

MEMORANDUM

DATE January 11, 2018

TO Holly Smyth, Planning Director, City of Hercules
Victor Carniglia, Consultant for the City of Hercules, Municipal Resource Group, LLC

FROM Bruce Brubaker, Associate Principal, PlaceWorks

SUBJECT Bayshore Block Q&R Design Review and Conformity Analysis – Outstanding Design Issues

This is a summary of Design Review and Conformity issues for the BAR Architects Block Q&R Entitlement Package submittal dated November 02, 2017. These comments are drawn from the following sources: discussion with Holly Smyth and Victor Carniglia, in-house review of project by Bruce Brubaker, Architect, and Bob Birkeland, Landscape Architect, of PlaceWorks, and comments at an “All Hands” meeting with the Applicant team and staff from Fire and Police as well as City of Hercules Planning and Public Works.

1. COMPLETENESS REVIEW

Staff and consultant reviewed the Applicant’s submittal dated November 02, 2017 for completeness. A letter listing outstanding items was sent November 30, 2017. Many, but not all, of the outstanding items have been submitted as of the date of this memo. The completeness letter was discussed at the All Hands meeting, and Applicant has committed to submitting them as soon as possible.

2. GENERAL DESIGN ISSUES FOR BUILDING LAYOUT AND DESIGN

A. General Comments

1. Break between Block Q and Block R: the regulatory document for this project is the Waterfront District Master Plan (the Form Based Code, or FBC). The Street and Circulation Standards in the FBC shows a block structure that divides Block Q and Block R with a continuous space (in some diagrams this space contains a street). The submitted plans show a single building across both Block Q and Block R, with two separate courtyards - one facing towards the Bay and one facing away – rather than a through space. Following is a discussion of the code compliance of this arrangement.
 - View Connection. The through connection between Block Q and Block R could potentially provide a view from John Muir Parkway through the buildings towards the Bay beyond. However, a careful review of the drawings show that this view connection would not be possible with any arrangement, because the elevation of the ground level at the building is higher than the elevation on John Muir Parkway, and also because the edge of the neighboring Muir Point houses, when complete, will block the view. Therefore, a view connection to the Bay is not possible, and is not required.

- Vehicular Connection. The through connection could potentially provide vehicular access to the eastern edge of the project. However, there is not a street on the east side of the project, so a vehicle connection is not needed, and is not required.
 - Pedestrian Connection. The through connection could provide pedestrian circulation. The Form Based Code puts a strong emphasis on a pedestrian environment by having a walkable scale of blocks as done in traditional downtowns. For this reason, the Applicant should consider ways to allow pedestrian connectivity across the block. This could be done by creating a pedestrian passage from one courtyard to the other all the way through the building. This would benefit residents and other pedestrians, and could be handled the same as in the plans for Block N, with limited hours for public access.
 - Massing. The through connection provides a strong break in the mass of the building. As mentioned, the Applicant's plans show two courtyards, one in each direction. This design achieves this break, especially on the side away from the Bay. However, there is a multi-story bridge shown across the opening at the courtyard facing the Bay. This bridge will potentially make the block read more like a single long building than is desirable. For this reason, the Applicant should reduce the massive appearance of the bridges as much as possible. This means moving the bridge back as far as possible from the street edge of the building. In addition, the structure and railings on the bridge should be as lightweight and transparent as possible. Lastly, the Applicant should provide a photo simulation of this part of the building from a ground level vantage point, for discussion.
2. Additional Perspectives: In addition to the photo simulation requested above, a request was made for additional perspective views in a photo simulation style from John Muir Parkway.
 3. Additional Site Sections: A request was also made for additional sections showing neighboring development.
 4. Linus Pauling EVA Connection: Applicant has provided several alternatives for a cul-de-sac turnaround and EVA connection at Linus Pauling Drive in a drawing by BKF dated Dec 15, 2017. This drawing should be included in the revised set of drawings. The Fire Department prefers the cul-de-sac alternative closest to the Northwest corner of the building, with a direct EVA access to the extension of the Loop Road. Note: in addition to being required for Block Q & R, this improvement will be required of Bio Rad when approving any future development on that site.
 5. Width of Loop Road Extension. The EVA heading northeast from the end of the Loop Road should be shown on drawings as 15' + 26' + 15' total width, per Fire Department requirements. This includes a 15' setback to any future Block P building from the 26' EVA.

B. Form Based Code Analysis

In this document, Blocks Q and R fall into two Regulating Zones: T5-MST and T5-VN. A review of the key regulations show the proposed project does a good job of following the code. Areas of consistency are as follows, with discrepancies noted. *Complies* means it satisfies requirements; *N/A* means Not Applicable:

Zone T5-MST (buildings abutting John Muir Parkway):

- Height. 2-4 stories allowed – *Complies*. Ground Floor Level – *Complies*. Ground and Upper Floor clear heights – *Complies*
- Land Use Type. For a Mixed Use project, residential component, Multi-Family Residential use is permitted on second floor or behind ground-floor uses. *Complies*.
- Setbacks. Primary Street = 0'. *The property line curves along John Muir and the building complies with this standard in spirit*. Secondary Street (Loop Road) = 0'. *Complies*. Side Setback = 0' to 5'. *The south side of the site borders open space and not another buildable site or a street and contains an EVA – N/A*. Rear Setback – N/A
- Lot Size. Minimum 100' x 75'. *Complies*.
- Footprint. 30' min ground floor depth – *Complies*.
- Miscellaneous. Setback continues around corner – *Complies*. Distance between Ground floor entries – ***Does not comply – see #1 below***. Upper floors have entry on Primary Street – *Complies*. Services not on Primary Street – *Complies*. Buildings wider than 150' must be designed to read as a series of buildings no wider than 100' – *Complies*.
- Frontage Types and Encroachments. Shopfront allowed – *Complies*. Awning depth 4' to 10' – ***Confirm that Awnings at Shopfront are between 4' and 10' deep – see #2 below***. Arcade allowed. No greater than 14' – ***Confirm that Arcade over sidewalk is no wider than 14' – see #3 below***.
- Parking. Number of spaces – *Complies*. Drive width maximum 20' allowed – *Complies*.
- Architectural Standards. The building proposed in the T5-MST zone follows the Gold Rush architectural style as described in the FBC, Chapter 2. This style is allowed in this zone. A review of the Gold Rush Style summary sheets shows the proposed project generally meets the standards, with the following exception: ***the Code states the building should have “Brick or brick veneer walls” -see #4 below***.

Zone T5-VN (buildings along Loop Road and in rear of site):

- Height. 2-4 stories allowed – *Complies*. Ground Floor Level – 18" min. if residential (entries may be 0-6") – *Complies*. Ground and Upper Floor clear heights – *Complies*
- Land Use Type. Multi-Family Residential use is permitted – *Complies*.
- Setbacks. Primary Street = N/A. Secondary Street (Loop Road) = 8' to 12' – *Complies*. Side Setback = 0' min. – *Complies*. Rear Setback = 5' min. – *Complies*.
- Lot Size. Minimum 100' x 75'. *Complies*.
- Footprint. Lot Coverage – Minimum 50% – *Complies*. 12' min ground floor residential depth – *Complies*.
- Miscellaneous. Setback continues around corner – N/A. Distance between Ground floor entries 100' max – *Complies*. Upper floors have entry on Primary Street, Civic Space, or Forecourt – *Complies*. Services not on Primary Street – *Complies*. Buildings wider than 150'

must be designed to read as a series of buildings no wider than 100' – *requirement not met – see #5 below.*

- Frontage Types and Encroachments. Stoops allowed– *Complies*. Depth of stoops 4' minimum – *Complies*. Height of stoops 9' minimum – *Complies*. Doors covered or recessed – *Complies*. Note: the main entry to residential building on the Loop Road could be considered an Arcade or Gallery Frontage Type, which is not explicitly allowed in this zone. However, the design is architecturally appropriate so we recommend allowing this.
- Parking. Number of spaces – *Complies*. Driveway width - maximum 20' allowed – *Complies*.
- Architectural Standards. The buildings proposed in the T5-VN zone follows the Victorian architectural style as described in the FBC, Chapter 2. This style is allowed in this zone. A review of the Victorian Style summary sheets shows the proposed project generally meets the standards, with the following exceptions: *The building should have "Wood siding or cement-fiber equivalent". See #6 below. The building should be "...grounded by a continuous base". See #7 below. A "continuous, deep ...cornice provides an appropriate cap for the building". See #8 below.*

Summary of Code Compliance Issues to Resolve, from Code Analysis Above:

1. Along the John Muir Parkway frontage, the distance between ground floor entries should be no more than 50' maximum. It appears this can be solved by putting a street entry into the "Internet Café/Lounge space".
2. No information is provided regarding awnings at the John Muir Parkway façade. Provide layout and dimensions that shows that awnings are between 4' and 10' deep.
3. Confirm that the Arcade over the sidewalk is no deeper than 14'. Also, show columns for the Arcade on Floor Plans Sheet A-06 and A-07. Finally, ensure that scale of the columns is appropriate to the overall scale of the building.
4. The long side of the building does not appear to be a series of buildings no wider than 100'. The total length of the façade along the Loop Road is 470', which would require the building's appearance to read as a series of five buildings. The North Elevation on A-12 gives an appearance of four buildings, two of which are very long. Add another siding material and/or color on the recessed part of the Victorian buildings.
5. For the "Gold Rush Style" buildings, neither of the two building forms is shown with brick or brick veneer; one is cement plaster while the other is cement board siding. Change to brick or brick veneer for both buildings. Style 1 should be different material from Style 2. Consider use of gray brick or another color to contrast with red brick building.
6. For the "Victorian" buildings, there are portions of the building that show a stucco finish. Although the FBC does not mention stucco, this material was often used at the rear and interiors of Victorian buildings in San Francisco. Therefore, stucco may be suitable for the rear facades and podium courtyards, but the buildings most visible from John Muir Parkway and the Loop Road

should be wood siding or cement board. Change Victorian Building 1 on both sides of the block to wood or cement-fiber siding.

7. The “Victorian” buildings have tall ground floors, but they are not visually connected by a continuous base as required by the FBC. For Victorian Building 1 on both sides of the block, a continuous belt trim or other detail within each sub-façade should provide a stronger base for the upper floors to sit on.
8. The cornices shown in the Victorian 1 and Victorian 2 styles are all very similar in detail, scale, and material. More variety for the cornices at the different sub-facades would help give more differentiation and break up the long facades.

C. Other Design Comments.

Perspective View Comments.

1. View of John Muir and Loop Road. The blue corner element is set out from the surrounding building walls, but the floor plans do not match this. Change the floor plans to show the pop-out, and ensure the scale of the pop-out in plan matches the perspective. Also, the building recess at the entry lobby on John Muir Parkway looks quite substantial in both perspectives. Ensure the recess in plan matches the scale of the recess in the perspectives.
2. Details of railings. Show example photos of anticipated railing types for all balconies, bridges, and podium spaces. Railings should be different in the different building types (Victorian 1, Victorian 2, Gold Rush 1, Gold Rush 2).

Site Plan Comments.

3. Fencing locations. Please show proposed fencing for the site, including height and materials, on a new plan sheet or clearly delineated on an existing site plan sheet. Show locations of all gates and provide a written strategy for allowing public access and fire and police access.
4. Fire Access. Provide a separate fire access route map showing access for vehicles, as well as firefighter access into podium courtyards and the buildings. Show hydrant locations, FDC's, and standpipes.

Floor Plan Comments.

5. Internet Café/Lounge. The space does not show an entry from the sidewalk. As mentioned, this should have an entry to sidewalk to satisfy code requirement of an entry per 50', to provide additional interest along the sidewalk, and in case it becomes public in future.
6. Doors along Sidewalk. Any doors or gates opening out onto the sidewalk should not impede progress of pedestrians; change doors to inswinging, or if required to swing out due to egress, recess the doors.

7. Sidewalk Obstructions. Provide details regarding type of signage and landscaping, if any, will be allowed along the two sidewalks, and how it will be regulated.
8. Entry Lobbies. Clearly label Elevator locations on all floors. In addition, the lobby on John Muir Parkway does not have a stair that continues to upper levels. Attractive and convenient stairs for residents to use instead of elevators should be provided. Also, floor plans on Sheet A-9 and A-10 do not show the stair at the Loop Road entry correctly.
9. Trash Pick-up. Sheet A-06 shows a Trash Room next to the vehicle entry to the garages. Relocate Trash Room to the other side (uphill side) of the garage entry. Provide a written description of the trash collection and pick-up process for future residents and trash service provider. Note - Republic Services (trash service provider) to review plans before approval.
10. Move-in Plan. Relocate Move-in Path shown on Sheet A-06 to the other side (uphill side) of the garage entry. Where do moving trucks/vans park? Provide a written description of Move-in process.
11. EVA Obstructions. In areas of planned amenity use on the EVA, provide details regarding how the EVA will be regulated to remain unobstructed in the future.
12. Bike Storage. Easily accessed bike storage should be provided for all residents. There is good bike storage on Floor 1 of the parking garage, but this storage is not convenient to the residents closer to John Muir Parkway. Additional bike storage should be identified.
13. Parking Access. Is one parking entry enough for 304 cars? Provide a letter from a licensed Transportation Engineer or Planner stating this is within best practice guidelines for parking structures.
14. Gates at Parking Access. Provide details of gates at parking access drive, if any. Gates should be recessed back from the sidewalk. Corners at driveway should be chamfered or windows provided to give visibility to pedestrians crossing the driveway. Also, provide a description of how the parking access will safely interface with pedestrians at the sidewalk.
15. Electric Vehicle Charging. Show electric charging spaces for vehicles on parking level plans.
16. Design of Parking Spaces. The spaces shown in the plans seem to be entirely compact spaces, along with accessible spaces. Please note standard, compact and accessible spaces, and provide dimensions showing width and depth of spaces and aisles. Note - there is enough space between the columns to swing car doors open, but if shear walls are required, any spaces adjacent to walls will need to be enlarged. Typical code language requires additional 2" where parking stall abuts a fence, wall or other obstruction.
17. Parking for Future Commercial Uses. Provide a strategy for how parking will be accommodated if the ground floor spaces along John Muir Parkway are converted to publically accessible commercial uses.

18. Fire Access to Parking Structure. Access to the upper level of parking is through the lower level. Demonstrate this arrangement is safe by providing a letter from a Fire Code Consultant showing how Fire Department access will be provided. Add a direct access point to the upper level parking area from the EVA along the east side.
19. Entry Stair to Podium Courtyard at Loop Road. The scissor stair shown is not acceptable to the Fire Department. Revise to accommodate ladder access by providing removable railings, or a straight or L-shaped stair, to meet Fire Department requirements.

D. Landscape Comments

1. Material Plans

- Show locations and example photos of fencing types, including exterior fences and space defining fences on podium courtyards.
- Provide cross-sections showing landscape for the Loop Road and the EVA at all three sides of Block Q & R.
- Ensure West Podium “Break-out Space” allows for egress. Drawing shows conflict between furnishings and door swings.
- Four tree cut-outs or planters for “elbow” of Loop Road should be enlarged—5’ wide would still fit the space.
- Narrow planter at south corner of East Podium is too narrow for 36” box Crape Myrtles.

2. Planting Legend and Notes

- Platanus trees on John Muir Parkway are shown on Street Level Planting Plan, but they are existing trees, correct? Please clarify what is existing and what is proposed in the project.
- Consider reducing size of tree boxes to achieve better tree growth in long-term. Proposed 36” box sizes will be challenge to site in some of the narrow planter areas proposed. At least consider varying sizes to accommodate actual planter conditions proposed.
- Shrubs, grasses, or perennials are not called out at this submittal.
- Planting notes call for plants to be minimum 3 feet from back of curb or edge of planter—this is not followed in the planting plan.

3. Planting Plans

- Oak trees in south corner of project are in area with ample room for root and branch growth. Ensure that oak trees in West Podium also have ample room for root and branch growth.
- Oak trees along southern façade / EVA access (as space narrows towards the northeast) will be challenging to maintain long-term. Consider more upright/fastigiated trees and create “grove” effect as portrayed in existing plan.

- Consider replacing Red Bud trees at four planters at “elbow” of Loop Road. These trees are small and delicate—larger, taller tree would be more effective and provide shade and sense of entry.
- Crape Myrtles at 36” box size in some areas of the East Podium planters are too large for the planters. Consider 15 gallon size.
- Consider downsizing Myrtles in some areas or centering all trees. Remove Myrtles from narrow planters or plant 15-gallon specimens.
- At maturity, olive trees at the NE end of the terrace will conflict with Bay Laurel hedge—suggest adjusting planter layout to accommodate both in proper mature growth spacing.
- Planter width for Bay Laurel hedge is narrow, as little as 3’ wide. Ensure plant container sizing is appropriate for healthy growth and long-term maintenance and viability
- Trees planted along EVA should be a more columnar shape. Review species with Fire Department.

4. Irrigation, Lighting, Site Furnishing Plans

- Irrigation Plans are incomplete at this point, no review.
- Provide example photos of light fixtures and poles. Light fixtures along the Loop Road street should match City standards for the waterfront area.
- Lighting should consider Dark Sky certification criteria to reduce light pollution—there are significant habitat areas adjacent to this project.
- Coordinate L1 “Catenary Fixture – hung from cables” overhead lighting with fire access.
- Is there any building-mounted lighting on John Muir Parkway or the loop road?
- Site furnishings are depicted as general character images in this submittal – no comments.

E. Other items to be shown on Drawings.

1. The scale on Drawings L5.00 and L5.01 should be shown, whether through a scale bar or noted in the title block. Sections on these drawings do not appear to be at a typical scale.
2. Show locations for utility boxes, risers, and backflow preventers visible from public right-of-way.
3. Provide additional information on materials on soffit undersides at exterior vehicular and pedestrian passageways, bridges and arcades.
4. Provide typical approach regarding location of building numbers on exterior elevations. Ensure they are well lit at night.

3. PUBLIC WORKS COMMENTS

1. Provide a way for vehicles to turn around on the Loop Road (including trash pick-up). Construct the entire Loop Road and connect back to John Muir Parkway, or provide a temporary turn-around per City standards, to be removed when the next phase is built.

2. Show an easement for Storm Drainage maintenance where provided.
3. Confirm street abandonment for the end of Linus Pauling Drive beyond the new cul-de-sac ending.
4. Show Slope Easement from Bio Rad property on a site drawing. Settle easement prior to building permit issuance.
5. Provide a gate for emergency vehicle access at the EVA on John Muir Parkway between the North Channel and the building.
6. Show cross-sections, with dimensions, for the EVA on all three sides of Block Q&R.
7. Pipes shall be 12" minimum.
8. Provide replacement parking for the on-street parking lost because the two planned street connections (from Loop Road up to Linus Pauling Drive and the connecting road between Block Q and Block R) are not being built.

4. RODEO-HERCULES FIRE DISTRICT REVIEW

Fire District Comments will be provided in a separate letter.