



HERCULES BAYFRONT

Hercules, CA

Initial Planned Development Plan

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Hercules, CA

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Project Overview

HERCULES BAYFRONT Project Narrative

Hercules Bayfront is a transit oriented, traditional neighborhood mixed-use project within the Hercules Waterfront District. It has been initiated as the final stages of the Waterfront District Master Plan which was prepared in 1998-99 and unanimously adopted on July 25, 2000. The vision contained in the Waterfront District Master Plan was the catalyst for the development of the Community Charrette Based Central Hercules Plan adopted in 2001.

Hercules Bayfront is consistent with, and implements, the Waterfront District Master Plan, the Central Hercules Plan and the wishes of the community. 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.

The 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. The final vacant 40 acres have been divided into three distinct plans: Bayfront Boulevard Mixed-Use Area (which includes the Multi-Modal Transit Station), the Village, and the Bowl.

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 Bowl

Approx. 10 acres, Residential Units—289; Flex Space—2,500 sq. ft.; Office—26,000 sq. ft. {Also includes Lot-16: Residential Units—5; Flex Space—20,000 sq. ft.; Cafe—2,500 sq. ft.}

Situated on the historic factory town center, the Bowl has been carefully planned to integrate the existing historic factory Clubhouse, Administration Building and Queen Anne structures. 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 Bowl 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 portion of the Bowl area and will act as community space for the surrounding residents plus provide a transition from the lower Bayfront commercial area to the surrounding residential areas. Serving as the transition point to the commercial area, Lot-16 is designed with flex space and a neighborhood café at the street level and residential units with views of the bay on the top floors.



Project Overview

Bayfront Boulevard Mixed-Use and Multi-Modal Transit Station

Approx. 6 acres, Residential Units—170; Flex space—50,000 sq. ft.; Retail—27,000 sq. ft.; Office—55,000 sq. ft.; {Also includes Block J: Residential Units—71; Flex Space—8,000 sq. ft. AND Additional Development by Others on Bayfront Blvd.: Residential Units—36; Flex Space—20,000 sq. ft.}

Planned and partially built with a diagonal parked boulevard, this portion of the project is envisioned as a mixed-use, downtown district, comprised of a variety of dwelling types and businesses. The local residents in the Waterfront District have been anxiously awaiting the commercial and retail venues on Bayfront Boulevard. Consistent with the 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 train system.

Also consistent with the Waterfront District Master Plan and Central Hercules Plan, this area will include a new Multi-Modal Transit Station adjacent to the Refugio Creek and located at the middle position of the new rail platform. 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.

The Village

Approx. 23 acres, Residential Units—765; Flex space—81,500 sq. ft.; Retail—15,000 sq. ft.

Consistent with the City and community's vision of New Urbanism and Smart Growth, the Village 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 will have flexibility in plan to evolve over time. This area is also planned to have the tallest structures of perhaps eight stories 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.



How to Use this Document

Upon approval, this Initial Planned Development Plan will serve as a regulatory tool for the development of the Hercules Bayfront in the project area described in this document. It is designed for use by the developer, regulators, planners, architects and designers, and builders in their respective roles in developing this new urban district within the City of Hercules.

Section 1 of this document sets forth the basic urban design parameters for the development of the site. This section contains an overview of the site and its relationship to the surrounding area, a program table and phasing plan, street types and street sections describing the typical frontage conditions, site diagrams, and conceptual grading plans.

Sections 2 through 4 of this document provide more detailed explanations of the three sub-areas of the Hercules Bayfront – The Bowl, Bayfront Boulevard Mixed-Use and Multi-Modal Transit Station, and The Village. These three sections show sub-area plans, floor plate diagrams, building sections, and the general architectural character through perspectives and sketches.

Section 5 of this document provides supporting information for the planned development. This section contains a copy of the Basic Application for Development Review, an Initial Study and Environmental Checklist for the project, affordable housing information, and a market analysis.

The development standards set forth in this Initial Planned Development Plan will guide the more detailed design of buildings and site improvements that will be delineated in the Final Planned Development Plan and Form-Based Code for the project area. The guidelines contained in this Initial Planned Development Plan are meant to assure that the more detailed designs will comply with the pertinent City of Hercules regulatory documents so that the necessary approvals and entitlements are granted. At the same time, as a design tool this Initial Planned Development Plan offers a modicum of flexibility in the specific design of buildings and program in order to allow for a response to changing market demands over time.



Relationship to Existing Hercules Regulatory Documents

City of Hercules General Plan

The General Plan for the City of Hercules was amended as of _____, 2008 by resolution of the City Council for the 40-gross acre Hercules Bayfront property. The General Plan provides a vision for the future of Hercules and establishes long-range policy and a framework for what type of new growth should occur. The amendments included a particular focus on the Transit Oriented Development (TOD) concept for the undeveloped 40-acre Hercules Bayfront portion of the Waterfront District. The General Plan (Program 8.A.2) requires that the Waterfront District (HPI Site) be developed as a fully master planned and integrated community. In 1999-2000 the Waterfront District Master Plan was developed to meet this objective. While the policies and objectives of the 1997 General Plan provide some direction regarding the type and intensity of new development it acknowledges that the General Plan Land Use Diagram to be conceptual in nature for the Waterfront District (HPI Site). General Plan Objective 8 and its related policies and program contained in the Land Use Element provide some additional clarification regarding the policies related to the overall development approach to the Waterfront District but the General Plan did not contemplate the evolution of the Waterfront District into a Transit Oriented Development (TOD). So to provide additional clarification and specific direction regarding the type and intensity of new development within the Waterfront the City established a specific General Plan Refinement process for the Waterfront District (HPI Site). Consistent with this established process the most recent General Plan refinement dated October, 12, 2004 has been amended by action of the Planning Commission on _____, 2008 to incorporate the Transit Oriented Development concept proposed for the Hercules Bayfront property.

Waterfront District Master Plan

The Waterfront District Master Plan (WDMP) was approved by the City Council on July 25, 2000, and has subsequently been amended numerous times, most recently on October 12, 2004. The WDMP was adopted as a supplemental implementation document to the General Plan. The WDMP governs development with the 167-acre Waterfront District, regulating the types and locations of allowed uses, establishing the circulation network and distribution of open space, and defining permissible architecture for structures within the Waterfront District. The WDMP was specifically designed by its authors to further the General Plan policies, goals, and objectives which applied the Waterfront (HPI Site). The WDMP sets forth eleven specific purposes which guide development in the Waterfront District and implements the General Plan.

The Waterfront District Master Plan contains the following major elements to guide design and design review of development with in the District: 1) The Public Space Master Plan which consists of two elements: a) The Circulation Master Plan – which establishes the location and design of all public ways within the District; and b) The Open Space Master – which establishes the location and design of parks, greens, plazas, and trails in the District. 2) The Code – which defines the manner in which lots within blocks may be developed, which is set forth in four regulatory sections: a) The Regulating Plan; b) Urban Regulations; c) Architectural Regulations, and d) Landscape Regulations. On _____ 2008, the City Council amended the text and diagrams of the WDMP and Chapter 27 of the Zoning Ordinance and found these amendments to be in conformance with the General Plan for the City of Hercules for this Plan Area.

City of Hercules Zoning Ordinance

The WDMP was adopted in July 2000, as a supplemental implementation document to the General Plan and as a chapter of the Zoning Ordinance (Chapter 27). On _____ 2008, the City Council amended the form-based Zoning Regulation and Development Standards of the Waterfront District Master Plan and adopted the corresponding Zoning Text Amendment incorporating the amendments into Chapter 27 of the Zoning Ordinance. The amendments include additions and modifications to the text and diagrams of the: Public Space Master Plan - Circulation Master Plan and Open Space Master Plan; The Regulating Plan - Urban Regulations; Architectural Regulations, and Landscape Regulations for the 40 acre Hercules Bayfront property. To implement and enforce these amendments and the balance of the WDMP the Zoning Maps for the 40-acre Hercules Bayfront property shall be revised to read “Hercules Waterfront District Master Plan”. The Waterfront District Master Plan (Chapter 27) and Special Study Overlay District (Chapter 24) require that a Planned Development Plan (per Chapter 48 of the Zoning Ordinance) be prepared for properties contained in the Waterfront District. The Hercules Bayfront Planned Development Plan is intended to comply with these requirements and to be in conformance with the provisions of the Waterfront District Master Plan (Chapter 27), the Central Hercules Regulating Code (Chapter 28) and the Zoning Ordinance.

Central Hercules Plan Regulating Code

The WDMP as adopted and subsequently amended furthers the General Plan policies, goals, and objectives for the Waterfront District of Central Hercules Plan, and serves as the guiding General Plan and Zoning implementation document for this geographic area. The Plan Area lies within the geographical area covered by the Central Hercules Plan Regulating Code (Chapter 28 of the Zoning Ordinance). The Central Hercules Plan Regulating Code establishes the Waterfront District as one of four districts within the boundaries of the Central Hercules Plan. However, the Waterfront District Master Plan which was adopted prior to the Central Hercules Plan Regulating Code is a stand-alone document that regulates planning and development for this specific 167-acre geographic area. The CHPRC specifically states that the WDMP shall not be superseded by the provisions on the Central Hercules Plan Regulating Code. Where the provisions of the WDMP and the CHPRC are in conflict the WDMP shall prevail within the Waterfront District of the Central Hercules Plan Regulating Code. In matters were the WDMP is silent the provisions of the CHPRC apply. In matters where both the WDMP and the CHPRC are silent the provisions of the balance of the Zoning Ordinance shall take precedence. Therefore, with the exception of such matters which the WDMP is silent and the CHPRC contain specific requirements the Central Hercules Plan Regulating Code is not applicable to this Initial PDP or the 40-gross acre Hercules Bayfront Plan Area.