

**MINUTES REGULAR MEETING
DESIGN REVIEW BOARD
OCTOBER 16, 2007**

ROLL

APPROVED

Board Members Present: Chair Kent, Olmsted, Huntsberry, Crew

Planning Commission Liaison: Mills (Absent)

Board Members Absent: Dickens, Alternate Summers

Community Development: Kraig Tambornini, Senior Planner
Caron Parker, Associate Planner
Katie Korzun, Economic Development Coordinator

AGENDA

A. Staff Communications

- 1) Past City Council, Planning Commission and Design Review Board Action on Design Review Matters

B. Board Communications

C. Approval of Minutes

- 2) September 18, 2007

D. Old Business

- 3) ED07-008 Requests for Environmental and Design Review and a Sign Program review for
SR06-074 change in service station branding, revised signage and color changes to building, canopy and pumps for the proposed Valero Service Station.
831 Francisco Blvd. (Caron Parker)
- 4) ED07-068 Request for review of lighting concept and landscape details for previously
ED07-069 reviewed auto dealerships for a new Sonnen VW/Audi building and Nissan building remodel.
700 and 740 Francisco Blvd. West (Katie Korzun)

E. New Business

- 5) ED07-030 Request to amend an Environmental and Design Review Permit and a Use Permit for landscape improvements and legalization of motor vehicle sales greater than 5 at an existing used truck sales lot.
780 Andersen Drive (Steve Stafford)

A. Staff Communications

(1) Past City Council, Planning Commission and Design Review Board Action on Design Review Matters

Tambornini noted that the Planning Commission recommended 33 San Pablo return to the Board and the applicant was encouraged to address the massing issues. Also, an update on the Albert Lofts paint-out would be provided at a future date, and Sol Food is anticipated to return to the Board for review of awnings as soon as staff can get the owner to provide a set of design drawings for review.

C. Board Communications

Boardmember Huntsberry asked about the status of George's on Fourth Street. Katie Korzun responded that the building owner had met with the Community Development Director and the Economic Development Director on the site to discuss the very minor amount of work that remained to be done. The owner indicated that it was their intent to open soon.

Hunstberry also noted that the flashing on top of the parapet of the Shell station on miracle mile apparently was not installed correctly so that rain water is washing over the face of the parapet instead of being directed onto the roof.

D. Approval of Minutes

(2) September 18th, 2007

The minutes will be rescheduled to the next meeting for a quorum of the members present to act on the item.

E. Old Business

- 3) ED07-008 Requests for Environmental and Design Review and a Sign Program review for
SR06-074 change in service station branding, revised signage and color changes to building,
canopy and pumps for the proposed Valero Service Station.
831 Francisco Blvd East. (Caron Parker)

Parker noted this item was continued from the March 6, 2007 meeting of the Design Review Board, and the applicant was given direction to do the following:

- Applauded the site renovations and sign enhancements, with changes to the mansard sign recommended and request for information showing all signage proposed.
- Prepare a completely revised landscaping plan to replace the existing shrubs
- Replace the monument sign at the corner with landscaping
- Lower the lighting levels on-site with reducing fixtures from 350 watt to 250 watt.
- Center the smog sign over the garage service bay.

Staff recommended the sign proposed on the garage should be further moved to be centered over the building, and noted the lighting plan included photometrics for the entire site with 1000 watt pole lights in the parking area and 250 watt metal-halide lights in the canopy, as

well as building mounted lights. It was noted that the photometric plan provided indicated only 16 canopy lights existing. However, as checked in the field there currently are 20 lights under the canopy, and this number of canopy lights are proposed to remain. The photometric is based on the existing number of lights in the canopy.

Staff requested the Board's comments and recommendation to the Planning Commission on:

- Adequacy of the proposed landscape plan
- Proposed monument sign at the corner of East Francisco and Vivian Way (sign #9)
- Proposed location of mansard sign (sign #7)
- Overall lighting levels on site

The sign representative, Mardeen Gordan, noted this application was submitted to re-brand the station to Valero. As requested by the City, landscaping and lighting revisions were included as a part of the project. Mardeen noted that the plans don't accurately show that the garage building wall is off-set so the sign cannot be placed in the center. She also noted the discrepancy on the lighting plans and indicated it has been difficult coordinating the sign changes with the lighting and landscape contractors.

The owner, Peter Jizrawi, noted that the smog shop is a "Gold Shield" station and he must have a sign that is clearly visible from the street identifying the station as a gross polluter smog station. It has been incorporated into a monument sign on the Vivian Way frontage to make it a nicer looking sign.

Kent opened the public comment period, and seeing no one wishing to speak, closed the hearing and brought discussion of the project before the Board.

Huntsberry asked staff what the height and setback requirements were for the monument signs. Parker responded that Traffic Engineering recommended the location of the monument sign for sight distance, and that a monument sign could not be taller than 6-feet per the code. As proposed, the sign program removes a much taller free-standing sign from the corner, replacing it with a smaller 4-foot high monument sign advertising the Smog Station, and a new 5-foot monument sign advertising the Marin Express Lube. The existing 14-foot high freestanding pricing sign along East Francisco would remain.

Crew, asked about the need for a second price sign. The owner indicated that corner service stations are required to have pricing signs visible from both streets so that another pricing sign along Vivian Way would be required. This sign is not currently included on the site plan but would need to be added.

Olmsted commented that the direction at the last meeting was to lower the light levels and the proposal does not do that. Parker responded that the prior light study only evaluated the canopy and the revised study analyzes lighting for the entire site. Staff's review of lighting approved at other stations indicated levels of 30-35 foot-candles.

Huntsberry questioned the range presented by staff and believes this is not accurate, citing the Shell station on Miracle Mile as an example with 4 lights in the canopy. The number of canopy lights proposed for this station is an over-kill.

Chair Kent opened the public hearing and, seeing no one wishing to speak on the project, closed the public hearing portion of the meeting and brought the meeting back to the Board for discussion.

Hunstberry commented that it is difficult to discuss the project based on faulty plans that show inaccurate building outline and number of canopy lights. He indicated that the project needs to reduce the lighting levels per the Board's previous suggestion. Also, the landscape plan needs to incorporate trees, and he suggested 7 trees be planted around the site perimeter of the site, in the landscape areas. The sign proposal should be revised to incorporate the required smog sign and eliminate need for the monument sign at the corner, and return with a proper photometric and revised landscape plan.

Crew felt the signage itself was fine, but signs need to be reflected on the landscape plan. Drawings need to be corrected. The garage sign could be moved over the center column between the two bays. She agreed with adding more trees, and felt the lighting level was too high, and should create no hot spots near building.

Olmsted agreed signs were ok and generally successful. The lighting level was too high. Redesign the entire lighting scheme in a competent manner. Must bring light levels down consistently without bright spots. He agreed with comments on landscaping to add the trees.

Kent concurred with comments regarding landscape, lighting and signs and would like the entire package to come back to the Board for review to ensure it all works together. Staff summarized the following consensus items:

- **Provide accurate site plan information showing building configuration, sign locations and lighting fixtures**
- **Lower the lighting levels consistently, and avoid creating bright spots**
- **The landscape plan needs further refinement of the planting palette and details, shall include planting of 7 trees dispersed in along the frontage, and show the location of signs**
- **Remove the monument sign from the corner and try to integrate this signage with the monument sign on Vivian Way**
- **Center the garage wall sign over the center column between the 2 bays**
- **The revised sign details may come back separately on consent**

Huntsberry moved and Crew seconded, to continue the project to address the consensus items of the board. Motion carried unanimously.

AYES:	Members:	Huntsberry, Chair Kent, Olmsted, Crew
NOES:	Members:	None
ABSTAIN:	Members:	None
ABSENT:	Members:	Dickens

- 4) ED07-068 Request for review of lighting concept and landscape details for previously reviewed auto dealerships for a new Sonnen VW/Audi building and Nissan building remodel.
ED07-069

700 and 740 Francisco Blvd. West (Katie Korzun)

Korzun noted the Board reviewed the project at its September 18th meeting and asked for landscape and lighting revisions to return to the Board. The applicant has made revisions to landscaping, and has prepared photometric plans and a presentation to further illustrate the intent of the lighting and the anticipated lighting levels from the glass storefronts. The presentation addresses the remodeled 740 Francisco Blvd West Nissan Building exterior and new parking lot lighting, and the 700 Francisco Blvd West new VW/Audi dealership which includes a large illuminated “cube” storefront. The Board and staff desired to review lighting details not wanting them to be excessively bright. Toyota was cited as a poor example and RAB as a good example of acceptable lighting levels. The bulbs in the building are to be recessed in fixtures, and if too bright the applicant has indicated this could be addressed by eliminating the lights by the windows to reduce maximum values. The lighting would also be subject to the standard 90 day lighting level review.

With regard to landscaping, the plan includes larger tree species, shrubs, bioswale details, and additional planters as requested by the Board. The trees behind the Nissan building are larger in size, and include Read Oak, maple and ceanothus species. The VW/Audi building also increased the tree sizes, extended a front planter along the side, added new planter midway back along the sides of the building and provides information on the swales.

Olmsted asked for clarification on the location of the bioswale, and was informed that it was at the bottom of the landscape planter on the north side of the VW/Audi site. Kent asked for further clarification on the bioswale noting it connects to the stormdrain, and the requirements that apply to this development. Kit Wong, architect for the project, noted that the City specifies the amount of first flush that must be retained on the site and that the project has been designed to meet the City requirement. Huntsberry asked if the lighting consultant would be making a presentation.

Kit Wong explained the major issues with lighting are the result of glare off of interior walls and from visible bulbs. He presented a slide show of the nighttime illumination of businesses in the area. Toys R Us and Borders generated 30-40 foot-candle illumination at the storefronts, under the canopy. RAB Motors has a dim back wall color and soffit above the edge of the window, and resulted in 5-8 foot-candle illumination after hours level. This demonstrates that the key in appropriate lighting is controlling the amount of light hitting the back wall, the color and reflectivity of the wall and screening the light source so it is not visible. Toyota indicated 35-40 foot-candles at the face of the storefront. This level is a result of looking directly at the bulb located behind a lense. These measurements were taken last week, between 7 and 9 in the evening. The Nissan building is proposed to generate up to 20 foot-candles illumination. He noted the showroom hours are until 6 PM so lights usually will be turned down after closing.

Kent opened the meeting to the public, and seeing no one wishing to speak, closed the hearing and brought the discussion before the Board.

Huntsberry indicated the Board would need to see lighting details for the showroom, such as the type of lamp, wattage and spacing proposed. Information on the same details from the construction plans for RAB and Lexus should be provided and used as an example. This concept is moving in the right direction. The Board should review these details at the start of working drawings. Regarding the added landscape planters, he felt they could add more planters along the side of the building. Upon clarification by the applicant regarding the location of parking spaces in relation to support piers, he recommended additional planters could wrap around the back corner of the building.

Crew liked the RAB lighting levels so the concept here seemed somewhat bright. The photometrics show some hot spots on the building. The existing Nissan showroom is not too bright currently. She would like to the 90 day review in place and would like to see lower foot-candles.

Olmsted agreed RAB is a good example of how to do it well and Toyota is a poor example. He is concerned with lighting used to emphasize building importance and sees that as detrimental. More brightness is an inappropriate objective. 20 foot-candle illumination on the face of the building is far too bright. He does not have a certainty about what specifically needs to be changed to achieve an acceptable level, but that the goal should be softer, not brighter lighting.

Kent concurs with comments regarding the RAB as a good verse Toyota as a poor example. Conceptually, the concept is heading in the right direction. He likes the hierarchy of lighting illustrated in the presentation. The changes to landscaping plan were fine. He agrees with Huntsberry's suggestion to add a planter at the back corner of the building, and agrees with the 90 day lighting review requirement. The applicant should work to further reduce lighting levels, and bring the working drawings to the Board for review.

Olmsted moved and Crew seconded a motion to approve the project lighting concept and landscape plan revisions with the conditions that site lighting details be brought back to the Board prior to completion of working drawings to review details of fixtures, and that an additional landscape planter be added at the back corner of the new VW/Audi building. Motion carried unanimously.

AYES:	Members:	Huntsberry, Chair Kent, Olmsted, Crew
NOES:	Members:	None
ABSTAIN:	Members:	None
ABSENT:	Members:	Dickens

D. New Business

- 5) ED07-030 Request to amend an Environmental and Design Review Permit and a Use Permit for landscape improvements and legalization of motor vehicle sales greater than 5 at an existing used truck sales lot.
780 Andersen Drive (Steve Stafford)

Tambornini presented this item for Stafford, noting the request is for landscaping enhancements proposed in conjunction with a request for a use permit for a large car dealership.

Olmsted asked if the applicant planned to sell large vehicles. Staff confirmed it would be passenger trucks, not commercial vehicles.

Pete Pedersen, landscape architect, explained the applicant was forced to relocate due to the Highway widening. The project would sell pickups and light duty work trucks, not heavy duty. He wants to increase inventory of vehicles for sale from 5 to 22 to meet increasing demand for cleaner burning trucks. The site is rather encumbered by the Smart rail right of way across the back, its long narrow dimension, and frontage road improvements. It has a driveway access and also shares access across an adjacent parcel that would be the access in the future after the rail ROW take.

Olmsted asked about the 2 doors facing the street, which were identified as old rail doors and are not used. Hunstberry asked if the triangular areas by spaces 6, 12, 13 and 18 could be infilled with landscaping, and if the site has legal access across the adjacent Thrifty site. The applicant responded affirmatively. He also confirmed the lighting shown included wall mounted fixtures. Pedersen noted the site is isolated and does not benefit from light bleed from adjacent uses. Kent confirmed the trees in the sidewalk were City trees and out of the influence of the applicant. Seeing no public wishing to speak on this item, the Board continued discussion of the project.

Crew stated this was a vast improvement to the site. She would like to see improvement made to the building, but that was not within their purview tonight.

Olmsted agreed this was an improvement. He would like to see a building upgrade and better guest parking circulation, but the parking issues were small. A lot is being attempted on a small site and he would wish for more upgrade, but this cannot be done without impacting the owners program. The landscape architect has done all he can.

Hunstberry felt they could add trees in front to help mask the building and add landscaping to the three triangular areas between the driveway and space 6, space 12, spaces 13 and 18 and the ends of the building. Possibly, climbing vines could be included.

Kent concurred with Hunstberry, noting they could use the same palette pulled into the areas suggested, and add a couple of small trees. He also suggested following up with the City public works department to look at the condition of the street trees.

Crew moved and Huntsberry seconded, to approve the project with revisions as discussed to extend landscaping into the three triangular areas adjacent to the driveway and between the parking spaces and ends of the building, and additional trees in front of the building. Motion carried unanimously.

AYES:	Members:	Huntsberry, Chair Kent, Olmsted, Crew
NOES:	Members:	None
ABSTAIN:	Members:	None
ABSENT:	Members:	Dickens

ADJOURNMENT

By order of the Chair, the meeting was adjourned.