

Waterfront District Master Plan

Historic Town Center, Transit Village,
and Hercules Point Sub-District Amendments



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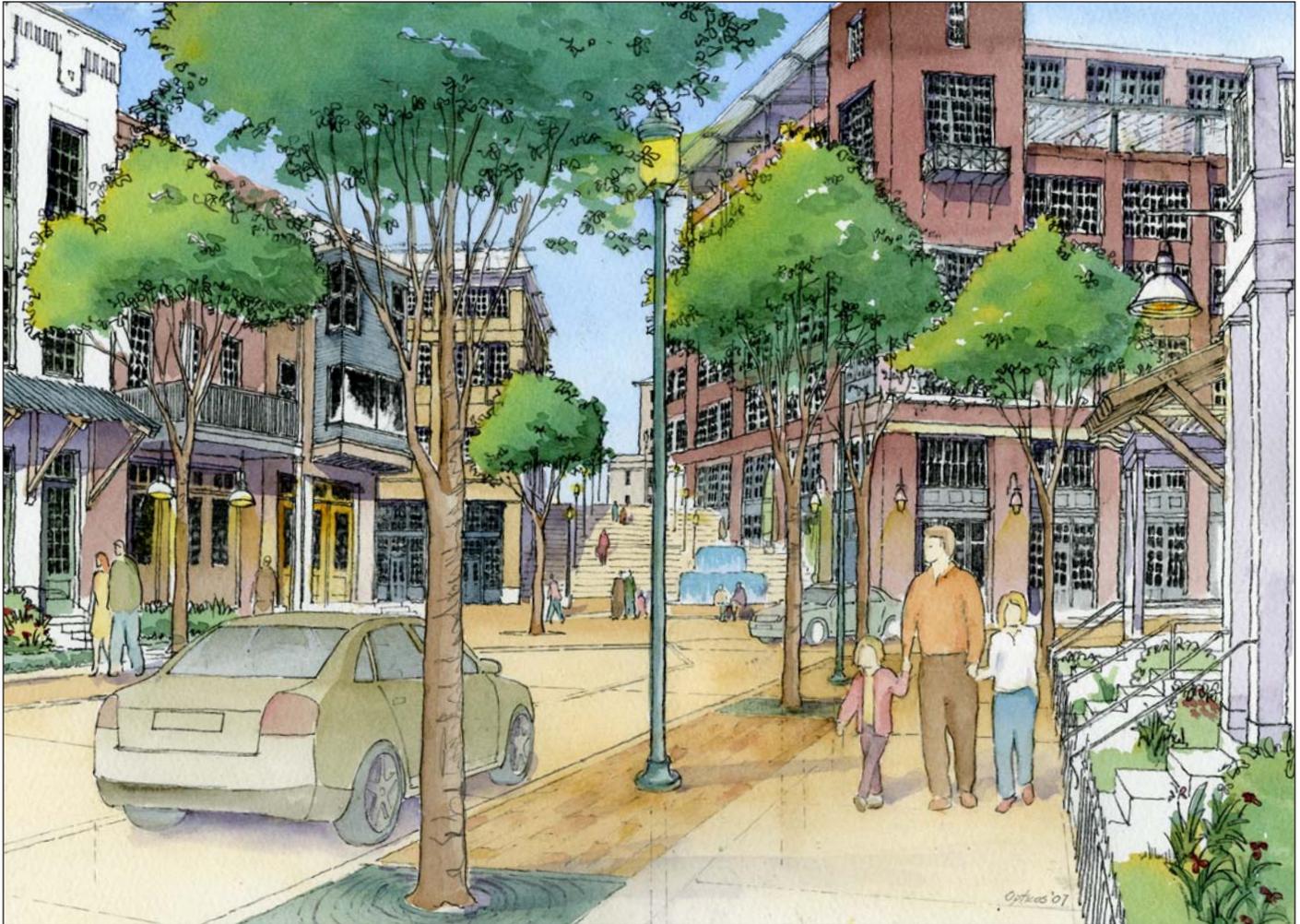
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Introduction:

The intent of this document is to provide a Form Based-Code that will facilitate and regulate the development of the Hercules Bayfront per the vision of Hercules Bayfront LLC's Initial Planned Development Plan (IPDP) dated November 9, 2007. The standards set forth in this document address the larger picture urban design elements upon which the community, City staff, and property owner/developer can all agree upon and create standards that enable the detailed design review of individual buildings as the details and specific design solutions for the buildings within the plan are developed.

The Hercules Bayfront is envisioned as a transit-oriented, traditional neighborhood mixed-use project within the Hercules Waterfront District. The Hercules Bayfront has been initiated as the final stages of the Hercules Waterfront District Master Plan (HWDMP) that was prepared in 1999-2000 and unanimously adopted on July 25, 2000. The vision contained in the HWDMP was the catalyst for the development of the Community Charrette Based Regulating Code for the Central Hercules Plan adopted in 2001.

The envisioned development of the Hercules Bayfront is consistent with and implements the Hercules Waterfront District Master Plan, the Regulating Code for the Central Hercules

(Image Above) Conceptual street level perspective in The Village looking east along Bayfront Boulevard towards a public plaza.

Plan and the wishes of the community. The Hercules Bayfront's Plan has been guided by the principles of 'New Urbanism', 'Smart Growth', and pedestrian oriented development. Given the importance of this land, not only within the City of Hercules, but to the entire San Francisco Bay Area, the owners have assembled a team that includes some of the country's most highly regarded and most forward-thinking planners to help create the vision for this area.

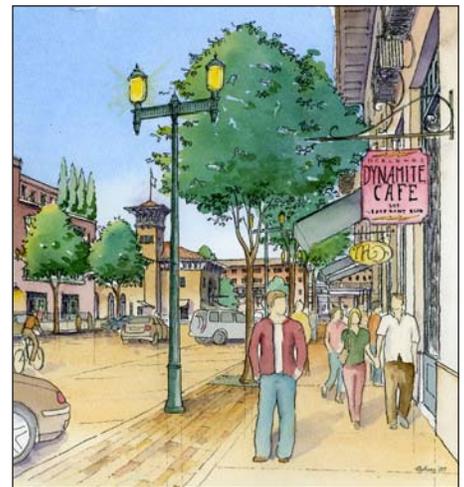
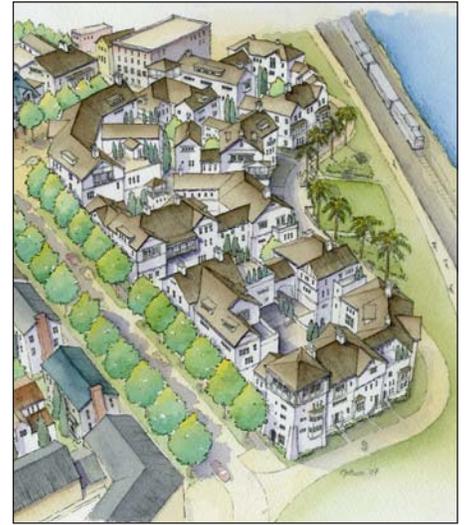
The Hercules Waterfront District within the Central Hercules Plan is located on the former factory town site of the Hercules Powder Company (the City's namesake). In the 1980's, the property owner and the State of California initiated a remediation program for the Waterfront and nearby portions of Central Hercules. As a result, several neighborhoods have been constructed. Late in 2006, the property owners for the last three decades formed a new ownership entity with Anderson Pacific, LLC, called Hercules Bayfront, LLC. The new entity was formed to accelerate the planning and design of the last remaining portions of the property, carefully complying with the community's desires and to the planning principles of New Urbanism and Smart Growth. Planning efforts have focused on implementing ideas to create a fully functional pedestrian and transit-oriented community where a multi-modal transit station, comprised of water ferry, train, and bus transit, have been the center of planning. Upon completion, the residents will have a choice to either walk or bike to access the ferry, rail, or bus service.

The vision for the development of the final 40 acres of the Hercules Waterfront District Master Plan can be divided into three distinct neighborhoods – Crescent Heights (previously referred to as the Bowl), Bayfront Boulevard Mixed-Use (which includes the Multi-Modal Transit Station), and The Village. To accommodate expanded access and use of the waterfront, an additional 63 acres has been designated as Waterfront Recreation.

Situated on the historic factory town center, the vision for the Crescent Heights neighborhood has been carefully planned to integrate the existing historic factory Clubhouse and Administration Building. Units with spectacular views of Mount Tamalpais and San Pablo Bay are strategically carved into the existing topography, giving the sense of a European hilltown. The lower area along the bay is designed with walk streets to connect the neighborhood and a sizable park for the residents to enjoy. The existing historic buildings along with compatible higher density residential buildings line the upper area and will act as community space for the surrounding residents and provide a transition to the surrounding residential areas. At the southwest corner of the intersection of Bayfront Boulevard and Railroad Avenue, flex space and a neighborhood café at the street level with residential units with views of the bay on the top floors will provide a transition to the commercial area.

Previously planned and built with a diagonal parked street, the Bayfront Boulevard Mixed-Use neighborhood is envisioned as a mixed-use, downtown area, comprised of a variety of dwelling types and businesses. Consistent with the Hercules Waterfront District Master Plan and the City's General Plan, this area will have the character of a traditional town center street with diagonal parking on both sides, lined with shop-fronts, restaurants, galleries and arcades. Public plazas along Bayfront Boulevard will allow views of the bay and access to a pedestrian promenade that runs along the railroad tracks. The promenade will also serve as the Bay Trail, providing walkers and bicyclists a connection to the regional transit system.

Also consistent with the Waterfront District Master Plan and Central Hercules Plan, this neighborhood is envisioned to include a new Multi-Modal Transit Station adjacent to the Refugio Creek. This site is anticipated to be expanded to accommodate ancillary civic, community and flex space as the construction of the rail platform will cause the Refugio Creek to be realigned and improved as it enters into San Pablo Bay. In addition to the rail, the Multi-Modal Transit Station will offer a connection to downtown San Francisco via a ferry terminal plus an environmentally sensitive single bridge over-crossing to the Hercules Point. Bus service via WestCAT will complete the modes of transportation allowing this Multi-Modal Transit Station to be designated as the only train, ferry and bus center in California.





Consistent with the City and community's vision of New Urbanism and Smart Growth, The Village neighborhood is planned as the future location for the highest density housing. Being the largest single site of the entire Waterfront, this area will be planned for large amounts of flex space which final use will be heavily dependent on the market and final plans for adjacent properties, such as the 17-acre site to the southeast. It is not intended to compete with the core retail and commercial on the Bayfront/Multi-Modal area, but it will have flexibility in plan to evolve over time. This neighborhood is also planned to have the tallest structures, up to eight stories on a few designated sites, as the site is quite a bit lower than the Bio-Rad site to the east. John Muir Parkway, one of the entry gateways to the Waterfront, will travel along the Refugio Creek Corridor and upon entering The Village, will angle allowing a direct view of San Pablo Bay and the Multi-Modal Transit Station. The edges of John Muir Parkway will be lined with appropriately scaled flex space and will continue towards the bay entering into the transit station bus loop. This loop is designed with flexibility to accommodate a growing demand for the local and regional bus services and allow easy pickup and drop-off at the station. Finally, this site provides separation from the single family units that exist in the Waterfront District and can provide for future growth of neighborhood serving retail and flex space.

Hercules Point will be an important regional open space, drawing visitors not only from the community of Hercules but also the entire San Francisco Bay Area. It will provide the only opportunity within Hercules for direct access and interaction with the Bay, a vital element for the City and Region, and provide various spaces for active and passive recreation. The adjacent submerged water parcels will be zoned to allow for a future marina.

(Image Above) Conceptual Illustrative Plan.

(Opposite Page Top) Conceptual aerial view of Crescent Heights showing buildings stepping down towards the bay with pedestrian passages.

(Opposite Page Middle) Conceptual street level perspective in the Bayfront Boulevard Mixed-Use Area looking east along Bayfront Boulevard towards the Multi-Modal Transit Station.

(Opposite Page Bottom) Conceptual aerial view of The Village showing a blend of building types and civic spaces to create a vibrant transit oriented higher density neighborhood.

Organization and Use of the Code

The Form-Based Code for the Undeveloped Portion of the Historic Town Center, Transit Village, and Hercules Point Sub-Districts of the HWDMP consists of five parts. These five parts constitute the development standards and design guidelines for future development in the Historic Town Center, Transit Village, and Hercules Point Planning Sub-Districts of the HWDMP.

The methods, materials, and forms prescribed in the Code are standard. In the event of any conflict between other provisions of the HWDMP and this Section 4 of the HWDMP, the provisions of this Section 4 shall control.

Chapter 1 – Building Form Standards

The Building Form Standards chapter establishes the Urban Regulations for all future development in the Undeveloped Portion of the Historic Town Center and Transit Village Planning Sub-Districts of the HWDMP.

The Building Form Standards chapter includes a Regulating Plan that designates regulating zones for the different areas within the Undeveloped Portion of the Historic Town Center and Transit Village Planning Sub-Districts, a brief description of each zone, and detailed Building Form Standards for each zone. In order to accommodate a high level of diversity within the Sub-Districts, each zone has a distinct set of Building Form Standards that define the physical form of the built environment. The standards establish specific physical and use parameters for each regulating zone including:

- Building Placement
- Building Form
- Parking Location and Requirements
- Allowed Encroachments
- Allowed Frontage Types
- Allowed Use Types

Chapter 2 – Architectural Styles

The Architectural Styles chapter establishes the allowable Architectural Styles for all future development in the Undeveloped Portion of the Historic Town Center and Transit Village Planning Sub-Districts of the HWDMP.

The Architectural Styles chapter provides an overview of the allowable styles within the Undeveloped Portion of the Historic Town Center and Transit Village Planning Sub-Districts by describing the typical characteristics and providing photographic examples for each of the allowable Architectural Styles. The typical characteristics and photographs are not intended to be the exclusive characteristics that may reflect the applicable architectural style. The intent of these regulations is to limit the range of architectural expression within those Sub-Districts to ensure a reasonable level of architectural harmony, so that the public spaces defined by the private

development will be well-defined outdoor spaces conducive to the active public life envisioned by the General Plan.

Chapter 3 – Civic Space Standards

The Civic Space Standards chapter establishes the Civic Space and Open Space Regulations for the Undeveloped Portion of the Historic Town Center, Transit Village, and Hercules Point Sub-Districts of the HWDMP.

The Civic Space Standards chapter includes a Regulating Plan that designates Civic Space Types within the Historic Town Center and Transit Village Planning Sub-Districts and detailed Civic Space Standards for each type. These standards include:

- General Character
- Typical Size
- Frontage Requirements
- Typical Uses

Chapter 4 – Street and Circulation Standards

The Street and Circulation Standards chapter establishes regulations for Streets and Circulation or the Undeveloped Portion of the Historic Town Center, Transit Village, and Hercules Point Sub-Districts of the HWDMP.

The Street and Circulation Standards chapter includes a Street and Circulation Regulating Plan that designates Street and Circulation types within the Historic Town Center and Transit Village Planning Sub-Districts and detailed standards for each type. These standards include:

- Application
- Overall Width
- Lanes
- Edges
- Intersections

Chapter 5 – Appendix

The Appendix provides a definition for terms used throughout these regulations, green building resources, and supplemental transit information. Should a conflict arise between the definitions in the Appendix and definitions provided in the HWDMP or the Zoning Ordinance, the definitions in the Appendix shall take precedence.