boulevards be considered for reconfiguration, particularly southwest on Canal given that the left most lane was a dedicated left, the middle lane was a left and a straight, and the right lane was right only, and when trains were present the middle lane backed up. She suggested that the left lane could be left and straight and the middle lane could be dedicated

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straight, which would allow two lanes for straight through traffic since there was no backup turning left. She also asked about the ingress and egress to the site given the increase in traffic that could occur, and requested that the project be respectful to the community with respect to light intrusion with the lights to be shielded to avoid impacting drivers.

BRUCE BEYAERT, Chair of TRAC, thanked Duke Realty for their contribution towards implementing the Ferry to Bridge to Greenway Complete Streets Plan, which included a protected bikeway on the south side of West Cutting Boulevard to provide major pedestrian and bicycle safety improvements in the area.

Boardmember Hook noted there were water gum trees on the site and she asked if they would be removed and replaced with arbutus.

BARBARA HATCH, Landscape Architect, stated to her knowledge the arborist report suggested that the water gum trees be removed. They would be replaced with strawberry trees consistent with the Chevron landscaping across the street creating a canopy effect.

Boardmember Hook asked about trees on the backside of the building towards the freeway and asked how the trees would be used as a buffer between the freeway with its noise pollution and the building, and Ms. Hatch stated that some fruitless olive had been proposed along that side for screening.

Boardmember Hook recommended consideration of poplar trees since they would grow quick and tall, and they existed on the property diagonally from the site which would provide some consistency, although Ms. Hatch stated that poplars were deciduous and the fruitless olive would be evergreen and provide screening all year round.

Boardmember Hook encouraged a way to connect the building to the corner and enhance the corner to allow pedestrians to take advantage of the amenities in the surrounding uses along with the anticipated bike improvements.

Boardmember Carter verified with the applicants that the building at front would be at grade and the loading area would be about four feet above grade given that the new building height had to be adjusted to be able to tie into the storm drains.

Boardmember Carter commended the balancing of the composition of the tilt-up building, noted that the corner perspective had identified the depth proposed, and encouraged as many perspectives as possible to understand the depth of the cladding and the relationship of one elevation to the other. He liked the light fixtures that harkened back to the Rosie the Riveter Museum but questioned their placement above the windows and suggested they should be further down in elevation to create a more human scale to the project. He referred to the horizontal ribbon windows on West Cutting Boulevard and suggested they would break down the scale of the larger panels and could potentially offer some natural light into the spaces. He encouraged their use more liberally on the Canal and West Cutting Boulevards sides of the building. He also looked forward to the identification of the fencing to be used.

Boardmember Butt stated that the perspectives offered a much better feel for the building which had shown the depth. She liked the brick, stated the material palette was well selected, and suggested the attempts to break up the elevations still needed some work. She noted that the Canal Boulevard elevation was more prominent and should have been the West Cutting Boulevard elevation. She suggested the big challenge was to create a cohesive elevation and not a conglomeration of parts, and if that was to be the entry, the corner piece at Canal and West

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Cutting should be the higher piece in a sleek straight line across the parapet, which would be preferable to the proposed “up and down.” She also recommended that the windows on the corner piece on the West Cutting side should be as high as on the Canal side. She was also concerned with what the fence would look like and where it would go and she suggested the landscape plan should have some place for benches within the fencing for people who worked in the building.

Boardmember Butt liked the Chair’s idea for where the artist studios should be placed with more public interaction along West Cutting Boulevard creating more purpose to the building. She commented that she had shared a photo of the beginning of the demolition of the existing building that she suggested should be displayed in the new offices. She also suggested that either through having mostly brick or brick with more of the metal in a standard repetition the façade could be a little more streamlined and cohesive.

Boardmember Fine asked for a clarification of what was actually being demolished on the site, noted a PG&E easement had been shown on the topo survey, asked for a clarification, and commented that the project was huge and it was difficult to read the plans. She wanted to get a sense of the human scale and encouraged larger plans to allow a more careful review. She also supported a more cohesive façade and suggested the brick veneer and the stucco appeared to be competing with each other in that they were equally proportioned creating a sense of being unfinished. She sought some way to tie it together with a metal cornice or a cap and encouraged more attention to that detail.

Chair Livingston explained that Hoffman Boulevard used to be The street, one of the first that came through Richmond, and one of the first links between the railroad and Chevron years ago. The subject site was an active corner in Richmond’s history and the historic sites during the war. Given the long façade of the building, the major entry into the city, the auto entry first impression corridor and the historic district of Point Richmond, he suggested the West Cutting Boulevard side should be the first view of the building, which needed to engage the public. He suggested the site wanted to engage West Cutting more and it would be a missed opportunity not to take advantage of that. He supported a redesign to invigorate and enliven the building in the context of the area.

Chair Livingston referred to another sketch that he had submitted to staff to show architecture that responded to the site, a building design to acknowledge what currently existed in the area, the Gateway to Point Richmond, Brickyard Cove, Rosie the Riveter Museum, Red Oak Victory, and to port-related activities, and the building would have to be designed to capture the essence of the arrival of Point Richmond. He did not think that the site plan related to that entry.

Mr. Hess acknowledged the desire to activate the site and to create something beautiful and functional that was so straightforward in its use that it would always go forward. He stated it was important to marry the form and function and the DRB’s input was helpful to them to determine how the typical industrial user would use and activate the space, to be designed for high quality users pulling in historic uses and materials. He clarified that there were some serious constraints on the site such as the three major storm culverts that dictated the placement of the building, and the building had been set back farther from West Cutting Boulevard to create more office interaction and landscaping and pedestrian circulation along Cutting. He added that about a third of the site could not be used because of shallow storm drains.

Chair Livingston offered other comments and stated that the 4,000K lighting should be dropped to 3,000K; the mechanical equipment would have to be screened on the roof to be screened from the freeway, with all the equipment to be shown on the plans; and expressed his support for the

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use of poplar trees at the on-ramp, which he suggested would offer the necessary height from the freeway and the freeway ramp to properly screen the site.

Mr. Dilag referred to the prominence of the corridor and clarified that was where the two-story lobby and office would be, which could be dressed up and be more interactive with West Cutting Boulevard.

Boardmember Butt stated if that was the more prominent corridor the rest of the West Cutting Boulevard elevation should be pushed back to allow something interesting in that area, with more height and more glass.

The DRB emphasized the prominence of the corridor and the interaction with the rich history of the area.

Board Business

A. Staff reports, requests, or announcements:

- Election of Officers

The DRB had previously nominated Chair Livingston to continue serving as Chair and Boardmember Carter to serve as Vice Chair of the Design Review Board for 2021.

ACTION: It was M/S/C (Butt/Fine) to elect *Jonathan Livingston* as Chair and *Brian Carter* as Vice Chair of the Design Review Board for 2021; approved by voice vote: 5-0 (Ayes: Butt, Carter, Fine, Hook, and Livingston; Noes: None; Abstain: None; Absent: Leung).

B. Boardmember reports, requests, or announcements: None

Chair Livingston stated that Terminal One remained in limbo.

Adjournment

The meeting was adjourned at 7:55 P.M. to the next regular Design Review Board meeting on Wednesday, March 10, 2021.