

EXHIBIT B

**PROPOSED GRAPHIC AMENDMENTS
TO THE WATERFRONT DISTRICT MASTER PLAN**

Following are the applicant, Hercules Bayfront, LLC's, proposed graphic amendments to the Waterfront District Master Plan ("WDMP"):

EXHIBIT B (1): Summary of Changes

Amend text of “**Section 3.3: Administration Of The Code**” (§ 10(J) of the Initiative) as follows (additions are shown in underline):

The planning that has already taken place for the Undeveloped Portions of The Historic Town Center, Transit Village and Hercules Point Sub-Districts (as defined in Section 4, Chapter 5), including adoption of the Waterfront Now Initiative in 2008 and approval of certain additional Design and Circulation Revisions to the WDMP and related approvals in 2010, has satisfied the purposes of master planning as set forth in Chapter 48, Planned Development Plans, of the Hercules Zoning Ordinance....

The following pages reflect a redline and final version of the changes described above.

Notwithstanding any other provision of the Hercules Waterfront District Master Plan, this Section 2 of the Hercules Waterfront District Master Plan does not apply to the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts (as that term is defined in Section 4, Chapter 5). Instead, the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts is subject to Section 4 below.

H. The last paragraph of Section “3.1 Intent Of The Code” of the Hercules Waterfront District Master Plan is amended to reflect the following:

For the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts (as that term is defined in Section 4, Chapter 5), the form-based code set forth in Section 4 below translates the goals and visions of the Waterfront District Master Plan into prescriptive standards and pointed guidelines that facilitate new development projects with a high level of urban design, architecture and landscaping. The design of all buildings, site improvements, signs and other appurtenances within **other parts** of the District shall be regulated and approved in accordance with the provisions of this Section 3.

I. Section “3.2 Organization and Use of the Code” of the Hercules Waterfront District Master Plan is amended to add the following at the end:

The form-based code applicable to the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts (as that term is defined in Section 4, Chapter 5) is set forth in Section 4 below. Notwithstanding any other provision of the Hercules Waterfront District Master Plan, the Historic Town Center Sub-District Plan that was adopted by the City Council on October 12, 2004 does not apply to any part of the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts.

Section 4 contains an introduction and five chapters, which include the urban and architectural regulations, development standards and design guidelines applicable to the Undeveloped Portion of The Historic Town Center, Transit Village and Hercules Point Sub-Districts. The methods, materials, and forms prescribed in Section 4 are standard. In the event of any conflict between Section 4 and the rest of the Hercules Waterfront District Master Plan, Section 4 shall control.

J. Section “3.3 Administration Of The Code” of the Hercules Waterfront District Master Plan is amended to add the following at the end:

The planning that has already taken place for the Undeveloped Portions of The Historic Town Center, Transit Village and Hercules Point Sub-Districts (as defined in Section 4, Chapter 5), including adoption of the Waterfront Now Initiative in 2008, has satisfied the purposes of master planning as set forth in Chapter 48, Planned Development Plans, of the Hercules Zoning Ordinance. Accordingly, none of the additional plans referenced in Chapter 48 shall be required for that area, except for final planned development plans (see Zoning Ordinance section 48.500). Specifically, no additional conceptual planned development plan (see Zoning Ordinance section 48.300), or initial planned development plan (see Zoning Ordinance section 48.400), shall be required for development within the Undeveloped Portions of The Historic Town Center, Transit Village and Hercules Point Sub-Districts (as defined in Section 4, Chapter 5).

and approval of certain additional Design and Circulation Revisions to the WDMP and related approvals in 2010,

The final planned development plan or plans for the Undeveloped Portions of The Historic Town Center, Transit Village and Hercules Point Sub-Districts (as defined in Section 4, Chapter 5) shall be processed according to Chapter 48 and all other applicable provisions of the Zoning Ordinance, with the following exceptions to that process: 1) the processing requirements shall not

Notwithstanding any other provision of the Hercules Waterfront District Master Plan, this Section 2 of the Hercules Waterfront District Master Plan does not apply to the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts (as that term is defined in Section 4, Chapter 5). Instead, the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts is subject to Section 4 below.

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For the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts (as that term is defined in Section 4, Chapter 5), the form-based code set forth in Section 4 below translates the goals and visions of the Waterfront District Master Plan into prescriptive standards and pointed guidelines that facilitate new development projects with a high level of urban design, architecture and landscaping. The design of all buildings, site improvements, signs and other appurtenances within other parts of the District shall be regulated and approved in accordance with the provisions of this Section 3.

I. Section “3.2 Organization and Use of the Code” of the Hercules Waterfront District Master Plan is amended to add the following at the end:

The form-based code applicable to the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts (as that term is defined in Section 4, Chapter 5) is set forth in Section 4 below. Notwithstanding any other provision of the Hercules Waterfront District Master Plan, the Historic Town Center Sub-District Plan that was adopted by the City Council on October 12, 2004 does not apply to any part of the Undeveloped Portion of the Historic Town Center, Transit Village and Hercules Point Sub-Districts.

Section 4 contains an introduction and five chapters, which include the urban and architectural regulations, development standards and design guidelines applicable to the Undeveloped Portion of The Historic Town Center, Transit Village and Hercules Point Sub-Districts. The methods, materials, and forms prescribed in Section 4 are standard. In the event of any conflict between Section 4 and the rest of the Hercules Waterfront District Master Plan, Section 4 shall control.

J. Section “3.3 Administration Of The Code” of the Hercules Waterfront District Master Plan is amended to add the following at the end:

The planning that has already taken place for the Undeveloped Portions of The Historic Town Center, Transit Village and Hercules Point Sub-Districts (as defined in Section 4, Chapter 5), including adoption of the Waterfront Now Initiative in 2008, and approval of certain additional Design and Circulation Revisions to the WDMP and related approvals in 2010, has satisfied the purposes of master planning as set forth in Chapter 48, Planned Development Plans, of the Hercules Zoning Ordinance. Accordingly, none of the additional plans referenced in Chapter 48 shall be required for that area, except for final planned development plans (see Zoning Ordinance section 48.500). Specifically, no additional conceptual planned development plan (see Zoning Ordinance section 48.300), or initial planned development plan (see Zoning Ordinance section 48.400), shall be required for development within the Undeveloped Portions of The Historic Town Center, Transit Village and Hercules Point Sub-Districts (as defined in Section 4, Chapter 5).

The final planned development plan or plans for the Undeveloped Portions of The Historic Town Center, Transit Village and Hercules Point Sub-Districts (as defined in Section 4, Chapter 5) shall be processed according to Chapter 48 and all other applicable provisions of the Zoning Ordinance, with the following exceptions to that process: 1) the processing requirements shall not

EXHIBIT B (2): Summary of Changes

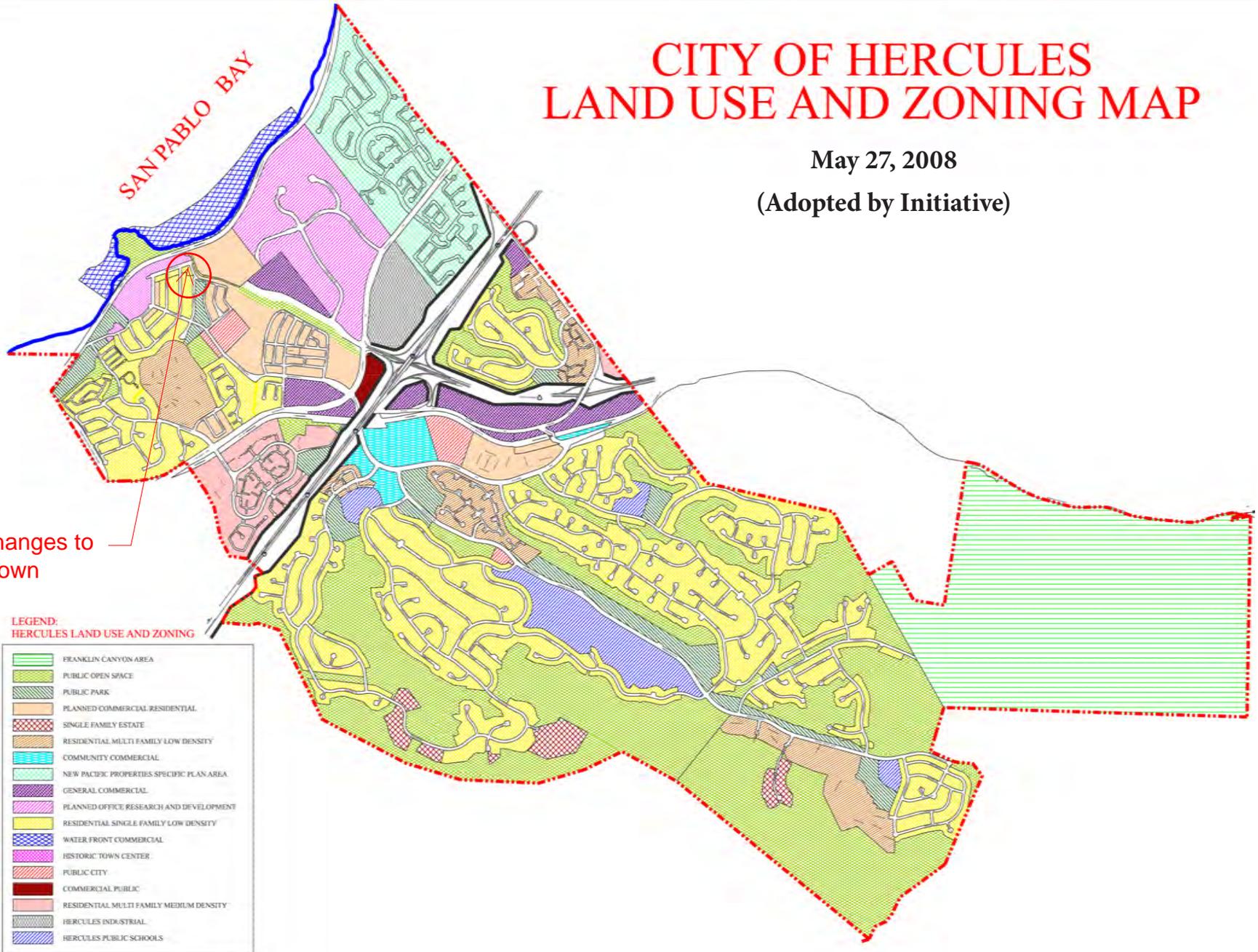
Amend “**City of Hercules Land Use and Zoning Map**” so that Block J within the Hercules Bayfront Project is re-colored to reflect a change from Single Family Residential to Historic Town Center zoning designation.

The following pages reflect a redline and final version of this change.

CITY OF HERCULES LAND USE AND ZONING MAP

May 27, 2008

(Adopted by Initiative)



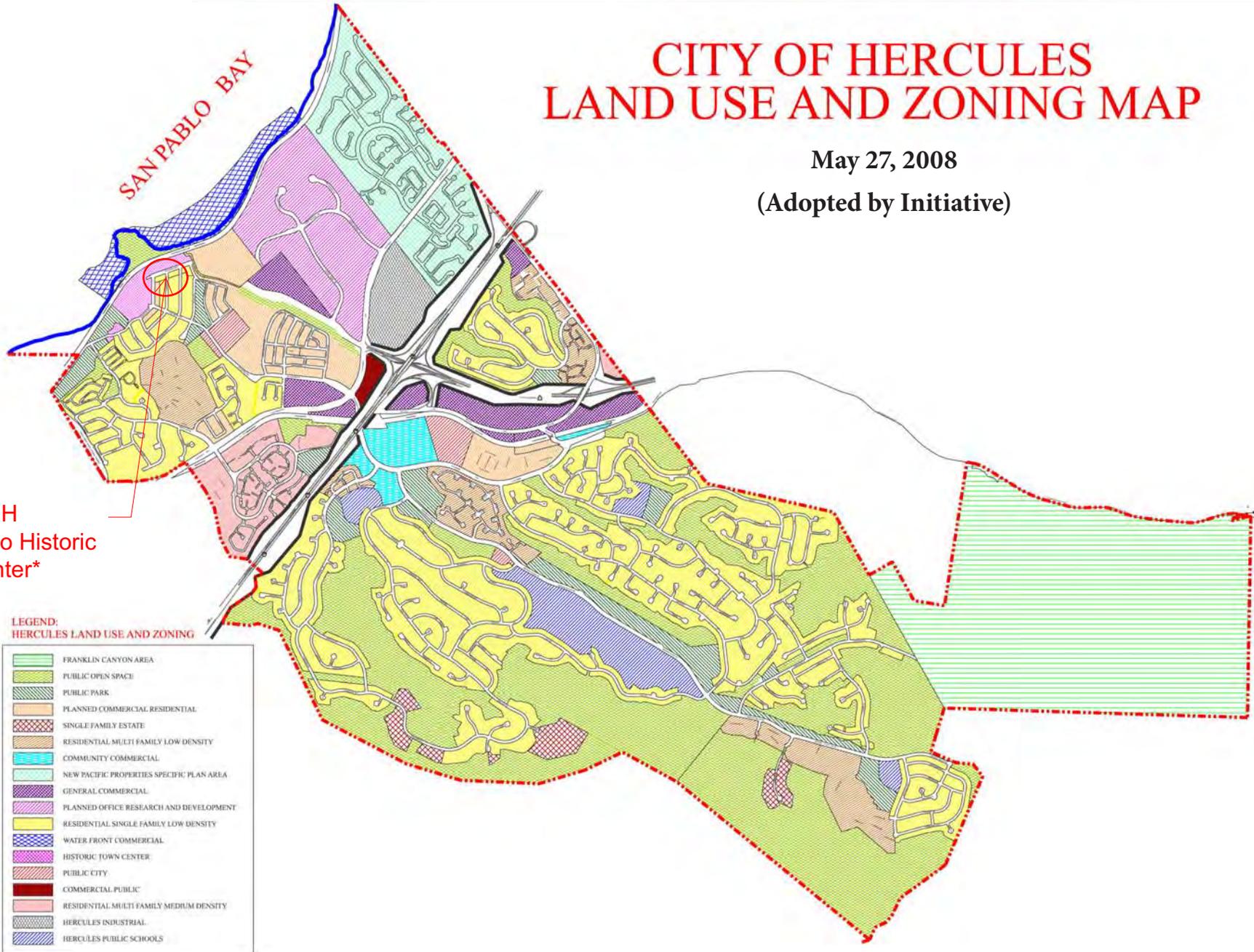
Block J changes to
Historic Town
Center

Exhibit B

CITY OF HERCULES LAND USE AND ZONING MAP

May 27, 2008

(Adopted by Initiative)



Blocks F, H
changes to Historic
Town Center*

* Response to letter from David Cury, Manager, Bayfront Hercules, dated October 20, 2011, requesting the zone designation change for parcels "F" and "H" from "Residential Single Family Low Density", to "Historic Town Center". This modification is being made pursuant to the conditions setout in HBL's Letter Agreement, dated October 20, 2011, executed by Mr. Cury on October 21, 2011.

Exhibit B

CITY OF HERCULES LAND USE AND ZONING MAP

October 24, 2011
(Proposed Revisions)

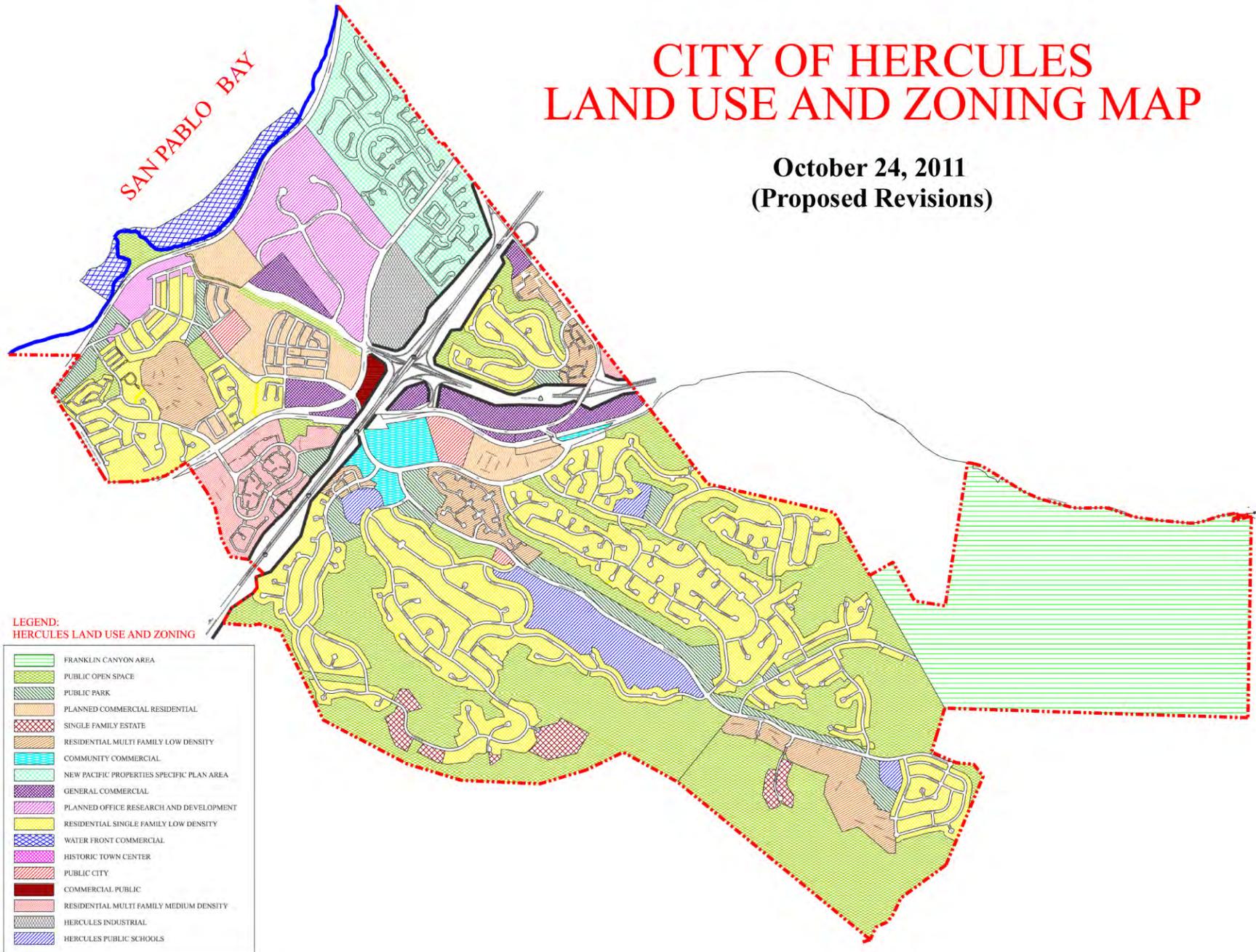


EXHIBIT B (3): Summary of Changes

The portions of the “**Conceptual District Master Plan**” diagram and the “**Planning Sub-District**” diagram (**attached as Exhibit F to the Initiative page 2 of WDMP**) that depict the Applicant’s Property are hereby amended to reflect Exhibit B (3) to this Application (Revised “Conceptual District Master Plan” and the “Planning Sub-District” diagram dated October 5, 2009). This revised diagram reflects the proposed reconfiguration of the block pattern as follows:

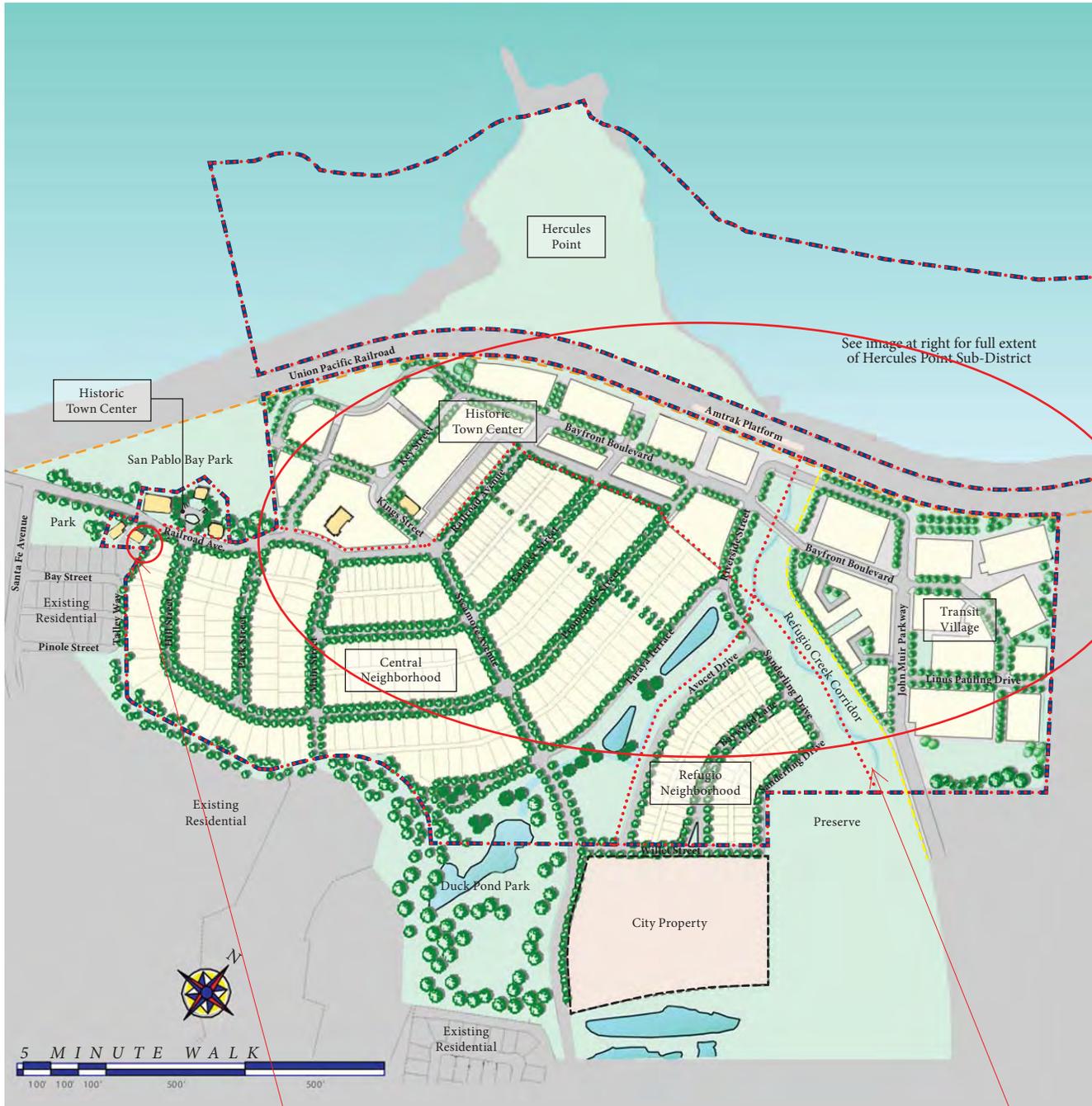
1. Bayfront Boulevard
 - i. The removal of the at-grade railroad crossing between Blocks D and E
 - ii. The inclusion of a pedestrian over-crossing which was accommodated by:
 1. The merger of Lot 16 and Block D
 2. The introduction of a plaza to house a bridge and ramp system between Blocks D and E
 3. The shift of Blocks E and G to the north
 4. The reduction of size of Block I which resulted in the civic building on Block I being relocated to Block J
2. Crescent Heights
 - i. Division of Block C into Blocks C1, C2, C3 in order to accommodate the merger of Lot 16 and Block D for the pedestrian over-crossing
 - ii. The replacement of Neighborhood Street II which separated between Block A1 and A2, with Edge Street which will run along the edge of the property lines. This results in a combined Block A
 - iii. The integration of a Blocks B1, B2, and B3 into one Block B
 - iv. The addition of Sycamore Plaza adjacent to the Administration Building which shifts Town Center Street II to the south adjacent to Block C1
 - v. The straightening of Main Street between Blocks A and C1
3. The Village
 - i. The straightening of Neighborhood Street II and the block pattern in The Transit Village to maintain view corridors to San Pablo Bay and to create a more regular circulation pattern
 - ii. The readjustment of Transit Loop Drive to accommodate a larger transit parking garage located on Block K
 - iii. The elimination of Block S
 - iv. The integration of Blocks N1, N2, and N3 into one Block N

Only the portion of the diagram that reflects the Applicant’s Property is amended; the rest of the diagram is included for context and reference only and is not amended by the Design and Circulation Revisions.

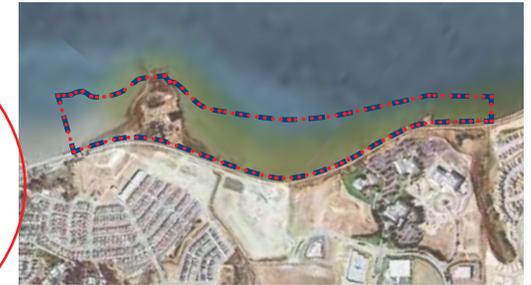
The following pages reflect a redline and final version of the changes described above.

Conceptual District Master Plan - with Planning Sub-Districts

May 27, 2008
(Adopted by Initiative)



Extent of Hercules Point Sub-District



Legend

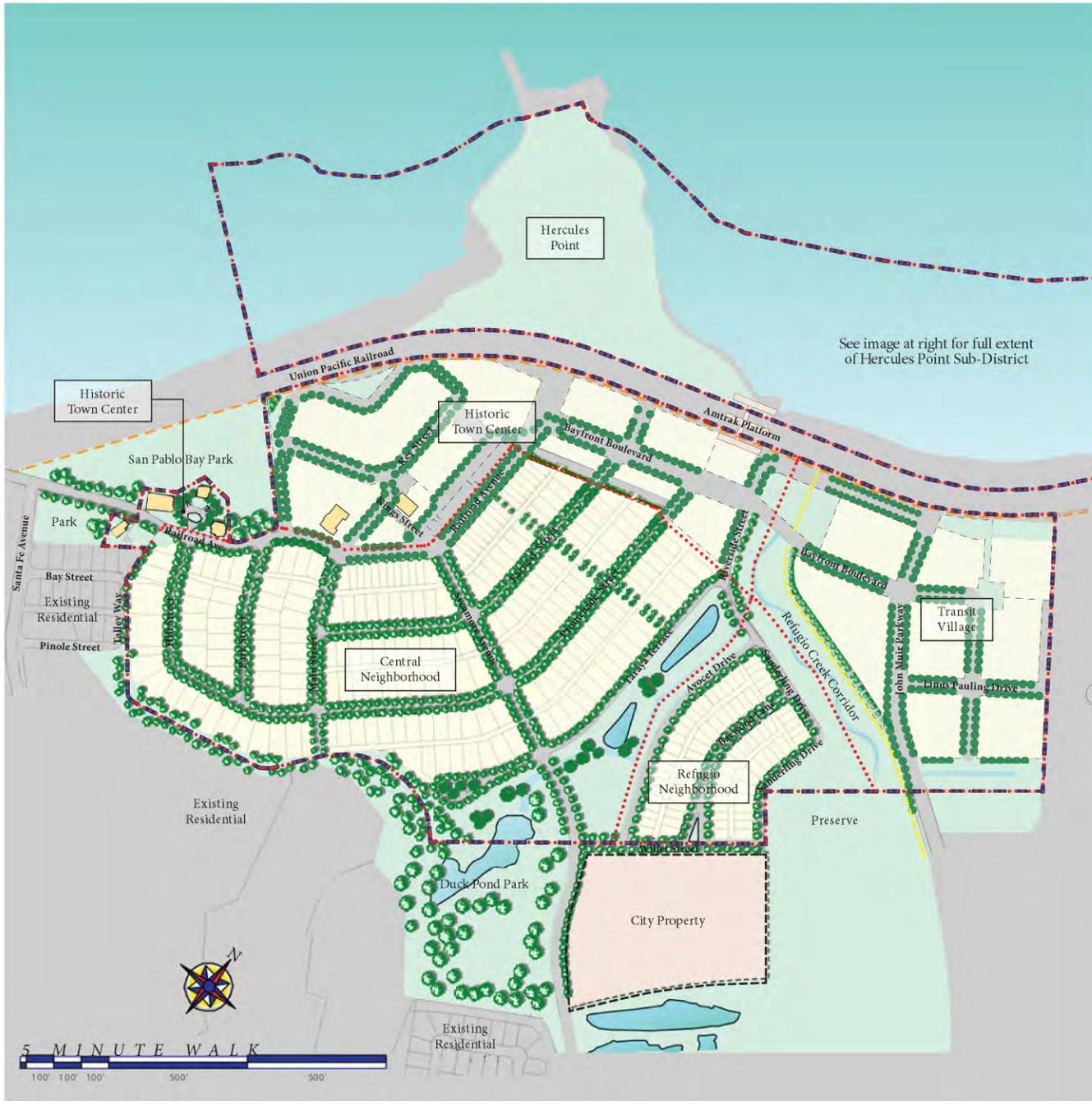
- District Blocks
- Historic Building Restored
- Public Park or Green
- Area of Future Development
- Waterfront District Boundary
- Sub-District Boundary
- Bay Trail
- Bay Trail Connector

Deletion of building footprint that does not exist

Re-configured block pattern

Exhibit F

EXHIBIT B (3)



Conceptual District Master Plan - with Planning Sub-Districts

October 5, 2009
(Proposed Revisions)

Extent of Hercules Point Sub-District



Legend

- District Blocks
- Historic Building Restored
- Public Park or Green
- Area of Future Development
- Waterfront District Boundary
- Sub-District Boundary
- Bay Trail
- Bay Trail Connector

Exhibit F

SUBMITTED: October 5, 2009

EXHIBIT B (4): Summary of Changes

Delete the three renderings on **page ii in Exhibit I to the Initiative** (Form-Based Code). The following pages reflect a redline and final version of this change.

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.

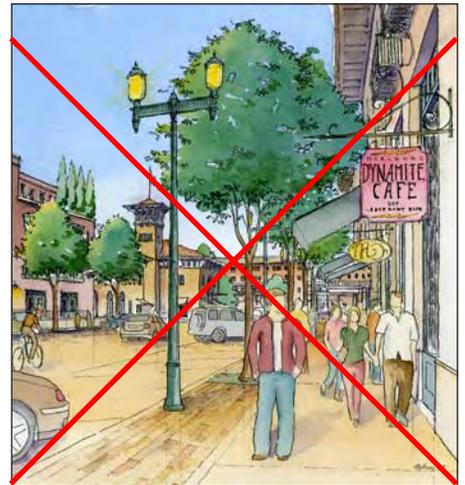
The Hercules Waterfront District within the Central Hercules Plan is located on the former factory town site of the Hercules Powder Company (the City’s namesake). In the 1980’s, the property owner and the State of California initiated a remediation program for the Waterfront and nearby portions of Central 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.



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.

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EXHIBIT B (5): Summary of Changes

The portions of the “**Conceptual Illustrative Plan**” diagram (p. iii of **Exhibit I to Initiative**) that depict the Applicant’s Property are amended to reflect attached Exhibit B (5) to this Application (Revised “Conceptual Illustrative Plan” dated October 5, 2009). This revised diagram updates the Conceptual Illustrative Plan base map with the proposed reconfigured block pattern described in Exhibit B (3) (Revised “Conceptual District Master Plan” and the “Planning Sub-District” diagram dated October 5, 2009).

Only the portion of the Conceptual Illustrative Plan that depicts the Applicant’s Property is amended; the rest of this plan is included for context and reference only and is not amended by the Proposed Revisions.

The following pages reflect a redline and final version of the changes described above.



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.

HWDMP Sub-District Amendments
Opticos Design, Inc.

(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.



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.

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(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.

EXHIBIT B (6): Summary of Changes

The portions of the "**Building Form Regulation Plan**" diagram (**p. 1-3 in Exhibit I to Initiative**) that depict the Applicant's Property are hereby amended to reflect attached Exhibit B (6) to this Application (Revised "Building Form Regulation Plan" dated October 5, 2009). This revised diagram eliminates the frontage type overlay key and updates the Building Form Regulating Plan base map with the proposed reconfigured block pattern described in detail above. In addition, Block D's Building Form Regulating Zone is changed from Main Street Transition to Bayfront Boulevard Main Street. Block O's Building Form Regulating Zone is changed from Main Street Transition and Neighborhood General to Main Street Transition and Village Neighborhood.

Only the portion of the Building Form Regulation Plan that depicts the Applicant's Property is amended; the rest of this plan is included for context and reference only and is not amended by the Proposed Revisions.

The following pages reflect a redline and final version of the changes described above.

Building Form Regulating Plan

Building Form Regulating Zones

- T5-MS: Bayfront Boulevard Main Street
- T5-MST: Main Street Transition
- T5-CC: Clubhouse Center
- T5-VN: Village Neighborhood
- T4-NG: Neighborhood General
- WR: Waterfront Recreational (area defined in map below)



Note: T5-CC: Clubhouse Center also contains the Civic Arts building site, located on Lot B of Tract 5102 (not shown on the regulating plan)

Use Overlay

- Additional uses permitted, see use tables

Frontage Type Overlay

- Gallery Required
- Shopfront Required
- Creekfront Required
- Arcade Required

Should information in the overlay on this Regulating Plan conflict with information in the zone standards, the information on this Regulating Plan shall prevail.

General Key

- Historic Buildings (regulated for use only)
 - Corner Element Required
 - Railroad ROW
- Dimensions on plan indicate maximum depths of zones in areas indicated.

HWDMP Sub-District Amendments
Opticos Design, Inc.



Replace graphic and revise keys

Building Form Regulating Plan

Building Form Regulating Zones

- T5-MS: Bayfront Boulevard Main Street
- T5-MST: Main Street Transition
- T5-CC: Clubhouse Center
- T5-VN: Village Neighborhood
- T4-NG: Neighborhood General

WR: Waterfront Recreational
(area defined in map below)



Note: T5-CC: Clubhouse Center also contains the Civic Arts building site, located on Lot B of Tract 6102 (not shown on the regulating plan)

Use Overlay

- Additional uses permitted, see use tables



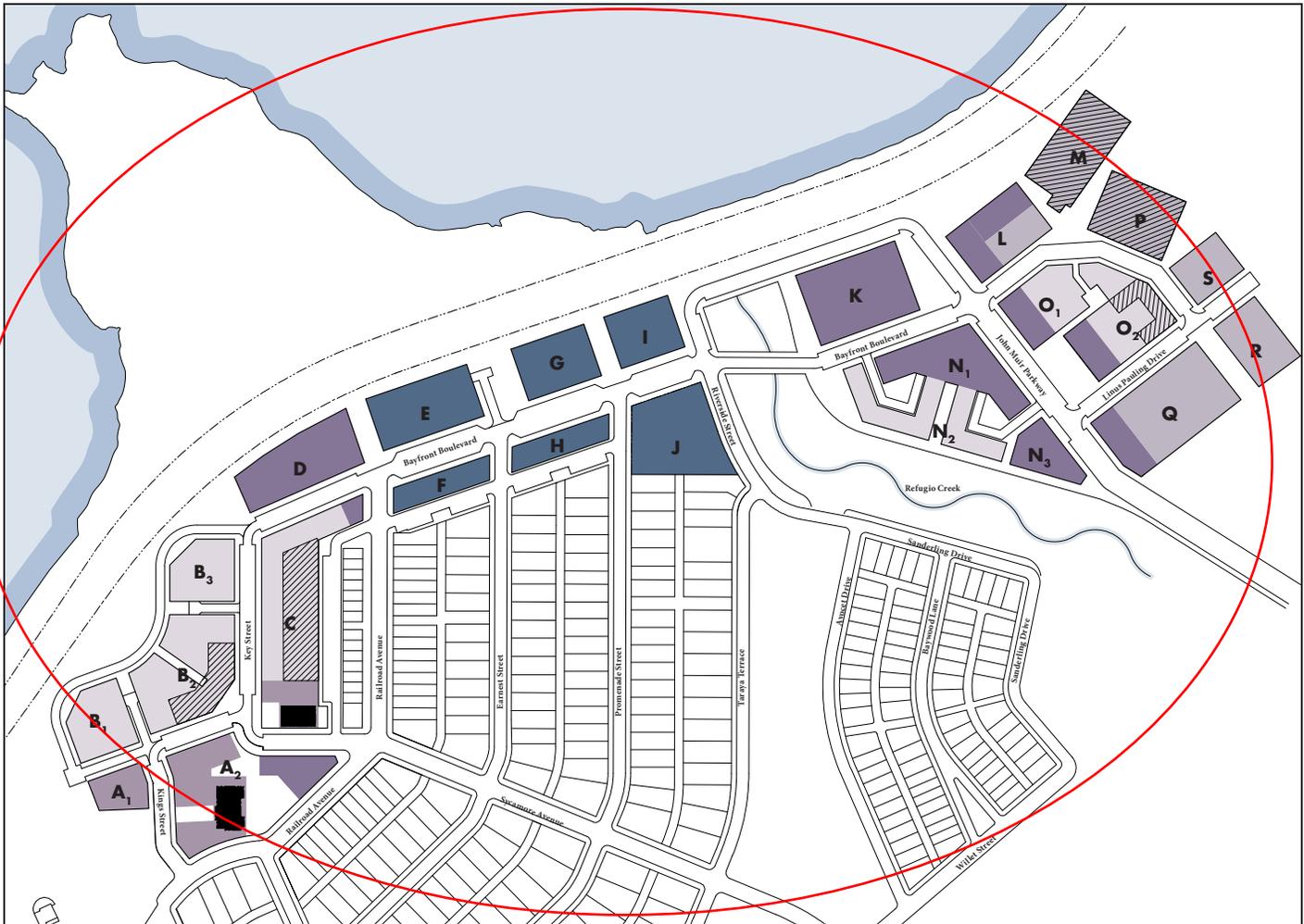
EXHIBIT B (7): Summary of Changes

The portions of the "Allowable Building Height Overlay" diagram and related key (p. 1-5 in **Exhibit I to Initiative**) that depict the Applicant's Property are hereby amended to reflect attached Exhibit B (7) to this Application (Revised "Allowable Building Height Overlay" dated October 5, 2009). This revised diagram updates the Allowable Building Height Overlay base map with the reconfigured block pattern described in detail in Exhibit B (3). To allow for needed flexibility, the Applicant proposes to remove the three story height restriction on Block O and to be permitted to construct buildings up to four stories in any location on this block, so long as it would otherwise be consistent with the WDMP and the Initiative. The revised diagram reflects this proposed change.

Only the portion of the Allowable Building Height Overlay that depicts the Applicant's Property is amended; the rest of this diagram is included for context and reference only and is not amended by the Proposed Revisions.

The following pages reflect a redline and final version of the changes described above.

Allowable Building Height Overlay



Description

The Allowable Building Height Overlay indicates areas where the allowed building height is increased from the allowed building height described in the Building Form Zones. The allowed building heights indicated in the hatched areas on this plan override the allowed heights specified in the general standards for each zone.

Editor's Note: The allowable building heights were determined after careful consideration of the adjacent neighborhoods, the density goals of the project to support transit and commercial uses, and the complex soil conditions of the site. A 4-story maximum building height is allowed in certain areas of Blocks B, C, and O within the Neighborhood General Regulating Zone in order to have taller buildings defining the urban corners on Blocks B and O and will provide added density on Block C while maintaining a 3-story building massing at the perimeter of the block. In the northeastern corner of the site on Blocks M and P, an 8-story maximum building height is allowed. The natural rise of the site and the soil conditions in this area make it an ideal location for 5-8 story mid-rise residential towers that will help provide the density required to support the transit and commercial uses within the Hercules Waterfront District. This location also places the tallest buildings at the furthest distance from the existing single-family homes in the Hercules Waterfront District.

HWDMP Sub-District Amendments
Opticos Design, Inc.

Key

-  8 Stories max. allowed building height
-  4 Stories max. allowed building height

Replace graphic and revise key

Allowable Building Height Overlay



Description

The Allowable Building Height Overlay indicates areas where the allowed building height is increased from the allowed building height described in the Building Form Zones. The allowed building heights indicated in the hatched areas on this plan override the allowed heights specified in the general standards for each zone.

Editor's Note: The allowable building heights were determined after careful consideration of the adjacent neighborhoods, the design goals of the project to support transit and commercial uses, and the complex soil conditions of the site. A 4-story maximum building height is allowed in certain areas of Blocks B, C, and O within the Neighborhood General Regulating Zone in order to have taller buildings defining the urban corners on Blocks B and O and will provide added density on Block C while maintaining a 3-story building massing at the perimeter of the block. In the northeastern corner of the site on Blocks M and P, an 8-story maximum building height is allowed. The natural rise of the site and the soil conditions in this area make it an ideal location for 5-8 story mid-rise residential towers that will help provide the density required to support the transit and commercial uses within the Hercules Waterfront District. This location also places the tallest buildings at the furthest distance from the existing single-family homes in the Hercules Waterfront District.

Allowed Building Height

- 2 Stories min. 3 Stories max.
- 2 Stories min. 4 Stories max.
- 2 Stories min. 8 Stories max.

EXHIBIT B (8): Summary of Changes

Amend text on **pages 1-6 and 1-7 in Exhibit I to the Initiative** (Form-Based Code) as follows (additions are shown in underline; deletions are shown in strike-out):

Bayfront Boulevard Main Street

Heights: 2-4 Stories

Location: Blocks: D, E, F, G, H, I, J

Main Street Transition

Heights: 2-4 Stories

Location: Blocks: ~~A2, C, D~~, K, L, N, ~~N1, N3~~, O, ~~O1, O2~~, Q

Clubhouse Center

Heights: 2-3 ~~1/2~~ Stories (4 stories in select locations)

Location: Blocks: A, ~~A1, A2~~, C1, C2, Civic Arts Building Site

Village Neighborhood

Heights: 2-4 Stories (8 stories in select locations)

Location: Blocks L, M, N, O, P, S, Q, R

Neighborhood General

Heights: 2-4 Stories

Location: Blocks ~~B1, B2, B3, C~~, C3, ~~N2, O1, *O2*~~*

**block in multiple zones, see regulating plan for zone extents*

The following pages reflect a redline and final version of the changes described above.

Building Form Zone Descriptions

General Note: The following zone descriptions are intended to provide a brief overview of the zones on the Building Form Regulating Plan. The images shown on this and the following page are for illustrative purposes only. The Waterfront Recreational Zone has not been included in the zone descriptions. Specific regulations by zone are located on the following pages.

T5-MS



Bayfront Boulevard Main Street

Purpose

To enhance the vibrant, pedestrian-oriented character of Bayfront Boulevard by creating a 'main street' commercial area and to take advantage of views along the Bay

Use Mix

Vertical mixed use with retail or commercial on the ground floor and residential or commercial above

Heights

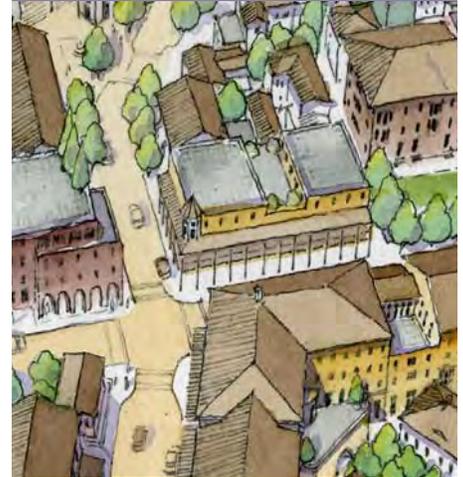
2-4 Stories

Location

Blocks: E, F, G, H, I, J



T5-MST



Main Street Transition

Purpose

To provide the flexibility required for the morphology/evolution of the waterfront district and the ability to accommodate future commercial uses and to provide a transition from the more intense retail zone to the residential neighborhoods

Use Mix

Vertical and horizontal mixed-use with flexibility and compatibility in use, allowing retail, commercial, or residential live/work uses in shopfront form on the ground floor with residential or commercial on the second floor and residential above

Heights

2-4 Stories

Location

Blocks: ~~A₂~~, ~~C*~~, ~~D~~, ~~K~~, ~~L*~~, ~~N₁~~, ~~N₃~~, ~~O₁~~, ~~O₂~~, ~~Q*~~

* block in multiple zones, see regulating plan for zone extents



Building Form Zone Descriptions

General Note: The following zone descriptions are intended to provide a brief overview of the zones on the Building Form Regulating Plan. The images shown on this and the following page are for illustrative purposes only. The Waterfront Recreational Zone has not been included in the zone descriptions. Specific regulations by zone are located on the following pages.

T5-MS



Bayfront Boulevard Main Street

Purpose

To enhance the vibrant, pedestrian-oriented character of Bayfront Boulevard by creating a 'main street' commercial area and to take advantage of views along the Bay

Use Mix

Vertical mixed use with retail or commercial on the ground floor and residential or commercial above

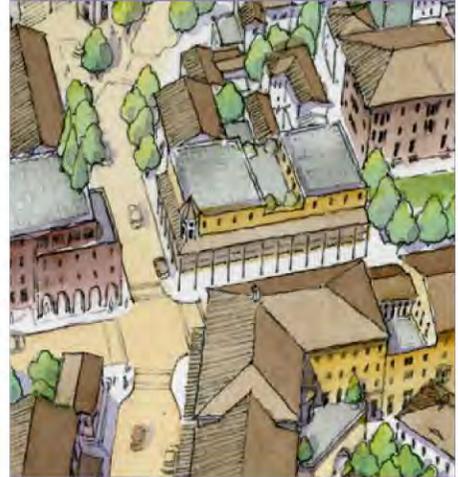
Heights

2-4 Stories

Location

Blocks: D, E, F, G, H, I, J

T5-MST



Main Street Transition

Purpose

To provide the flexibility required for the morphology/evolution of the waterfront district and the ability to accommodate future commercial uses and to provide a transition from the more intense retail zone to the residential neighborhoods

Use Mix

Vertical and horizontal mixed-use with flexibility and compatibility in use, allowing retail, commercial, or residential live/work uses in shopfront form on the ground floor with residential or commercial on the second floor and residential above

Heights

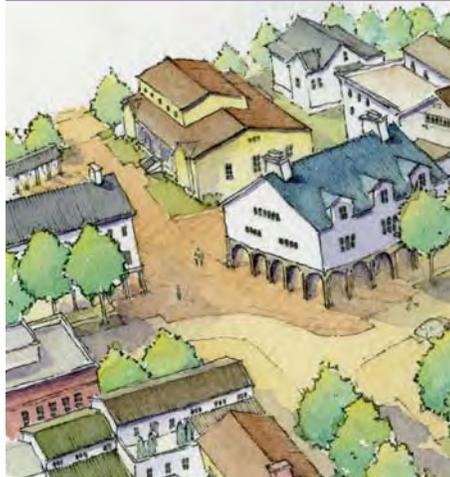
2-4 Stories

Location

Blocks: K, L, N*, O*, Q*

** block in multiple zones, see regulating plan for zone extents*

T5-CC



Clubhouse Center

Purpose

To provide the flexibility of use required for the appropriate integration of the existing historic buildings

Use Mix

Vertical and horizontal mixed-use with flexibility and compatibility in use, allowing for commercial and residential uses on the ground floor and upper floors to work in conjunction with the rehabilitation of the existing historic structures

Heights

2-3½ Stories

Location

Blocks: A₁, A₂*, C*, Civic Arts building site

* block in multiple zones, see regulating plan for zone extents

A, C1, C2

(4 stories in select locations)

T5-VN



Village Neighborhood

Purpose

To encourage a wide variety of housing types to enable a wide diversity of residents in a manner that yields medium to high densities that will help support the transit facilities and commercial uses in the surrounding zones

Use Mix

Primarily residential area that provides the core residences in medium to high density building types and allows for a limited amount of ground floor commercial use and live/work units is permitted in designated locations

Heights

2-4 Stories (8 Stories in select locations)

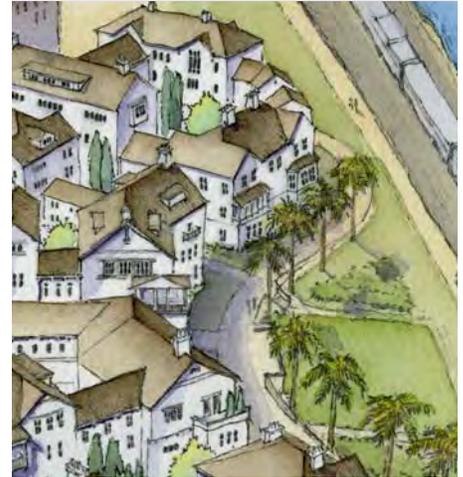
Location

Blocks: L*, M, P, S, Q*, R

* block in multiple zones, see regulating plan for zone extents

N*, O*

T4-NG



Neighborhood General

Purpose

To encourage a wide variety of housing types to enable a wide diversity of residents in a manner that yields medium densities and to provide a choice of residences with spectacular views of the bay and the creek at a scale that transitions to the existing homes in the surrounding neighborhoods

Use Mix

Residential area that provides the core residences in medium density building types within the Crescent Heights neighborhood and along the Refugio Creek

Heights

2-3 Stories (4 Stories in select locations)

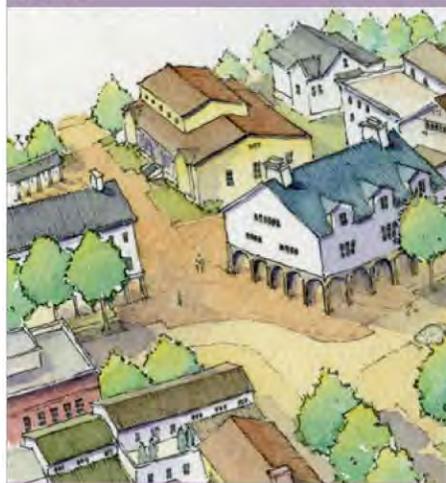
Location

Blocks: B₁, B₂, B₃, C*, N₂, O₁*, O₂*

* block in multiple zones, see regulating plan for zone extents

B, C3

T5-CC



Clubhouse Center

Purpose

To provide the flexibility of use required for the appropriate integration of the existing historic buildings

Use Mix

Vertical and horizontal mixed-use with flexibility and compatibility in use, allowing for commercial and residential uses on the ground floor and upper floors to work in conjunction with the rehabilitation of the existing historic structures

Heights

2-3 Stories (4 Stories in select locations)

Location

Blocks: A, C1, C2, Civic Arts building site
 * block in multiple zones, see regulating plan for zone extents

T5-VN



Village Neighborhood

Purpose

To encourage a wide variety of housing types to enable a wide diversity of residents in a manner that yields medium to high densities that will help support the transit facilities and commercial uses in the surrounding zones

Use Mix

Primarily residential area that provides the core residences in medium to high density building types and allows for a limited amount of ground floor commercial use and live/work units is permitted in designated locations

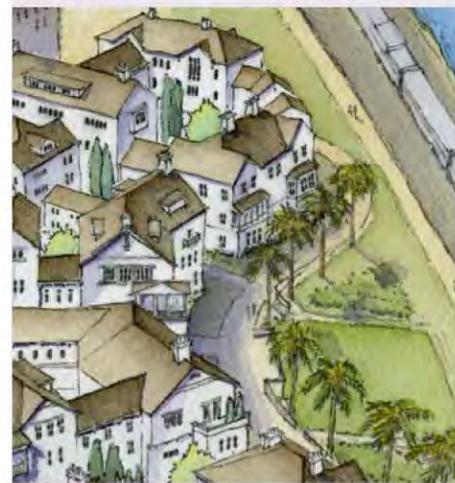
Heights

2-4 Stories (8 Stories in select locations)

Location

Blocks: M, N*, O*, P, Q*, R
 * block in multiple zones, see regulating plan for zone extents

T4-NG



Neighborhood General

Purpose

To encourage a wide variety of housing types to enable a wide diversity of residents in a manner that yields medium densities and to provide a choice of residences with spectacular views of the bay and the creek at a scale that transitions to the existing homes in the surrounding neighborhoods

Use Mix

Residential area that provides the core residences in medium density building types within the Crescent Heights neighborhood and along the Refugio Creek

Heights

2-3 Stories (4 Stories in select locations)

Location

Blocks: B, C3

EXHIBIT B (9): Summary of Changes

Amend text on **pages 1-11 in Exhibit I to the Initiative** (Form-Based Code) to reflect attached Exhibit B (9) to this Application (Revised “T5-MS: Bayfront Boulevard Main Street Standards” dated October 5, 2009), which shows an updated key plan that depicts the block reconfiguration described in Exhibit B (3) above.

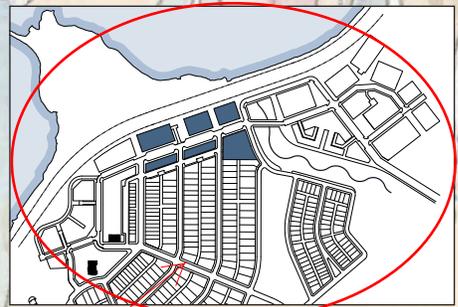
The following pages reflect a redline and final version of the changes described above.

T5-MS: Bayfront Boulevard Main Street Standards



Zone Intent and Description

The Bayfront Boulevard Main Street Zone is a mixed-use area that includes an anchor tenant and/or a community facility that serves as a lead draw, as well as a healthy mix of retail, office, and residential opportunities. Mixed-use in this area is defined by vertical mixed-use where retail or commercial are on the ground floor and residential or commercial are above. The primary purpose of this zone is to enhance the vibrant, pedestrian-oriented character of Bayfront Boulevard by creating a ‘main street’ commercial area — similar to local precedents such as Solano Avenue in Albany, 4th Street in Berkeley, and College Avenue in Oakland — and to take advantage of views along the Bay. This zone is intended to fulfill the vision of the Central Hercules Plan as a commercial destination on the waterfront.



update key plan

HWDMP Sub-District Amendments
Opticos Design, Inc.

T5-MS: Bayfront Boulevard Main Street Standards



Zone Intent and Description

The Bayfront Boulevard Main Street Zone is a mixed-use area that includes an anchor tenant and/or a community facility that serves as a lead draw, as well as a healthy mix of retail, office, and residential opportunities. Mixed-use in this area is defined by vertical mixed-use where retail or commercial are on the ground floor and residential or commercial are above. The primary purpose of this zone is to enhance the vibrant, pedestrian-oriented character of Bayfront Boulevard by creating a ‘main street’ commercial area — similar to local precedents such as Solano Avenue in Albany, 4th Street in Berkeley, and College Avenue in Oakland — and to take advantage of views along the Bay. This zone is intended to fulfill the vision of the Central Hercules Plan as a commercial destination on the waterfront.



HWDMP Sub-District Amendments
Opticos Design, Inc.

EXHIBIT B (10): Summary of Changes

Amend text on **pages 1-12 in Exhibit I to the Initiative** (Form-Based Code) as follows (additions are shown in underline; deletions are shown in strike-out).

Build-to Line (Distance from Right of Way)

Bayfront Boulevard 0' min.; 10' max on Block J

No setback required on Block D

Civic Space / Secondary Street 0' min.; 10' max on Block D

BTL Defined by a Building

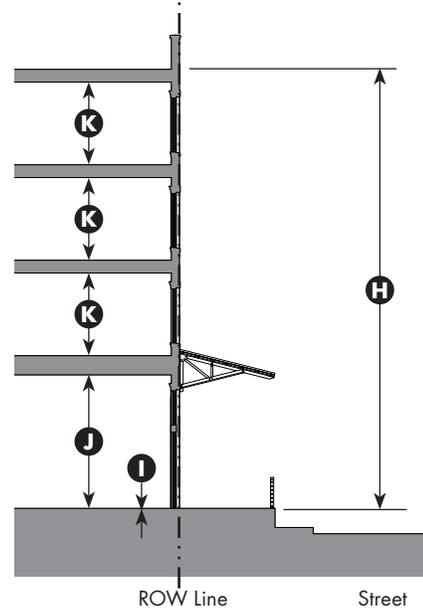
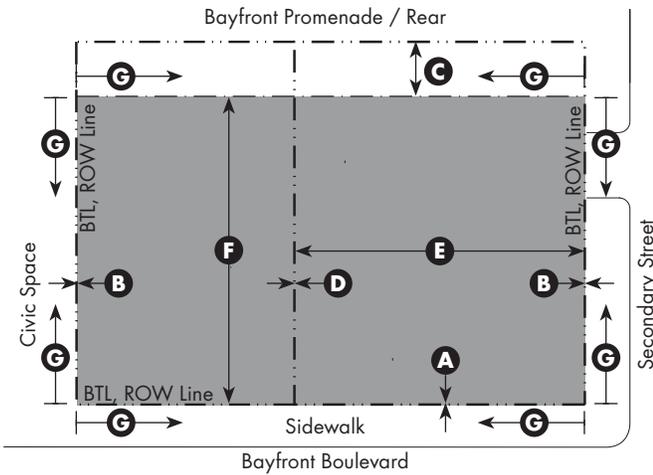
Bayfront Boulevard 100% min. Does not apply to Block J

Miscellaneous

~~All upper floors must be a primary entrance along a Primary Street~~

The following pages reflect a redline and final version of the changes described above.

T5-MS: Bayfront Boulevard Main Street Standards



Key

- - - ROW / Property Line
- - - Setback Line
- - - Build-to Line (BTL)
- Building Area

- 10' min.; 10' max on Block D

- 10' min.; 10' max on Block J
- No setback required on Block D

Building Placement	
Build-to Line (Distance from Right of Way)	
Bayfront Boulevard	0' A
Civic Space ¹ / Secondary Street	0' B
Bayfront Promenade ¹	10' min.; 20' max. ² C
Side	0' D
BTL Defined by a Building	
Bayfront Boulevard	100% min. E
Secondary Street / Civic Space ¹	80% min. ³ F
Bayfront Promenade ¹	80% min. F
¹ The Bayfront Promenade is treated as its own frontage distinct from the Civic Space frontage within this zone.	
² The BTL for the first building to receive planning department approval becomes the set BTL (must be within this range) for this zone. All subsequent buildings must match the first building's BTL.	
³ 60% min. on Block J	
Setback (Distance from Property Line or ROW)	
Rear	0' min.
Lot Size	
Width	100' min. E
Depth	F
North of Bayfront Blvd.	100' min.
South of Bayfront Blvd.	50' min.

Building Form	
Height	
Building	2 Stories min.; 4 Stories max. H
Ground Floor Finish Level	6" max. I
Ground Floor Ceiling	14' min. clear J
Upper Floor(s) Ceiling	8' min. clear K
Footprint	
Depth, Ground-floor Commercial Space	
Bayfront Boulevard	50' min.
Bayfront Promenade	30' min.
Secondary Street	30' min.

Miscellaneous	
Distance between Entries	
To Ground Floor	50' max.
All upper floors must have a primary entrance along Bayfront Blvd.	
Service entries may not be located on Bayfront Boulevard.	

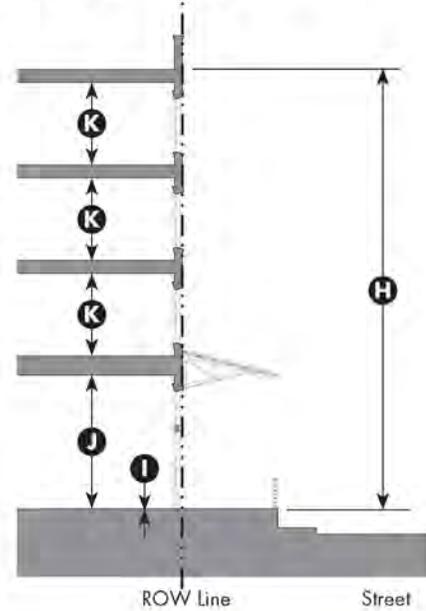
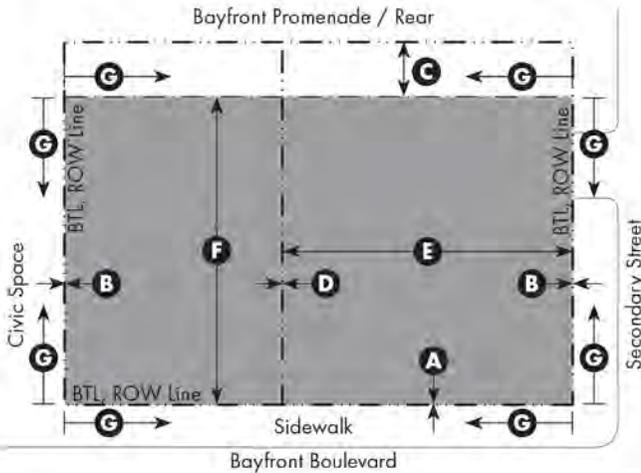
Building Placement (Continued)	
Miscellaneous	
Buildings must be built to BTL along each facade within 30' of a corner. G	
See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.	

Cont'd. >>

Does not apply to Block J

HWDMP Sub-District Amendments
Opticos Design, Inc.

T5-MS: Bayfront Boulevard Main Street Standards



Key

- ROW / Property Line
- Setback Line
- Build-to Line (BTL)
- Building Area

Building Placement

Build-to Line (Distance from Right of Way)

Bayfront Boulevard	10' min.; 10' max Block J A
	No setback req. for Block D
Civic Space ¹ / Secondary Street	0' min.; 10' max Block D B
Bayfront Promenade ¹	10' min.; 20' max. ² C
Side	0' D
BTL Defined by a Building	
Bayfront Boulevard	100% min. (Does not apply to Block J)
Secondary Street / Civic Space ¹	80% min. ³
Bayfront Promenade ¹	80% min.

¹ The Bayfront Promenade is treated as its own frontage distinct from the Civic Space frontage within this zone.

² The BTL for the first building to receive planning department approval becomes the set BTL (must be within this range) for this zone. All subsequent buildings must match the first building's BTL.

³ 60% min. on Block J

Setback (Distance from Property Line or ROW)

Rear	0' min.
------	---------

Lot Size

Width	100' min.	E
Depth		F
North of Bayfront Blvd.	100' min.	
South of Bayfront Blvd.	50' min.	

Building Form

Height

Building	2 Stories min.; 4 Stories max.	H
Ground Floor Finish Level	6" max.	I
Ground Floor Ceiling	14' min. clear	J
Upper Floor(s) Ceiling	8' min. clear	K

Footprint

Depth, Ground-floor Commercial Space	
Bayfront Boulevard	50' min.
Bayfront Promenade	30' min.
Secondary Street	30' min.

Miscellaneous

Distance between Entries	
To Ground Floor	50' max.
Service entries may not be located on Bayfront Boulevard.	

Building Placement (Continued)

Miscellaneous

Buildings must be built to BTL along each facade within 30' **G** of a corner.

See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.

EXHIBIT B (11): Summary of Changes

Amend text on **pages 1-15 in Exhibit I to the Initiative** (Form-Based Code) to reflect attached Exhibit B (11) to this Application (Revised “T5-MST: Main Street Transition Standards” dated October 5, 2009), which shows an updated key plan that depicts the block reconfiguration described in Exhibit B (3) above.

The following pages reflect a redline and final version of the changes described above.

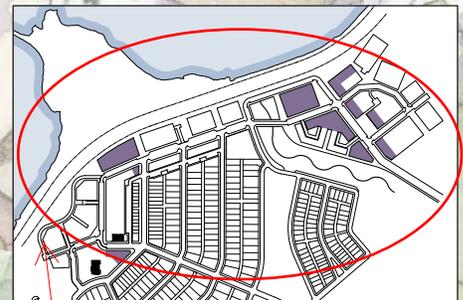
T5-MST: Main Street Transition Standards



Zone Intent and Description

The Main Street Transition Zone is a mixed-use area that includes residential and neighborhood serving commercial uses and provides a transition to the surrounding residential neighborhoods. Mixed-use in this area is defined by the flexibility and compatibility in use, allowing retail, commercial, or residential live/work uses in shopfront form. The primary purpose of this zone is to provide the flexibility required for the morphology/evolution of the Waterfront District and the ability to accommodate future commercial uses. Ground floor spaces within this zone are designed to accommodate an evolution of use from residential or live/work, to commercial, to retail in order to respond to the evolving needs of the community as it grows. The upper floor spaces within this zone will consist of residential or office uses on the second floor and residential units above.

HWDMP Sub-District Amendments
Opticos Design, Inc.



update key plan

1-15

T5-MST: Main Street Transition Standards



Zone Intent and Description

The Main Street Transition Zone is a mixed-use area that includes residential and neighborhood serving commercial uses and provides a transition to the surrounding residential neighborhoods. Mixed-use in this area is defined by the flexibility and compatibility in use, allowing retail, commercial, or residential live/work uses in shopfront form. The primary purpose of this zone is to provide the flexibility required for the morphology/evolution of the Waterfront District and the ability to accommodate future commercial uses. Ground floor spaces within this zone are designed to accommodate an evolution of use from residential or live/work, to commercial, to retail in order to respond to the evolving needs of the community as it grows. The upper floor spaces within this zone will consist of residential or office uses on the second floor and residential units above.

HWDMP Sub-District Amendments Opticos Design, Inc.



1-15

EXHIBIT B (12): Summary of Changes

Amend text on **pages 1-16 in Exhibit I to the Initiative** (Form-Based Code) as follows (additions are shown in underline; deletions are shown in strike-out).

Build-to Line (Distance from Right of Way)

Primary Street 0'

Bayfront Promenade No BTL requirements

Civic Space / Secondary Street 0'.

BTL Defined by Building

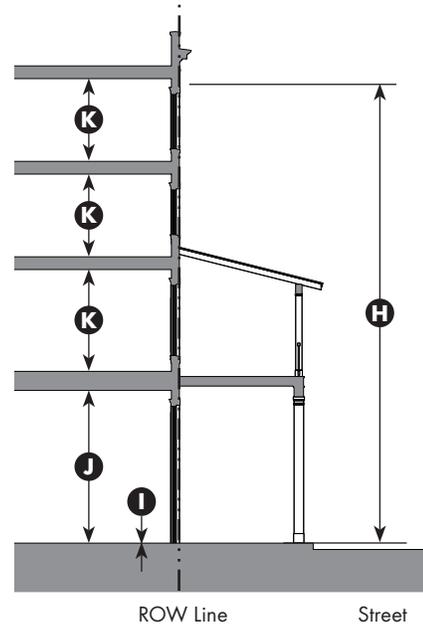
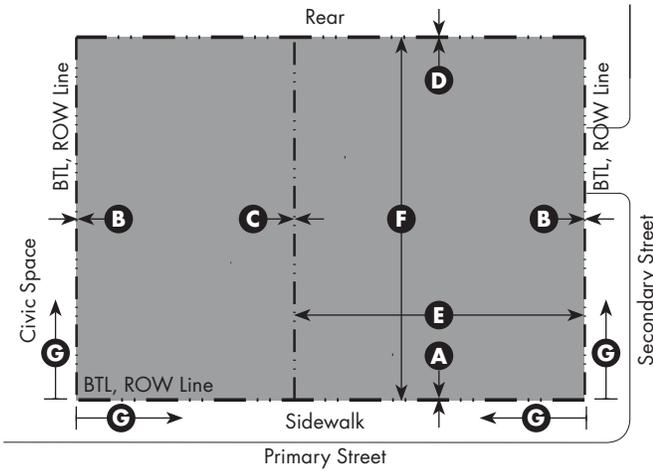
Primary Street ~~80~~65% min.

Miscellaneous

~~*All upper floors must be a primary entrance along a Primary Street*~~

The following pages reflect a redline and final version of the changes described above.

T5-MST: Main Street Transition Standards



Key

- ROW / Property Line
- Setback Line
- - - Build-to Line (BTL)
- Building Area

Bayfront Boulevard: No BTL requirements

Building Placement

Build-to Line (Distance from Right of Way)

Primary Street	0'	A
Civic Space / Secondary Street	0'	B
BTL Defined by a Building		
Primary Street	80% min.	65%
Civic Space / Secondary Street	80% min.	

Setback (Distance from Property Line or ROW)

Side	0' min.; 5' max.	C
Rear	0' min.; 10' max.	D

Lot Size

Width	100' min. ²	E
Depth	75' min. ²	F

²Except on Block C which does not have any lot size restrictions due to its irregular shape.

Miscellaneous

Buildings must be built to BTL along each facade within 30' **G** of a corner along the Primary Street.

See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.

Building Form

Height

Building	2 Stories min.;	H
	4 Stories max.	
Ground Floor Finish Level	6" max. ¹	I
Ground Floor Ceiling	12' min. clear	J
Upper Floor(s) Ceiling	8' min. clear	K

¹Ground Floor Residential units may have temporary furred finish floors (18" min.) provided that the floor can be removed to accommodate a 6" max. finished floor level for commercial use.

Footprint

Depth, Ground-floor	Commercial / Residential Space 30' min. ²
---------------------	--

²Except for ground floor space lining parking garages.

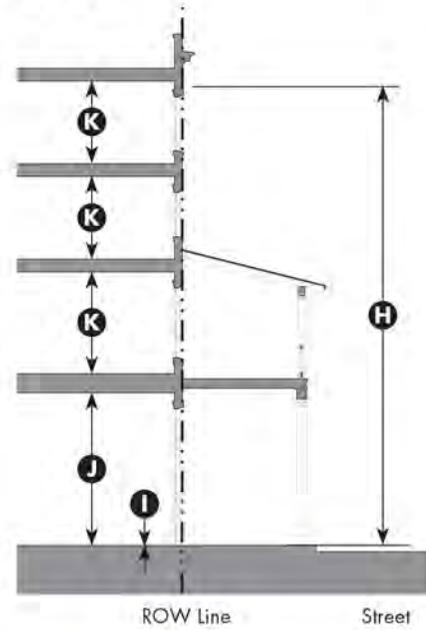
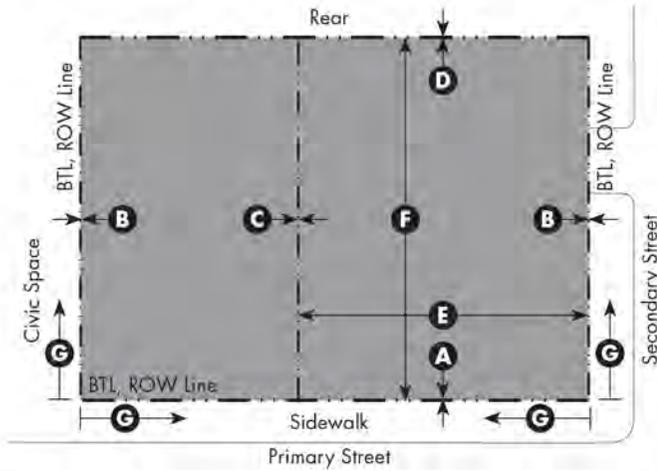
Miscellaneous

Distance between Entries	
To Ground Floor	50' max.
To Upper Floor(s)	100' max.

~~All upper floors must have a primary entrance along a Primary Street.~~

Service entries may not be located along a Primary Street / Civic Space. Buildings wider than 150' must be designed to read as a series of buildings no wider than 100' each.

T5-MST: Main Street Transition Standards



Key

- ROW / Property Line
- Setback Line
- BTL
- Building Area

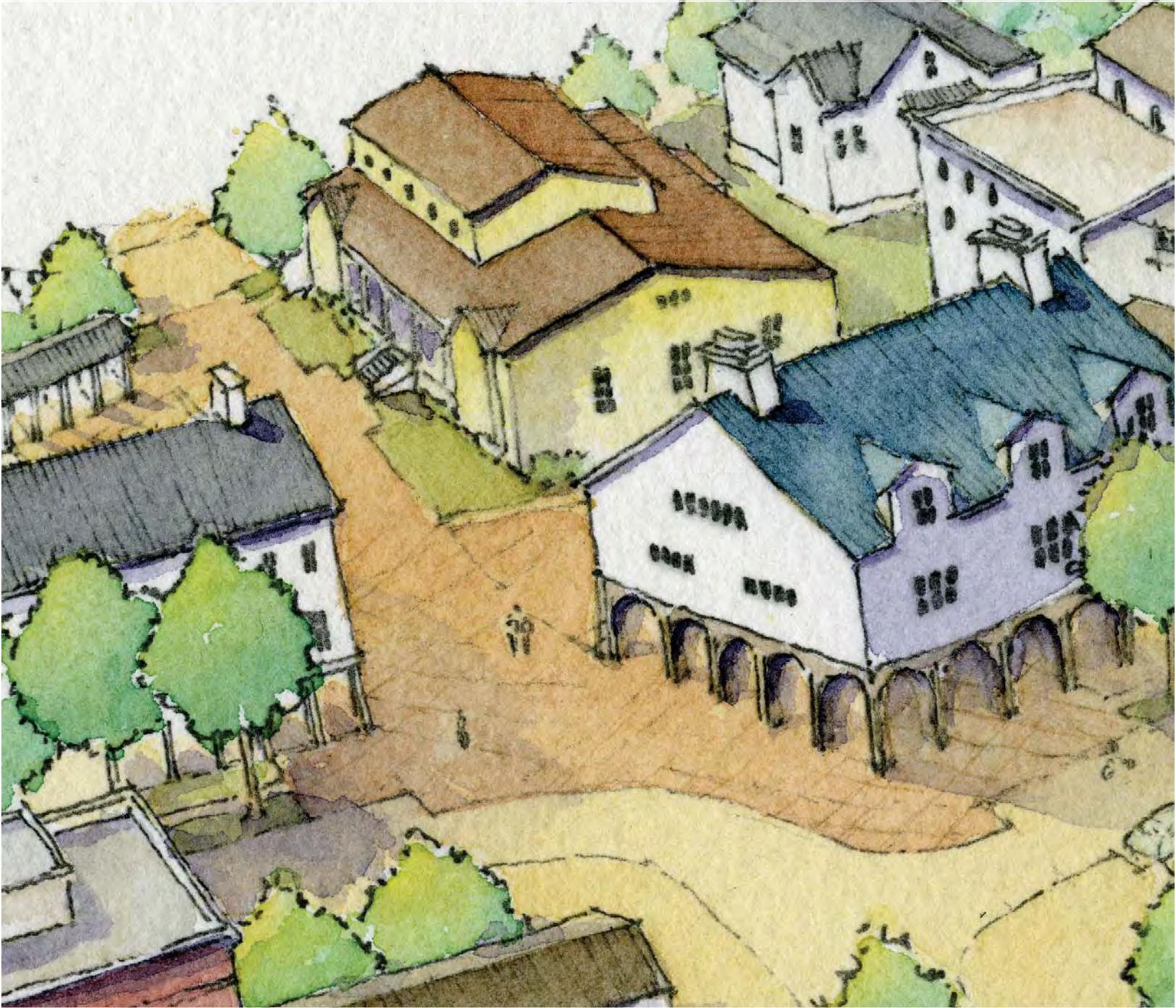
Building Placement		Building Form	
Build-to Line (Distance from Right of Way)		Height	
Primary Street	0' A	Building	2 Stories min.; 4 Stories max. H
<i>Bayfront Boulevard: No BTL Requirements</i>		Ground Floor Finish Level	6" max. ¹ I
Civic Space / Secondary Street	0' B	Ground Floor Ceiling	12' min. clear J
BTL Defined by a Building		Upper Floor(s) Ceiling	8' min. clear K
Primary Street	65% min.	¹ Ground Floor Residential units may have temporary furred finish floors (18" min.) provided that the floor can be removed to accommodate a 6" max. finished floor level for commercial use.	
Civic Space / Secondary Street	80% min.	Footprint	
Setback (Distance from Property Line or ROW)		Depth, Ground-floor	Commercial / Residential Space 30' min. ²
Side	0' min.; 5' max. C	² Except for ground floor space lining parking garages.	
Rear	0' min.; 10' max. D	Miscellaneous	
Lot Size		Distance between Entries	
Width	100' min. ² E	To Ground Floor	50' max.
Depth	75' min. ² F	To Upper Floor(s)	100' max.
² Except on Block C which does not have any lot size restrictions due to its irregular shape.		Service entries may not be located along a Primary Street / Civic Space.	
Miscellaneous		Buildings wider than 150' must be designed to read as a series of buildings no wider than 100' each.	
Buildings must be built to BTL along each facade within 30' of a corner along the Primary Street. G			
See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.			

EXHIBIT B (13): Summary of Changes

Amend text on **pages 1-19 in Exhibit I to the Initiative** (Form-Based Code) to reflect attached Exhibit B (13) to this Application (Revised “T5-CC: Clubhouse Center Standards” dated October 5, 2009), which shows an updated key plan that depicts the block reconfiguration described in Exhibit B (3) above.

The following pages reflect a redline and final version of the changes described above.

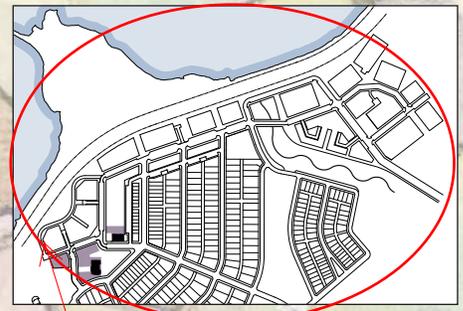
T5-CC: Clubhouse Center Standards



Zone Intent and Description

The Clubhouse Center Zone is a mixed-use area that includes an anchor community facility that serves as a neighborhood and sub-regional amenity, as well as a healthy mix of supporting commercial uses and residential units. Mixed-use in this area is defined by the flexibility and compatibility in use, allowing for commercial and residential uses to work in conjunction with the rehabilitation of the existing historic structures. The primary purpose of this zone is to provide the flexibility of use required for the appropriate integration of the existing historic structures — the Clubhouse and the Administration Building. Ground floor spaces within this zone are designed to accommodate a variety of uses including commercial, residential, and live/work — the upper floor spaces within this zone will consist of commercial or residential uses.

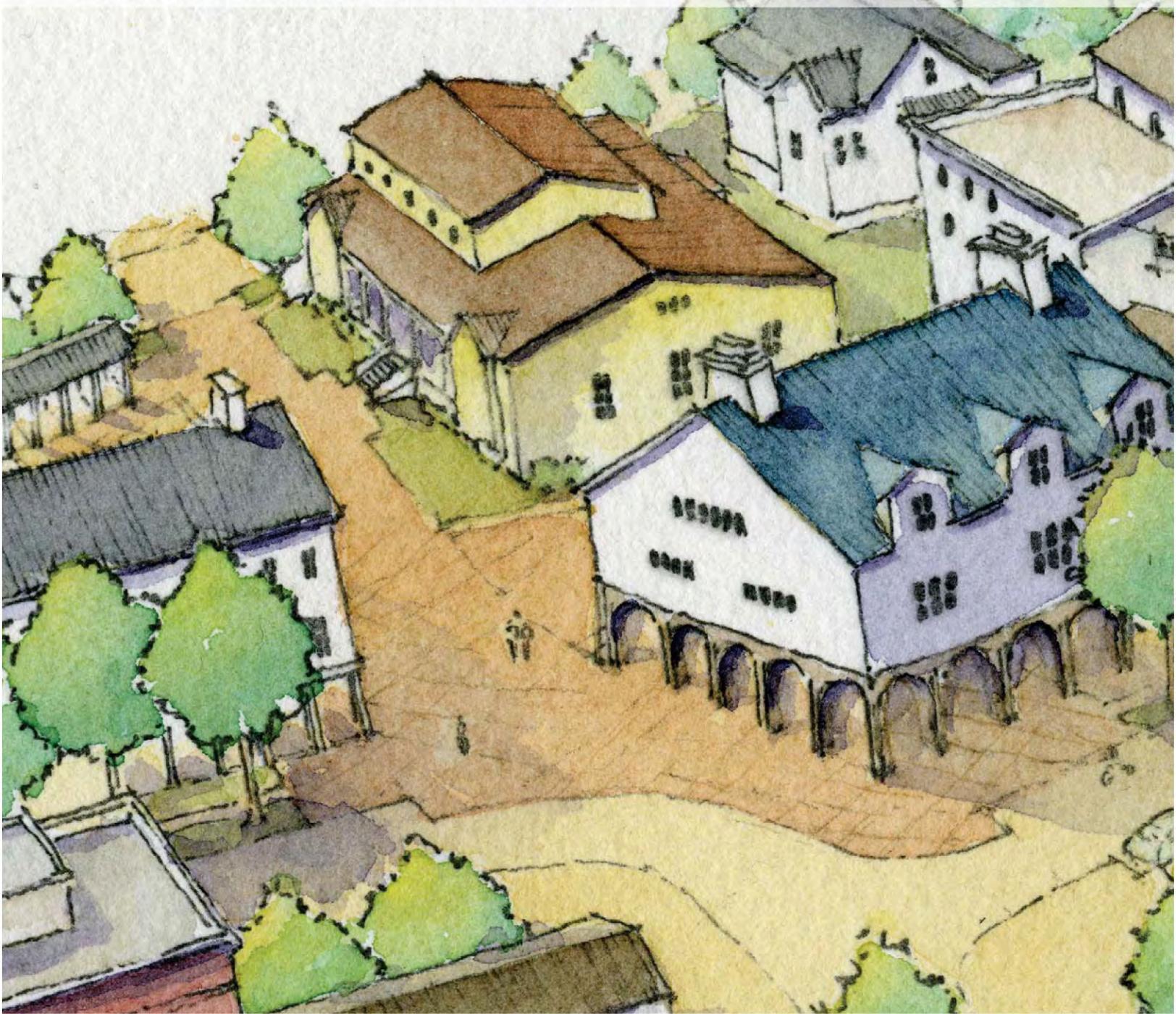
HWDMP Sub-District Amendments
Opticos Design, Inc.



update key plan

1-19

T5-CC: Clubhouse Center Standards



Zone Intent and Description

The Clubhouse Center Zone is a mixed-use area that includes an anchor community facility that serves as a neighborhood and sub-regional amenity, as well as a healthy mix of supporting commercial uses and residential units. Mixed-use in this area is defined by the flexibility and compatibility in use, allowing for commercial and residential uses to work in conjunction with the rehabilitation of the existing historic structures. The primary purpose of this zone is to provide the flexibility of use required for the appropriate integration of the existing historic structures — the Clubhouse and the Administration Building. Ground floor spaces within this zone are designed to accommodate a variety of uses including commercial, residential, and live/work — the upper floor spaces within this zone will consist of commercial or residential uses.

HWDMP Sub-District Amendments
Opticos Design, Inc.



1-19

EXHIBIT B (14): Summary of Changes

Amend text on **pages 1-20 in Exhibit I to the Initiative** (Form-Based Code) as follows (additions are shown in underline; deletions are shown in strike-out).

Building Form

Building 2 Stories min.;

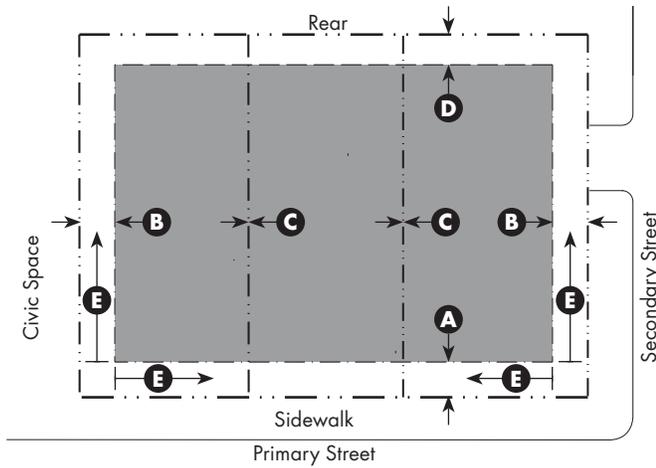
~~3-1/2~~4 Stories max.

Miscellaneous

~~*All upper floors must be a primary entrance along a Primary Street*~~

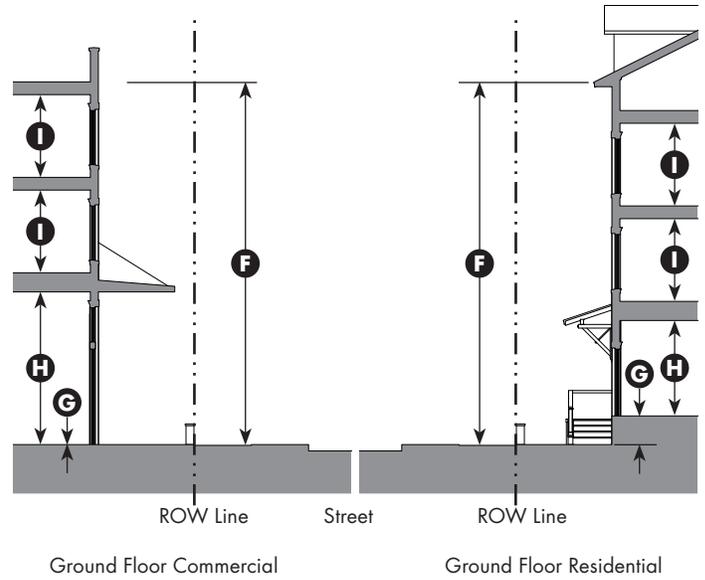
The following pages reflect a redline and final version of the changes described above.

T5-CC: Clubhouse Center Standards



Key

- ROW / Property Line
- Setback Line
- Build-to Line (BTL)
- Building Area



Building Placement

Build-to Line (Distance from Right of Way)

Primary Street	8' min.; 12' max. ¹	A
Civic Space / Secondary Street	8' min.; 12' max. ¹	B
BTL Defined by a Building		
Primary Street	75% min.	
Civic Space / Secondary Street	75% min.	

¹ The BTL for the first building to receive planning department approval becomes the set BTL (must be within this range) along that Street or Civic Space. All subsequent buildings must match the first building's BTL.

Setback (Distance from Property Line or ROW)

Side	0' min.; 5' max.	C
Rear	5' min.	D
From Historic Buildings	20' min.	

Miscellaneous

Buildings must be built to BTL along each facade within 30' of a corner created by two BTLs. **E**

See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.

Entire BTL must be defined by a building or an 18" to 36" high fence or stucco or masonry wall.

Building Form

Height

Building	4 → 2 Stories min.; 3 1/2 Stories max. ¹	F
Ground Floor Finish Level	6" max. commercial; 8" min. residential ²	G
Ground Floor Ceiling	12' min. clear comm.; 9' min. clear res.	H
Upper Floor(s) Ceiling	8' min. clear	I

¹ 3 stories max. within 30' of Historic Buildings.

²Ground floor lobbies and common areas in multi-unit buildings may have a 0" to 6" ground floor finish level.

Footprint

Depth, Ground-floor	
Commercial / Residential Space	30' min. ³

³Except for ground floor space lining parking garages.

Miscellaneous

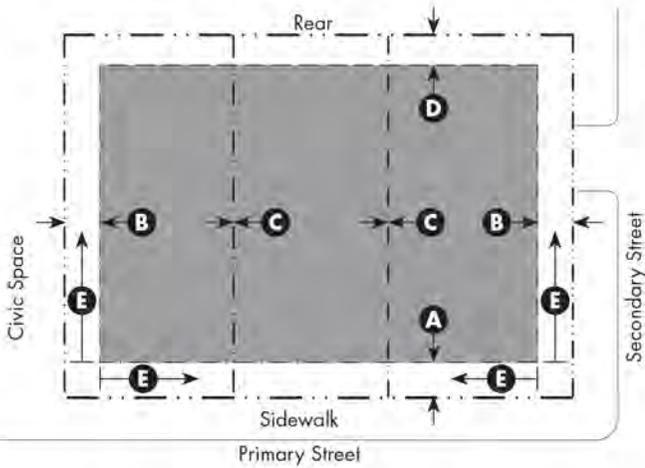
Distance between Entries	
To Ground Floor	50' max.
To Upper Floor(s)	100' max.

All upper floors must have a primary entrance along a Primary Street.

Service entries may not be located along a Civic Space.

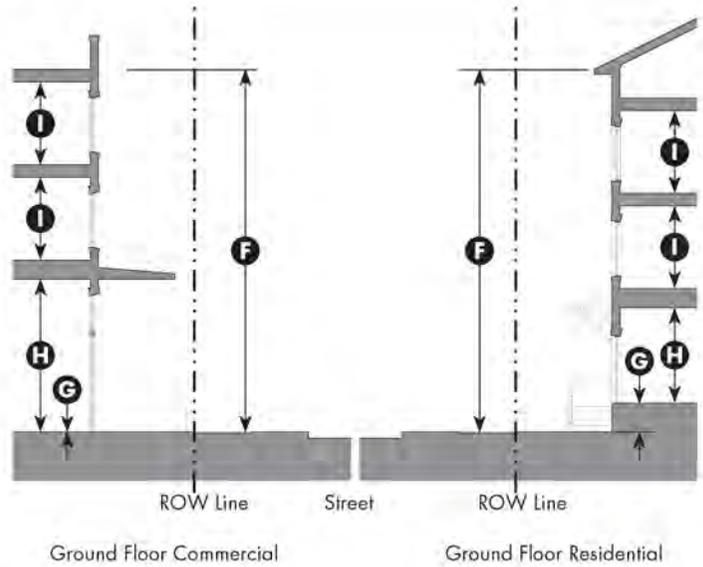
Buildings wider than 100' must be designed to read as a series of buildings no wider than 80' each.

T5-CC: Clubhouse Center Standards



Key

- ROW / Property Line
- Setback Line
- Build-to Line (BTL)
- Building Area



Building Placement

Build-to Line (Distance from Right of Way)

Primary Street	8' min.; 12' max. ¹	A
Civic Space / Secondary Street	8' min.; 12' max. ¹	B
BTL Defined by a Building		
Primary Street	75% min.	
Civic Space / Secondary Street	75% min.	

¹ The BTL for the first building to receive planning department approval becomes the set BTL (must be within this range) along that Street or Civic Space. All subsequent buildings must match the first building's BTL.

Setback (Distance from Property Line or ROW)

Side	0' min.; 5' max.	C
Rear	5' min.	D
From Historic Buildings	20' min.	

Miscellaneous

- Buildings must be built to BTL along each facade within 30' of a corner created by two BTLs. **E**
- See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.
- Entire BTL must be defined by a building or an 18" to 36" high fence or stucco or masonry wall.

Building Form

Height

Building	2 Stories min.; 4 Stories max. ¹	F
Ground Floor Finish Level	6" max. commercial; 8" min. residential ²	G
Ground Floor Ceiling	12' min. clear comm.; 9' min. clear res.	H
Upper Floor(s) Ceiling	8' min. clear	I

¹ 3 stories max. within 30' of Historic Buildings.
² Ground floor lobbies and common areas in multi-unit buildings may have a 0" to 6" ground floor finish level.

Footprint

Depth, Ground-floor	
Commercial / Residential Space	30' min. ¹

³ Except for ground floor space lining parking garages.

Miscellaneous

- Distance between Entries

To Ground Floor	50' max.
To Upper Floor(s)	100' max.
- All upper floors must have a primary entrance along a Primary Street.
- Service entries may not be located along a Civic Space.
- Buildings wider than 100' must be designed to read as a series of buildings no wider than 80' each.

EXHIBIT B (15): Summary of Changes

Amend text on **pages 1-21 in Exhibit I to the Initiative** (Form-Based Code) as follows (additions are shown in underline; deletions are shown in strike-out).

Allowable Frontage Types

Stoops

Depth 4' min. clear

Height 9' min. clear roof height; 1 Story max

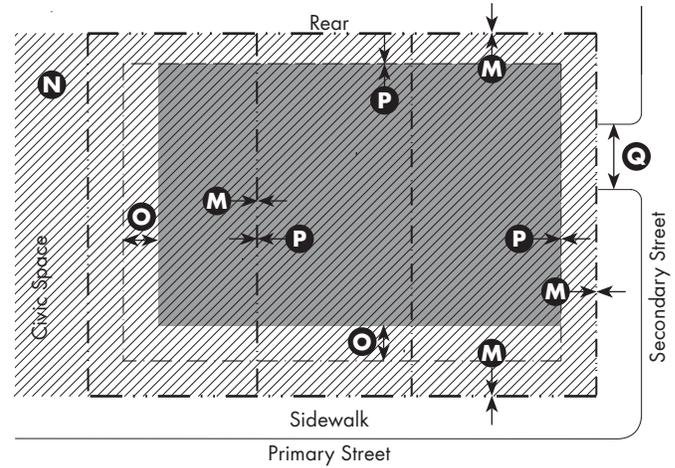
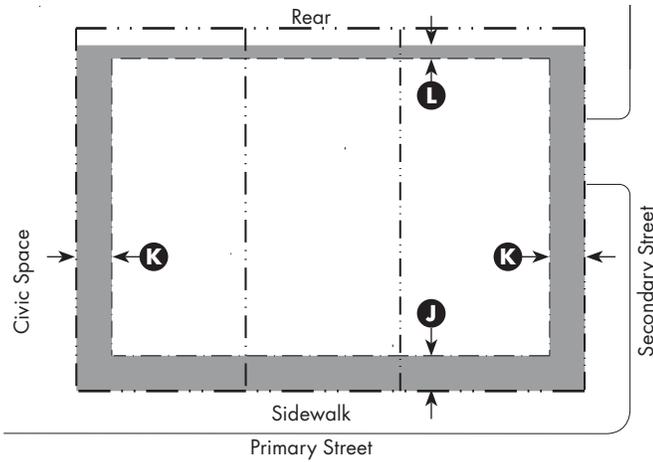
Forecourt

Depth 15' min., ~~not to exceed width~~

Width 20' min.

The following pages reflect a redline and final version of the changes described above.

T5-CC: Clubhouse Center Standards



Key
 - - - - ROW / Property Line - - - - Setback Line
 - - - - Build-to Line (BTL) ■ Encroachment Area

Key
 - - - - ROW / Property Line ▨ Below-Grade Parking Area
 - - - - Build-to Line (BTL) ■ Above-Grade Parking Area
 - - - - Setback Line

Frontage Types and Encroachments

Encroachments		
Primary Street	12' max.	J
Civic Space / Secondary Street	12' max.	K
Rear	5' max.	L

Encroachments are not allowed within a Street Right of Way or across a Property Line.

Allowed Frontage Types¹

Loading Dock, Shopfront, Stoop, and Forecourt Frontage Types are allowed along Streets and Civic Spaces. Gallery and Arcade Frontage Types are also allowed along Civic Spaces.

Loading Dock		
Depth	8' min.	
Shopfront		
Awning Depth	4' min.; 10' max.	
Stoops		
Depth	4' min. clear	roof height
Height	9' min. clear; 1 Story max.	
Forecourt		
Depth	15' min., not to exceed width	
Width	20' min.	
Gallery / Arcade		
Depth	8' min. ²	
Height	9' min. clear; 2 Stories max. ³	

Cont'd. >>

Parking

Required Spaces	
Residential Uses	1 space/1,500sf ¹
Non-Residential Uses	2 spaces/1,000sf
Flex Space, Live/Work, and Work /Live Uses	
<2,500sf	1 space/1,500sf
≥2,500sf	2 spaces/1,000sf

¹ No parking spaces are required for affordable or senior housing units.

Location

Below-Grade Parking	
May be placed up to the ROW / Property Line	M
May be below Civic Space if providing public parking	N
Above-Grade Parking	
12' min. deep liner required along Primary Streets/Civic Spaces	O
Cannot exceed the buildable footprint	P

Miscellaneous

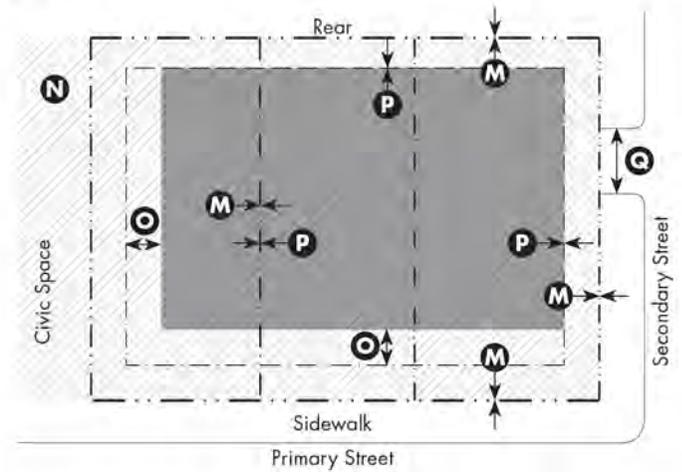
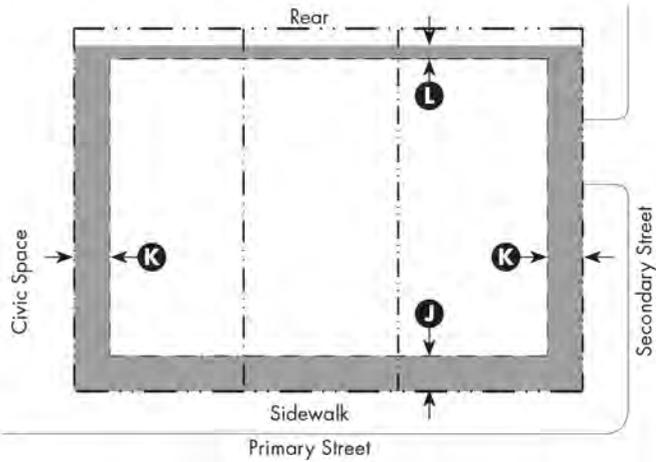
Parking Drive Width	20' max.	Q
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See additional general parking requirements on page 1-34 and 1-35.

Allowed Frontage Types (Continued)

¹ See pages 1-36 and 1-37 for descriptions of Frontage Types.
² Galleries and arcades must have a consistent depth along a frontage.
³ Upper story galleries facing the street must not be used to meet primary circulation requirements.

T5-CC: Clubhouse Center Standards



Key
 - - - - ROW / Property Line - - - - Setback Line
 - - - - Build-to Line (BTL) ■ Encroachment Area

Key
 - - - - ROW / Property Line ■ Below-Grade Parking Area
 - - - - Build-to Line (BTL) ■ Above-Grade Parking Area
 - - - - Setback Line

Frontage Types and Encroachments

Encroachments		
Primary Street	12' max.	J
Civic Space / Secondary Street	12' max.	K
Rear	5' max.	L

Encroachments are not allowed within a Street Right of Way or across a Property Line.

Allowed Frontage Types¹

Loading Dock, Shopfront, Stoop, and Forecourt Frontage Types are allowed along Streets and Civic Spaces. Gallery and Arcade Frontage Types are also allowed along Civic Spaces.

Loading Dock		
Depth	8' min.	
Shopfront		
Awning Depth	4' min.; 10' max.	
Stoops		
Depth	4' min. clear	
Height	9' min. clear; roof height 1 Story max.	
Forecourt		
Depth	15' min.	
Width	20' min.	
Gallery / Arcade		
Depth	8' min. ²	
Height	9' min. clear; 2 Stories max. ³	

Parking

Required Spaces

Residential Uses	1 space/1,500sf ¹
Non-Residential Uses	2 spaces/1,000sf
Flex Space, Live/Work, and Work /Live Uses	
<2,500sf	1 space/1,500sf
≥2,500sf	2 spaces/1,000sf

¹ No parking spaces are required for affordable or senior housing units.

Location

Below-Grade Parking	
May be placed up to the ROW / Property Line	M
May be below Civic Space if providing public parking	N
Above-Grade Parking	
12' min. deep liner required along Primary Streets/Civic Spaces	O
Cannot exceed the buildable footprint	P

Miscellaneous

Parking Drive Width	20' max.	Q
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See additional general parking requirements on page 1-34 and 1-35.

Allowed Frontage Types (Continued)

- ¹ See pages 1-36 and 1-37 for descriptions of Frontage Types.
- ² Galleries and arcades must have a consistent depth along a frontage.
- ³ Upper story galleries facing the street must not be used to meet primary circulation requirements.

EXHIBIT B (16): Summary of Changes

Amend text on **pages 1-23 in Exhibit I to the Initiative** (Form-Based Code) to reflect attached Exhibit B (16) to this Application (Revised “T5-VN: Village Neighborhood Standards” dated October 5, 2009), which shows an updated key plan that depicts the block reconfiguration described in Exhibit B (3) above.

The following pages reflect a redline and final version of the changes described above.

T5-VN: Village Neighborhood Standards



Zone Intent and Description

The Village Neighborhood Zone is a primarily residential area that provides the core residences in medium to high density building types within The Village neighborhood. The purpose of this zone is to integrate a wide variety of housing types to enable a wide diversity of residents in a manner that yields medium to high densities that will help support the transit facilities and commercial uses in the surrounding zones. A limited amount of ground floor commercial use and live/work units is permitted in designated locations. Due to the proximity to transit, the natural buffer from the existing residential neighborhoods provided by the Refugio Creek, and the existence of bedrock in the Northeastern portion of the site, a limited number of mid-rise towers (5-8 stories) are allowed in this zone.

HWDMP Sub-District Amendments
Opticos Design, Inc.



update key plan

1-23

T5-VN: Village Neighborhood Standards



Zone Intent and Description

The Village Neighborhood Zone is a primarily residential area that provides the core residences in medium to high density building types within The Village neighborhood. The purpose of this zone is to integrate a wide variety of housing types to enable a wide diversity of residents in a manner that yields medium to high densities that will help support the transit facilities and commercial uses in the surrounding zones. A limited amount of ground floor commercial use and live/work units is permitted in designated locations. Due to the proximity to transit, the natural buffer from the existing residential neighborhoods provided by the Refugio Creek, and the existence of bedrock in the Northeastern portion of the site, a limited number of mid-rise towers (5-8 stories) are allowed in this zone.

HWDMP Sub-District Amendments
Opticos Design, Inc.



1-23

EXHIBIT B (17): Summary of Changes

Amend text on **pages 1-24 in Exhibit I to the Initiative** (Form-Based Code) as follows (additions are shown in underline; deletions are shown in strike-out).

Build-to Line (Distance from Right of Way)

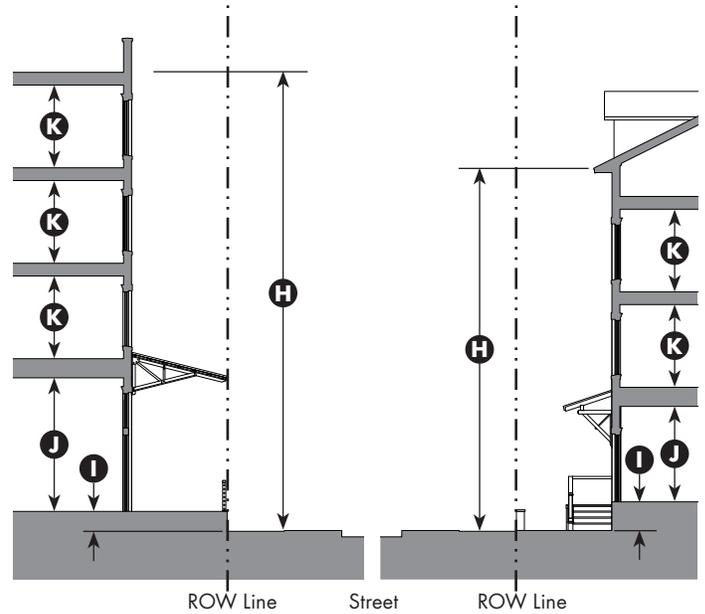
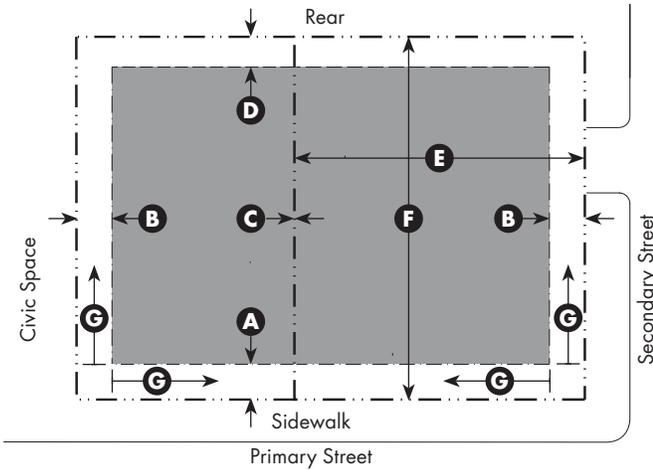
Primary Street	8' min.; 12' max
<u>Bayfront Promenade</u>	<u>No BTL requirements</u>
<u>Block M</u>	<u>No BTL requirements</u>
Civic Space / Secondary Street	Equal to primary street

Footprint

Lot Coverage	50% min.
Depth, Ground-floor Residential Space	
<u>Garage below ground-floor allowed to daylight a max. of 8' if integrated with stoops.</u>	

The following pages reflect a redline and final version of the changes described above.

T5-VN: Village Neighborhood Standards



Key

- ROW / Property Line
- Setback Line
- Build-to Line (BTL)
- Building Area

Bayfront Promenade: No BTL requirements

No BTL required on Block M

Building Placement		
Build-to Line (Distance from Right of Way)		
Primary Street	8' min.; 12' max. ¹	A
Civic Space / Secondary Street	Equal to primary street ¹	B
BTL Defined by a Building		
Primary Street	60% min.	
Civic Space / Secondary Street	60% min.	

¹ The BTL for the first building to receive planning department approval becomes the set BTL (must be within this range) along that Street or Civic Space. All subsequent buildings must match the first building's BTL.

Setback (Distance from Property Line or ROW)		
Side	0' min.	C
Rear	5' min.	D

Lot Size		
Width	100' min.	E
Depth	75' min.	F

Miscellaneous
Buildings must be built to BTL along each facade within 30' of a corner along the Primary Street. **G**

See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.

Entire BTL must be defined by a building or a 18" to 48" high fence or stucco or masonry wall.

Building Form		
Height		
Building	2 Stories min.; 4 Stories max. ¹	H
Ground Floor Finish Level	18" min. ²	I
Ground Floor Ceiling	9' min. clear	J
Upper Floor(s) Ceiling	8' min. clear	K

¹ 8 stories max. permitted in the areas indicated in the Allowable Building Height Overlay on page 1-5.

² Commercial uses and ground floor lobbies and common areas in multi-unit buildings may have a 0" to 6" ground floor finish level.

Footprint		
Lot Coverage	50% min.	
Depth, Ground-floor Residential Space	12' min.	L

Miscellaneous
Distance between Entries
To Upper Floor(s) 100' max.

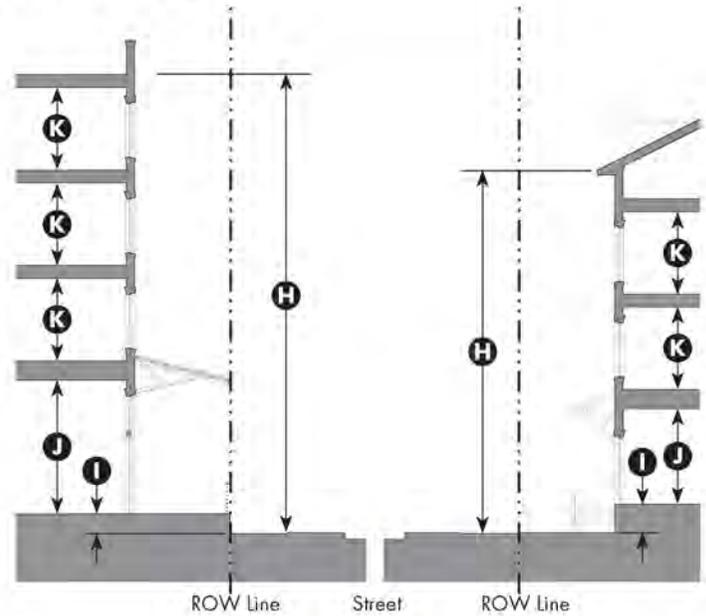
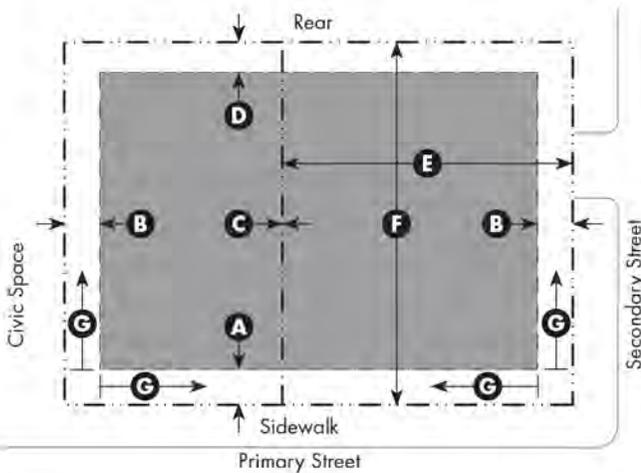
All upper floors must have a primary entrance along a Primary Street, Civic Space, or on a forecourt along a Primary Street or Civic Space.

All ground floor units fronting a street must have a direct entry to the unit from the street or from a forecourt along the street.

Service entries may not be located along a Primary Street / Civic Space.

Buildings wider than 150' must be designed to read as a series of buildings no wider than 100' each.

T5-VN: Village Neighborhood Standards



Key

- ROW / Property Line
- Setback Line
- Build-to Line (BTL)
- Building Area

Building Placement		
Build-to Line (Distance from Right of Way)		
Primary Street	8' min.; 12' max. ¹	A
Bayfront Promenade: Block M:	No BTL requirement	
	No BTL requirement	
Civic Space / Secondary Street	Equal to primary street ¹	B
BTL Defined by a Building		
Primary Street	60% min.	
Civic Space / Secondary Street	60% min.	
¹ The BTL for the first building to receive planning department approval becomes the set BTL (must be within this range) along that Street or Civic Space. All subsequent buildings must match the first building's BTL.		
Setback (Distance from Property Line or ROW)		
Side	0' min.	C
Rear	5' min.	D
Lot Size		
Width	100' min.	E
Depth	75' min.	F
Miscellaneous		
Buildings must be built to BTL along each facade within 30' of a corner along the Primary Street.		G
See the Streets and Circulation Regulation Plan on page 4-3 for the determination of Primary and Secondary Streets.		
Entire BTL must be defined by a building or a 18" to 48" high fence or stucco or masonry wall.		

Building Form		
Height		
Building	2 Stories min.;	H
	4 Stories max. ¹	
Ground Floor Finish Level	18" min. ²	I
Ground Floor Ceiling	9' min. clear	J
Upper Floor(s) Ceiling	8' min. clear	K
¹ 8 stories max. permitted in the areas indicated in the Allowable Building Height Overlay on page 1-5.		
² Commercial uses and ground floor lobbies and common areas in multi-unit buildings may have a 0" to 6" ground floor finish level.		
Footprint		
Lot Coverage	50% min.	
Depth, Ground-floor Residential Space	12' min.	
Garage below ground floor allowed to daylight a max. of 8' if integrated with stoops.		
Miscellaneous		
Distance between Entries		
To Upper Floor(s)	100' max.	
All upper floors must have a primary entrance along a Primary Street, Civic Space, or on a forecourt along a Primary Street or Civic Space.		
All ground floor units fronting a street must have a direct entry to the unit from the street or from a forecourt along the street.		
Service entries may not be located along a Primary Street / Civic Space.		
Buildings wider than 150' must be designed to read as a series of buildings no wider than 100' each.		

EXHIBIT B (18): Summary of Changes

Amend text on **pages 1-25 in Exhibit I to the Initiative** (Form-Based Code) as follows (additions are shown in underline; deletions are shown in strike-out).

Allowable Frontage Types

Stoops

Depth *4' min. clear*

Height *9' min. clear roof height; 1 Story max*

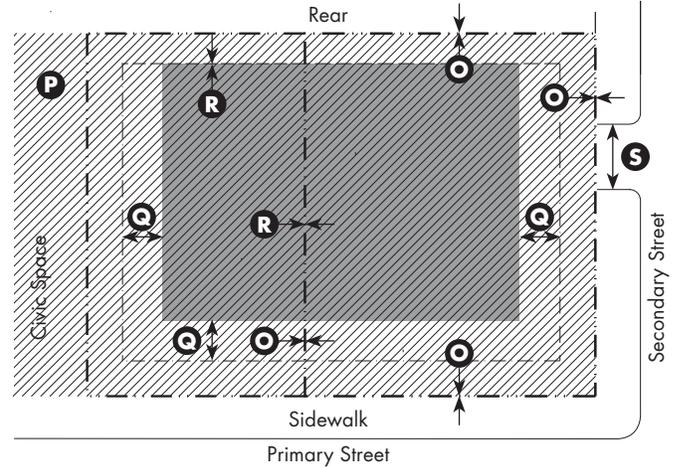
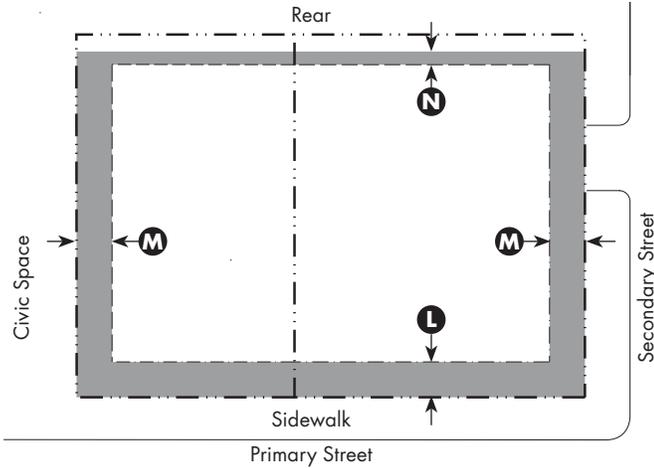
Forecourt

Depth *15' min., ~~not to exceed width~~*

Width *20' min.*

The following pages reflect a redline and final version of the changes described above.

T5-VN: Village Neighborhood Standards



Key

- ROW / Property Line
- Build-to Line (BTL)
- Setback Line
- Encroachment Area

Key

- ROW / Property Line
- Build-to Line (BTL)
- Setback Line
- ▨ Below-Grade Parking Area
- Above-Grade Parking Area

Frontage Types and Encroachments

Encroachments		
Primary Street	12' max.	L
Civic Space / Secondary Street	12' max.	M
Side Setbacks ≥10'	5' max.	
Rear	5' max.	N

Encroachments are not allowed within a street Right of Way, or across a property line.

Allowed Frontage Types¹

Loading Dock, Forecourt, and Stoop Frontage Types are allowed along Street and Civic Space frontages. The Shopfront Frontage Type is also allowed areas designated in the Use Overlay.

Loading Dock		
Depth	8' min.	
Finished Level of Public Walk	2' min.; 4' max.	
Shopfront		
Awning Depth	4' min.; 10' max.	
Stoops		
Depth	4' min. clear	roof height
Height	9' min. clear; 1 Story max.	
Forecourt		
Depth	15' min. not to exceed width	
Width	20' min.	

¹ See pages 1-36 and 1-37 for descriptions of Frontage Types.

**HWDMP Sub-District Amendments
Opticos Design, Inc.**

Required Parking

Spaces	
Residential Uses	1 space/1,500sf ¹
Non-Residential Uses	2 spaces/1,000sf
Flex Space, Live/Work, and Work /Live Uses	
<2,500sf	1 space/1,500sf
≥2,500sf	2 spaces/1,000sf

¹ No parking spaces are required for affordable or senior housing units.

Location

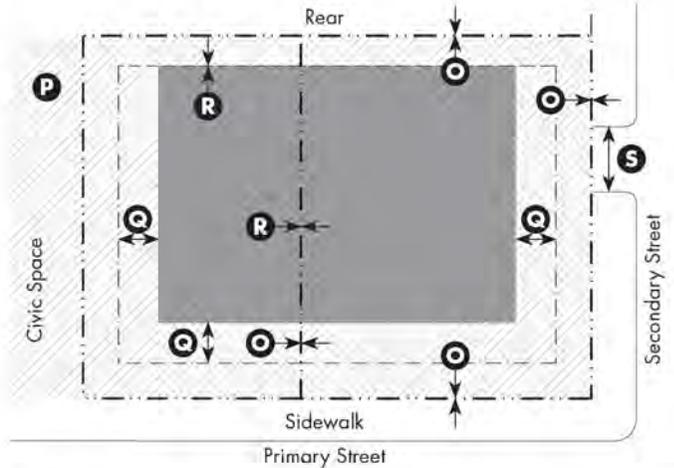
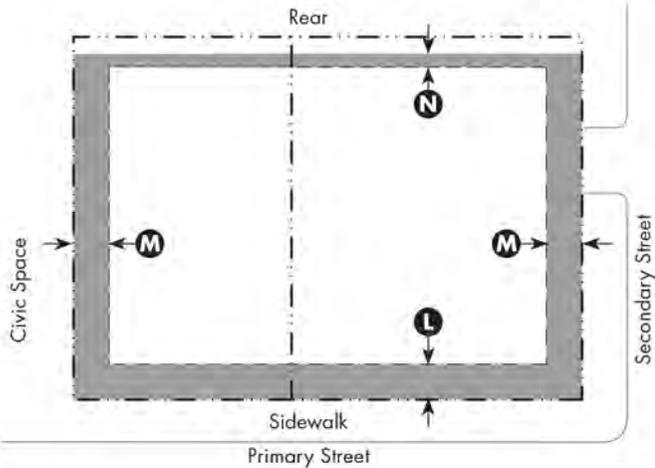
Below-Grade Parking	
Allowed up to the ROW / Property Line	O
Allowed below Civic Space if providing public parking	P
Above-Grade Parking	
12' min. deep liner required along Streets / Civic Spaces	Q
Cannot exceed the buildable footprint	R

Miscellaneous

Parking Drive Width	20' max.	S
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See additional general parking requirements on page 1-34 and 1-35.

T5-VN: Village Neighborhood Standards



Key

- ROW / Property Line
- Build-to Line (BTL)
- Setback Line
- Encroachment Area

Key

- ROW / Property Line
- Build-to Line (BTL)
- Setback Line
- Below-Grade Parking Area
- Above-Grade Parking Area

Frontage Types and Encroachments

Encroachments

Primary Street	12' max.	L
Civic Space / Secondary Street	12' max.	M
Side Setbacks $\geq 10'$	5' max.	
Rear	5' max.	N

Encroachments are not allowed within a street Right of Way, or across a property line.

Allowed Frontage Types¹

Loading Dock, Forecourt, and Stoop Frontage Types are allowed along Street and Civic Space frontages. The Shopfront Frontage Type is also allowed areas designated in the Use Overlay.

Loading Dock

Depth	8' min.
Finished Level of Public Walk	2' min.; 4' max.

Shopfront

Awning Depth	4' min.; 10' max.
--------------	-------------------

Stoops

Depth	4' min. clear
Height	9' min. clear; roof height 1 Story max.

Forecourt

Depth	15' min.
Width	20' min.

¹See pages 1-36 and 1-37 for descriptions of Frontage Types.

HWDMP Sub-District Amendments
Opticos Design, Inc.

Required Parking

Spaces

Residential Uses	1 space/1,500sf ¹
Non-Residential Uses	2 spaces/1,000sf
Flex Space, Live/Work, and Work /Live Uses	
<2,500sf	1 space/1,500sf
$\geq 2,500sf$	2 spaces/1,000sf

¹No parking spaces are required for affordable or senior housing units.

Location

Below-Grade Parking

- Allowed up to the ROW / Property Line **Q**
- Allowed below Civic Space if providing public parking **P**

Above-Grade Parking

- 12' min. deep liner required along Streets / Civic Spaces **R**
- Cannot exceed the buildable footprint **R**

Miscellaneous

Parking Drive Width	20' max.	S
---------------------	----------	----------

See additional general parking requirements on page 1-34 and 1-35.

EXHIBIT B (19): Summary of Changes

Amend text on **pages 1-27 in Exhibit I to the Initiative** (Form-Based Code) to reflect attached Exhibit B (19) to this Application (Revised “T4-NG: Neighborhood General Standards” dated October 5, 2009), which shows an updated key plan that depicts the block reconfiguration described in Exhibit B (3) above.

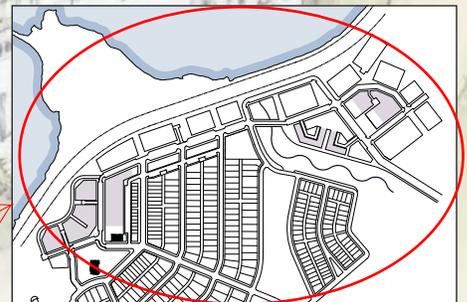
The following pages reflect a redline and final version of the changes described above.

T4-NG: Neighborhood General Standards



Zone Intent and Description

The Neighborhood General Zone is a residential area that provides the core residences in medium density building types within the Crescent Heights neighborhood and along the Refugio Creek. The purpose of this zone is to provide a choice of residences with spectacular views of the bay and the creek within the structure of a socially vibrant neighborhood by presenting a wide range of housing opportunities to the members of the community, integrating planning techniques that provide pedestrian-oriented environments that encourage walking, and building upon the unique character of the existing Hercules neighborhoods.



HWDMP Sub-District Amendments
Opticos Design, Inc.

update key plan

1-27

Opticos '07

T4-NG: Neighborhood General Standards



Zone Intent and Description

The Neighborhood General Zone is a residential area that provides the core residences in medium density building types within the Crescent Heights neighborhood and along the Refugio Creek. The purpose of this zone is to provide a choice of residences with spectacular views of the bay and the creek within the structure of a socially vibrant neighborhood by presenting a wide range of housing opportunities to the members of the community, integrating planning techniques that provide pedestrian-oriented environments that encourage walking, and building upon the unique character of the existing Hercules neighborhoods.



HWDMP Sub-District Amendments
Opticos Design, Inc.

1-27

Opticos '07

EXHIBIT B (20): Summary of Changes

The portions of the "Architectural Styles Allowed" diagram (pp. 2.2 of Exhibit I to Initiative) that depict the Applicant's Property are hereby amended to reflect attached Exhibit B (20) to this Application (Revised "Architectural Styles Allowed" dated October 5, 2009). This revised diagram updates the Architectural Styles Allowed base map to reflect the proposed reconfigured block pattern described in Exhibit B (3) (Revised "Conceptual District Master Plan" and the "Planning Sub-District" diagram dated October 5, 2009).

The following pages reflect a redline and final version of the changes described above.

Architectural Styles Allowed



Building Form Regulating Zones

- T5-MS: Bayfront Boulevard Main Street
- T5-MST: Main Street Transition
- T5-CC: Clubhouse Center
- T5-VN: Village Neighborhood
- T4-NG: Neighborhood General

update graphic

This key plan is intended for reference only and should not be used as a regulatory plan. See page 1-3 for Building Form Regulating Plan.

Architectural Styles Allowed



Building Form Regulating Zones

- T5-MS: Bayfront Boulevard Main Street
- T5-MST: Main Street Transition
- T5-CC: Clubhouse Center
- T5-VN: Village Neighborhood
- T4-NG: Neighborhood General

This key plan is intended for reference only and should not be used as a regulatory plan. See page 1-3 for Building Form Regulating Plan.

EXHIBIT B (21)

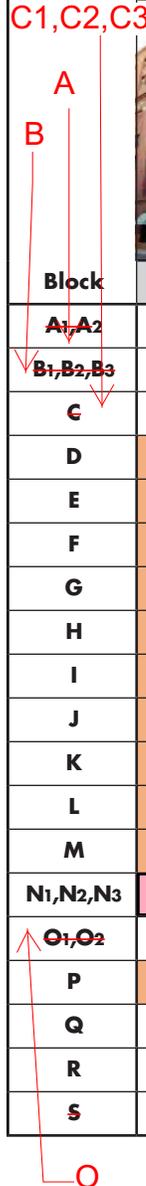
The portions of the "**Architectural Styles Allowed**" diagram (**pp. 2.3 of Exhibit I to Initiative**) that depict the Applicant's Property are hereby amended to reflect attached Exhibit B (21) to this Application (Revised "Architectural Styles Allowed" by block diagram dated October 5, 2009) and contains the following revisions:

1. The addition of Tudor/English Arts and Crafts and Bay Area Eclectic as an allowable style for Block D
2. The addition of Gold Rush and Victorian as allowable styles for Blocks E and G
3. The addition of Tudor/English Arts and Crafts as an allowable style for Block L
4. The addition of Bay Area Eclectic as an allowable style for Block M
5. The addition of Tudor/English Arts and Crafts and Bay Area Eclectic as allowable styles for Block Q
6. The addition of Waterfront Warehouse as an allowable style for Block N
7. The elimination of Block S from the diagram as it no longer exists
8. The combination of Blocks B1, B2, B3 into a single Block B

The following pages reflect a redline and final version of the changes described above.

Architectural Styles Allowed

Architectural Styles Allowed By Block						
	Waterfront Warehouse	Gold Rush	Victorian	Tudor/English Arts and Crafts	Spanish Revival	Bay Area Eclectic
Block	 p. 2-5	 p. 2-11	 p. 2-15	 p. 2-19	 p. 2-23	 p. 2-27
A1, A2						
B1, B2, B3						
C		(T5-MST only)				
D						
E						
F						
G						
H						
I						
J						
K						
L						
M						
N1, N2, N3		(T5-MST only)		(T4-NG only)		(T4-NG only)
O1, O2		(T5-MST only)	(T5-MST only)	(T4-NG only)		
P						
Q						
R						
S						



 Expand architectural styles allowed for each block

Key
 Style allowed
 Style not allowed

Architectural Styles Allowed

Architectural Styles Allowed By Block						
	Waterfront Warehouse	Gold Rush	Victorian	Tudor/English Arts and Crafts	Spanish Revival	Bay Area Eclectic
						
Block	p. 2-5	p. 2-11	p. 2-15	p. 2-19	p. 2-23	p. 2-27
A						
B						
C ₁ , C ₂ , C ₃						
D						
E						
F						
G						
H						
I						
J						
K						
L						
M						
N		(T5-MST only)		(T4-NG only)		(T4-NG only)
O		(T5-MST only)	(T5-MST only)	(T4-NG only)		
P						
Q						
R						

Key

 Style allowed

 Style not allowed

EXHIBIT B (22)

The portions of the "**Civic Space Regulating Plan**" diagram (p. 3.3 of **Exhibit I to Initiative**) that depict the Applicant's Property are hereby amended to reflect attached Exhibit B (22) to this Application (Revised "Civic Space Regulating Plan" dated October 5, 2009). This revised diagram reflects the block and street re-configurations (including view corridors) and re-location of the park at Block K described in Exhibit B (3) (Revised "Conceptual District Master Plan" and the "Planning Sub-District" diagram dated October 5, 2009).

The approximate area of the civic space remains the same as indicated in the initiative. Please note the depiction of civic/open/park space in the revised illustrative plan. However, due to the evolution of building type and placement in each block, the exact locations should not be regulated, and have therefore been more generally designated.

Only the portion of the Civic Space Regulating Plan that depicts the Applicant's Property is amended; the rest of this diagram is included for context and reference only and is not amended by the Proposed Revisions.

The following pages reflect a redline and final version of the changes described above.

Civic Space Regulating Plan

- Civic Space Types**
- Hercules Point
 - Natural Preserve/Hillside/Riparian Area
 - Bayfront/Creekside Park
 - Town Square
 - Historic Square
 - Plaza
 - Bayfront Promenade
 - Paseo
 - Pocket Park
 - Playground / Tot Lot
 - Bay Tail
 - Creekside Trail

- General Key**
- Historic Buildings
 - Railroad ROW
 - Drives allowed within Civic Space
 - Provided View Corridor
- Dimensions on plan indicate minimum required widths or depths of civic spaces at the locations indicated. See individual standards for each Civic Space Type for all other required dimensions. The exact configuration of Civic Spaces may vary.



NOT TO SCALE

HWDMP Sub-District Amendments
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update graphic and key

Civic Space Regulating Plan

Civic Space Types

- Hercules Point
- Natural Preserve/Hillside/Riparian Area
- Neighborhood Park
- Bayfront/Creekside Park
- Civic Plaza
- Neighborhood Square
- Historic Square
- Plaza
- Pocket Plaza
- Cascade
- Paseo
- Bay Trail
- Bay Trail/Promenade
- Creekside Trail

General Key

- Historic Buildings
 - Railroad ROW
 - Drives allowed within Civic Space
 - Provided View Corridor
- Dimensions on plan indicate minimum required widths or depths of civic spaces at the locations indicated. See individual standards for each Civic Space Type for all other required dimensions. The exact configuration of Civic Spaces may vary.



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* exact location and configuration may change per project specifics



NOT TO SCALE

EXHIBIT B (23)

1. Amend page 3-6 of **Exhibit I to the Initiative** as follows (additions are shown in underline; deletions are shown as ~~strikeout~~):

Hercules Point is intended to provide approximately 11 acres of important regional open space, drawing visitors not only from the community of Hercules but also the entire San Francisco Bay Area due to its connection to the Multi-Modal Transit Station....The landscaping will consist of trees, lawns, paths, trails and shrubs all naturally disposed. Seating in picnic areas should be included in designated areas. A boardwalk will connect the Point with the Multi-Modal Transit Station and at least one ~~at~~above-grade crossing adjacent to Block D should be provided across the railroad tracks, directly connecting the Point with Hercules' residences and the Bayfront community.

Standards

Min width N/A

Max. width N/A

Above-At-grade railroad crossing and connection to Multi-Modal Transit Station Required.

The following pages reflect a redline and final version of the changes described above.

Hercules Point Standards



Description

Hercules Point is intended to provide approximately 11 acres of important regional open space, drawing visitors not only from the community of Hercules but also the entire San Francisco Bay Area due to its connection to the Multi-Modal Transit Station. Hercules Point will provide the only opportunity within Hercules for direct access and interaction with the Bay, a vital element for the City and region. The Point will provide various spaces for both active and passive recreation. Public restroom facilities and other appropriate or necessary structures should also be included on site within well-designed ancillary buildings. The landscaping will consist of trees, lawns, paths, trails, and shrubs all naturally disposed. Seating and picnic areas should be included in designated areas. A boardwalk will connect the Point with the Multi-Modal Transit Station and at least one at-grade crossing should be provided across the railroad tracks, directly connecting the Point with Hercules' residences and the Bayfront community.

See text redline on previous page

Typical Characteristics

General Character

- Lawns, trees and shrubs naturally disposed
- Maintain views of Bay
- Extensive trail and path system
- Public ancillary structures included on site

Standards

Min. Width	N/A
Max. Width	N/A

At-grade railroad crossing and connection to Multi-Modal Transit Station required.

Typical Uses

- Passive and Active Recreation
- Casual seating/picnicking



3-6

Replace Image



Replace Image

Hercules Point Standards



Description

Hercules Point is intended to provide approximately 11 acres of important regional open space, drawing visitors not only from the community of Hercules but also the entire San Francisco Bay Area due to its connection to the Multi-Modal Transit Station. Hercules Point will provide the only opportunity within Hercules for direct access and interaction with the Bay, a vital element for the City and region. The Point will provide various spaces for both active and passive recreation. Public restroom facilities and other appropriate or necessary structures should also be included on site within well-designed ancillary buildings. The landscaping will consist of trees, lawns, paths, trails, and shrubs all naturally disposed. Seating and picnic areas should be included in designated areas. A boardwalk will connect the Point with the Multi-Modal Transit Station and at least one at above-grade crossing adjacent to Block D should be provided across the railroad tracks, directly connecting the Point with Hercules' residences and the Bayfront community.

Typical Characteristics

General Character

- Lawns, trees and shrubs naturally disposed
- Maintain views of Bay
- Extensive trail and path system
- Public ancillary structures included on site

Standards

Min. Width	N/A
Max. Width	N/A

Above-grade railroad crossing and connection to Multi-Modal Transit Station required.

Typical Uses

- Passive and Active Recreation
- Casual seating/picnicking



3-6

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EXHIBIT B (24)

The portions of the "**Hercules Point Standards**" diagram (**p. 3-7 of Exhibit I to Initiative**) that depict the Applicant's Property are hereby amended to reflect attached Exhibit B (24) to this Application (Revised "Hercules Point Standards Diagram" dated October 5, 2009). This revised diagram reflects the relocation of the pedestrian crossing and reconfigured Block D.

The following pages reflect a redline and final version of the changes described above.

Hercules Point Standards

Update image.



Hercules Point Standards



HWDMP Sub-District Amendments
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3-7