



118-0272019-002

Agenda Item **No. 5(g)**
Meeting of July 16, 2019

MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Nadia Sesay, Executive Director

SUBJECT: Conditionally approving the Schematic Designs for development of Agency Housing Parcels on Blocks 52 and 54 of Hunters Point Shipyard Phase 1, which consists of 112 affordable rental housing units (including one manager's unit); approving a density bonus allowing additional height and density for proposed development on Block 52; providing notice that this approval is within the scope of the Hunters Point Shipyard Phase 1 Reuse Final Environmental Impact Report, a program EIR; and adopting environmental findings pursuant to the California Environmental Quality Act; Hunters Point Shipyard Redevelopment Project Area

EXECUTIVE SUMMARY

London N. Breed
MAYOR

Nadia Sesay
EXECUTIVE DIRECTOR

Miguel Bustos
CHAIR

Mara Rosales
Bivett Brackett
Dr. Carolyn Ransom-Scott
COMMISSIONERS

The Office of Community Investment and Infrastructure ("OCII") is implementing the Redevelopment Plan for the Hunters Point Shipyard Redevelopment Project Area ("Hunters Point Shipyard" or "HPS") and the Disposition and Development Agreement ("DDA") for Hunters Point Shipyard Phase 1 ("Phase 1"). The DDA affordable housing program designates several "Agency Housing Parcels" within HPS Phase 1 that OCII has retained for development as affordable housing, including one parcel each within Block 52 and Block 54.

The Agency Affordable Parcels on Blocks 52 and 54 (herein "Block 52 (OCII)" and "Block 54 (OCII)") are proposed to be developed with approximately 112 affordable rental housing units (including one manager's unit) for very low income households (the "Project").

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On March 20, 2018, the Commission adopted Resolution No. 7-2018 approving the selection of McCormack Baron Salazar ("MBS") and Bayview Hunters Point Multipurpose Senior Services ("BHPMSS", collectively "Developer") as co-developers of the Project, together with Mithun | Solomon as architect, and the John Stewart Company as property manager. The Commission previously determined that combining Blocks 52 (OCII) and 54 (OCII) into one project allows for greater operational and financial feasibility and quicker production of affordable housing units in accordance with the Mayor's Housing Directive. On August 7, 2018, the Commission adopted Resolution No. 33-2018 approving an Exclusive Negotiations Agreement and Predevelopment Loan Agreement with the Developer in order to commence predevelopment activities for the Project.

The Developer now requests that the Successor Agency Commission ("Commission") approve proposed Schematic Designs for the Project, including a density bonus allowing additional height on Block 52 (OCII), which have been reviewed and recommended to the Commission for approval by the Hunters Point Shipyard Citizens Advisory Committee ("CAC") at its meeting on April 8, 2019.

Staff recommends approving the density bonus and conditionally approving the Schematic Designs for the Project.

DISCUSSION

Project Area Background

The San Francisco Board of Supervisors originally adopted the HPS Redevelopment Plan in 1997 to provide for planning and development of former Hunters Point Shipyard after its transfer from the U.S. Department of the Navy ("Navy") to the former Redevelopment Agency.

In 2003, the predecessors in interest to OCII and HPS Development Co, LP ("Master Developer") entered into the DDA, which governs development of HPS Phase 1. The remainder of the Hunters Point Shipyard (known as Phase 2) is governed by a separate disposition and development agreement with a separate master developer, which does not address the development of Phase 1.

The DDA has been amended six times since its approval in 2003. Under the DDA, the development program for Phase 1 includes up to 1,428 housing units, of which a minimum of 27 percent and a maximum of 40 percent will be affordable, 26 acres of parks and open space, and the construction of associated infrastructure.

Phase 1 is divided into two areas, the Hilltop and Hillside, and Blocks 52 and 54 are located within the Hilltop. To date the Master Developer has focused development on the Hilltop, constructing 439 residential units (including 99 inclusionary units). Another 66 units (including 3 inclusionary units) are under construction. The Master Developer has constructed 12 acres of park space (46% of total to be built) and all necessary infrastructure for the Hilltop. OCII will facilitate development of approximately 182 affordable residential units on three Agency Housing Parcels within the Hilltop, including on Blocks 52 (OCII) and 54 (OCII).

Phase 1 Environmental Clean Up and Testing

Pursuant to the Conveyance Agreement between the Navy and OCII, the Navy transfers properties within HPS to the former Redevelopment Agency (now OCII), after any necessary environmental remediation and a subsequent determination from federal, state and local regulators that the property is safe for its intended purpose. The HPS Phase 1 development is coterminous with Navy Transfer Parcels A-1 and A-2, which the Navy previously used for residential purposes and was not used by the Navy for active military purposes. Parcels A-1 and A-2 did not require environmental remediation and was determined safe for development, and was transferred from the Navy to the former Redevelopment Agency in 2004.

Blocks 52 and 54 are two of several development blocks within Navy Transfer Parcel A-1. Prior to Navy's transfer of Parcel A-1, the U.S. Environmental Protection Agency, the California Department of Toxic Substances Control, and the Regional Water Quality Control Board analyzed the conditions of Parcel A-1 and determined, in accordance with federal law, that Parcel A-1 is suitable for transfer to the Agency for the purposes of unrestricted residential reuse. In June of 2018, in response to public concerns and at the request of the City and County of San Francisco ("City") and Speaker Nancy Pelosi, the California Department of Public Health ("CDPH") agreed to perform a phased approach radiological survey to assess the health and safety of the public and the environment at Parcel A-1. CDPH's report on Parcel A-1 concluded that there is no exposure to radiological health and safety hazards at Parcel A-1 for residents, workers, or visitors.

The Project Site

Block 52 (OCII) is an approximately 25,860 square-foot site bounded by Friedell Street to the northwest, Kirkwood Avenue to the southwest, Jerrold Avenue to the northeast, and the private market-rate portion of Block 52 to the southeast. See Attachment A. The current configuration of the Parcel has been enlarged – by approximately 5,000 square feet – from the original block configuration shown in the Redevelopment Plan Documents and DDA. The Master Developer and OCII have agreed to an adjustment of property boundaries of their respective sites, based on a reconfiguration of development on the adjacent private portion of Block 52, that results in the enlargement of Block 52 (OCII).

OCII's Block 54 (OCII) is an approximately 19,720 square foot site bound by Friedell Street to the northwest, Innes Avenue to the southwest, Hudson Avenue to the northeast, and Avocet Way to the southeast. See Attachment A.

Blocks 52/54 (OCII) Program Overview

The Project comprises a mix of one-, two-, three-, four- and five-bedroom units for very low income families earning up to 50% of the Area Median Income, as defined by the Mayor's Office of Housing and Community Development ("AMI"). Up to 30% of units will also be set aside for families earning up to 30% and 40% of AMI. Two (2) units will be set aside as Family Childcare Units and Project residents will have a first preference for those childcare slots. The buildings will have a combined parking ratio of approximately .6 to 1, more than double our typical parking ratio in recognition of the relative lack of transit options in the neighborhood at this time. The buildings will include multiple courtyards and

gardens, a community room with kitchen, a fitness room, management and services spaces, children's play space and laundry lounges all described in more detail in the Schematic Design section below.

Unit Type	Block 52 (OCII)	Block 54 (OCII)	Total
1 BDRM	31	18	49
2 BDRM	16	15	31
3 BDRM	12	11	23
4 BDRM	8	0	8
5 BDRM	0	1	1
TOTAL	67	45	112

Marketing and Leasing Preferences

All units (except the manager's unit) will be restricted and affordable to households earning no more than 50% of the Area Median Income as defined by MOHCD. Occupancy priorities will follow the HPS Redevelopment Plan and the Phase 1 DDA, as follows: 1) Hunters Point Certificate of Preference Holders; 2) other Certificate of Preference Holders; 3) Displaced Tenant Housing Preference ("DTHP"); 4) Neighborhood Residential Preference; 5) San Francisco Residents or Workers; 6) Members of the General Public.

Schematic Design

The Project covers non-contiguous parcels at the heart of the new Hilltop neighborhood. However, the buildings on these two parcels are designed to function as a single community. The design of the Project takes the many challenging realities of affordable housing development, and of these sites in particular (high cost, non-contiguous sites, high design standards and expectations), and uses them to its advantage. Because the two sites have different dimensions the most efficient layouts are substantially different. For this reason it makes sense to cluster community, management and services functions in the larger building on Block 52 (OCII), which allows the building layout on Block 54 (OCII) to be as efficient as possible while still providing for all the important functions and shared spaces necessary to serve residents. Both buildings use strong proportions and simple but striking framing, finishes and details to both complement the existing architecture on the Hilltop and to create their own distinctive character to foster the shared community between the two blocks.

Design Considerations, Site Plan, and Landscape Features

Block 52 (OCII)

The identity of the building on Block 52 (OCII) is established by a trellised entry court garden at grade on Friedell Street. This space is defined by a welcoming landscaped space in a paved plaza that also provides for adjacent outdoor space to the Community Room. The 1,718 square foot Community Room includes a kitchen and is adjacent to a Fitness Room.

Flush-to-grade bio-retention planter areas and a welcoming exterior stair lead to the second-floor (podium level) courtyards. The podium level courtyards provide more outdoor landscaped spaces, with seating areas adjacent to residential units and a laundry/lounge space and informal and formal children's play areas. In total, the design provides over 5,500 square feet of open space for residents to enjoy. All of the administrative functions for both buildings, management and tenant services, are clustered on the southwest side of the entry court garden. To protect the privacy of patrons of tenant services, the circulation and entrances to these functions are separated from one another.

The garage entrance for the parking is on Friedell Street, carefully integrated and largely concealed in the massing of the building. A ground floor parking area within the building podium includes 34 parking spaces. A bike parking and maintenance room located at the corner of Friedell Street and Kirkwood Avenue provides space for 48 bikes.

Block 54 (OCII)

On Block 54 (OCII), the opportunity of a stunning view of downtown San Francisco is a key design driver. The entry and main vertical circulation of the building are located to take advantage of a roof deck with informal seating and play areas and a communal table at the northeast corner of the property, highlighting the view. On the ground floor off the main lobby is an amenity space including a lounge and laundry room that are connected to the street level courtyard which also includes informal play and seating areas. There is also a podium level courtyard surrounded by residential units that incorporates informal seating areas and play areas. In total, the design includes over 4,000 square feet of open space for residents to enjoy. The massing responds to the adjacent neighbors to the south by stepping down at the Hudson Avenue façade. Lightwells at the southern property line align with those of the adjacent buildings, and break up the massing of the building.

Parking and utilities are all at the southern edge of the property. The garage entrance is on Hudson Ave. A ground floor parking area within the building podium includes 28 parking spaces and 28 bike parking spaces.

Accessibility

Block 52 (OCII)

All units will be adaptable for people living with disabilities. Seven mobility accessible units will be provided. Three visual and hearing impaired units will also be provided.

Block 54 (OCII)

All units will be adaptable for people living with disabilities. Five mobility accessible units will be provided. Two visual and hearing impaired units will also be provided.

Building Materials

Both buildings will be constructed of Type V, residential wood-frame construction over a Type I concrete podium supported by grade beams and footings. The building on Block 52 (OCII) will have five stories over a one-story podium and the building on Block 54 (OCII) will have four stories over a one-story podium.

Proposed exterior finish materials include painted cement plaster, painted box rib metal panels, and glazed thin brick tile (or comparable material). Colors are carefully chosen to be compatible with the neighboring buildings while simultaneously providing a separate identity for each building of this Project.

Sustainability Measures

Both buildings incorporate design strategies that support the health and wellness of building occupants and residents. The Project team is placing resident health and the fostering of community within the buildings at the core of the design. Environmentally preferable products are prioritized for incorporation throughout the building including: materials that are sourced locally and/or high in recycled content; non-toxic paints, as well as coating and materials that are free of volatile organic compounds ("VOC") and phthalates. Prioritization of healthy, non-toxic materials will begin within the residential units, where people spend the most time and have the highest levels of exposure. Another area of emphasis is energy performance. In order to reduce energy usage, the buildings are currently envisioned as all-electric, with photovoltaic arrays on the roofs. Together with an upgraded envelope design, this is a cost effective way to meet the energy goals and low-maintenance needs of affordable housing. The Project is required to achieve a minimum of 125 points (a gold rating).

Sustainable features will include:

- Zero and Low VOC paints, caulks and adhesives and low-emitting flooring
- Reclaimed water infrastructure (purple pipe)
- Climate-appropriate vegetation.
- Exceeding Title 24 by at least 25%.
- Minimum 75% minimum recycling of construction debris
- 25% fly ash or slab in concrete
- Solar panels provided at 15% of roof areas

Conformance with Design for Development

The Project conforms to the requirements of the Hunters Point Shipyard Phase 1 Design for Development document ("D4D"). This includes meeting all of the following key requirements:

	D4D Requirement	Block 52 (OCII)	Block 54 (OCII)
Maximum Height	Block 52: 45' - 55' Block 54: 45'	55'	45'
Maximum Density	80 DU/acre	81.4 DU/acre	57.2 DU/acre
Maximum Bulk	Maximum 150" diagonal dimension	Complies	Complies
Open Space	Block 52: 5,360 sqft Block 54: 3,600 sqft	5,687 sqft	4,541 sqft
Setbacks	None required. 3'-10' allowed along Innes, Hudson Jerrold, and Kirkwood	None proposed	None proposed

Density Bonus

Under the HPS Redevelopment Plan, the Agency may grant residential density bonuses if such bonus will ensure the production of additional low- or moderate-income residential units, after the developer has demonstrated its best effort to provide low- or moderate-income residential units.

In this case, the Developer is seeking a density bonus to allow exceedances of D4D development controls for height and density on Block 52 (OCII), as follows:

1. Exceed the 45-foot height limit for the southern portion of the site by ten feet; and
2. Exceed established Dwelling Unit Density (80 DU/acre) by 1.4 DU/acre, for a Dwelling Unit Density of 81.4 DU/acre.

Under the HPS Phase 1 Design for Development ("Phase 1 D4D"), bonuses may be granted in an amount up to 25% above what density would otherwise be permitted. In addition, while OCII is not bound by the State Density Bonus law, it is instructive on standards for granting density bonuses. Under the State Law, projects with at least 15% very low income are permitted up to three incentives or concessions from development controls.

In this case, Developer's project exceeds the 15% very low income standard, and would be eligible for three concessions from development controls. For the building on Block 52 (OCII), the Developer has asked to exceed the height limit by 10 feet on the southern portion of the site and to exceed Dwelling Unit Density by approximately 1%, as described above. In accordance with the Redevelopment Plan requirements, the requested density bonus would allow the Project to ensure the production of additional low-income residential units. In addition, Developer and OCII staff have determined that the additional units provided by the density bonus are necessary to provide an economically feasible affordable housing project, meeting Developer's burden to demonstrate its best effort to provide low-income residential units. Finally, the requested density bonus would increase density within Block 52 by approximately 1%, which is within the maximum additional 25% density limit established by the Phase 1 D4D. Thus, Developer has met the standards for granting the requested density bonus to the Project.

Staff has determined that the Schematic Designs of Blocks 52 (OCII) and 54 (OCII) complies with the D4D, subject to the resolution of the conditions of approval identified below.

Design Review and Approval Process

The Hunters Point Shipyard Phase 1 Design Review and Document Approval Procedure ("DRDAP") outlines the necessary documents, schedule, and procedures for the review and approval of design submittals. Under the DRDAP, a series of increasingly detailed design documents are required in the design process. They are: 1) Basic Concept/Schematic Design, 2) Design Development, and 3) Construction Documents. The DRDAP requires that the Basic Concept/Schematic Design be presented to the Commission for review and approval. Staff recommends approval of the Schematic Designs subject to the remaining design conditions being resolved to the satisfaction of the Executive Director.

Beginning in Design Development the Developer shall:

1. *Materials.* Continue to develop and refine the building materials palette, including the wall systems, glazing, screening and other materials, in coordination with OCII staff. Materials palette must demonstrate durability, quality, color, variety, and visual interest, especially at the ground floor. Explore opportunities to incorporate locally sourced materials to establish a palette that works with climate, light, neighborhood context, history, and culture. Sustainable and recycled materials are highly encouraged.
2. *Façade Color Alternative.* Provide a design study demonstrating at least one differentiating façade color between Block 52 (OCII) and 54 (OCII), such as different accent tile color. Final façade color scheme subject to further review and approval by OCII.
3. *Architectural Mock-Up Scope.* Prior to Construction Document submittal and in advance of building materials purchasing, provide scope and plans for design mock-up, including primary building materials, color palette, wall systems, glazing and detail installation. OCII staff shall approve a) mock-up plans prior to mock-up construction, and of b) mock-up materials, as per Construction Documents, and their application, after OCII's staff mock-up observations and prior to materials purchases and shipping.
4. *Landscape Plans.* Provide detailed landscape plans, including plans for all setback zones, and common open spaces. The setback zone shall be used to create a transition zone between private use and the public realm. The setback zone shall be landscaped with high quality materials from the building edge to the public sidewalk. Landscaping shall mitigate through screening ground-floor blank wall areas along Avocet Way on Block 52, subject to further review and approval by OCII.
5. *Street Trees.* Maintain the equivalent number of existing street trees within all public right-of-ways in the Project Area. If any existing tree wells must be relocated to accommodate new utility infrastructure, submit revised infrastructure plans.
6. *Construction Cost Estimates and Value-Engineering.* In the event that design elements have to be reconsidered post-Schematic Design approval due to changes in construction cost estimates, the Developer shall engage OCII staff early on in the value-engineering process and all value-engineering decisions shall be subject to review and approval by OCII.
7. *Utility Room and Parking Screening.* Refine screening, materiality and architectural treatment of all ground-floor utility rooms and parking garage doors. Doors should screen mechanical uses while providing visual interest to the public realm through incorporation of design features such as high-quality materials, texture, artistic expression and transparency.
8. *Mechanical Equipment.* All mechanical equipment shall be located within the building footprint or on the roof, per the approved Schematic Designs. No meters or mechanical equipment shall be located within the setback zones or along Avocet Way, unless required by a utility provider. In such case, utility provider requirements must be documented and proposed mechanical locations and screening is subject to further OCII review and approval by OCII.

9. *Ground-Floor Glazing:* Aside from potential opaque glazing necessary to screen mechanical and parking uses, clear, untinted low-reflectivity glass shall be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of the building.
10. *Façade Transparency:* Maintain the approximate approved percentage of glazed surface façade area on all building elevations, as shown in the Schematic Design submittal.
11. *Lighting Plan.* Provide a detailed building lighting plan. Lighting should be subtle and reinforce the overall façade design.
12. *Graffiti Treatment.* Submit materials specifications identifying how each material type will be protected from or replaced in the case of graffiti—especially those materials located on ground-floor facades.
13. *Roofscape*
 - a. Roof design should utilize non-reflective, low intensity colors.
 - b. Further develop any rooftop mechanical equipment screening. Rooftop mechanical equipment, with the exception of solar PV infrastructure, shall be screened from view from the public realm. Mechanical screens shall form part of the building top composition and consist of materials consistent with the overall building color and material palette.
14. *Trash and Recycling.* The design of the trash and recycling areas shall be subject to further review and approval by OCII staff to ensure that such areas allow for internal pick-up by the solid waste collector to avoid on-street location of trash and recycling receptacles.
15. *Signage.* All building signage shall be subject to further OCII staff review and approval. The Sponsors shall submit a signage plan prior to or concurrent with the Design Development submittal.

In advance of the start of construction and before procurement and tenant improvements, the Sponsor shall:

1. *Noise.* Prior to the start of construction, the Developer and its general contractor shall meet with OCII staff to discuss noise regulations and hours of construction operation to ensure that they understand the existing regulations and do not work outside the allowed hours of operations. During construction, the Developer shall designate a single point of contact to address all construction-related concerns from OCII, the City, residents of Hunters Point Shipyard and other stakeholders.
2. *Architectural Mock-Up.* Prior to procuring façade materials, construct a physical material mock-up to allow for OCII, design team, and contractor review of material durability, texture, color and detail installation.

Equal Opportunity Program and Compliance with OCII Policies

The Developer is required to comply with the Bayview Hunters Point Employment and Contracting Policy, OCII's Nondiscrimination in Contracts, Minimum Compensation and Health Care Accountability policies and will work closely with contract compliance staff to comply with the Small Business Enterprise ("SBE") Policy and the Construction Workforce Policy on this development.

During the construction phase of this project, the Developer is committed to meeting OCII's requirements and goals which include the 50% SBE participation goal on all contract dollars, payment of prevailing wages and the 50% local construction workforce hiring goal. As a result of a competitive general contractor selection process, the Developer has selected Baines Nibbi, a joint venture between the general contractor Nibbi Brothers and General Contractor Baines Group, an OCII-recognized SBE and Minority-Owned Business Enterprise.

The Sponsors have secured the following SBE percentages on the Project through Professional Services contracts thus far: SBE 87.02%, San Francisco-Based (SF) LBE 81%, Minority-Owned Business Enterprise (MBE) 6.49%, Woman-Owned Business Enterprise (WBE) 25.67%. The sponsors will issue RFPs for additional consultants and sub-contractors in the coming months, with the intent to award as many contracts as possible to SBEs in order to meet or exceed program goals.

Community Outreach

Staff presented the RFP to the CAC Housing Subcommittee and to the full CAC in July and August 2017. In September 2017, staff convened an informational meeting about the RFP for Hilltop homeowners. Staff presented an update on the selection process to the CAC Housing Subcommittee in January 2018 and presented the developer selection recommendation to the full CAC in February 2018. The CAC voted to recommend that Commission select the MBS/BHPMSS team to develop Blocks 52/54. Staff presented an update on the proposed Schematic Design to the Hilltop neighbors in March 2019. The design team made some adjustments to the building design for Block 54 (OCII) where it abuts the existing market rate building based on input from the neighbors. They adjusted one lightwell for better alignment with the market rate building and recessed the portion of the building adjacent to the open space of the market rate block. Staff then presented the proposed Schematic Design to the CAC Housing Subcommittee in March 2019 and to the full CAC in April 2019. The CAC voted unanimously to recommend that Commission approve the Schematic Design for the Project. Staff and the selected development team will ensure outreach is provided to HPS Phase 1 neighbors and the broader HPS and BHVP community to inform them of any relevant CAC meetings discussing this Project.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

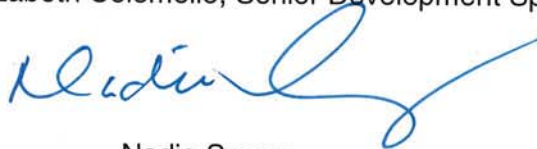
The San Francisco Redevelopment Agency Commission ("Former Commission") and the San Francisco Planning Commission certified the Hunters Point Shipyard Reuse Final Environmental Impact Report ("FEIR"), and adopted California Environmental Quality Act ("CEQA") findings, a mitigation monitoring and reporting program and statement of overriding considerations (collectively "CEQA Findings") in 2000, and subsequently issued a First and Second Addendum to the Final EIR in 2003 and 2006, respectively, to address project changes (collectively, the FEIR and the CEQA Findings as updated by the First and Second Addenda are referred to as the "Phase 1 EIR"). . Additionally, the Former Agency Commission and the Planning Commission certified the Candlestick Point/Hunters Point Shipyard Phase 2 Final Environmental Impact Report in 2010 and adopted CEQA findings, a mitigation monitoring and reporting program and statement of overriding considerations (collectively, "Phase 2 CEQA Findings"), and subsequently issued three addenda, in 2014, 2016 and 2018, respectively, to address project changes (collectively, the FEIR and Phase 2 CEQA Findings as updated by the three addenda are referred to as the "Phase 2 EIR"). The Phase 2 EIR updated the

transportation analysis and transportation plan (including the transportation system management plan) for Phase 1, but the Phase 2 EIR did not identify any new significant environmental effects or an increase in the severity of significant impacts of the Phase 1 Project previously identified in the Phase 1 EIR. OCII staff has reviewed the Schematic Designs for the Project (including the density bonus) and has found them to be within the scope of the project analyzed in the Phase 1 EIR and its subsequent addenda. Staff recommends that the Commission adopt environmental findings requiring no additional environmental review beyond the Phase 1 EIR and its addenda, pursuant to State CEQA Guidelines Sections 15180, 15162, 15163, and 15164 and 15168, confirming that there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the Phase 1 EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Phase 1 EIR, as confirmed by the analysis provided in the Phase 2 EIR.

Project Schedule and Next Steps

Staff will return to Commission in early to mid-2020 to seek approval for a permanent gap loan and ground lease. Construction start is currently estimated for Fall 2020 and completion in Fall 2022.

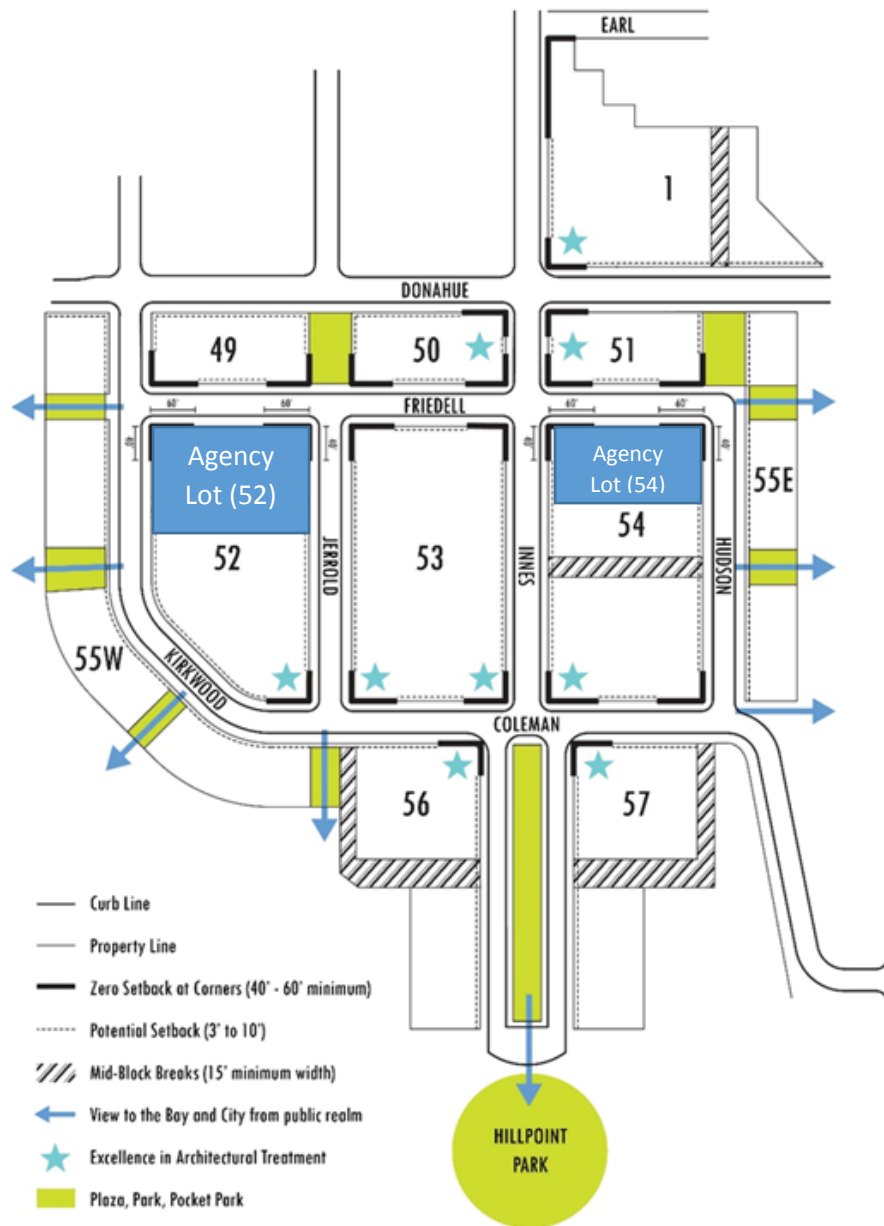
(Originated by Elizabeth Colomello, Senior Development Specialist)



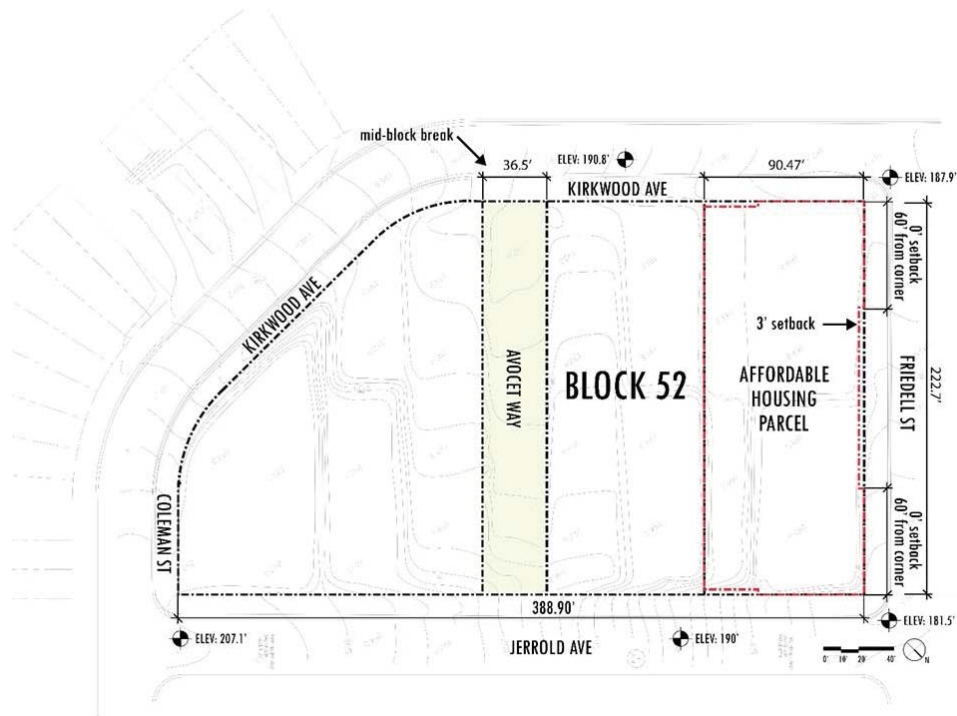
Nadia Sesay
Executive Director

Attachment A: Location Map
Attachment B: Blocks 52 and 54 Schematic Design

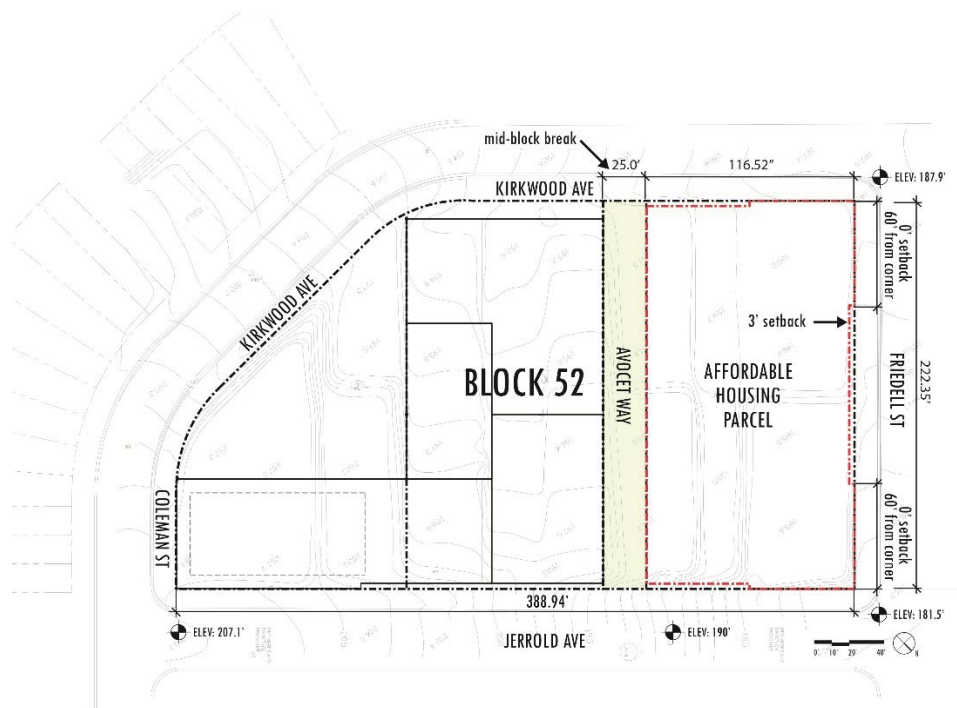
Hunters Point Shipyard Phase 1 Hilltop Parcels



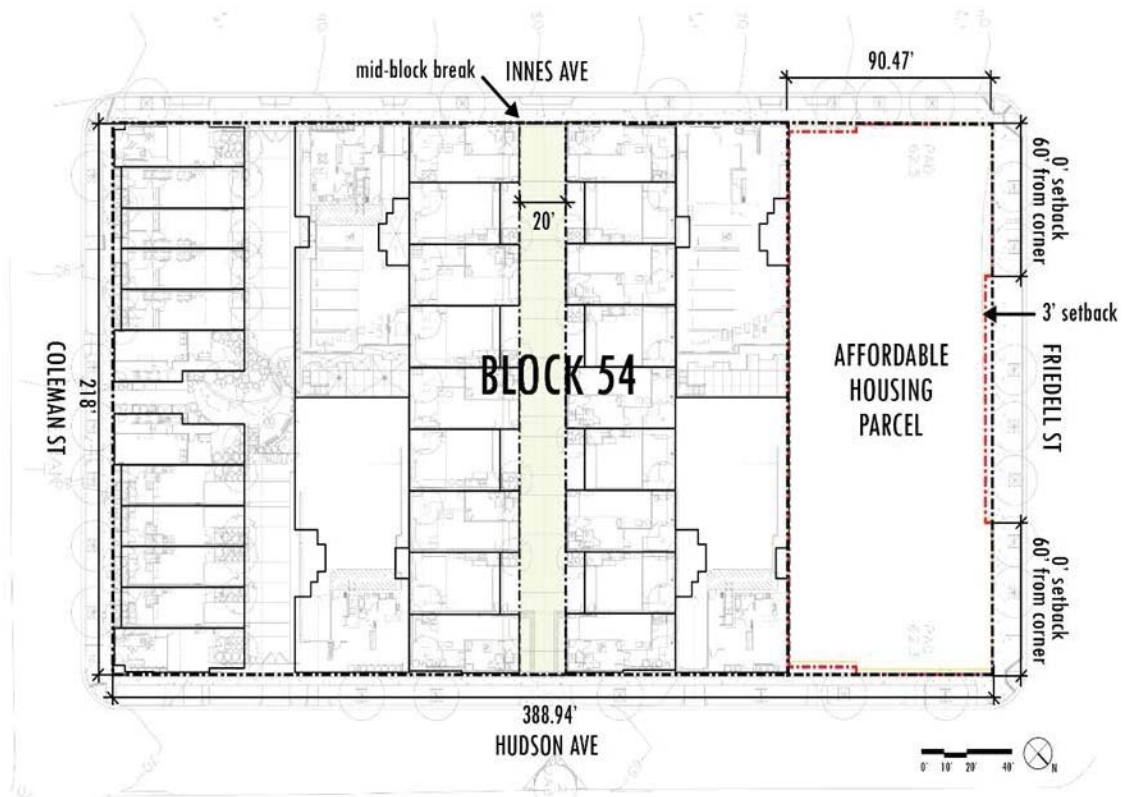
Block 52 Pre-Avocet Realignment



Block 52 Anticipated Avocet Realignment



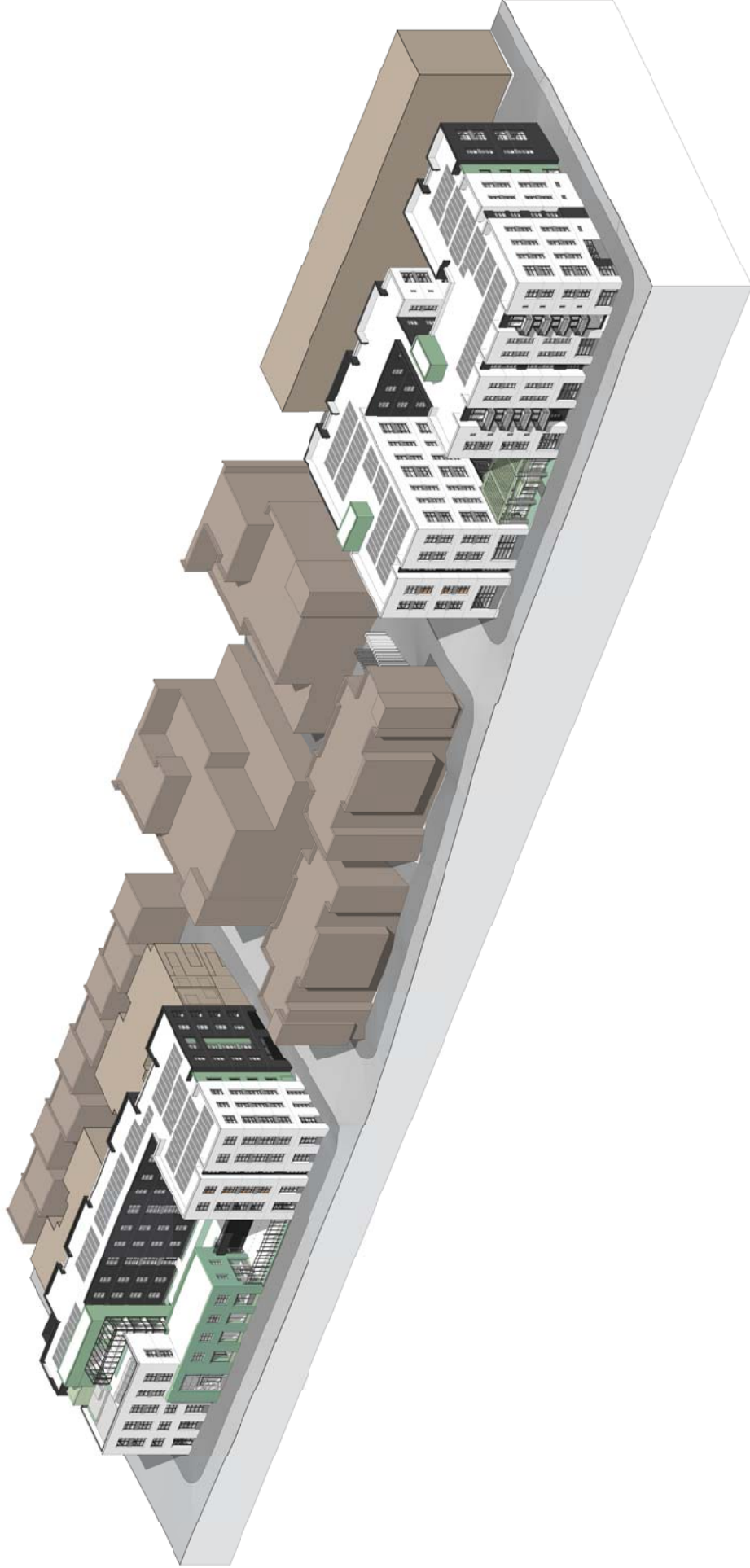
Block 54



HUNTERS POINT SHIPYARD - BLOCKS 52 & 54

100% SCHEMATIC DESIGN OCII SUBMITTAL

03/25/2019



MCCORMACK
BARON
SALAZAR

MITHUN

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ORIGINAL SHEET SIZE 36" x 48"
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DESIGN FOR DEVELOPMENT NOTES

ZONING:		REDEVELOPMENT AREA - HUNTERS POINT SHIPYARD HILLOP SUB AREA	
PLANNING AREAS:		HUNTERS POINT SHIPYARD	
PLANNING DISTRICT:		DISTRICT 10 SOUTH BAYSHORE	
EASEMENTS:		NONE	
AFFORDABILITY:		100% AFFORDABLE, ELIGIBLE FOR FULL DENSITY BONUS	
SETBACKS:	ALLOWABLE/REQUIRED		PROPOSED
	NONE		
MAX. HEIGHTS:	3 TO 10' ALLOWED ALONG WINDS, HUDSON, 45' MAX. INCREASED WITH DENSITY BONUS		DAP PG 17, FIG. 4
	45' & 55' INCREASED WITH DENSITY BONUS		DAP PG 17, FIG. 4
BUILDING DISTRICT:	MAX 150' DIAGONAL DIMENSION		DAP PG 15, 17, FIG. 4 & HRA ZONE 'A' SPPC
	80' DIA. / 40' ACRES (25% DENSITY BONUS)		DAP PG 15
MAX. DENSITY:	100 DU / ACRE WITH 25% DENSITY BONUS		BLOCK 52, 54 UNITS PROPOSED (100 DU / ACRE WITH 25% DENSITY BONUS)
	BLOCK LEVEL PARCEL LEVEL DENSITY (100 DU / ACRE WITH 25% DENSITY BONUS)		111 DU / ACRE @ PARCEL LEVEL
OPEN SPACE:	MIN. 50' SQ. FT. / DU		BLOCK 52, 54 UNITS PROPOSED (100 DU / ACRE WITH 25% DENSITY BONUS)
	COMMON MIN. 10' IN EVERY DIRECTION		REQUIRED 3,000 SQ. FT. (67 X 60 = 3,000)
DOWELING UNIT EXPOSURE:	PRIVATE MIN. 6' NEARLY HORIZONTAL DIRECTION		BLOCK 54, 54' SQ. FT. PROVIDED (40 X 20 = 800)
	WINDOW TO A ROOM OR MIN. 12' SQ. FT. TO PUBLIC WAY OR MIN. 15' IS OPEN SPACE		REQUIRED 3,000 SQ. FT. (40 X 80 = 3,000)
OFF STREET PARKING:	2 SPACES PER UNIT MAX. (24 MAX. ALLOWED)		ALL UNIT FACES COME OFF PUBLIC WAY OR COMPLAINT OPEN SPACE
	TOTAL FOR PROJECT 82 SPACES (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 20
BICYCLE PARKING:	BLOCK 52, 54 SPACES TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
LOADING SPACE:	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
CAR SHARE SPACE:	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
GREEN RATING:	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
PROJECTIONS & OBSTRUCTIONS:	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
BETTER ROOFS OR DRAINAGE:	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18
	BICYCLE PARKING TOTAL (100 DU / ACRE WITH 25% DENSITY BONUS)		DAP PG 18

BUILDING CODE NOTES

DEMOLITION:	NO EXISTING STRUCTURES TO BE DEMOLISHED.	
CONSTRUCTION TYPE:	TYPE I/A, SPRINKLERED & TYPE I/A, SPRINKLERED	
	TYPE I/A	TYPE I/A
MAX. HEIGHT BUILDING STRUCTURE:	PRIMARY STRUCTURAL FRAME	
	TYPE I/A	TYPE I/A
NUMBER OF STORIES:	EXTERIOR BEARING WALLS	
	3	1
ALLOWABLE AREA:	EXTERIOR BEARING WALLS	
	3	1
RESCUE WINDOWS:	MANEUVERING WALLS	
	3	1
ACCESSIBILITY:	PAVING CONNECTION	
	0	0
ACCESSIBLE MEANS OF EGRESS AND REFUGE AREAS:	ASSOCIATED SECONDARY MEMBERS	
	2	1
OCCUPANCY GROUPS:	ASSOCIATED SECONDARY MEMBERS	
	1/2	1
PERFORMANCE EVALUATIONS PER CBC 504.4:	PRECOMMITTEE (VESIDENTIAL) (R3) (W) SOME A, B, S, 3 SPACES	
	1	1
FIRE PROTECTION:	1% SEPARATION BETWEEN ALL DIFFERENT OCCUPANCES UNLESS OTHERWISE NOTED	
	SPRINKLERED PER NFPA 13 AND CBC SECTION 903.2.2. GROUP R.	
MAX. HEIGHT BUILDING STRUCTURE:	ALLOWABLE REQUIRED	PROHIBITED
	16'0"	16'0"
NUMBER OF STORIES:	TYPE I/A, 11 STORIES	TYPE I/A, 11 STORIES
	TYPE I/A, 10 STORIES	TYPE I/A, 10 STORIES
ALLOWABLE AREA:	40,000 SQ. FT. / FLOOR	BLOCK & GROSS TOTAL GROSS SQ. FT.
	REQUIRED	BLOCK & GROSS TOTAL GROSS SQ. FT.
RESCUE WINDOWS:	REQUIRED	PROVIDED AT ALL BEDROOMS
	REQUIRED	PROVIDED AT ALL BEDROOMS
ACCESSIBILITY:	100% OF THE UNITS ARE ADAPTABLE AND COMPLY WITH THE 2010 CBC	100% OF THE UNITS ARE ADAPTABLE AND COMPLY WITH THE 2010 CBC
	4% (6) OF THE UNITS WILL HAVE ADDED COMMUNITARY FEATURES PER 2010 ADA & FHA GUIDELINES	4% (6) OF THE UNITS WILL HAVE ADDED COMMUNITARY FEATURES PER 2010 ADA & FHA GUIDELINES
ACCESSIBLE MEANS OF EGRESS AND REFUGE AREAS:	TO BE PROVIDED PER CBC 2016	TO BE PROVIDED PER CBC 2016
	TO BE PROVIDED PER CBC 2016	TO BE PROVIDED PER CBC 2016

PROJECT DATA

ADDRESS & LOCATION:		BLOCK 52:	4501 C/215
			SAN FRANCISCO, CA
			37.77464, -122.37038
		BLOCK 54:	4501 C/215
			SAN FRANCISCO, CA
			37.775904, -122.355273
BLOCK/LOT:		BLOCK 52:	4501 C/215
		BLOCK 54:	4501 C/204
LOT AREA:		BLOCK 52:	25,969.50 FT.
		BLOCK 54:	19,722.50 FT.
TOTAL GROSS BLDG. AREA:			188,725.50 FT.
		BLOCK 52:	95,369.50 FT.
		BLOCK 54:	70,356.50 FT.
TOTAL RESIDENTIAL UNITS:		19 UNITS TOTAL	
(100 APPARTMENTS)			
			BLOCK 54: 45 UNITS

BLOCK 52 - GPR SCORECARD

BLOCK 54 - GPR SCORECARD

[illegible]

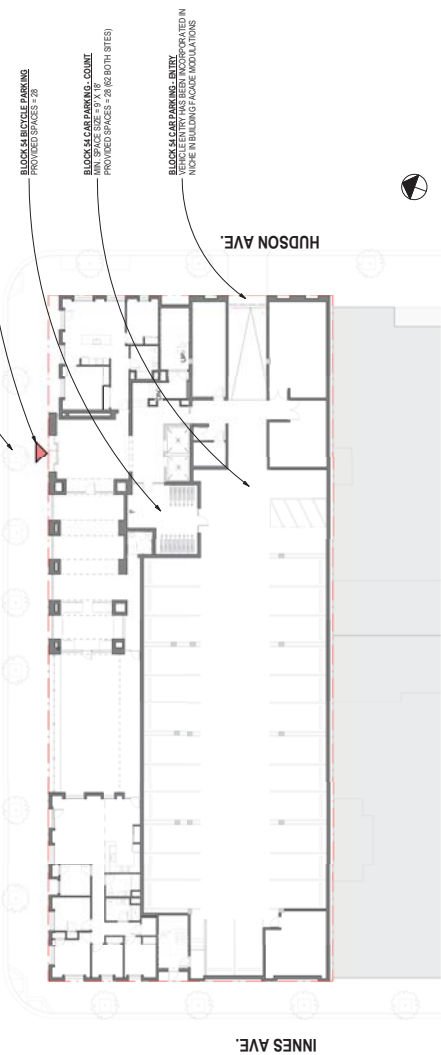
NEW HOME RATING SYSTEM, VERSION 7.0

Blueprint Scoresheet

Hunter's Point Shpyard 54

Category	Item	Points Available	Points Earned	Weight	Weighted Points	Score
A. ENERGY	A1. R-15+ Cavity Insulation (Exterior Walls)	1	1	1	1	1
A. ENERGY	A2. R-15+ Cavity Insulation (Interior Walls)	1	1	1	1	1
A. ENERGY	A3. R-15+ Cavity Insulation (Roof)	1	1	1	1	1
A. ENERGY	A4. R-15+ Cavity Insulation (Floor)	1	1	1	1	1
A. ENERGY	A5. R-15+ Cavity Insulation (Attic)	1	1	1	1	1
A. ENERGY	A6. R-15+ Cavity Insulation (Basement)	1	1	1	1	1
A. ENERGY	A7. R-15+ Cavity Insulation (Garage)	1	1	1	1	1
A. ENERGY	A8. R-15+ Cavity Insulation (Crawl Space)	1	1	1	1	1
A. ENERGY	A9. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A10. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A11. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A12. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A13. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A14. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A15. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A16. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A17. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A18. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A19. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A20. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A21. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A22. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A23. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A24. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A25. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A26. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A27. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A28. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A29. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A30. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A31. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A32. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A33. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A34. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A35. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A36. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A37. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A38. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A39. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A40. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A41. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A42. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A43. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A44. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A45. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A46. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A47. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A48. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A49. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A50. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A51. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A52. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A53. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A54. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A55. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A56. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A57. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A58. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A59. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A60. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A61. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A62. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A63. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A64. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A65. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A66. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A67. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A68. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A69. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A70. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A71. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A72. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A73. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A74. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A75. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A76. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A77. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A78. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A79. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A80. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A81. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A82. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A83. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A84. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A85. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A86. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A87. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A88. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A89. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A90. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A94. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A95. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A96. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A104. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A105. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A106. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A107. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A108. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A109. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A110. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A111. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A112. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A113. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A119. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A120. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A124. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A146. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A152. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A153. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A154. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A156. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A157. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A158. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A159. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A160. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A161. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A162. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A168. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A169. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A170. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
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A. ENERGY	A174. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A175. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A176. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A177. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A178. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A179. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A180. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A181. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A182. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A183. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A184. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A185. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A186. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A187. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A188. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A189. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A190. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A191. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A192. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A193. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A194. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A195. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A196. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A197. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A198. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A199. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A200. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1
A. ENERGY	A201. R-15+ Cavity Insulation (Foundation)	1	1	1	1	1

FRIEDEL STREET



2 BLOCK 54 - PARKING
1/8" = 1'-0"

FRIEDEL STREET



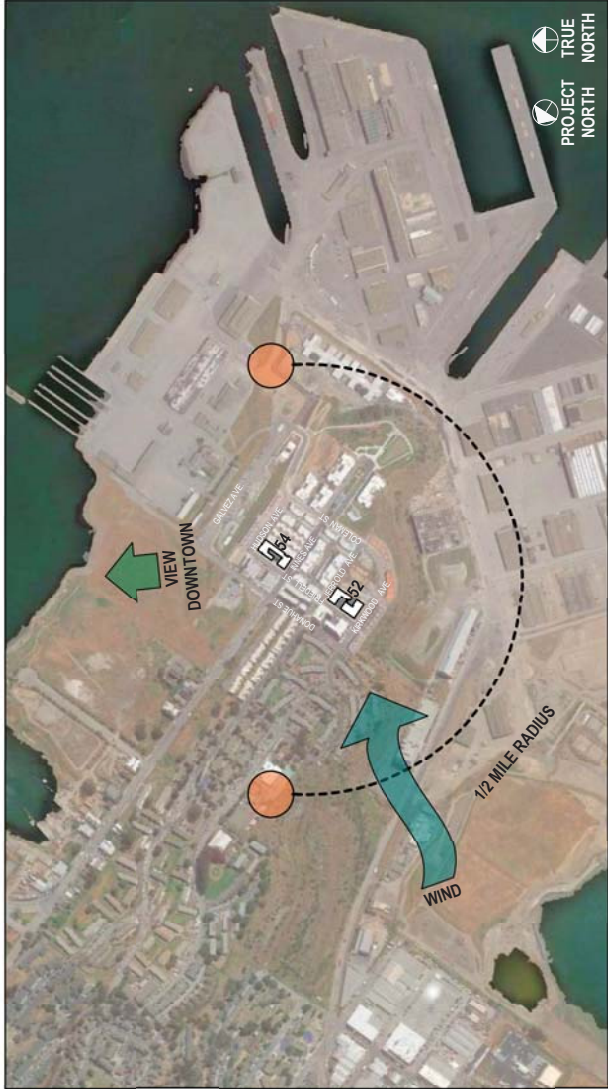
1 BLOCK 52 - PARKING
1/8" = 1'-0"

APPLICABLE D4D SECTION(S)

OFF STREET BICYCLE PARKING (PGS 8, 18, & 25): FOR PROJECTS UP TO 50 DWELLING UNITS, ONE CLASS 1 OFF-STREET BICYCLE SPACE SHALL BE PROVIDED FOR EVERY 2 DWELLING UNITS. 25 CLASS 1 SPACES SHALL BE PROVIDED. PLUS ONE CLASS 1 SPACE FOR EVERY 4 ADDITIONAL DWELLING UNITS OVER 30. CLEARANCES FOR EACH SPACE SHALL BE PROVIDED AS REQUIRED BY THE SAN FRANCISCO PLANNING CODE. STRUCTURED PARKING FACILITIES ADJACENT TO SIDEWALKS SHOULD BE BUFFERED BY ARCHITECTURAL FEATURES AND WHEN ADJACENT TO PUBLIC OPEN SPACES BY LANDSCAPING AND/OR BY PAYING ATTENTION TO DETAILS, SUCH AS TO AVOID BLANK WALLS.

ARCHITECTURE - BUILDING ENTRY (PG 25): ORIENT ALL BUILDINGS WITH A PRIMARY ENTRANCE FROM THE STREET OR OTHER MAIN PUBLIC SPACE.

STREET TREES (PG 25): PROVIDE STREET TREES ON ALL STREETS



BLOCKS 52 & 54 - VIEW LOCATION, SOLAR, & WIND



VIEW DOWNTOWN

APPLICABLE D4D SECTION(S)
VIEWS (PG 8): MAXIMIZING THE OPPORTUNITY FOR VIEWS WITHIN THE DEVELOPMENT AND PROMOTING THE PRESERVATION AND ENHANCEMENT OF VIEWS FROM THE ADJACENT SITES AND NEIGHBORHOODS.



APPLICABLE DAD SECTIONS(S)

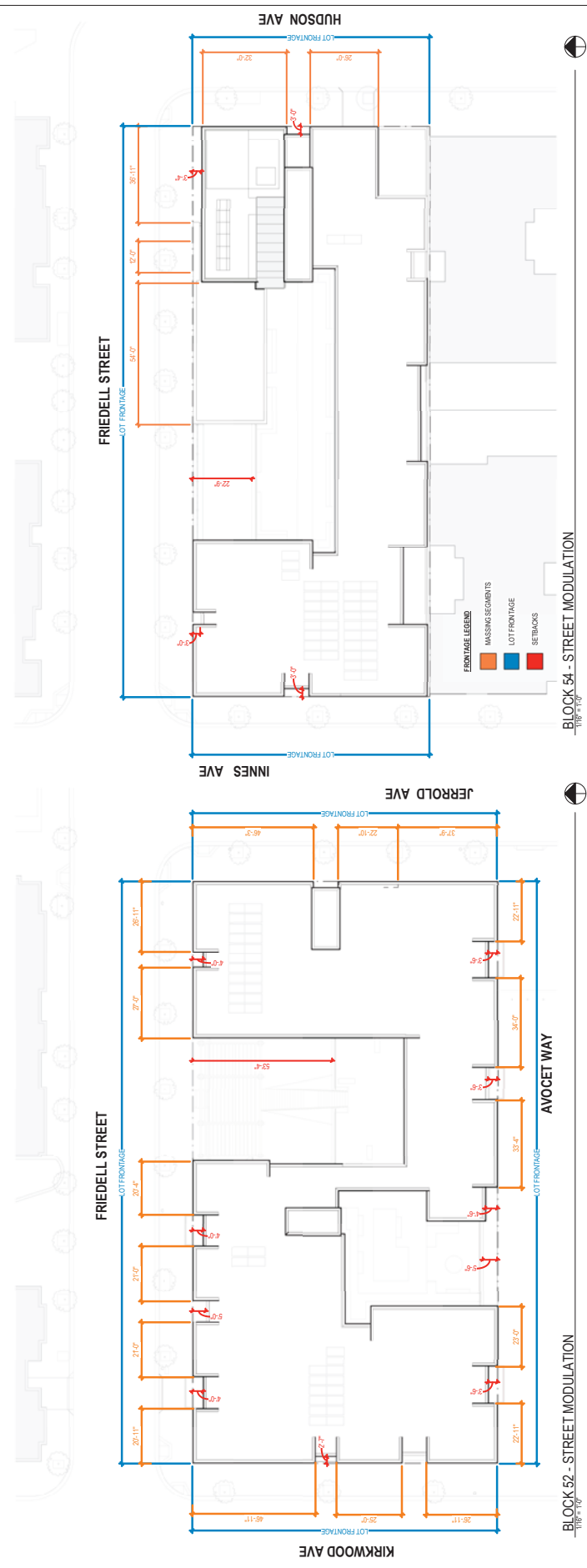
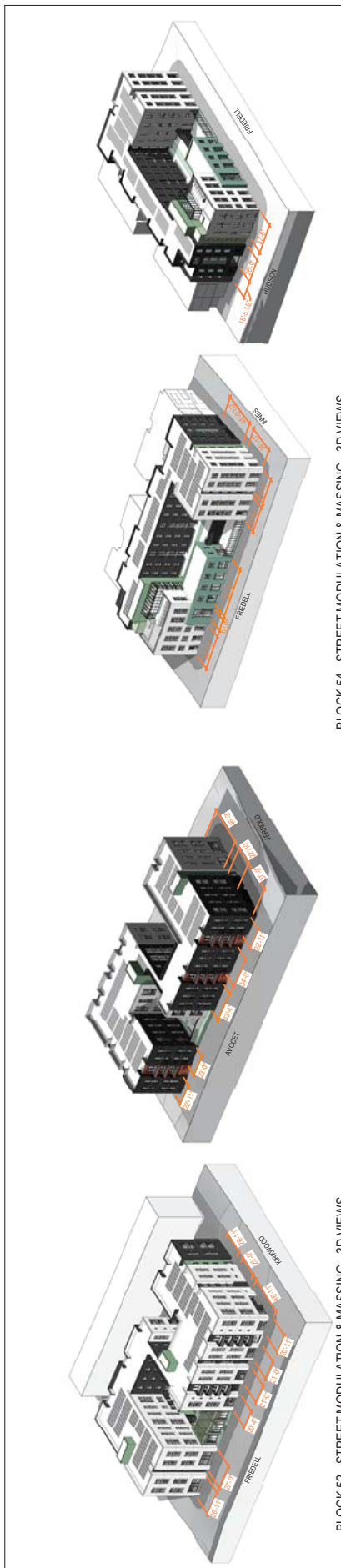
OPEN SPACE (PG 18): USABLE - EASILY ACCESSIBLE OPEN SPACE SHALL BE COMPOSED OF AN OUTDOOR AREA OR AREAS DESIGNED FOR OUTDOOR LIVING, RECREATION OR LANDSCAPING (INCLUDING GROUND LEVEL YARDS, DECKS, BALCONIES, PORCHES AND ROOFS, WHICH ARE SAFE AND SUITABLY SURFACED AND SCREENED). IT SHALL BE PROVIDED FOR EACH DWELLING UNIT AS FOLLOWS:

- BLOCKS 52, AND 54: 80 SQ. FT. MINIMUM. AT THE DEVELOPER'S CHOICE, OPEN SPACE SHALL BE PROVIDED AS PRIVATE OR COMMON OPEN SPACE. IN THE CALCULATION OF EITHER PRIVATE OR COMMON USABLE OPEN SPACE THOSE PROJECTIONS INCLUDED IN THESE "DEVELOPMENT STANDARDS" SHALL BE PERMITTED.

PRIVATE USABLE OPEN SPACE (PG 19): ACCESS: PRIVATE USABLE OPEN SPACE SHALL BE DIRECTLY AND IMMEDIATELY ACCESSIBLE FROM THE DWELLING UNIT IT SERVES AND SHALL BE EITHER ON THE SAME FLOOR LEVEL AS SUCH DWELLING UNIT, WITH NO MORE THAN ONE STORY ABOVE OR BELOW SUCH FLOOR LEVEL WITH CONVENIENT PRIVATE ACCESS. MINIMUM DIMENSIONS AND MINIMUM AREA: ANY SPACE CREDITED AS PRIVATE USABLE OPEN SPACE SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF 6 FEET AND A MINIMUM AREA OF 36 SQUARE FEET. TO THE EXTENT POSSIBLE, PRIVATE OPEN SPACE SHALL BE PROVIDED AT GROUND LEVEL. THE MAXIMUM PERMITTED SLOPE FOR PRIVATE OPEN SPACE WILL NOT EXCEED 8%.

COMMON USABLE OPEN SPACE (PG 19): ACCESS: COMMON USABLE OPEN SPACE SHALL BE EASILY AND INDEPENDENTLY ACCESSIBLE FROM ANY COMMON AREA OF THE BUILDING OR LOT. MINIMUM DIMENSIONS AND MINIMUM AREA: ANY SPACE CREDITED AS COMMON USABLE OPEN SPACE SHALL BE AT LEAST 15 FEET IN EVERY HORIZONTAL DIMENSION AND SHALL HAVE A MINIMUM AREA OF 300 SQUARE FEET. TO THE EXTENT POSSIBLE, COMMON OPEN SPACE SHALL BE PROVIDED AT GROUND LEVEL. THE MAXIMUM PERMITTED SLOPE FOR COMMON OPEN SPACE WILL NOT EXCEED 8%.

OPEN SPACE WITHIN BLOCKS (PG 27): CREATE MID-BLOCK BREAKS TO PROVIDE VISUAL LINKS AND FOR POTENTIAL ACCESS TO THE INTERIOR COURTYARDS OR GARDENS. THE MINIMUM WIDTH FOR SUCH BREAKS SHOULD BE 15 FEET. THE BREAKS SHOULD PROVIDE A SENSE OF OPENNESS NOT TO CONSTITUTE THE EQUIVALENT OF VIEW FUNNELS.



**APPLICABLE D4D SECTION(S)
LOTS & FRONTAGE (PG 25):** ESTABLISH A PATTERN OF DEVELOPMENT THAT EITHER UTILIZES A REGULAR LOT WIDTH OF TYPICAL RESIDENTIAL CHARACTER, OR REFLECTS DESIGN ARTICULATION (SEE SPECIFIC GUIDELINES FOR EACH SUB-AREA FOR LOT WIDTH AND LOT AREA).

BUILDING TYPOLOGY AND MASSING (PG 29): BLOCK MODULATION SHALL REFLECT SAN FRANCISCO'S PATTERNS OF BLOCK DEVELOPMENT AND DENSITY. MODULATION SHALL BE ACHIEVED THROUGH A COMBINATION OF VARIATIONS TO THE BUILDING HEIGHT AND TO THE SETBACK OF THE FRONT BUILDING WALL (NO LESS THAN 3 FEET AVERAGE) AND CAN INCLUDE BUT IS NOT REQUIRED TO INCLUDE: VARIATIONS IN BUILDING ELEMENTS, MATERIALS, COLORS AND TEXTURES.



BLOCK 52 - VIEW AT CORNER OF FRIEDEL & JERROLD

Architectural rendering of a modern multi-story building with a white facade and dark window frames. The building is situated on a street corner with a wide sidewalk, trees, and a few pedestrians. The sky is clear and blue.



BLOCK 52 - VIEW AT CORNER OF FRIEDEL & KIRKWOOD





BLOCK 54 - VIEW AT CORNER OF FRIEDEL & HUDSON

PAINTED BOX RIB METAL PANEL



METAL BALCONY & GUARDRAIL WITH DENSE MESH BACKING



PAINTED CEMENT PLASTER

ALUMINUM WINDOW & METAL PAINT COLORS



GLAZING TYPES



FENCE WITH LOW IRON GLASS INFILL PANELS



Site plan of Level 1 showing building layout, streets (Friedell Street, Kirkwood Ave, Avocat Way, Jerrold Ave), and specific areas like Plaza, Lounge, and various flow-through zones.

[illegible]

Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50	Year 51	Year 52	Year 53	Year 54	Year 55	Year 56	Year 57	Year 58	Year 59	Year 60	Year 61	Year 62	Year 63	Year 64	Year 65	Year 66	Year 67	Year 68	Year 69	Year 70	Year 71	Year 72	Year 73	Year 74	Year 75	Year 76	Year 77	Year 78	Year 79	Year 80	Year 81	Year 82	Year 83	Year 84	Year 85	Year 86	Year 87	Year 88	Year 89	Year 90	Year 91	Year 92	Year 93	Year 94	Year 95	Year 96	Year 97	Year 98	Year 99	Year 100
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Project's life in days	Time taken to complete the project (in days)	Frequency of project completion (times per year)	EOC of ARA's
Project time in A/R policy is 10 days	10	36.5	0%
Project time in A/R policy is 15 days	15	24.3	0%
Project time in A/R policy is 20 days	20	18.3	0%
Project time in A/R policy is 25 days	25	14.6	0%
Project time in A/R policy is 30 days	30	12.2	0%
Project time in A/R policy is 35 days	35	10.4	0%
Project time in A/R policy is 40 days	40	9.1	0%
Project time in A/R policy is 45 days	45	8.1	0%
Project time in A/R policy is 50 days	50	7.3	0%
Project time in A/R policy is 55 days	55	6.6	0%
Project time in A/R policy is 60 days	60	6.1	0%
Project time in A/R policy is 65 days	65	5.6	0%
Project time in A/R policy is 70 days	70	5.2	0%
Project time in A/R policy is 75 days	75	4.9	0%
Project time in A/R policy is 80 days	80	4.6	0%
Project time in A/R policy is 85 days	85	4.3	0%
Project time in A/R policy is 90 days	90	4.1	0%
Project time in A/R policy is 95 days	95	3.9	0%
Project time in A/R policy is 100 days	100	3.7	0%
Project time in A/R policy is 105 days	105	3.5	0%
Project time in A/R policy is 110 days	110	3.4	0%
Project time in A/R policy is 115 days	115	3.2	0%
Project time in A/R policy is 120 days	120	3.1	0%
Project time in A/R policy is 125 days	125	3.0	0%
Project time in A/R policy is 130 days	130	2.9	0%
Project time in A/R policy is 135 days	135	2.8	0%
Project time in A/R policy is 140 days	140	2.7	0%
Project time in A/R policy is 145 days	145	2.6	0%
Project time in A/R policy is 150 days	150	2.5	0%
Project time in A/R policy is 155 days	155	2.4	0%
Project time in A/R policy is 160 days	160	2.3	0%
Project time in A/R policy is 165 days	165	2.2	0%
Project time in A/R policy is 170 days	170	2.1	0%
Project time in A/R policy is 175 days	175	2.0	0%
Project time in A/R policy is 180 days	180	1.9	0%
Project time in A/R policy is 185 days	185	1.8	0%
Project time in A/R policy is 190 days	190	1.7	0%
Project time in A/R policy is 195 days	195	1.6	0%
Project time in A/R policy is 200 days	200	1.5	0%
Project time in A/R policy is 205 days	205	1.4	0%
Project time in A/R policy is 210 days	210	1.3	0%
Project time in A/R policy is 215 days	215	1.2	0%
Project time in A/R policy is 220 days	220	1.1	0%
Project time in A/R policy is 225 days	225	1.0	0%
Project time in A/R policy is 230 days	230	0.9	0%
Project time in A/R policy is 235 days	235	0.8	0%
Project time in A/R policy is 240 days	240	0.7	0%
Project time in A/R policy is 245 days	245	0.6	0%
Project time in A/R policy is 250 days	250	0.5	0%
Project time in A/R policy is 255 days	255	0.4	0%
Project time in A/R policy is 260 days	260	0.3	0%
Project time in A/R policy is 265 days	265	0.2	0%
Project time in A/R policy is 270 days	270	0.1	0%
Project time in A/R policy is 275 days	275	0.0	0%
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Project time in A/R policy is 300 days	300	0.0	0%

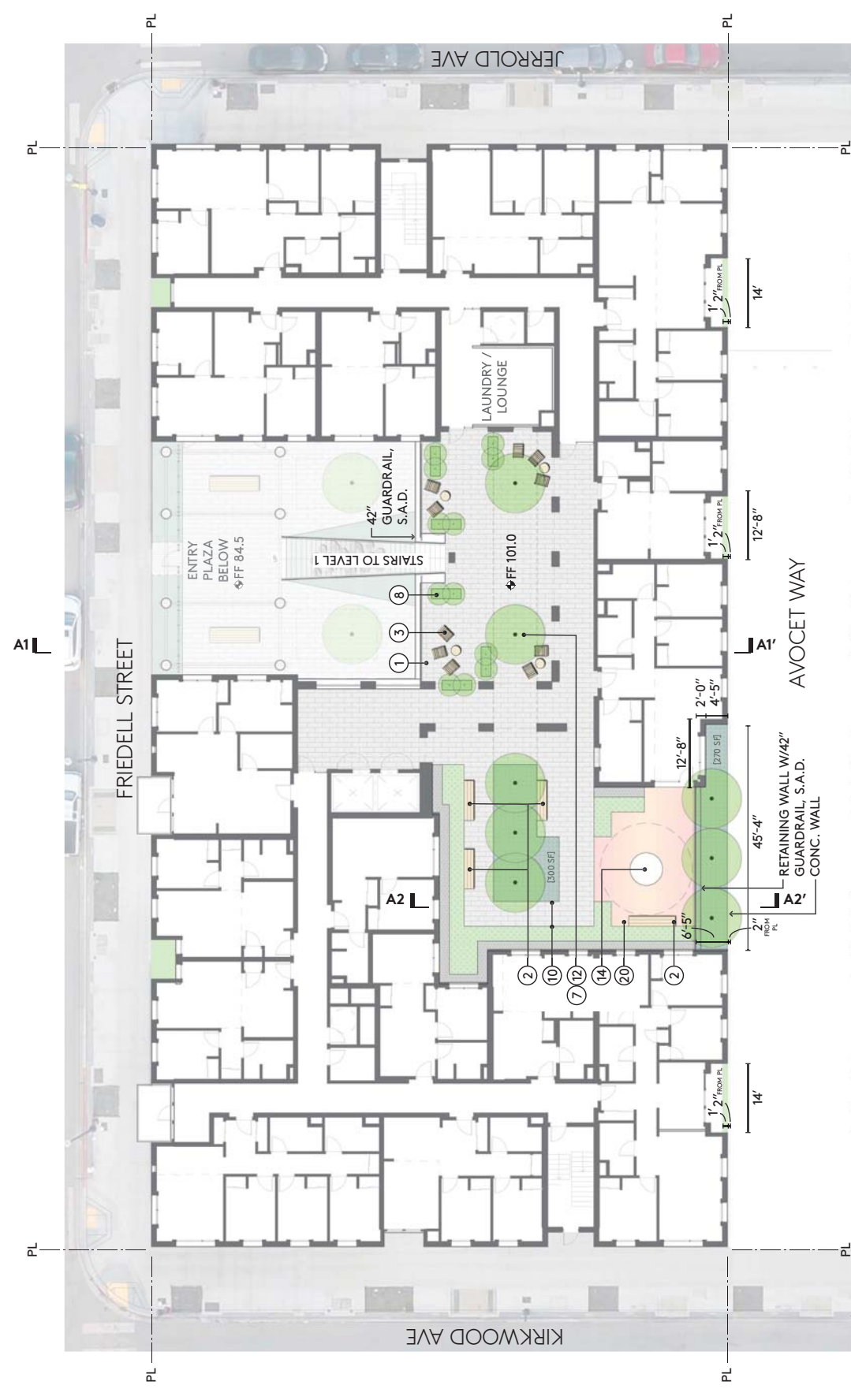
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LEGEND

- 1 PAVING
- 2 BENCHES
- 3 MOVEABLE SEATING
- 4 COMMUNAL TABLE
- 5 PICNIC TABLE
- 6 METAL BRIDGE
- 7 TREE GRATE
- 8 MOVABLE PLANTERS
- 9 VINE CABLES
- 10 6" STEEL PLANTING EDGES
- 11 SEDUM TRAYS
- 12 SILVA CELLS
- 13 FREE PLAY
- 14 PLAY EQUIPMENT
- 15 INFORMAL PLAY / SEATING FEATURES
- 16 PLATFORM / STAGE
- 17 LITTER RECEPTACLE
- 18 ASH URN
- 19 DECKING
- 20 PLAY SURFACING

NOTE:
 FINAL GRADES ALONG AVOCET
 WAY ARE SUBJECT TO CHANGE



LEGEND

- CONCRETE PAVERS
- PLANTING
- BIORETENTION
- 24" GRAVEL BAND
- DECKING
- PLAY SURFACING

- 1 PAVING
- 2 BENCHES
- 3 MOVEABLE SEATING
- 4 COMMUNAL TABLE
- 5 PICNIC TABLE
- 6 METAL BRIDGE
- 7 TREE GRATE
- 8 MOVABLE PLANTERS
- 9 VINE CABLES
- 10 6" STEEL PLANTING EDGES
- 11 SEDUM TRAYS
- 12 SILVA CELLS
- 13 FREE PLAY
- 14 PLAY EQUIPMENT
- 15 INFORMAL PLAY / SEATING FEATURES
- 16 PLATFORM / STAGE
- 17 LITTER RECEPTACLE
- 18 ASH URN
- 19 DECKING
- 20 PLAY SURFACING

NOTE:
FINAL GRADES ALONG AVOCET
WAY ARE SUBJECT TO CHANGE



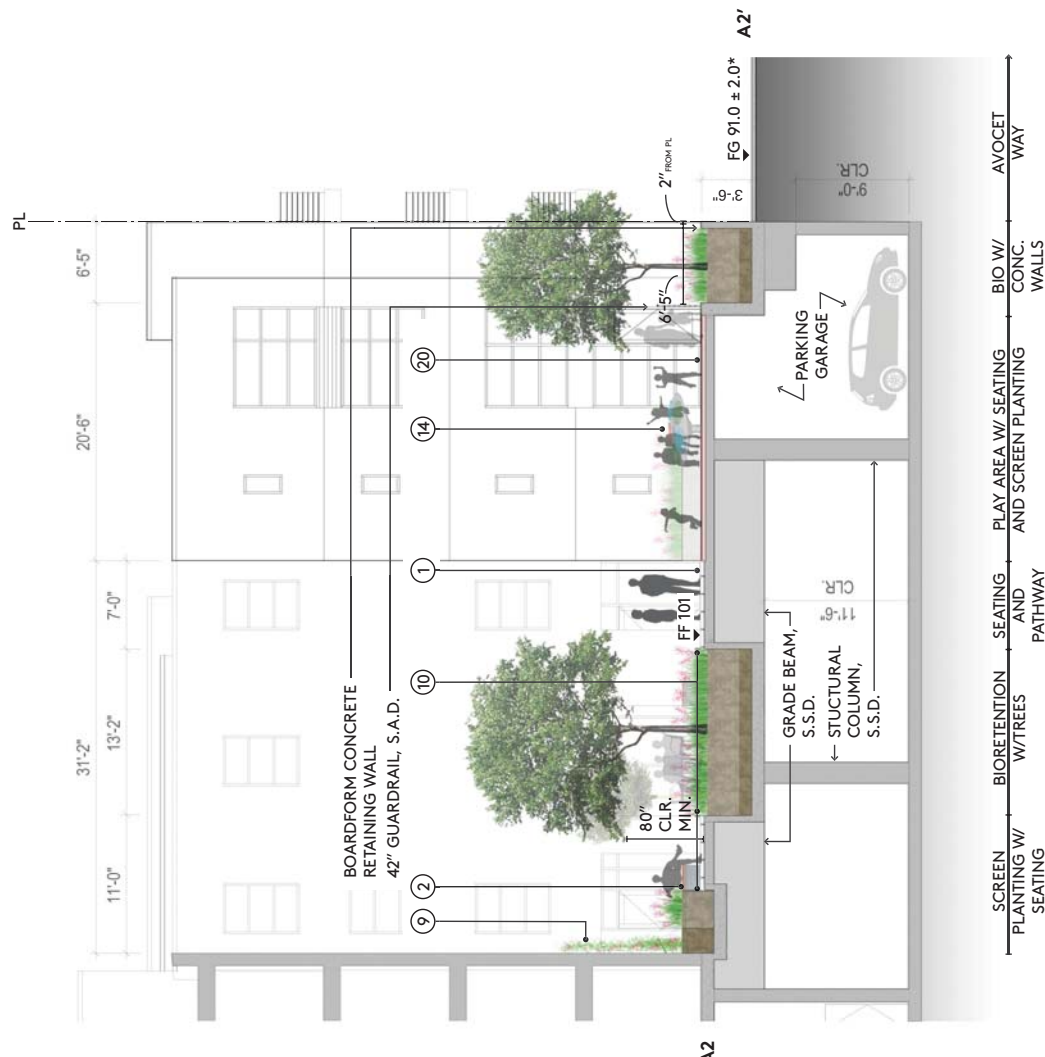
53'-3 5/8" 1'-0" 26'-10 1/4" 8'-1 3/4"



0' -4' -8'
1/4" = 1'-0"

LEGEND

- | | | | |
|--------------------|----------------------------|-------------------------------------|----------------------|
| 1 PAVING | 6 METAL BRIDGE | 11 SEDUM TRAYS | 16 PLATFORM / STAGE |
| 2 BENCHES | 7 TREE GRATE | 12 SILVA CELLS | 17 LITTER RECEPTACLE |
| 3 MOVEABLE SEATING | 8 MOVABLE PLANTERS | 13 FREE PLAY | 18 ASH URN |
| 4 COMMUNAL TABLE | 9 VINE CABLES | 14 PLAY EQUIPMENT | 19 DECKING |
| 5 PICNIC TABLE | 10 6" STEEL PLANTING EDGES | 15 INFORMAL PLAY / SEATING FEATURES | 20 PLAY SURFACING |



*NOTE:
FINAL GRADES ALONG AVOCET
WAY ARE SUBJECT TO CHANGE

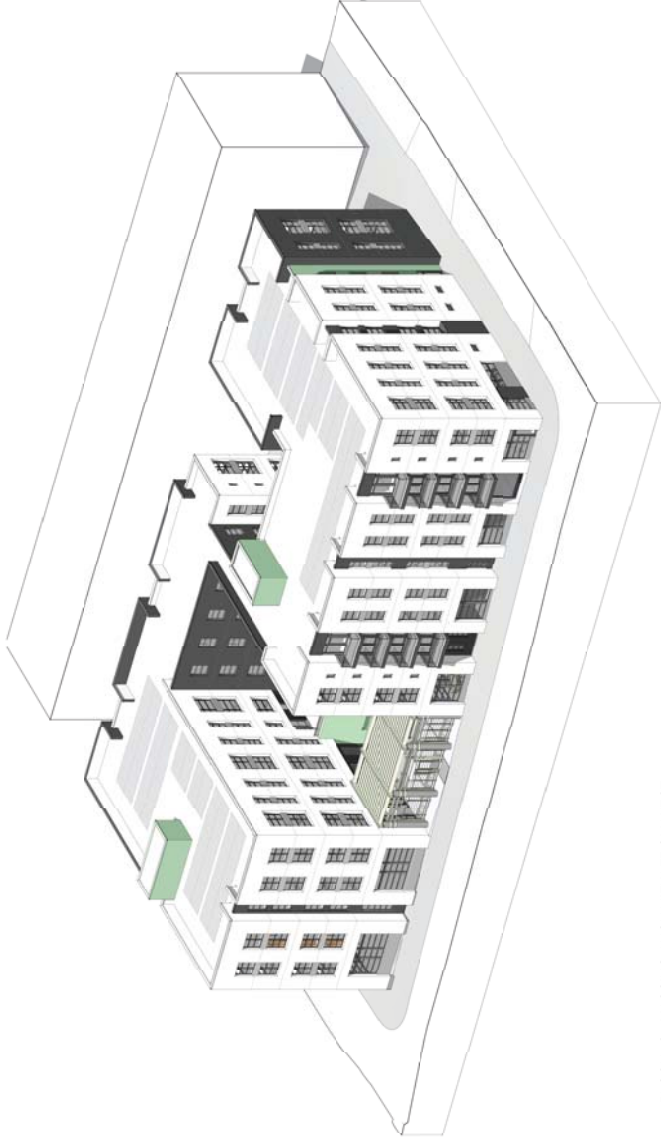
LEGEND

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|--------------------|--------------------|------------------------------------|---------------------|
| ① PAVING | ⑥ METAL BRIDGE | ⑪ SEDUM TRAYS | ⑯ PLATFORM / STAGE |
| ② BENCHES | ⑦ TREE GRATE | ⑫ SILVA CELLS | ⑰ LITTER RECEPTACLE |
| ③ MOVEABLE SEATING | ⑧ MOVABLE PLANTERS | ⑬ FREE PLAY | ⑱ ASH URN |
| ④ COMMUNAL TABLE | ⑨ VINE CABLES | ⑭ PLAY EQUIPMENT | ⑲ DECKING |
| ⑤ PICNIC TABLE | ⑩ 6\"/> | ⑮ INFORMAL PLAY / SEATING FEATURES | ⑳ PLAY SURFACING |

NOT FOR CONSTRUCTION



2 BLOCK 52 - MASSING AXON VIEW FROM EAST

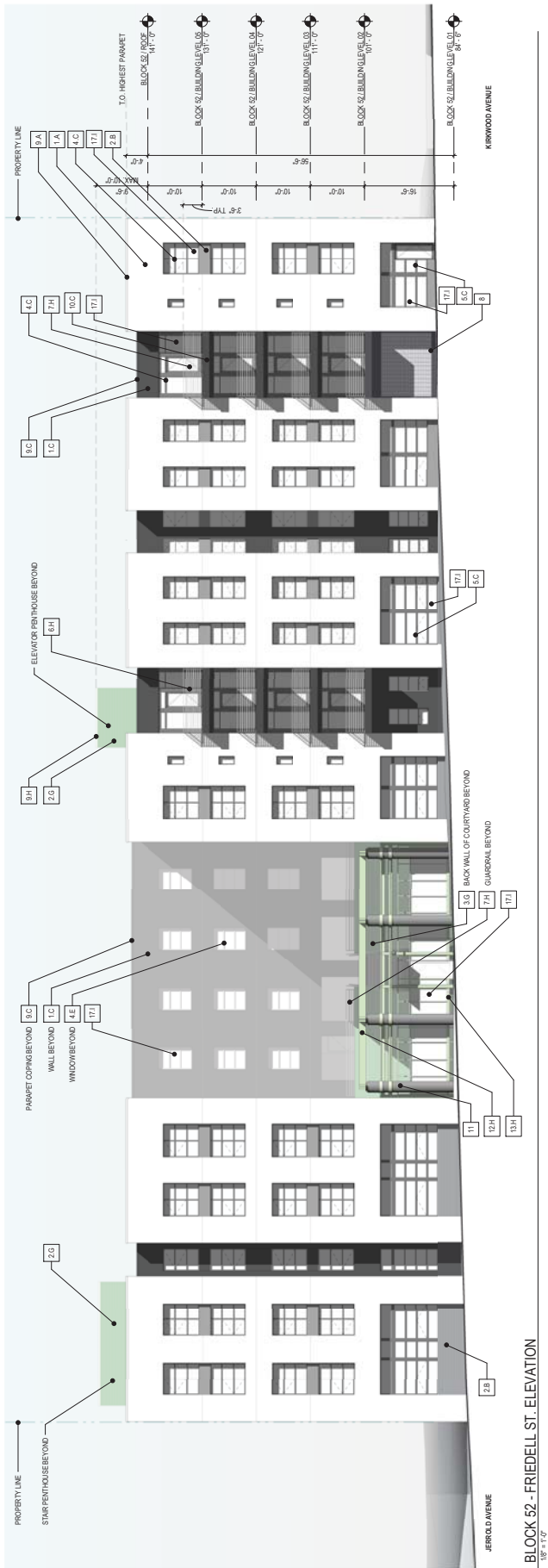


1 BLOCK 52 - MASSING AXON VIEW FROM WEST

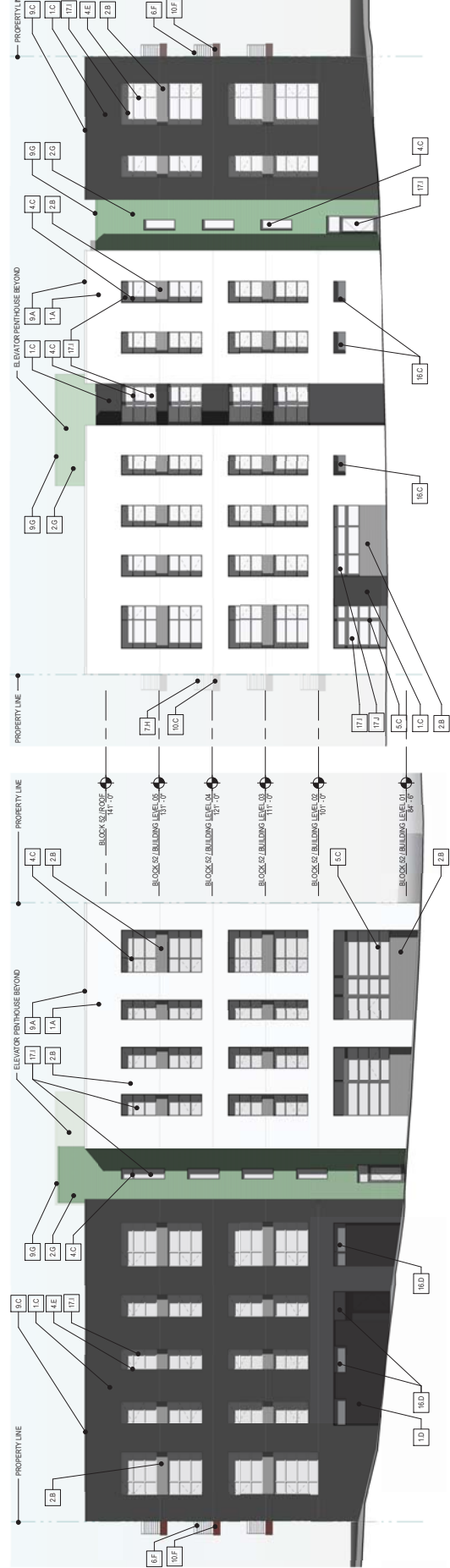
MATERIAL KEY

1. CEMENT PLASTER
2. BOX RIBBED METAL PANEL - PAINTED
3. ALUMINUM WINDOW SYSTEM
4. ALUMINUM WINDOW SYSTEM
5. ALUMINUM STOREFRONT SYSTEM
6. ALUMINUM STOREFRONT SYSTEM
7. GUARDRAIL - PAINTED METAL
8. OVERHEAD GARAGE DOOR
9. BALCONY ASSEMBLY - PAINTED METAL
10. BALCONY ASSEMBLY - PAINTED METAL
11. FENCE (LOW IRON GLASS PANELS - PAINTED METAL)
12. TRUSS - PAINTED METAL
13. FENCE (LOW IRON GLASS PANELS - PAINTED METAL)
14. FENCE (LOW IRON GLASS PANELS - PAINTED METAL)
15. FRAMELESS GLASS SYSTEM
16. LOWERS WITH DECORATIVE GRILL COVERING
17. GROUND

#X



1 BLOCK 52 - FRIEDEL ST. ELEVATION
1/8" = 1'-0"



2 BLOCK 52 - JERROLD AVE ELEVATION
1/8" = 1'-0"

3 BLOCK 52 - KIRKWOOD AVE ELEVATION
1/8" = 1'-0"

NOT FOR CONSTRUCTION

PROJECT
HUNTERS POINT
SHIPYARD - BLOCKS 52 &
54

LOCATION
SAN FRANCISCO, CA

PREPARED FOR
MCCORMACK
BARON
SALAZAR

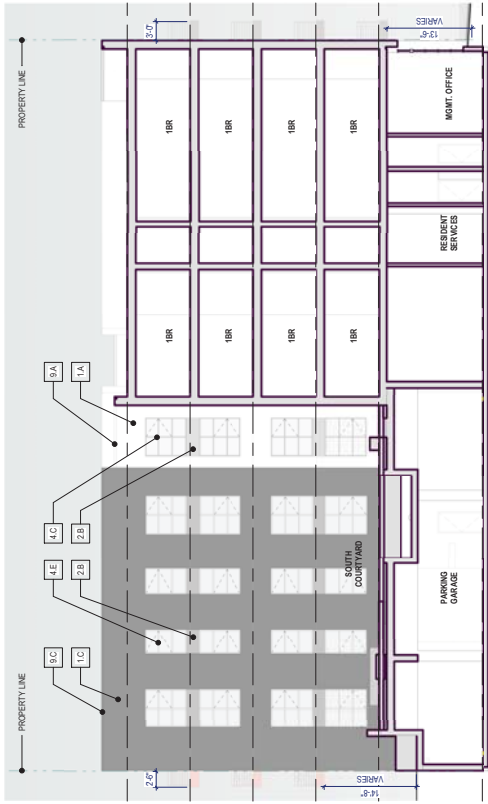
BUILDING ELEVATIONS

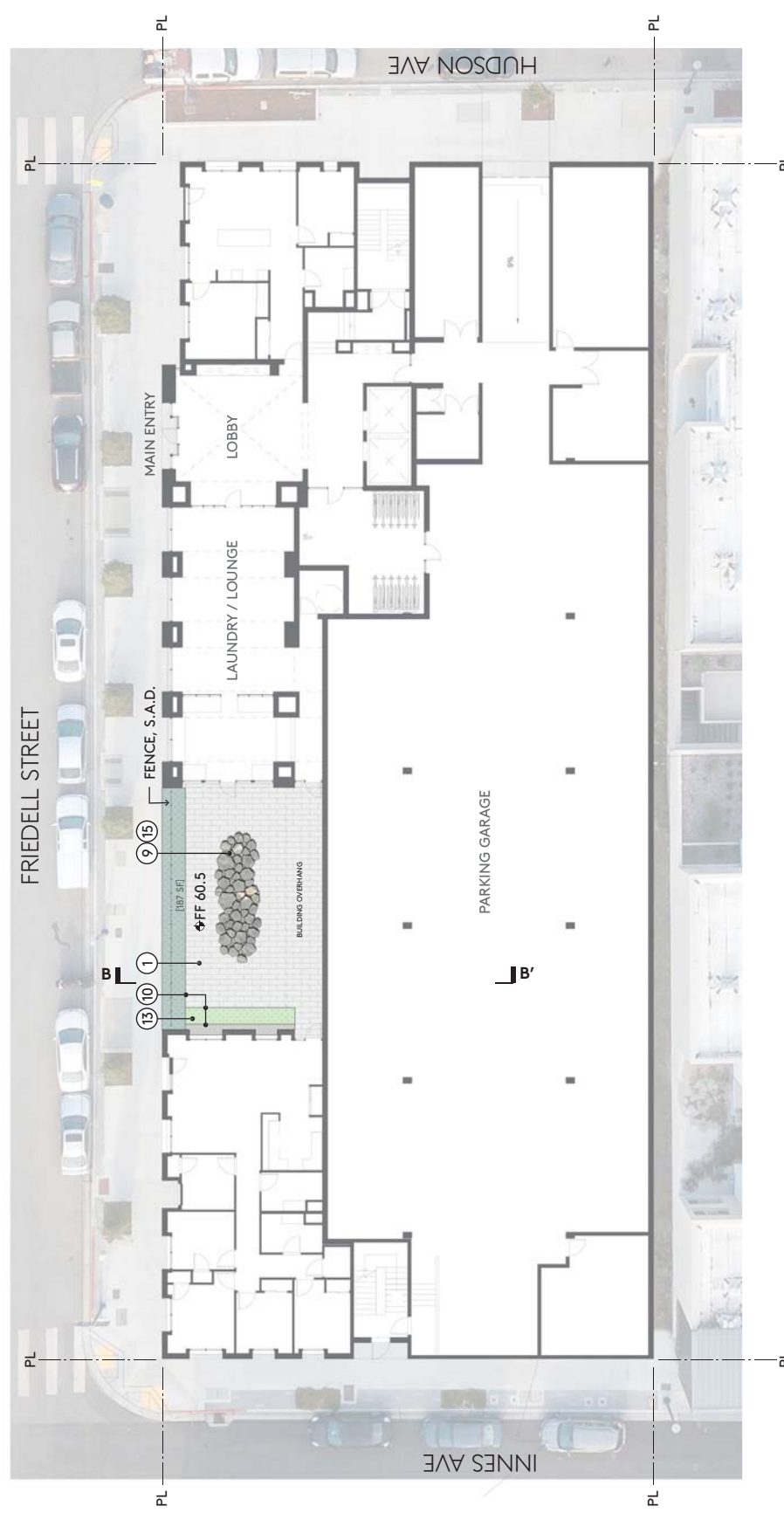
DATE
1/28/2020
1728400
03/25/2019

52-A3.01
100% SCHEMATIC DESIGN
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MATERIAL KEY

1. CURRENT PLASTER - PINK - PAINTED
2. THIN BRICK TILE (KIMER)
3. ALUMINUM WINDOW SYSTEM
4. GUARD-RAIL - PAINTED METAL, INMETAL MESH BACKING
5. RED - CONCRETE, COLOR A, JOSE
6. RED - CONCRETE, COLOR B, JOSE
7. RED - CONCRETE, COLOR C, JOSE
8. RED - CONCRETE, COLOR D, JOSE
9. PARAPET CORING - PAINTED METAL
10. CONCRETE TIE-BOLTS COLUMNS
11. CONCRETE TIE-BOLTS COLUMNS
12. TIE-BOLTS - PAINTED METAL
13. CONCRETE TIE-BOLTS COLUMNS
14. CONCRETE TIE-BOLTS COLUMNS
15. CONCRETE TIE-BOLTS COLUMNS
16. CONCRETE TIE-BOLTS COLUMNS
17. GLAZING
- A. PINK GRAY
B. BLACK
C. DARK GRAY
D. BLACK
E. RED
F. RED
G. RED
H. RED
I. RED
J. RED
K. RED
L. RED
M. RED
N. RED
O. RED
P. RED
Q. RED
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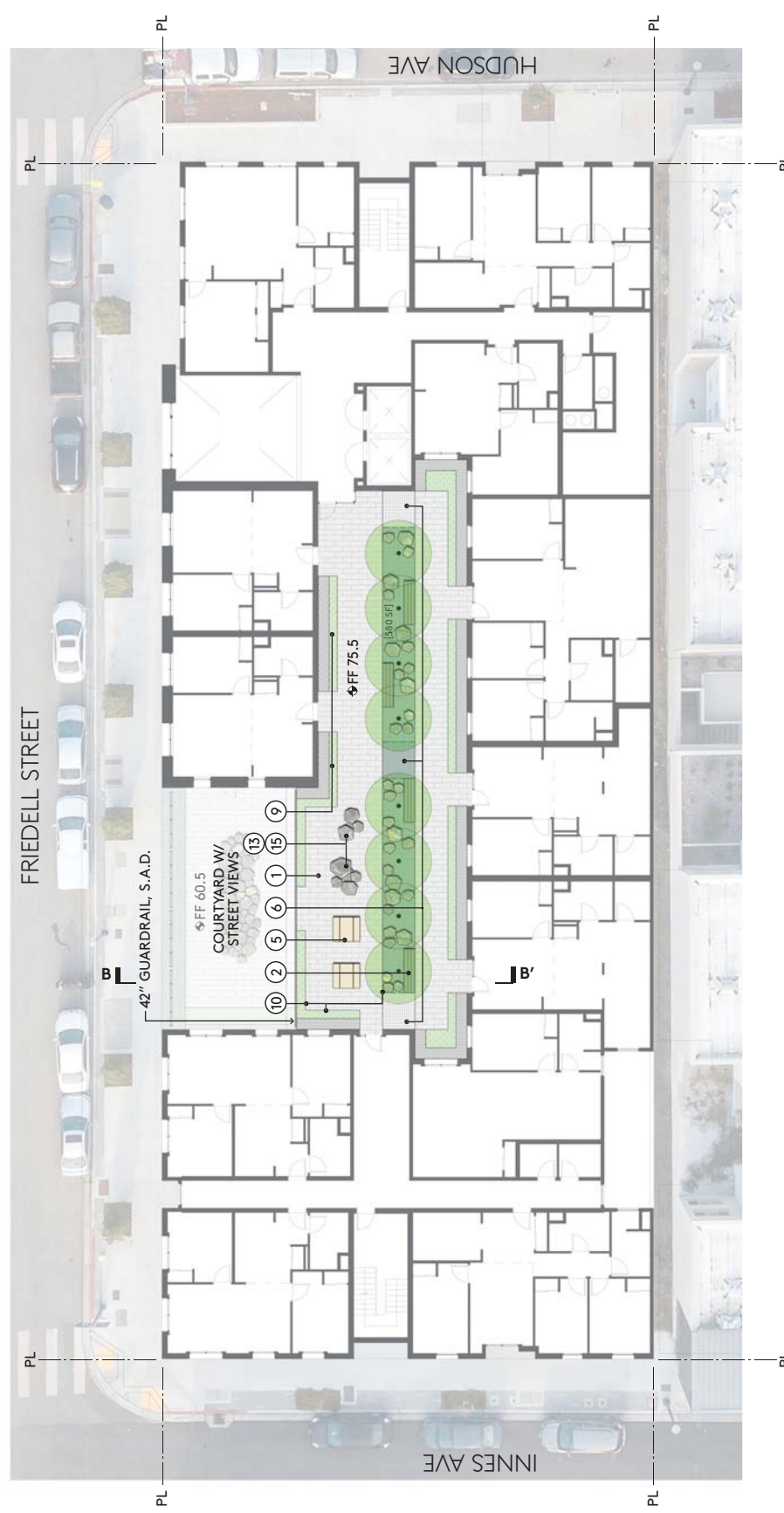
- CONCRETE PAVERS
- PLANTING
- BIORETENTION
- 24" GRAVEL BAND
- DECKING
- PLAY SURFACING

- 1 PAVING
- 2 BENCHES
- 3 MOVEABLE SEATING
- 4 COMMUNAL TABLE
- 5 PICNIC TABLE

- 6 METAL BRIDGE
- 7 TREE GRATE
- 8 MOVABLE PLANTERS
- 9 VINE CABLES
- 10 6" STEEL PLANTING EDGES

- 11 SEDUM TRAYS
- 12 SILVA CELLS
- 13 FREE PLAY
- 14 PLAY EQUIPMENT
- 15 INFORMAL PLAY / SEATING FEATURES

- 16 PLATFORM / STAGE
- 17 LITTER RECEPTACLE
- 18 ASH URN
- 19 DECKING
- 20 PLAY SURFACING



LEGEND

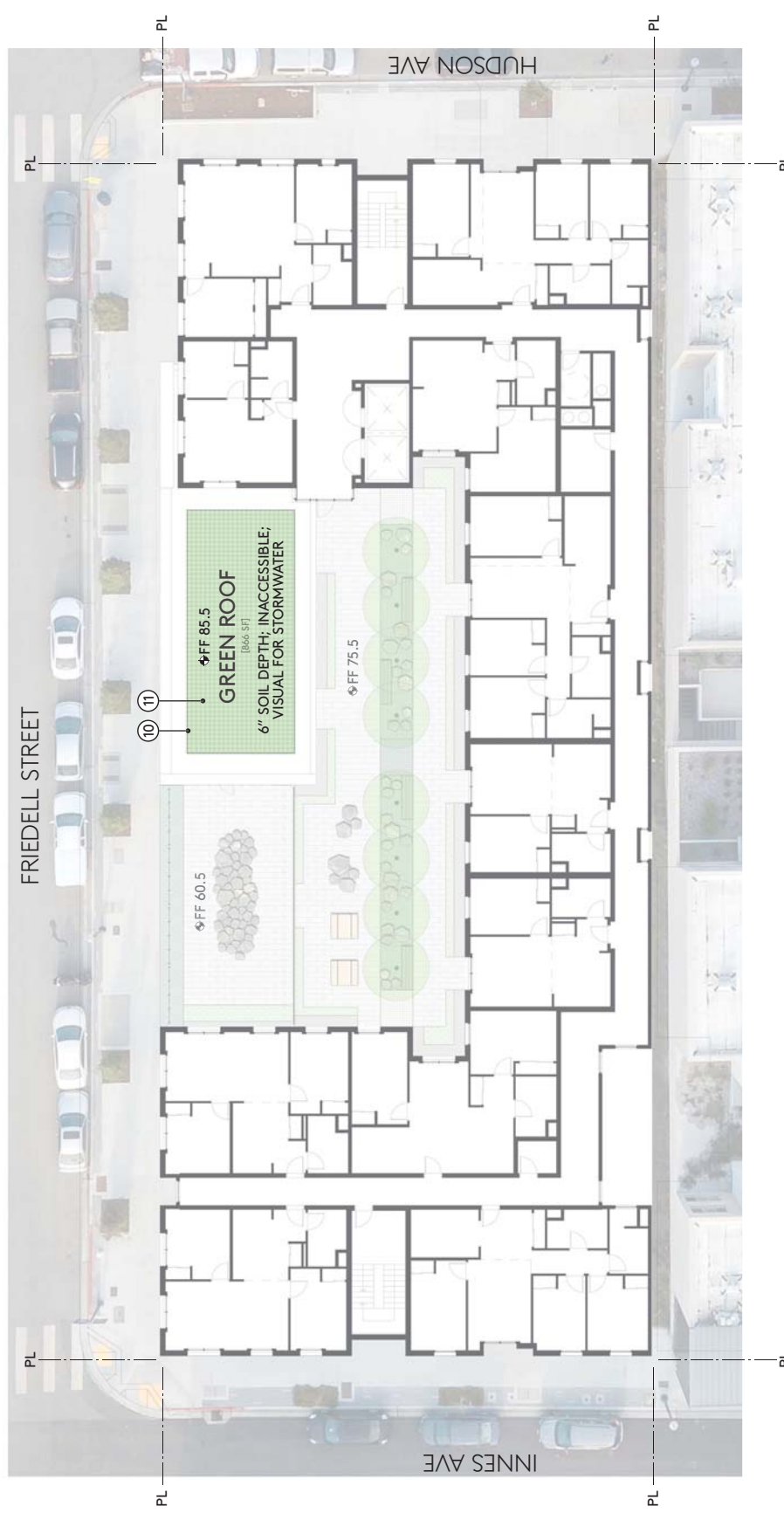
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- PLANTING
- BIORETENTION
- 24" GRAVEL BAND
- DECKING
- PLAY SURFACING

- 1 PAVING
- 2 BENCHES
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- 6 METAL BRIDGE
- 7 TREE GRATE
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- 9 VINE CABLES
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- 13 FREE PLAY
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- 15 INFORMAL PLAY / SEATING FEATURES

- 16 PLATFORM / STAGE
- 17 LITTER RECEPTACLE
- 18 ASH URN
- 19 DECKING
- 20 PLAY SURFACING



LEGEND

- CONCRETE PAVERS
- PLANTING
- BIORETENTION
- 24" GRAVEL BAND
- GREEN ROOF
- SEDUM TRAYS

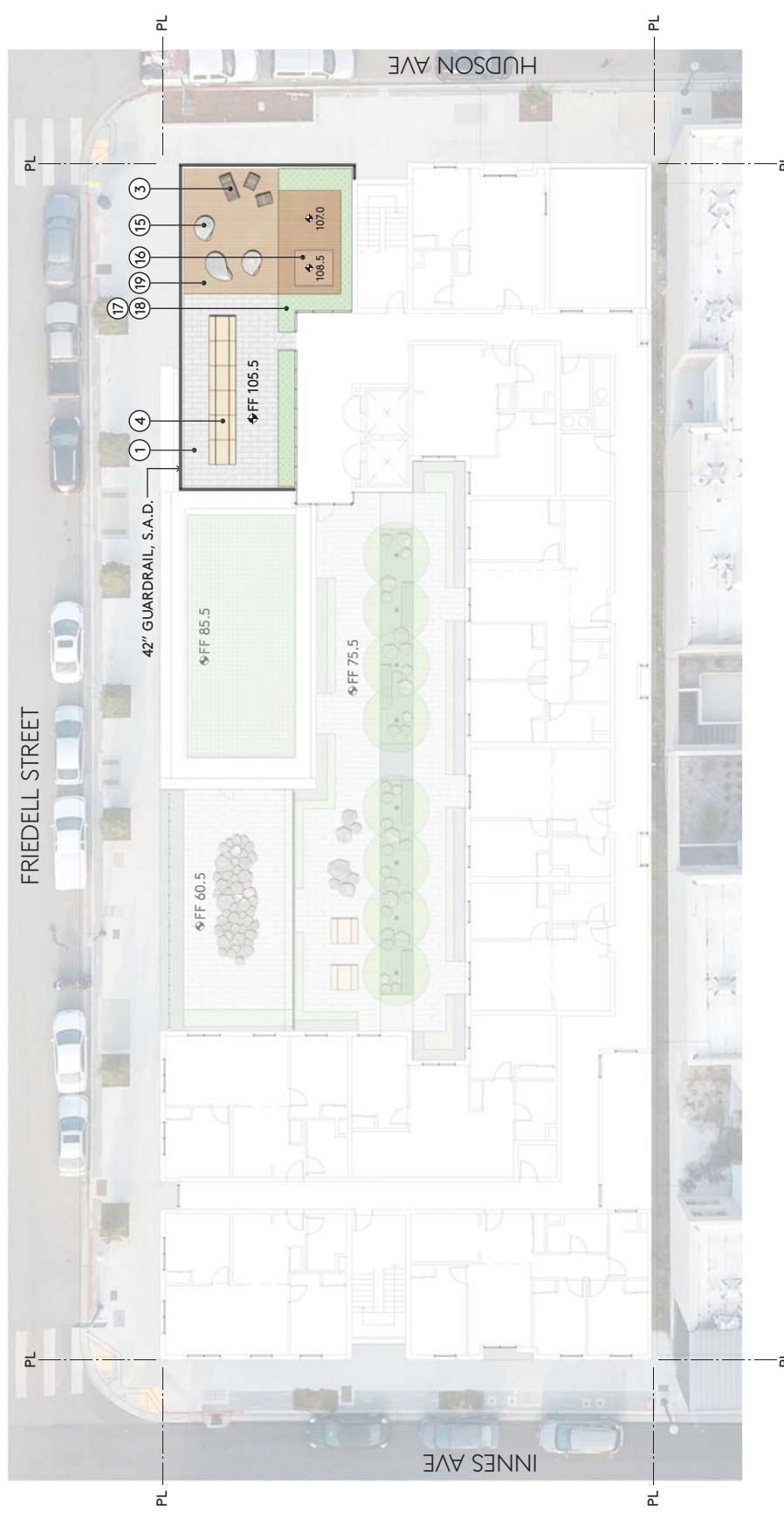
- 1 PAVING
- 2 BENCHES
- 3 MOVEABLE SEATING
- 4 COMMUNAL TABLE
- 5 PICNIC TABLE

- 6 METAL BRIDGE
- 7 TREE GRATE
- 8 MOVABLE PLANTERS
- 9 VINE CABLES
- 10 6" STEEL PLANTING EDGES

- 11 SEDUM TRAYS
- 12 SILVA CELLS
- 13 FREE PLAY
- 14 PLAY EQUIPMENT
- 15 INFORMAL PLAY / SEATING FEATURES

- 16 PLATFORM / STAGE
- 17 LITTER RECEPTACLE
- 18 ASH URN
- 19 DECKING
- 20 PLAY SURFACING

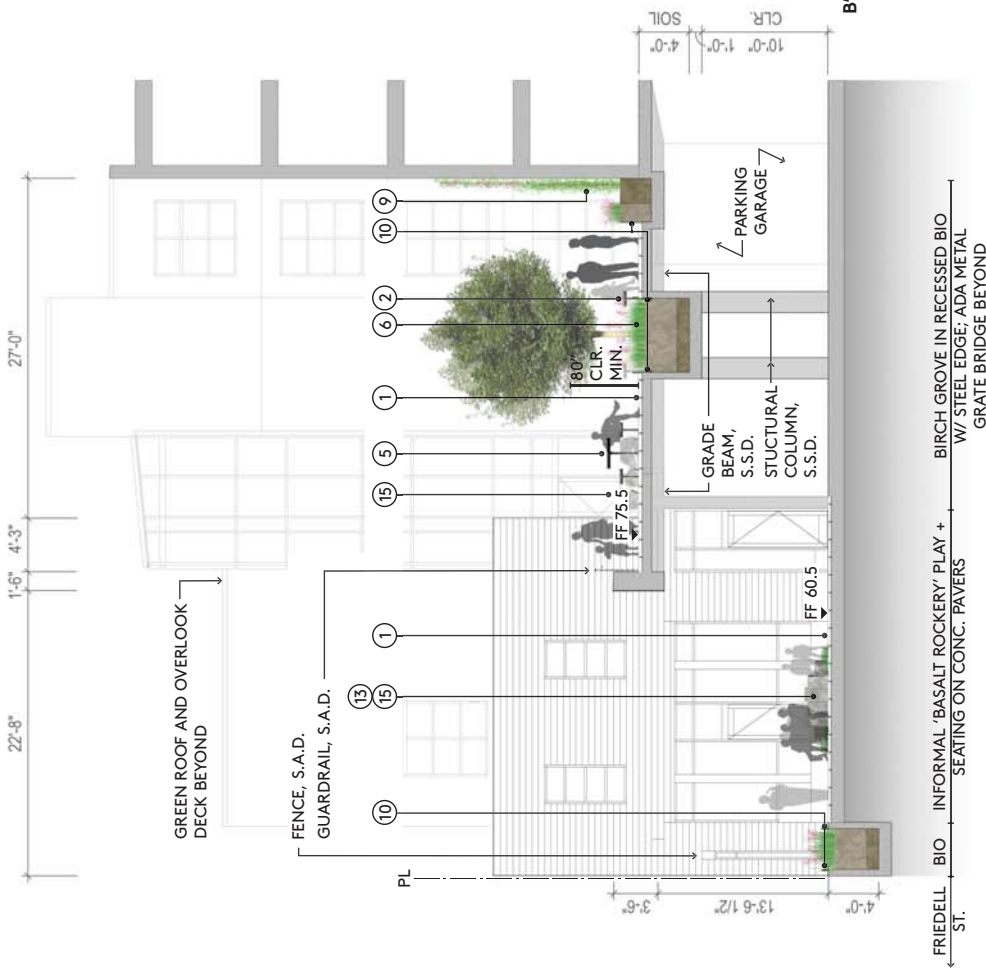




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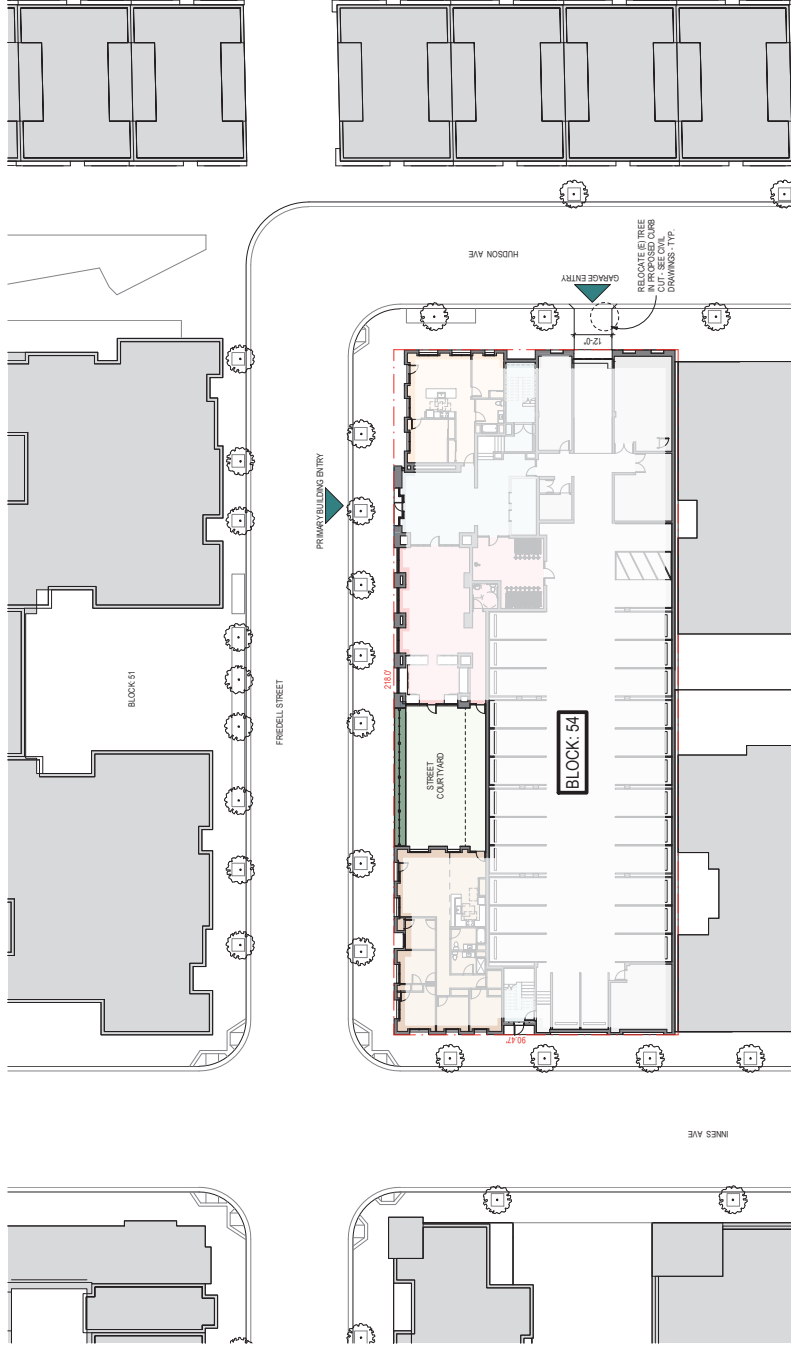


- | | | | | | |
|-----------------|------------------|----|----------------------------------|----|-------------------|
| 1 | PAVING | 11 | SEDUM TRAYS | 16 | PLATFORM / STAGE |
| 2 | BENCHES | 12 | SILVA CELLS | 17 | LITTER RECEPTACLE |
| 3 | MOVEABLE SEATING | 13 | FREE PLAY | 18 | ASH URN |
| 4 | COMMUNAL TABLE | 14 | PLAY EQUIPMENT | 19 | DECKING |
| 5 | PICNIC TABLE | 15 | INFORMAL PLAY / SEATING FEATURES | 20 | PLAY SURFACING |
| 6 | METAL BRIDGE | | | | |
| 7 | TREE GRATE | | | | |
| 8 | MOVABLE PLANTERS | | | | |
| 9 | VINE CABLES | | | | |
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| CONCRETE PAVERS | | | | | |
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LEGEND

- | | | | |
|--------------------|----------------------------|-------------------------------------|----------------------|
| 1 PAVING | 6 METAL BRIDGE | 11 SEDUM TRAYS | 16 PLATFORM / STAGE |
| 2 BENCHES | 7 TREE GRATE | 12 SILVA CELLS | 17 LITTER RECEPTACLE |
| 3 MOVEABLE SEATING | 8 MOVABLE PLANTERS | 13 FREE PLAY | 18 ASH URN |
| 4 COMMUNAL TABLE | 9 VINE CABLES | 14 PLAY EQUIPMENT | 19 DECKING |
| 5 PICNIC TABLE | 10 6" STEEL PLANTING EDGES | 15 INFORMAL PLAY / SEATING FEATURES | 20 PLAY SURFACING |



1 BLOCK 54 - SITE PLAN
1/8" = 1'-0"



*NOTE EARTHATCH AREA INDICATED WHERE ADJACENT GRADE IS 6 FEET OR MORE ABOVE GROUND FLOOR LEVEL WITHIN BUILDING



FRIEDEL STREET

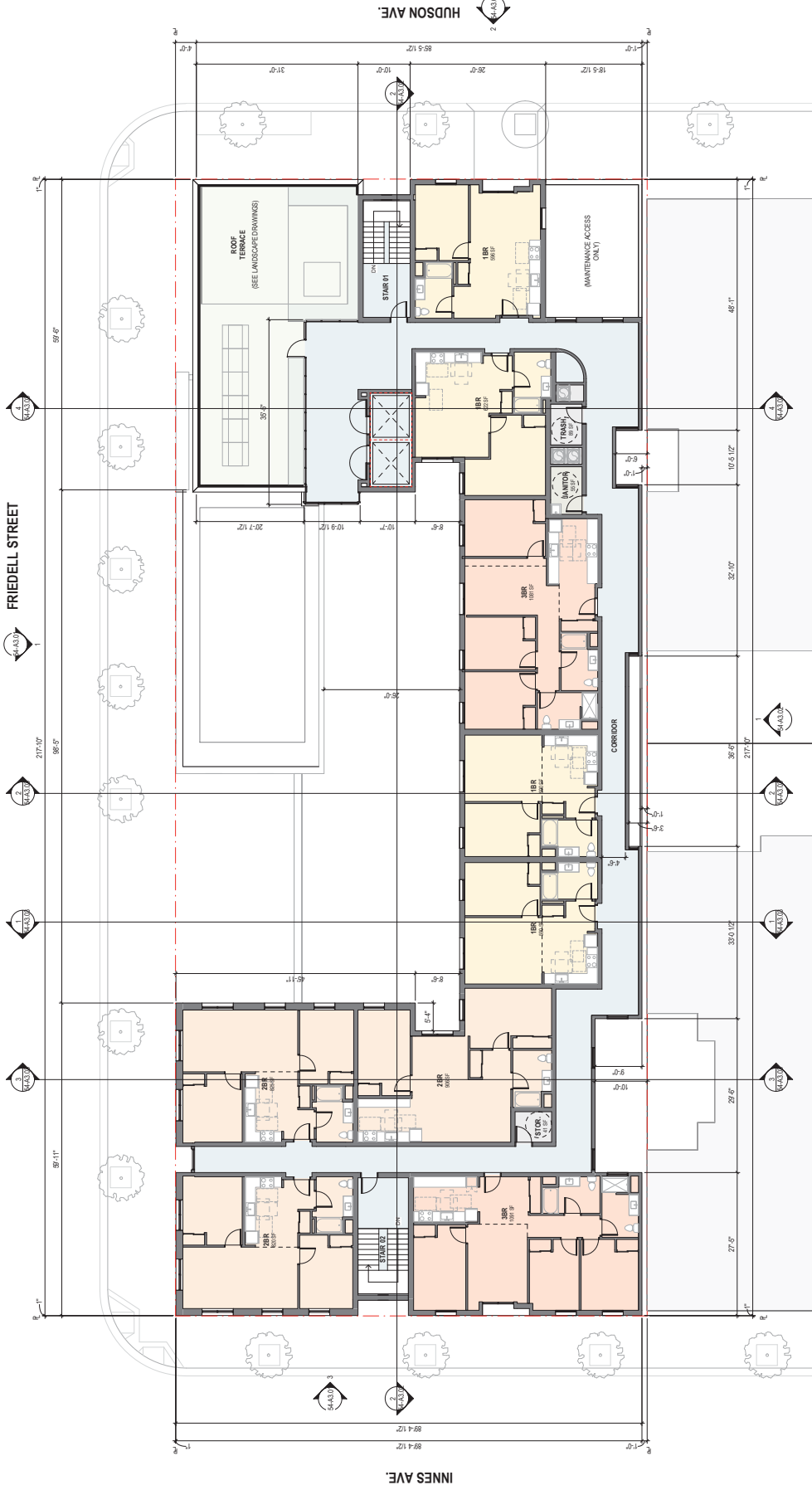
INNIS AVE.

HUDSON AVE.

1 BLOCK 54 - BUILDING LEVEL 02
108' x 110'

NOT FOR CONSTRUCTION





1 BLOCK 54 - BUILDING LEVEL 05

