



118-0102021-002

Agenda Item **No. 5(a)**
Meeting of April 20, 2021

MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Sally Oerth, Interim Executive Director

SUBJECT: Conditionally approving the Combined Basic Concept and Schematic Design for development of the Agency Housing Parcel at 11 Innes Court, Block 56 of Hunters Point Shipyard Phase 1, which consists of 72 affordable rental housing units and one manager's unit; approving a density bonus allowing additional height, maximum diagonal dimension and density; 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

Sally Oerth
INTERIM
EXECUTIVE DIRECTOR

Miguel Bustos
CHAIR

Mara Rosales
Bivett Brackett
Efrem Bycer
Dr. Carolyn Ransom-Scott
COMMISSIONERS

The Office of Community Investment and Infrastructure ("OCII") is implementing the Hunters Point Shipyard Redevelopment Plan and the Disposition and Development Agreement for Hunters Point Shipyard ("HPS") Phase 1, including the affordable housing provisions of each. In 2020, OCII chose Mercy Housing California and San Francisco Housing Development Corporation as co-developers ("Developer") for its Agency Housing Parcel within Block 56 of HPS Phase 1 ("OCII Block 56") through OCII's Request for Proposals ("RFP") process. As with all Agency Housing Parcels in HPS Phase 1, OCII Block 56 is required to be used for a 100% affordable housing development funded in part by OCII. See Attachment A. OCII Block 56 will provide up to 73 units, and contribute significantly toward Mayor Breed's goal of increasing affordable housing in the City.

One S. Van Ness Ave.
5th Floor
San Francisco, CA
94103

415 749 2400

www.sfocii.org

The Developer now requests that the Commission approve proposed Combined Basic Concept and Schematic Design for the Project, including a density bonus allowing additional height, maximum plan diagonal dimension over 45 feet, and density, in accordance with the HPS Redevelopment Plan and Design for Development. The proposed Combined Basic Concept and Schematic Design for the Project have been reviewed and recommended to the Commission for approval by the Hunters Point Shipyard Citizens Advisory Committee ("CAC") at its meeting on March 8, 2020.

Staff recommends conditionally approving the Combined Basic Concept and Schematic Design for development of 73 housing units at HPS Phase 1 Block 56; approving a density bonus allowing additional height, maximum plan diagonal dimension, and density; providing notice that this approval is within the scope of the HPS Phase 1 Reuse Final EIR, and adopting environmental findings.

DISCUSSION

Project Area Background

The Hunters Point Shipyard ("Shipyard") and Candlestick Point together form approximately 780 acres along the southeastern waterfront of San Francisco. The San Francisco Board of Supervisors originally adopted the HPS Redevelopment Plan in 1997 and amended it in 2010 along with the Bayview Hunters Point Redevelopment Plan (which covers Candlestick Point) to provide for the integrated planning and development of the HPS and Candlestick Point. Properties within the Hunters Point Shipyard transfer from the U.S. Department of the Navy (the "Navy") to OCII after any necessary environmental remediation and determination from federal, state and local regulators that the property is safe for its intended purpose. HPS Phase 1 is coincident with Navy Parcel A ("Parcel A", later divided into Parcel A-1, or the Hilltop, and Parcel A-2, or the Hillside), the first parcel transferred by the Navy to OCII. Historically, the Navy used Parcel A as barracks and related personnel uses. In 2004, the federal and state environmental regulatory agencies with oversight over the Shipyard cleanup determined that Parcel A did not require environmental remediation and was safe for transfer for its intended residential use (see Environmental Remediation and Testing below for further discussion).

The Phase 1 Disposition and Development Agreement, dated December 2003 (and as amended, the "Phase 1 DDA") between OCII and master developer, HPS Development Co, LP an affiliate entity of Lennar Urban ("Master Developer"), implements the development on the Hilltop and Hillside areas of HPS Phase 1 (described in more detail below). The Phase 1 DDA has been amended seven times since its approval in 2003.

The Phase 1 development program includes the construction of infrastructure, 26 acres of parks and open space, and up to 1,428 housing units, of which approximately 29% will be affordable to low- and moderate-income households. HPS Phase 1 is divided into two areas, the Hilltop and Hillside, and OCII Block 56 is located on the Hilltop. Pursuant to requirements of the Phase 1 DDA, the Master

Developer has thus far constructed approximately 47% of required Infrastructure including 12 acres of park space and approximately 40% of the roadways, all of these improvements being on the Hilltop portion of Phase 1. Vertical Developers have built 505 units, including 43 inclusionary homeownership units within market rate buildings, on multiple blocks within the Hilltop, and another 59 inclusionary rental units in a 100% affordable project on Block 49 (Pacific Pointe at 350 Friedell). OCII has three stand-alone affordable housing sites on Hilltop (Blocks 52, 54, and 56), which will provide approximately 182 BMR units at up to 50 percent AMI. Blocks 52 and 54 were the first OCII sites on the Hilltop offered for development. OCII Block 56, is the remaining stand-alone affordable housing site on the Hilltop.

OCII released an RFP for development of OCII Block 56 to the development community in September 2018 and received three responses in January 2019. Staff convened an evaluation panel in March 2019, and based on the results of the panel, OCII recommended to the Commission the selection of the Developer, with Van Meter Williams Pollock as architect and Mercy Housing Management as property manager. On April 7, 2020, the Commission adopted Resolution No. 3-2020 to enter into an exclusive negotiations agreement and predevelopment loan agreement with the Developer consistent with the funding estimates included in ROPS 19-20 line item number 420.

Environmental Remediation and Testing

In the early 1990s, the Navy and the United States Environmental Protection Agency ("US EPA") placed the Shipyard on the National Priorities List for environmental remediation (commonly called "Superfund"), in accordance with federal law. Thereafter, the Navy and the US EPA examined each parcel of the Shipyard to determine the extent of contamination, if any, and proposed an appropriate remedial approach to make the Shipyard safe for future intended uses. In 1995, the Navy determined, and the US EPA, the State of California and San Francisco Department of Public Health agreed, that HPS Phase 1 (which consisted of soldiers' barracks and accessory activities during active base use) posed no threat to human health or the environment and required no further action, and in 1999, the US EPA removed HPS Phase 1 from the National Priorities (Superfund) List and confirmed that the site was safe for its intended use as a residential community. In 2004, the Navy transferred Parcel A – the land now making up the Hilltop and Hillside of HPS Phase 1 – and began testing and remediating separate portions of the Shipyard (known as HPS Phase 2). The Navy remains responsible for any remediation required at HPS Phase 2.

In 2016, the Navy and the US EPA became aware of anomalies in post-remediation testing at HPS Phase 2. Further investigation led to the Navy's decision to disregard data provided by one of its former contractors. The Navy is currently in the process of retesting portions of Phase 2 that was the subject of the unreliable data. Although these activities were limited to HPS Phase 2, in July through November 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") performed a phased-approach radiological survey to assess the health and safety of the public and the environment at HPS Phase 1.

CDPH completed its Final Report for the Hilltop on February 5, 2019, which concluded that no residents, workers or visitors are being exposed to radiological health and safety hazards. To address continued concerns and questions from the community regarding the testing conducted at the Shipyard, Mayor Breed, City Attorney Herrera, and Supervisor Shamann Walton asked experts from UC San Francisco and UC Berkeley to conduct an impartial analysis of CDPH's procedures. The report concluded that CDPH's health and safety scan was appropriate as a health and safety survey.

Out of an abundance of caution, OCII will work with the Development Team (including the new Lead Developer) to establish a scope of additional radiological soil testing at OCII Block 56 to be conducted along with the standard site environmental testing.

The Project Site

OCII Block 56 is an approximately 28,792-square-foot site bounded by Coleman Street to the northwest, Innes Court to the northeast, and "Lot R", a public access and public service easement area that wraps around the block to the southeast and southwest. See Attachment A. The parcel's street frontage is as follows: 176 feet along Coleman Street, 164 feet along Innes Court, with a 17-foot radius rounding of property lines at Coleman Street and Innes Court. OCII Block 56 currently contains a modular structure used by the Master Developer and affiliates as a sales office referred to as the Welcome Center for the Shipyard Residences, which will be removed prior to construction of proposed building. Lot R adjacent to OCII Block 56 to the southeast, is owned by a sub-association of the HPS Phase 1 Master Association, and is improved with a 24-foot wide driveway with curb-cut off Innes Court¹ and six-foot wide sidewalk, commonly known as "Kennedy Place", that currently serves the 51 Innes Court residential building.

The remainder of Lot R, adjacent to OCII Block 56 to the southwest, consists of steeply sloped open space.

11 Innes Court Program Overview

The Project will include approximately 73 units, mostly 1, 2, and 3-bedroom units with a small number of studio, 4 and 5-bedroom units (see chart below) serving households between 35% and 50% of the Area Median Income (excluding the manager's unit), as defined by the Mayor's Office of Housing and

¹ The OCII Block 56 project will use the improved portion of Lot R for access to its garage, pursuant to existing public access easement rights over Lot R created by the Final Subdivision Map for HPS Phase 1 as well as the Master Homeowners' Association Covenants, Conditions and Restrictions for HPS Phase 1. This use would potentially be subject to an access and maintenance agreement with the adjacent homeowners sub-association for 51 Innes Court, which would provide for sharing of maintenance costs of the Lot R improvements. OCII staff have had initial communications with the sub-association concerning this agreement and awaits their proposal.

Community Development ("AMI"). One unit will be set aside as a Family Childcare Unit. The Project will also include community, management, and services spaces along with a shared courtyard for its residents.

Unit Type	Unit Count
Studio	4
1 BDRM	18
2 BDRM	32
3 BDRM	16
4 BDRM	2
5 BDRM	1
TOTAL	73

The Project funding, in addition to OCII funds, will consist primarily of a tax-exempt bond allocation from the California Debt Limit Allocation Committee ("CDLAC") 4% Low Income Housing Tax Credits.

Marketing and Leasing Preferences

All units (except the manager's unit) will be restricted and affordable to households earning no more than 50% AMI. Occupancy priorities will follow the HPS Redevelopment Plan and the Phase 1 DDA and also include DTHP and NRHP pursuant to April 16, 2019 Commission action, as follows: 1) Certificate of Preference Holders; 2) Displaced Tenant Housing Preference ("DTHP"); 3) Neighborhood Residential Housing Preference ("NRHP"); 4) San Francisco Residents or Workers.

Upon completion of the Project, OCII's assets related to the site will be transferred to MOHCD, which is the designated Housing Successor Agency under Dissolution Law. MOHCD reviewed the RFP, and participated on the evaluation panel, and will review on the Project's financial underwriting, funding, and disposition documents in order to ensure a smooth transition to MOHCD at project completion.

Combined Basic Concept and Schematic Design

Architecture

The architectural goal is connection, joining residents together in community both within the development and among the surrounding neighborhood, with special attention to family health and wellness. This proposed building will be the last to fill the temporary void amongst the existing building massing surrounding Innes Court on three sides, and the Hilltop Park on the other. This building will be harmonious in materiality, scale and experience with the rest of the buildings on the Hilltop. It will be a high-quality building, environmentally conscious and community-oriented with resident services

programs rooted in the social and cultural context of the broader neighborhood. It will provide residents the opportunity for stability, economic mobility, personal health, and family success.

The massing of building is shaped to capitalize on its unique corner location with magnificent views of hillside, open water to the southeast and overlooking the future development of Shipyard Phase 2 beyond. The massing is consolidated along the streets to reinforce the urban experience and pulled back from the southeast corner in a C-shaped configuration, allowing the interior courtyard and residents above to have uninterrupted views.

The site slopes approximately 10 feet from Innes Court up to the top of Coleman allowing for parking to be partially below grade and tucked behind five units on Innes Court. Four stoops for residential units along Innes Court provide a visual barrier to the garage that will provide parking for 46 cars, 10 motorcycle spaces, and 73 bike parking spaces along with utility spaces. The covered stoops along Innes Court will continue the design language of pedestrian oriented porches as seen on the rest of the buildings. The garage entry is off the existing alley Kennedy Place. There are a variety of residential units from studios to one five-bedroom.

The main entry along Coleman has views through the two-story entry portal to the courtyard and Bay beyond. There is an accent wall at the entry portal that will have artist created panels to accentuate the main entry stair. The panels are translucent allowing light into the main stair in the daytime and at night allowing the light within the stair to filter through the art panels onto the street. The main stair is highlighted to encourage it's use. From Coleman one can enter up the ramp or the steps arriving at the second level entry gate into the courtyard. Circulation to the common area spaces is through the courtyard. The property management office and lobby are directly off the courtyard along with the Laundry and Community Room. The courtyard is divided into two spaces. The inside court is surrounded by one-and two-bedroom units with a family child-care unit framing the view to the bay. The community room opens up to the outer courtyard with extensive views to the bay beyond. The third through fifth levels have double corridor loaded residential units wrapping around the courtyard with two wings connected by an exterior corridor directly above the entry portal with connections to the main stair.

Fitting into the neighborhood context in terms of massing and materials, the building is broken down into repetitive bays that provide the modulation outlined in the Design for Development guidelines and smaller bays that bring the scale of the building down and relate to the neighboring buildings. The building is predominantly cement plaster and cement board and batten in a random pattern that creates texture and shadow adding interest to the facade. Perforated aluminum panels are used as sunshades at the windows, privacy screening at the stoops and guardrails at the entry and courtyard edge. There are also board form concrete walls on the first level. The color palette is subdued similar to the surrounding buildings and has the art wall to provide color and context. Along Coleman there are smaller bays that address and terminate the mid-block break from the building across the street. The

corner of Innes Court and Coleman frames the Innes Park and has corner windows with playful sun shades that create movement up the facade and around the corner.

Off-site improvements are proposed along Kennedy Place (southeast Public Service Access and Easement) with new sidewalk along the building face and planters and extension of the existing driveway to provide entrance to the garage. Three new trees are proposed in the planter to mirror the existing trees on the other side. No off-site improvements are proposed in the southwest Public Service Access and Easement.

Accessibility

All units will be adaptable for people living with disabilities. Eleven mobility accessible units will be provided. Eight visual and hearing-impaired units will also be provided.

Sustainability

The building is all electric with a photovoltaic array offsetting partial residential load. The Greenpoint Rating requirement is at the gold level, but the building is targeting a platinum rating with enhanced sustainability goals. Light colors on the facade and sunshades support good passive design strategies and energy efficiency.

Landscape

The project seeks to integrate into the site by judiciously using the existing infrastructure and streetscape while select interventions for site paving and planting are proposed to integrate the project into the existing context. The residents' primary open space is on structure over a parking area. The open space has connections to common resident areas, building entries, unit entries, and a community room. The podium is divided into three distinct zones to support a variety of programs. First, the main promenade extends from the building entry and offers clear views down to the Bay and has small seating areas for the laundry room. The promenade has two key areas wrapped by dynamic paving, lighting, and seating systems meant to support more passive programming in a heavily planted area offering shaded gathering areas. On the other side of the main promenade, a more open and flexible area is connected directly to the community room, to support building-wide events and expansive opportunities for unprogrammed play for children while a sloped artificial lawn and seating area allow residents to take in the sweeping views. A linear stormwater planter along the southwest façade between the garage and easement will treat water runoff on-site before discharging into the street drainage system.

Conformance with Hunters Point Shipyard Phase 1 Design for Development (D4D)

The proposed Project complies with all block development and urban design standards specified in the Design for Development, except for those listed under the provisions of Density Bonus below. These include required compliance with setbacks, lot coverage, parking, loading, building façade articulation along Innes Court and at the corner of Innes Court and Coleman Avenue, and a visual connection to the interior of building from Coleman Street.

	D4D Requirement	Block 56 (OCII) (Proposed)
Maximum Height	45 feet	53 feet ²
Maximum Density	70 DU/acre	80.8 DU/acre ²
Maximum Bulk (Plan Diagonal Dimension)	Up to 45 feet: No Standard Above 45 feet: 150 feet	Above 45 feet: 189 feet ²
Minimum Open Space Area	7,300 square feet	7,460 square feet
Setbacks	3 feet minimum 10 feet maximum	3'-1" minimum 8 feet maximum
Maximum Lot Coverage	70%	66%
Maximum Off Street Parking Spaces	146 (2 spaces per unit)	46
Maximum Area of individual parking space	200 square feet	162 square feet
Off Street Loading (Residential)	None for 0 to 100,000 gross square feet	None, for 93,237 gross square feet
Minimum Bicycle Parking Spaces	31	73
Excellence in architectural treatment	At intersection of Coleman Street and Innes Avenue	Complies
Visual and/or physical link from street	At Coleman Street	Complies

Density Bonus

In general, a density bonus is a tool that enables planning jurisdictions to permit additional density or intensity of residential use – a bonus – beyond what would otherwise be permitted if the proposed use provides certain benefits as specified by the applicable bonus provision. For example, the State's Density Bonus Law allows up to four exceptions from development standards (defined as incentives or concessions) for projects proposing one-hundred-percent of units (excluding a manager's unit) affordable to lower income households, and an increase in overall density of up to 80% of the number of units provided for lower income households within the project, provided the requested incentive or concession would not be detrimental to public health, safety, or the physical environment. Government Code Section 65915(b), (d), (e).

² See Density Bonus discussion, below.

In this case, the HPS Redevelopment Plan similarly allows project sponsors to request a density bonus for projects that propose to provide additional affordable housing. It states that "Under State law, the Agency may grant, as a form of local public subsidy, residential density bonuses. These bonuses, if granted, shall ensure that additional low- or moderate-income Dwelling Units will actually be produced within the Project Area. In Hunters Point Shipyard Phase 1, the Agency will grant such bonuses only after a developer has demonstrated to the Agency's satisfaction that the developer has utilized its best effort to provide such low- or moderate-income Dwelling Units..."

The Hunters Point Shipyard Phase 1 D4D further elaborates on the availability of density bonuses within HPS Phase 1. It states that "Density bonuses for housing development may be awarded by the Agency to developers in order to encourage the provision of low and/or moderate-income housing. Such bonuses are deemed to be a local housing assistance program. Bonuses may be granted in an amount up to 25% above what the density would otherwise be permitted under the terms set forth in this document."

For OCII Block 56, the Developer is proposing to exceed three applicable development standards of the HPS Phase 1 D4D by providing 15 additional units of affordable housing at 50% AMI. The requested development standards exceedance and analysis of each is set out below:

- (1) Density of Housing. For Block 56, the D4D establishes a maximum density of housing dwelling units (DU) not to exceed 70 DU/acre. This amounts to 94 total units on the approximately 1.35-acre Block 56. Lennar has already built 36 units on their portion of Block 56, leaving 58 units available for OCII Block 56 without applying a Density Bonus. The Developer requests to exceed the maximum Residential Block Density for Block 56 by 15 units, or 16% of the maximum DU for Block 56.

Discussion. The application of Density Bonus and the increase of unit yield from 58 to 73 units will inherently increase the Block Density of Block 56 from 70 DU/Acre to 80.8 DU/Acre, an increase of 16%. As contemplated in the D4D, distribution of units within a particular block may result in densities on individual lots exceeding limitations for the overall block; and no residential development in HPS Phase I may exceed 135 DU per acre. The density bonus provided is well within the contemplated range of densities for HPS Phase 1.

- (2) Maximum Building Height. For Block 56, the D4D establishes a maximum height of 45 feet. The Developer proposes to exceed this maximum to allow for construction of the additional 15 affordable units at OCII 56 on the Innes Court and Coleman Street frontages. Height exceedances range from 1'-3" feet along Coleman Street up to eight feet along Innes Avenue. (see dashed blue line in graphic, below).

Discussion. Most of proposed building height complies with the existing 45-foot height limit set by the D4D. For the two specific portions of the building that exceed D4D limits, the

measurement of additional height is made via separate methods, depending on the slope of the street.



- North Building Elevation along Innes Court: This portion of the building is located on a street with slope at or below 5%, and thus the height is measured at the average point between the farthest edges of the building facade. The Developer is proposing additional height of up to approximately 8 feet over the 45 feet limit along that elevation, so that the maximum height will be 53 feet. This additional height is less than an additional story and is within the range of 45 to 55-foot height limits within HPS Phase 1.
- West Building Elevation along Coleman Street: This portion of the building is located on a street with slope between 5% and 15%, and thus the height is

measured at horizontal segments of 65 feet from the building façade's edges. The Developer is proposing an additional height of up to approximately 5 feet along portions of this elevation, so the maximum height will be up to 50 feet. This additional height is much less than an additional story and is within the existing range of 45 to 55-foot height limits within HPS Phase 1.

The units created by the proposed increases in height provide important cost savings to the Project. Locating the additional units elsewhere in the Project would require additional building footprint (including foundation, extension of utilities and related actions) that would result in increased costs relative to placing the units over existing building footprint. This is referred to as "efficient stacking" of the units. In addition, the additional height permits the construction of units along Coleman and Innes frontages on the top level of the building, allowing for construction of units on both sides of the common area ingress/egress corridor serving the units. This "double-loaded corridor" approach maximizes cost efficiency by spreading costs of bringing access, utilities, and related building infrastructure across a greater number of units. Without the density bonus, per-unit building costs would be greater, impacting the Developer's ability to provide affordable units.

- (3) Maximum Building Diagonal Dimension. The D4D establishes a maximum diagonal dimension of 150 feet for buildings above 45 feet in height. Thus, it technically does not establish a maximum diagonal dimension for Block 56, which is limited to 45 feet in height. However, because the Developer seeks an increase in height above 45 feet, OCII staff have, in an abundance of caution, applied the 150-foot maximum diagonal dimension applicable to buildings of 55 feet in height. The Developer proposes a 189-foot diagonal dimension; thus, we have analyzed this as a request for exceedance of the 150-foot maximum applicable diagonal.

Discussion. For height districts above 45 feet, this D4D standard limits the diagonal distance between farthest building corners to 150 feet. The building is located within a 45-foot height district; thus the maximum dimension is not technically applicable. However, OCII staff have, in an abundance of caution, applied the 150-foot maximum diagonal dimension applicable to buildings of 55 feet in height. The portion of the proposed building that rises above 45 feet, which is primarily along Innes Court, will have a maximum plan diagonal dimension of 189 feet. Maximum Plan Dimension is a bulk regulation that is intended to ensure that taller buildings do not create an undesirably bulky condition on surrounding development. In this case, the diagonal exceedance is located along the Coleman Street building frontage, allowing Coleman Street to provide physical separation from adjacent development and therefore minimize the impact of diagonal exceedance on existing development. Furthermore, without the exceedance, the maximum diagonal limitation would result in cleaving the Project into two separate, diagonal-compliant buildings. This would greatly increase costs by requiring duplicate elevator shafts, utilities connections and ingress/egress for the two buildings, and

would eliminate the feel of a single unified project on the site. The exception for building diagonal would avoid these potentially prohibitive increases, while allowing a single-project feel for the site.

Density Bonus Findings. In accordance with the Redevelopment Plan requirements, the requested density bonus exceptions would allow the Project to ensure the production of 15 additional deed-restricted low-income residential units. The requested bonus would minimize Developer's costs in providing affordable units by allowing for a single building, with efficient stacking and double-loaded corridors at the top level, thus demonstrating best efforts to provide affordable housing in the Project. In addition, the requested density bonus would increase the density of Block 56 by approximately 16%, to 81 DU/acre, which is within the maximum additional 25% density limit established by the Phase 1 D4D, and far below the D4D's absolute maximum density within HPS Phase 1 of 135 DU/acre. Thus, Developer has met the Plan and D4D standards for granting the requested density bonus to the Project. Furthermore, the requested density bonus would be harmonious the goals and objectives of the Redevelopment Plan, including to provide housing for a range of incomes within the Project area and encourage density to promote environmental sustainability, and as discussed above, would not be materially detrimental to the public welfare or materially injurious to neighboring property or improvements in the vicinity.

Lastly, as an advisory matter, the requested exceptions are also consistent with State Density Bonus Law.³ The requested exceptions are within the total number (four) allowed for 100% affordable projects, and would not be detrimental to the public's health, safety or physical environment, as discussed previously.

BCSD Findings. Thus, based on the foregoing, OCII Staff recommends approval of the Combined Basic Concept and Schematic Design, together with the requested Density Bonus, as consistent with the Redevelopment Plan and D4D, subject to the remaining design conditions (listed below) being resolved to the satisfaction of the Executive Director.

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)

³ The Redevelopment Plan, authorized by a separate state law is not directly subject to the State's Density Bonus Law, but reference to it in the Redevelopment Plan is advisory for considering density bonus requests within the Plan Area.

Construction Documents. The DRDAP requires that the Basic Concept/Schematic Design be presented to the Commission for review and approval.

The submitted Basic Concept and Schematic Design package is consistent with the requirements of the DRDAP, and Staff recommends approval of the Schematic Designs subject to the remaining design conditions (listed below) being resolved to the satisfaction of the Executive Director.

Beginning in Design Development the Developer shall:

1. **Lot R Maintenance Agreement:** Developer will cooperate with OCII in negotiating a potential maintenance agreement with adjoining property owners.
2. **Building Color, Materials and Planting Palette:** Continue to develop and refine the building color, and materials, including wall systems, glazing, canopies, and other materials, in coordination with OCII Staff. 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.
 - a. **Residential Stoops at Innes Court:** Continue to develop the design of stoop railing and stoop support structure at ground floor residential units, by lowering the side metal screening to parapet height. The stoop design should provide a consistent with and add to the harmonious pedestrian experience along Innes Court.
 - b. **Garage Door:** Provide materiality and character image of garage door, that is consistent with the overall building façade. If perforated panels are used, include percentage transparency.
 - c. **Material Samples:** Provide samples of all proposed materials to verify their color, pattern, and texture to aid in the determination of their quality, stability, and durability.
 - d. **Building Exterior Color:** Continue to refine the building's exterior color template for harmony with the context of existing neighborhood.
3. **Screening:** Further develop the materiality and architectural treatment of the screening, in coordination with OCII Staff.
 - a. Provide enlarged plans and section at the roof parapet and wall below to show the relationship of screening system at the garage façade.
 - b. Any mechanical equipment and/or utilities facilities, including connections and meters on the rooftop and ground floor shall be architecturally screened from the roof and street level respectively.
4. **Landscape Plans:** Continue to develop and refine the building planting palette, in coordination with OCII Staff.
 - a. Provide design and materiality of pergola and other covered structures on the podium.

- b. Provide detailed landscape plans, including plans for all setback zones, and common open spaces.
 - c. Provide detailed irrigation plans that will ensure that the vines on the screen structure on the garage walls shall be maintained throughout the year.
5. **Existing Streetscape.** Maintain the existing sidewalk paving, concrete and number of street trees within all public right-of-ways in the Project Area. If any streetscape elements 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. **Lighting Plan.** Provide a detailed building lighting plan. Lighting should be subtle and reinforce the overall façade design.
8. **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.
9. **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.
10. **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 Construction Documents submittal, the Sponsor shall provide:

1. **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.

In advance of the start of construction and before procurement of materials, the Sponsor shall provide:

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 performance 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 99.5%, San Francisco-Based (SF) LBE 90.2%, Minority-Owned Business Enterprise (MBE) 19%, Woman-Owned Business Enterprise (WBE) 49%, Minority Woman-Owned Business Enterprise (MWBE) 8.4%.

COMMUNITY PARTICIPATION

Staff presented the RFP to the Hunters Point Shipyard Citizen's Advisory Committee (HPSCAC") Housing Subcommittee and to the full HPSCAC in July and August 2018. Staff presented an update on the selection process and the recommended development team to the CAC Housing Subcommittee in April 2019.

In December 2020 and February 2021, the development team and staff convened a total of two virtual meetings with the neighbors on the Hilltop to present the design and seek input, some of which was incorporated into the design including a slight increase in parking spaces. On March 8, 2021, staff and

the development team presented the proposed schematic design to the HPSCAC. The HPSCAC voted to recommend that Commission conditionally approve the schematic design.

Staff and the development team will continue to 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 ("CEQA")

In 2000, the San Francisco Redevelopment Agency Commission ("Former Commission") and the San Francisco Planning Commission analyzed the environmental impacts of HPS Phase 1 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"), and subsequently issued a First and Second Addendum to the Final EIR in 2003 and 2006, respectively, to address changes to HPS Phase 1 (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 four addenda, in 2014, 2016, 2018, and 2019, 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 HPS Phase 1 previously identified in the Phase 1 EIR.

OCII staff has reviewed the combined Basic Concept Design and Schematic Design submittal, including the additional density, height and bulk proposed to be authorized by 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 anticipates that the development team will apply for a tax-exempt bond allocation and 4% Low Income Housing Tax Credits in early 2022, and staff will return to Commission in late 2021 to seek approval for a permanent gap loan. If these funding applications are successful, construction could start by Spring 2022 and be completed by Spring 2024. However, the current State bond and tax credit financing regulations disadvantage San Francisco projects, therefore staff anticipates that the development team may need to apply for funding multiple times before being successful. Such a delay could delay construction start to early 2023 and completion to 2025.

(Originated by Elizabeth Colomello, Senior Development Specialist)

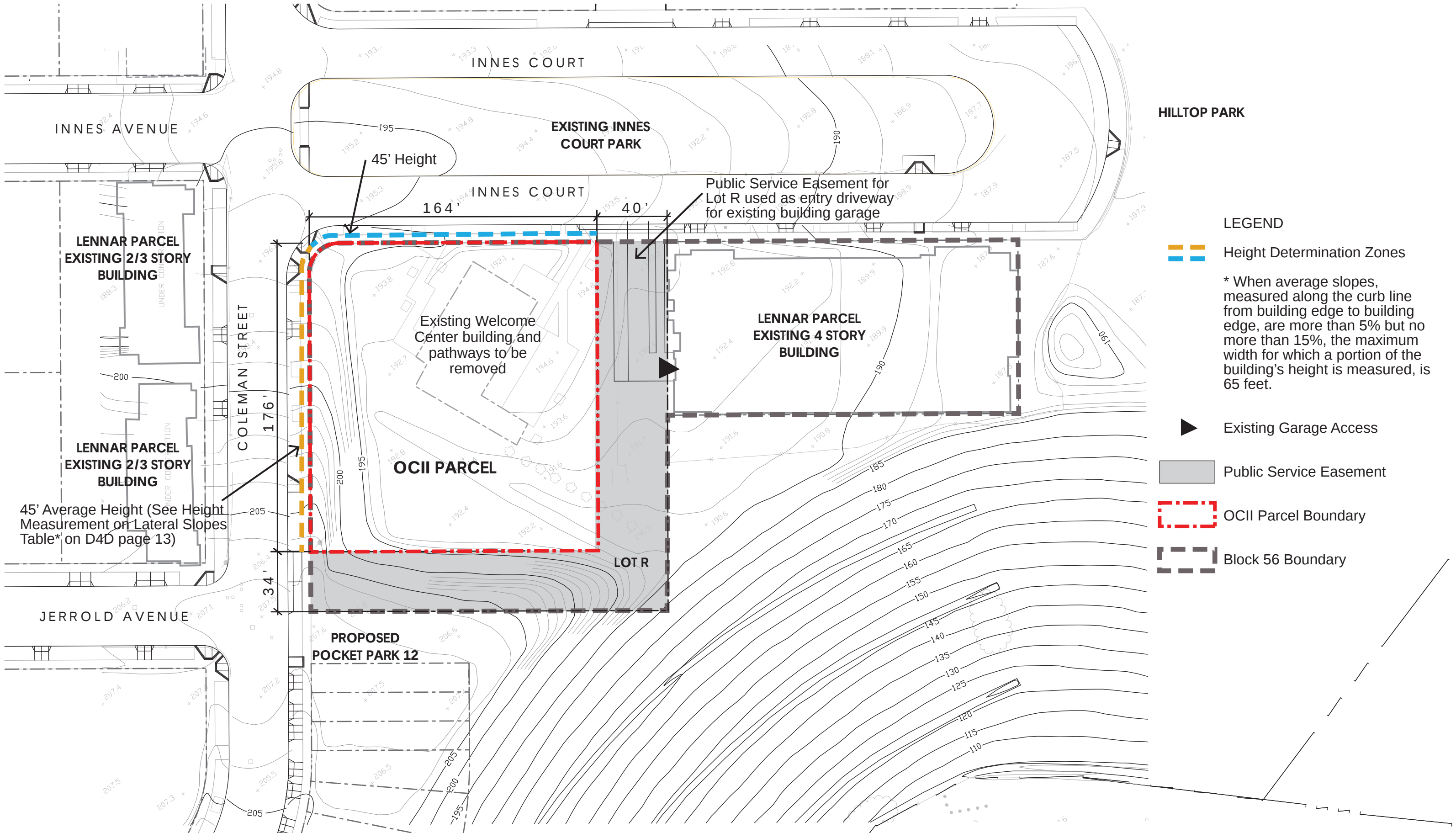
DocuSigned by:

336F9B4FE72748A...
Sally Oerth

Interim Executive Director

- Attachments:
- A. Project Site
 - B. Combined Basic Concept and Schematic Design Submittal
 - C. Professional Services Contracting Summary
 - D. Professional Services Firm Biographies

HUNTERS POINT SHIPYARD PHASE1 BLOCK 56 (OCII) DIAGRAM



COMBINED BASIC CONCEPT AND SCHEMATIC DESIGN SUBMITTAL FOR BLOCK 56 (OCII)

HUNTERS POINT SHIPYARD PHASE I HILLTOP AREA



SITE LIGHTING

EL 1.0	SITE LIGHTING PLAN
--------	--------------------

L2.02	PLANTING PLAN - INNES COURT
L3.01	MATERIALS PLAN - KENNEDY PLACE
L3.02	PLANTING PLAN - KENNEDY PLACE
L4.01	MATERIALS PLAN - STORMWATER PLANTER
L4.02	PLANTING PLAN - STORMWATER PLANTER
L5.01	MATERIALS PLAN - COURTYARD LEVEL 2
L5.02	PLANTING PLAN - COURTYARD LEVEL 2
L5.03	PLANTING PALETTE - OVERALL
L5.04	MATERIAL PALETTE - OVERALL
L6.01	PODIUM RENDERS

CIVIL

C-4	PRELIMINARY CIVIL GRADING PLAN
C-5	PRELIMINARY CIVIL UTILITY PLAN

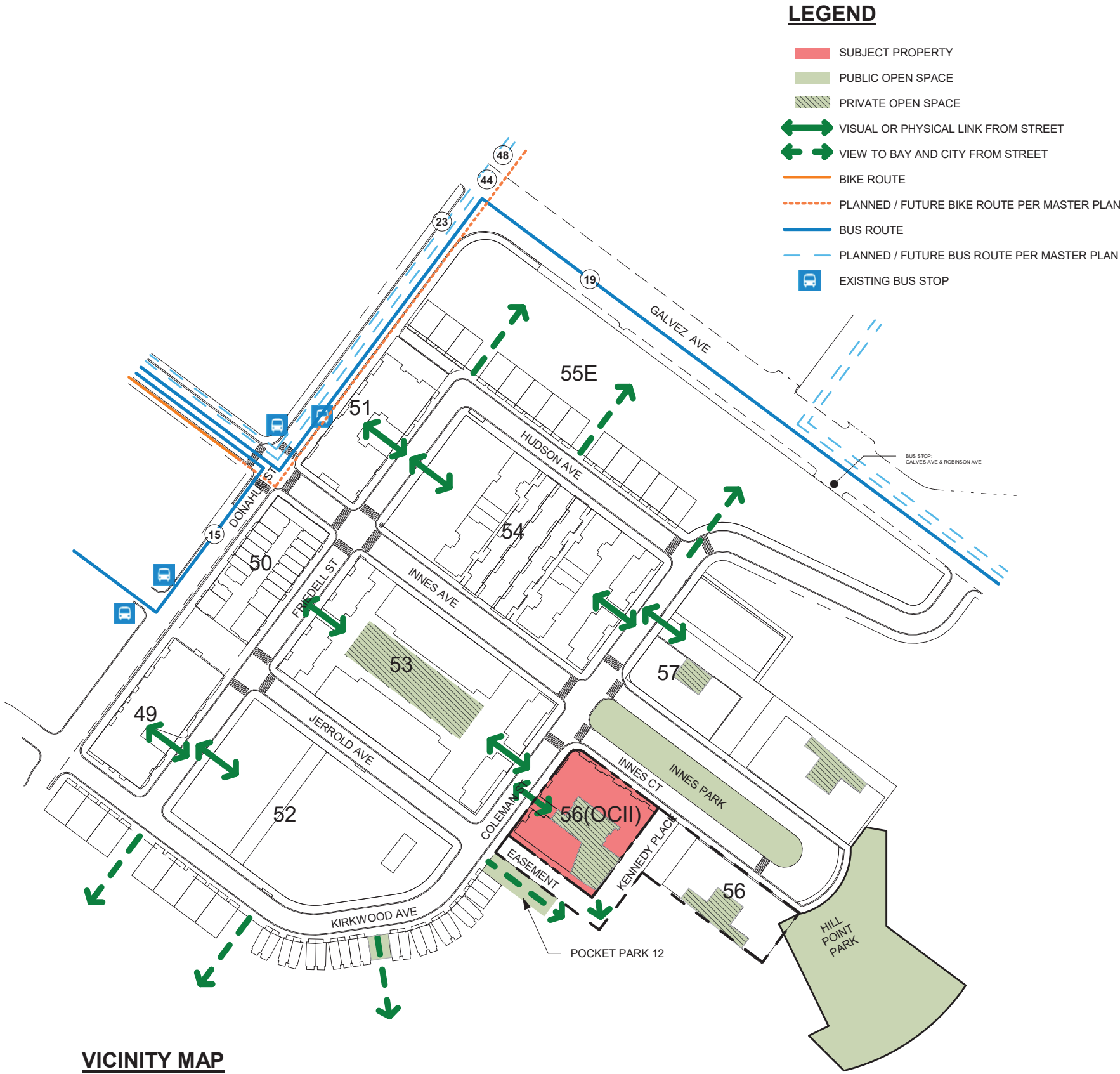
LANDSCAPE

L0.00	COVER SHEET AND SHEET LIST
L0.01	MATERIALS PLAN - OVERALL
L0.02	PLANTING PLAN - OVERALL
L1.01	MATERIALS PLAN - COLEMAN ST
L1.02	PLANTING PLAN - COLEMAN ST
L2.01	MATERIALS PLAN - INNES COURT

ARCHITECTURAL

A00	COVER SHEET
A01	PROJECT DESCRIPTION AND VICINITY MAP
A02	PROJECT SCHEDULES
A03	DRDAP AND D4D SPREADSHEET
A04	GREEN POINT RATED CHECKLIST
A05a	3D VIEWS-INNES AND COLEMAN
A05b	3D VIEWS-INNES AND COLEMAN
A05c	3D VIEWS-INNES AND COLEMAN
A06a	3D VIEWS-COLEMAN
A06b	3D VIEWS-COLEMAN
A06c	3D VIEWS-COLEMAN
A07a	3D VIEWS-KENNEDY PLACE
A07b	3D VIEWS-KENNEDY PLACE
A07c	3D VIEWS-KENNEDY PLACE
A10	D4D DIAGRAMS-HEIGHT
A11	D4D DIAGRAMS- LOT COVERAGE
A12	D4D DIAGRAMS- OPEN SPACE
A13	D4D DIAGRAMS- INNES CT. VIEW
A14	D4D DIAGRAMS-COLEMAN ST. VIEW
A20	SITE PLAN
A21	1ST FLOOR PLAN
A22	2ND FLOOR PLAN
A23	3RD FLOOR PLAN
A24	4TH FLOOR PLAN
A25	5TH FLOOR PLAN
A26	ROOF PLAN
A31	NORTH ELEVATION- INNES CT
A32	WEST ELEVATION- COLEMAN ST
A33	SOUTH ELEVATION- EASEMENT
A34	EAST ELEVATION- KENNEDY PL
A35	COURTYARD ELEVATIONS - NORTH & EAST
A36	COURTYARD ELEVATIONS - SOUTH & WEST
A37	ENLARGED ELEVATIONS- INNES & COLEMAN
A41	SECTIONS
A42	SECTIONS
A43	SECTIONS
A44	MATERIALS
A45	SUNSHADE DETAILS
A46	STOOP DESIGN
A47	PV SOLAR
A51	UNIT PLANS
A52	UNIT PLANS
A53	UNIT PLANS
A54	UNIT PLANS
A55	UNIT PLANS
A56	UNIT PLANS
A57	UNIT PLANS

A00



			GROSS BUILDING AREA
LEVEL			SQ. FT.
5TH FLOOR			17,356
4TH FLOOR			17,570
3RD FLOOR			17,000
2ND FLOOR			16,821
1ST FLOOR			24,490
SUBTOTALS			TOTAL AREA
TOTAL GROSS AREA			93,237

HUNTER'S POINT SHIPYARD BLOCK 56 SCHEMATIC DESIGN	
LAND USE RESTRICTIONS AND DESIGN CONTROLS	HPS Redevelopment Plan and Phase I, HPS Design for Development
ADDRESS	11 Innes Court
APN	Block 4591-C, Lot 217.
LAND USE DISTRICT	Hunter's Point Hill Residential
LOT AREA (SQ FT)	28,792 SF
CONSTRUCTION TYPE	One Level Type IA with four levels Type VA above

BUILDING AREA (GROSS SQUARE FEET)								
LEVEL	AREA (Gross)	RESIDENTIAL	OFFICE	COMMON AMENITY	CIRCULATION	UTILITY/ STORAGE	PARKING	COURTYARD
1ST FLOOR	24,490	4,200	-		1,622	2,617	16,051	
2ND FLOOR	16,821	11,549	2,255	1,656	2,167	850		7,519
3RD FLOOR	17,000	13,895			2,667	438		
4TH FLOOR	17,570	14,488			2,644	438		
5TH FLOOR	17,356	14,275			2,644	438		
TOTAL SF	93,237	58,407	2,255	1,656	11,744	4,781	16,051	7,519

PROJECT STATISTICS - BLOCK 56

3/8/2021

UNIT MATRIX																							
LEVEL	UNIT TYPE																						
	UNIT STUDIO 1	UNIT STUDIO 2	UNIT 1.1	UNIT 1.2	UNIT 2.1	UNIT 2.2	UNIT 2.3	UNIT 2T.1	UNIT 2T.2	UNIT 2T.3	UNIT 3.1 CARE	UNIT 3.2	UNIT 3.3	UNIT 3.4	UNIT 3.5	UNIT 3T.1	UNIT 3T.2	UNIT 3T.3	UNIT 3T.4	UNIT 3T.5	UNIT 4.1	UNIT 5.1	SUB-TOTAL BY FLOOR
NET SF	393	366	489	514	760	738	702	721	735	708	1372	867	901	1148	1160	940	960	932	987	960	1383	1383	
5TH FLOOR		1	4	1		1				6			1		1			1		1		1	18
4TH FLOOR	1		4	1		1			4	2			1		1		1		1		1		18
3RD FLOOR	1		4			1			4	2			1	1			1		1		1		17
2ND FLOOR	1		4			1	1		4	1	1	1					1						15
1ST FLOOR					1			3								1							5
SUBTOTALS	TOTAL UNITS & UNIT MIX																						
TOTAL	3	1	16	2	1	4	1	3	12	11	1	1	3	1	2	1	3	1	2	1	2	1	73
TOTAL PER UNIT TYPE	4 STUDIOS		18 1 BEDROOM		32 2 BEDROOM							16 3 BEDROOM									2 4 BD	1 5BD	



Vertical Design Review DRDAP Requirements		
Exhibit 1, B. SCHEMATIC DESIGN		
Item #	Description	Sheet #
1	Written Statement	A00
2	Schematic Drawings	
2a	Isometric or perspective drawings to illustrate project	A00, A05-07
2b	Site Plan	A20
2c	Site Sections	A35, A36
2d	Building Plans, elevations and sections	
2e	Written Statement of program including size and use of the facilities, structural system and principal building materials	A21-A43 A02
3	Model	Agency Waived
4	Perspectives, sketches and renderings	A00, A05-A07
5	Samples of proposed materials and exterior colors	A31-A34
6	Perspective drawings sufficient to depict the designand characteristics of the project.	A00, A05-A07

DESIGN FOR DEVELOPMENT (D4D) COMPLIANCE CHECKLIST				
IV. DEVELOPMENT STANDARDS	ALLOWED	PROPOSED	SHEET	DENSITY BONUS CONCESSIONS
MAXIMUM BUILDING HEIGHT (FT)	45'	INNES: 52.8' , COLEMAN Varies: 42', 46.3' and 50'	A04	YES
DENSITY OF HOUSING	70 DU/acre	80.7 DU/acre	A02	YES, 25%
LOT COVERAGE	70% of Block Area	66%	A11	
MAXIMUM DIAGONAL DIMENSION	150'	189'	A12	YES
OFF-STREET VEHICULAR PARKING	REQUIRED	PROPOSED		
TOTAL CAR SPACES	0	46	A21	
OFF STREET-BICYCLE PARKING	REQUIRED	PROPOSED		
BICYCLE SPACE - 25 Class I + One for every Four additional units	31	73	A21	
OPEN SPACE COMMON OR PRIVATE - 100sf / Unit	100SF/UNIT=7,300 SF	7.519 SF	A12	
DESIGN GUIDELINES-HILLTOP SUB AREA	REQUIRED	PROPOSED	SHEET	
LOTS AND FRONTAGE -	Design Articulation	Repetitive unit modulation with different height bays and recesses at entries	A13, A14	
PARKING	Buffered to sidewalks with architectural features and landscaping	Parking is behind units along Innes and is buffered by landscaping along Coleman. South side has decorative aluminum panel and landscaping	A13, A14, A21	
ARCHITECTURE	Primary entrance from street and sun exposure of public space	Street entrance on Coleman, Southeast facing courtyard open at corner.	A13	
STREET DESIGN	Street trees with additional trees and benches at corners	Street trees with additional trees and benches at the main entry.	L1.01, L2.01	
OPEN SPACE WITH BLOCKS	REQUIRED	PROPOSED	SHEET	
MID-BLOCK BREAKS	Mid-block breaks for visual link and access to courtyards, 15' minimum Mid-block break	Mid-block break provided along Coleman (23') with visual link and access to courtyard and bay views beyond.	A14	
SETBACKS	Street setbacks No less than 3' and no more than 10'. 40% softscape.	INNES: Building face 8' to 8'-11', COLEMAN: 3' 67% Softscape	A11	
BUILDING TYPOLOGY AND MASSING	REQUIRED	PROPOSED	SHEET	
BLOCK MODULATION	Modulation range 32'-50'	Modulation range 32'-50'	A13, A14	
LOT MINIMUM AREA	1,485 SF	28,792 SF	A11	
GROUND FLOOR FEATURES	Individual building entrances	Four entry stoops on Innes and one on Coleman.	A13, A14	
TOWNHOUSES ON NARROW LOTS		N/A	-	





NEW HOME RATING SYSTEM, VERSION 8.2

Blueprint Scoresheet

Points Targeted: 163.5
Certification Level Targeted: Platinum
Compliance Pathway Targeted: Option 2: All Electric Compliance
T24 Compliance Targeted: 31 %

Hunters Shipyard Block 56		Points Targeted	Community	Energy	AQ/Health	Resources	Water	Responsible Party
		Possible Points						
CALGreen								
Yes	CALGreen (REQUIRED)	4		1	2	1	1	
A. SITE								
	A2. Job Site Construction Waste Diversion							
Yes	A2.1 70% C&D Waste Diversion (Including Alternative Daily Cover)	2				2		
Yes	A3. Recycled Content Base Material	1				1		
	A6. Stormwater Control: Prescriptive Path							
Yes	A6.2 Filtration and/or Bio-Retention Features	1					1	
B. FOUNDATION								
Yes	B1. Fly Ash and/or Slag in Concrete	1				1		
C. LANDSCAPE								
Yes	C1. Plants Grouped by Water Needs (Hydrozoning)	1					1	
Yes	C2. Three Inches of Mulch in Planting Beds	1					1	
	C3. Resource Efficient Landscapes							
Yes	C3.1 No Invasive Species According to Cal-IPC	1				1		
Yes	C3.2 Plants Chosen and Located to Grow to Natural Size	0				1		
Yes	C3.3 Drought Tolerant, Native, Mediterranean Species, or Other Appropriate Species	0					3	
	C4. Minimal Turf in Landscape							
Yes	C4.1 No Turf on Slopes Exceeding 10% and No Overhead Sprinklers Installed in Areas Less Than Eight Feet Wide	0					2	
≤10%	C4.2 Turf on a Small Percentage of Landscaped Area	0					2	
	C6. High-Efficiency Irrigation System							
Yes	C6.1 System Uses Only Low-Flow Drip, Bubblers or Sprinklers	0					2	
Yes	C10. Submeter or Dedicated Meter for Landscape Irrigation	0					2	
Yes	C13. Reduced Light Pollution	1	1					
D. STRUCTURAL FRAME AND BUILDING ENVELOPE								
	D1. Optimal Value Engineering							
Yes	D1.2 Non-Load Bearing Door and Window Headers Sized for Load	1				1		
Yes	D2. Construction Material Efficiencies	1				1		
	D9. Reduced Pollution Entering the Home from the Garage							
Yes	D9.2 Mitigation Strategies for Attached Garage	1			1			
	D10. Structural Pest and Rot Controls							
Yes	D10.1 All Wood Located At Least 12 Inches Above the Soil	1				1		
Yes	D11. Moisture-Resistant Materials in Wet Areas (such as Kitchen, Bathrooms, Utility Rooms, and Basements)	2			1	1		
E. EXTERIOR								
Yes	E4. Durable and Non-Combustible Cladding Materials	1				1		
	E5. Durable Roofing Materials							
Yes	E5.2 Roofing Warranty for Shingle Roofing	Y	R		R	R	R	R
F. INSULATION								
	F1. Insulation with 30% Post-Consumer or 60% Post-Industrial Recycled Content							
Yes	F1.1 Walls and Floors	0.5				0.5		
Yes	F1.2 Ceilings	0.5				0.5		
	F2. Insulation that Meets the CDPH Standard Method—Residential for Low Emissions							
Yes	F2.1 Walls and Floors	0.5				0.5		
Yes	F2.2 Ceilings	0.5				0.5		
	F3. Insulation That Does Not Contain Fire Retardants							
Yes	F3.1 Cavity Walls and Floors	1				1		
Yes	F3.3 Interior and Exterior Insulation	1				1		
G. PLUMBING								
	G1. Efficient Distribution of Domestic Hot Water							
Yes	G1.1 Insulated Hot Water Pipes	1		1				
Yes	G1.2 WaterSense Volume Limit for Hot Water Distribution	1					1	
Yes	G1.3 Increased Efficiency in Hot Water Distribution	2					2	
	G2. Install Water-Efficient Fixtures							
Yes	G2.1 WaterSense Showerheads ≤ 1.8 gpm with Matching Compensation Valve	2					2	
Yes	G2.1 WaterSense Bathroom Faucets ≤ 1.0 gpm	1					1	
1.28 gpf	G2.3 WaterSense Toilets with a Maximum Performance (MaP) Threshold of No Less Than 500 Grams ≤ 1.28 gpf OR ≤ 1.1 gpf	1					2	
H. HEATING, VENTILATION, AND AIR CONDITIONING								
	H1. Sealed Combustion Units							
Yes	H1.1 Sealed Combustion Furnace	1				1		
Yes	H1.2 Sealed Combustion Water Heater	2				2		
	H3. Effective Ductwork							
Yes	H3.1 Duct Mastic on Duct Joints and Seams	1			1			
	H4. ENERGY STAR® Bathroom Fans							
Yes	H4.1 ENERGY STAR® Bathroom Fans Per HVI Standards	1				1		
	H6. Whole House Mechanical Ventilation Practices to Improve Indoor Air Quality							
Yes	H6.1 Meet ASHRAE Standard 62.2-2016 Ventilation Residential Standards	Y	R		R	R	R	R

RENEWABLE ENERGY								
≥10% of residences	I5. Photovoltaic System for Multifamily Projects	8			8			
J. BUILDING PERFORMANCE AND TESTING								
Yes	J4. All Electric or Combustion Appliance Safety Testing	1			1			
	J5. Building Energy Performance							
Option 2: All Electric Compliance	J5.1 Home Outperforms Title 24	87.5			25+			
Yes	J6. Title 24 Prepared and Signed by a CABEC Certified Energy Analyst	1			1			
K. FINISHES								
Yes	K3. Low-VOC Caulks and Adhesives	1			1			
L. FLOORING								
Yes	L3. Durable Flooring	1					1	
M. APPLIANCES AND LIGHTING								
<20 cubic feet	M3. Size-Efficient ENERGY STAR® Refrigerator	2			2			
	M5. Lighting Efficiency							
Yes	M5.1 High-Efficacy Lighting	2			2			
Yes	M5.2 Lighting System Designed to IESNA Footcandle Standards or Designed by Lighting Consultant	2			2			
Tier 2 Infrastructure	M6. Electric Vehicle Charging Stations and Infrastructure	1			2			
Yes	M7. Central Laundry	1						1
Yes	M8. Gearless Elevator	1			1			
N. COMMUNITY								
	N1. Smart Development							
Yes	N1.1 Infill Site	2	1				1	
	N3. Pedestrian and Bicycle Access							
Yes	N3.2 Connection to Pedestrian Pathways	1	1					
Yes	N3.5 Bicycle Storage for Residents	1	1					
1 space per unit	N3.7 Reduced Parking Capacity	2	2					
	N4. Outdoor Gathering Places							
Yes	N4.1 Public or Semi-Public Outdoor Gathering Places for Residents	1	1					
Yes	N4.2 Public Outdoor Gathering Places with Direct Access to Tier 1 Community Services	1	1					
	N10. Affordability							
≥50%	N10.1 Dedicated Units for Households Making 80% of AMI or Less	2	2					
Yes	N10.2 Units with Multiple Bedrooms for Households Making 80% of AMI or Less	1	1					
O. OTHER								
Yes	O1. GreenPoint Rated Checklist in Blueprints	Y	R		R		R	
Yes	O2. Pre-Construction Kickoff Meeting with Rater and Subcontractors	2			0.5		1	0.5
Yes	O3. Orientation and Training to Occupants—Conduct Educational Walkthroughs	2			0.5		0.5	0.5
	O6. Green Building Education							
Yes	O6.2 Green Building Signage	1			0.5			0.5
Yes	O7. Green Appraisal Addendum	Y	R		R		R	
Yes	O10. Vandalism Deterrence Practices and Vandalism Management Plan	1	1					
Yes	O12. Integrated Pest Management Plan	1					1	
Summary								
Total Available Points in Specific Categories		404.5	47	135.5	73	91	58	
Minimum Points Required in Specific Categories		50	2	25	5	6	6	
Total Points Targeted		163.5	12	100	17.5	16.5	13.5	





1
A05a

INNES CT AND COLEMAN ST CORNER

A05a

HPS1 BLOCK 56 (OCII) | 3D VIEWS-INNES AND COLEMAN

SAN FRANCISCO, CA | 03/23/2021





1
A05b

INNES CT AND COLEMAN ST - TOWARDS MAIN BUILDING ENTRANCE

A05b

HPS1 BLOCK 56 (OCII) | 3D VIEWS-INNES AND COLEMAN

SAN FRANCISCO, CA | 03/23/2021





1
A05c

INNES COURT STOOPS

A05c

HPS1 BLOCK 56 (OCII) | 3D VIEWS-INNES AND COLEMAN

SAN FRANCISCO, CA | 03/23/2021





1
A06a

COLEMAN ST TOWARDS INNES CT - MAIN BUILDING ENTRANCE

A06a

HPS1 BLOCK 56 (OCII) | 3D VIEWS-COLEMAN

SAN FRANCISCO, CA | 03/23/2021





1
A06b

COLEMAN ST TOWARDS INNES CT - SOUTH WEST CORNER

A06b

HPS1 BLOCK 56 (OCII) | 3D VIEWS-COLEMAN

SAN FRANCISCO, CA | 03/23/2021





1
A06c

SOUTH WEST CORNER - MANAGERS UNIT

A06c

HPS1 BLOCK 56 (OCII) | 3D VIEWS-COLEMAN

SAN FRANCISCO, CA | 03/23/2021





1
A07

KENNEDY PLACE TOWARDS INNES CT - SOUTH EAST CORNER

A07a

HPS1 BLOCK 56 (OCII) | 3D VIEWS-KENNEDY PLACE

SAN FRANCISCO, CA | 03/23/2021





1
A07b

KENNEDY PLACE TOWARDS INNES CT & COLEMAN ST

A07b

HPS1 BLOCK 56 (OCII) | 3D VIEWS-KENNEDY PLACE

SAN FRANCISCO, CA | 03/23/2021





1
A07c

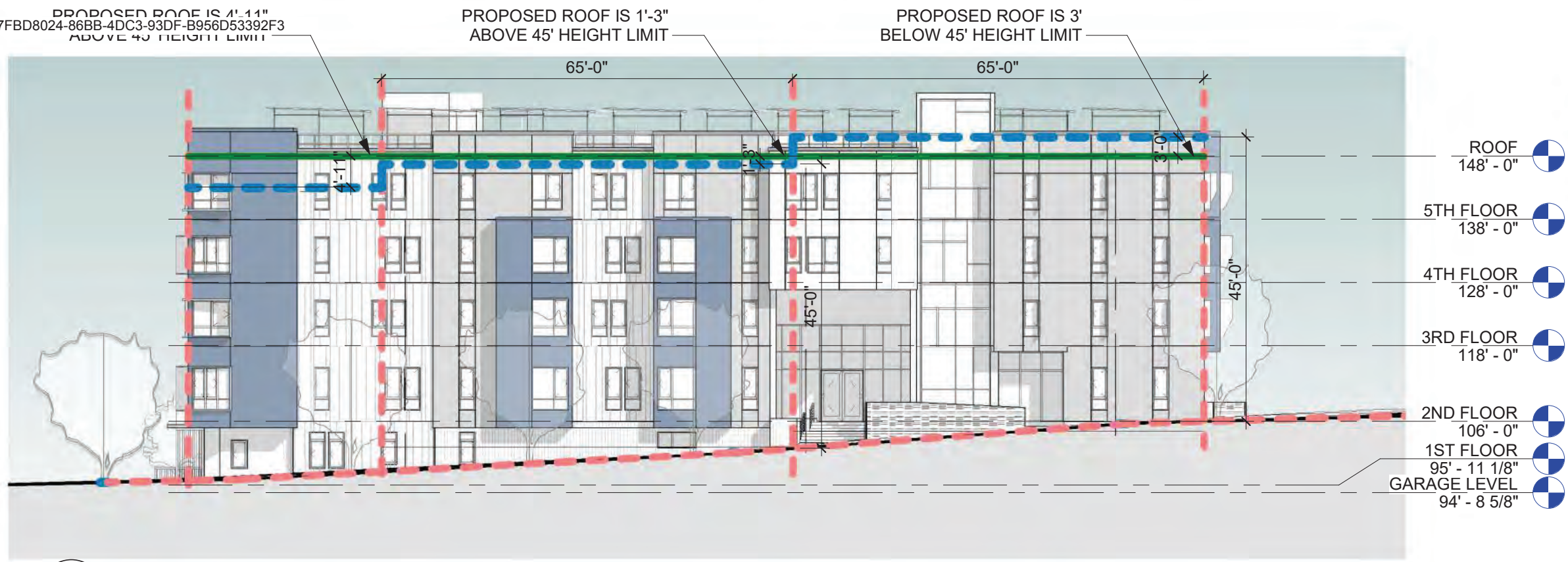
INNES CT TOWARDS KENNEDY PLACE

A07c

HPS1 BLOCK 56 (OCII) | 3D VIEWS-KENNEDY PLACE

SAN FRANCISCO, CA | 03/23/2021

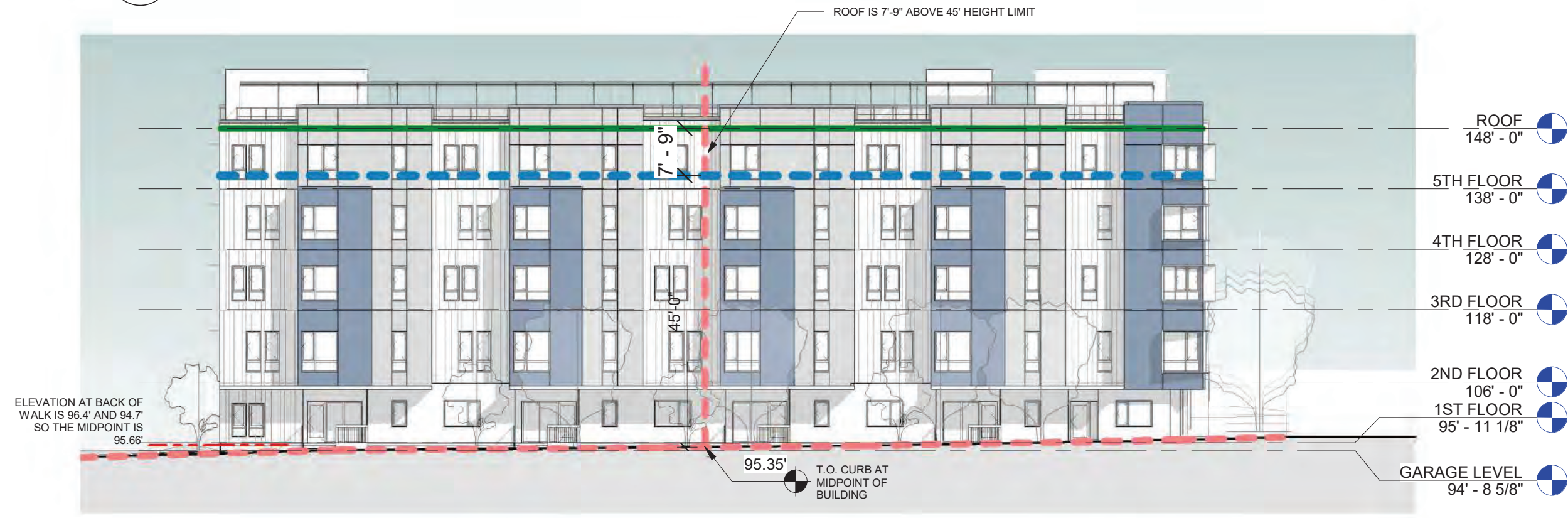




LEGEND

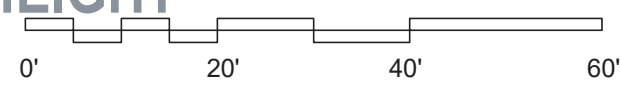
- 45' HEIGHT LIMIT
- PROPOSED BUILDING HEIGHT
- AVERAGE SLOPE CALCULATION PARAMETERS

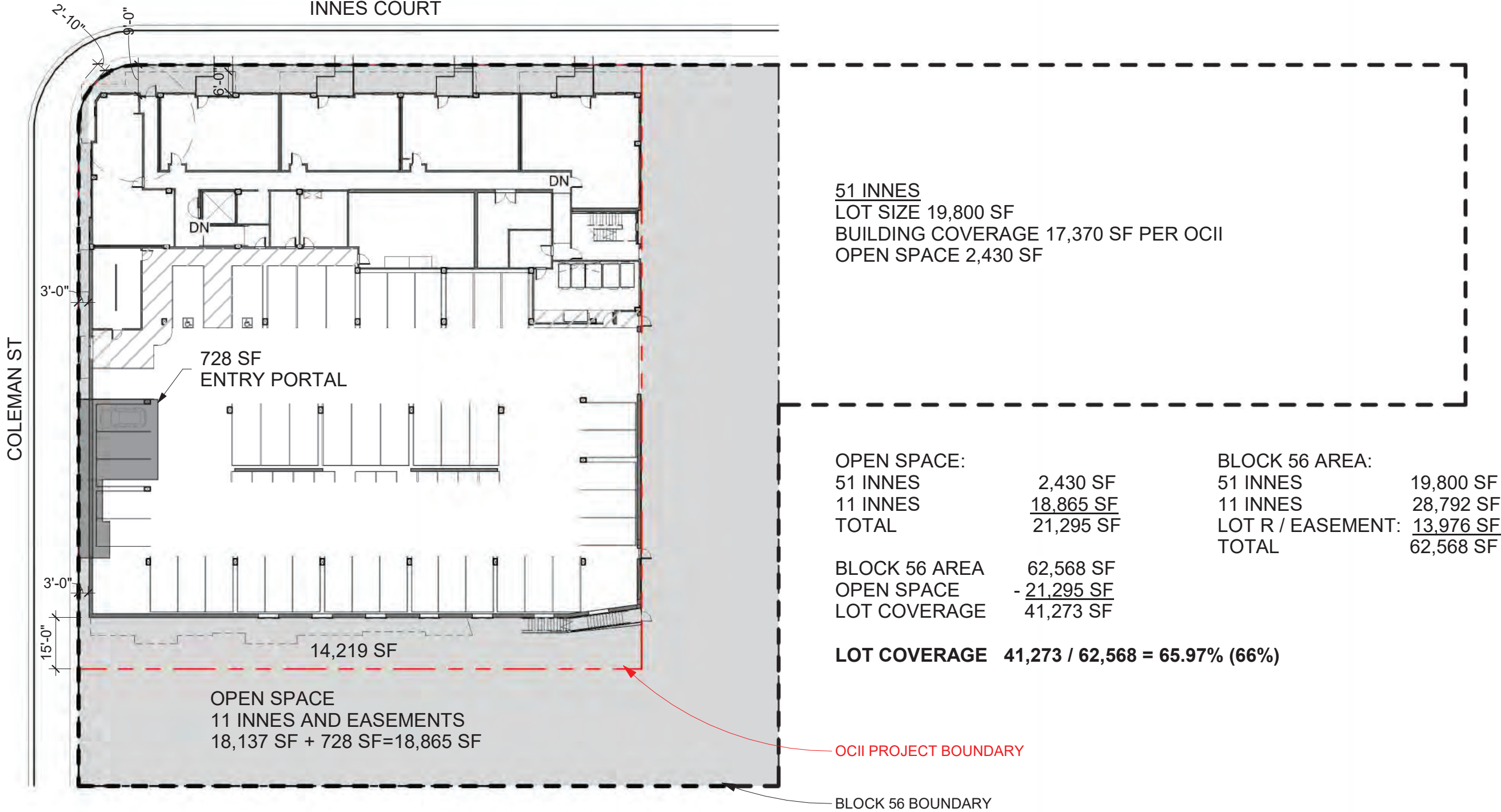
2
A10
WEST ELEVATION COLEMAN STREET

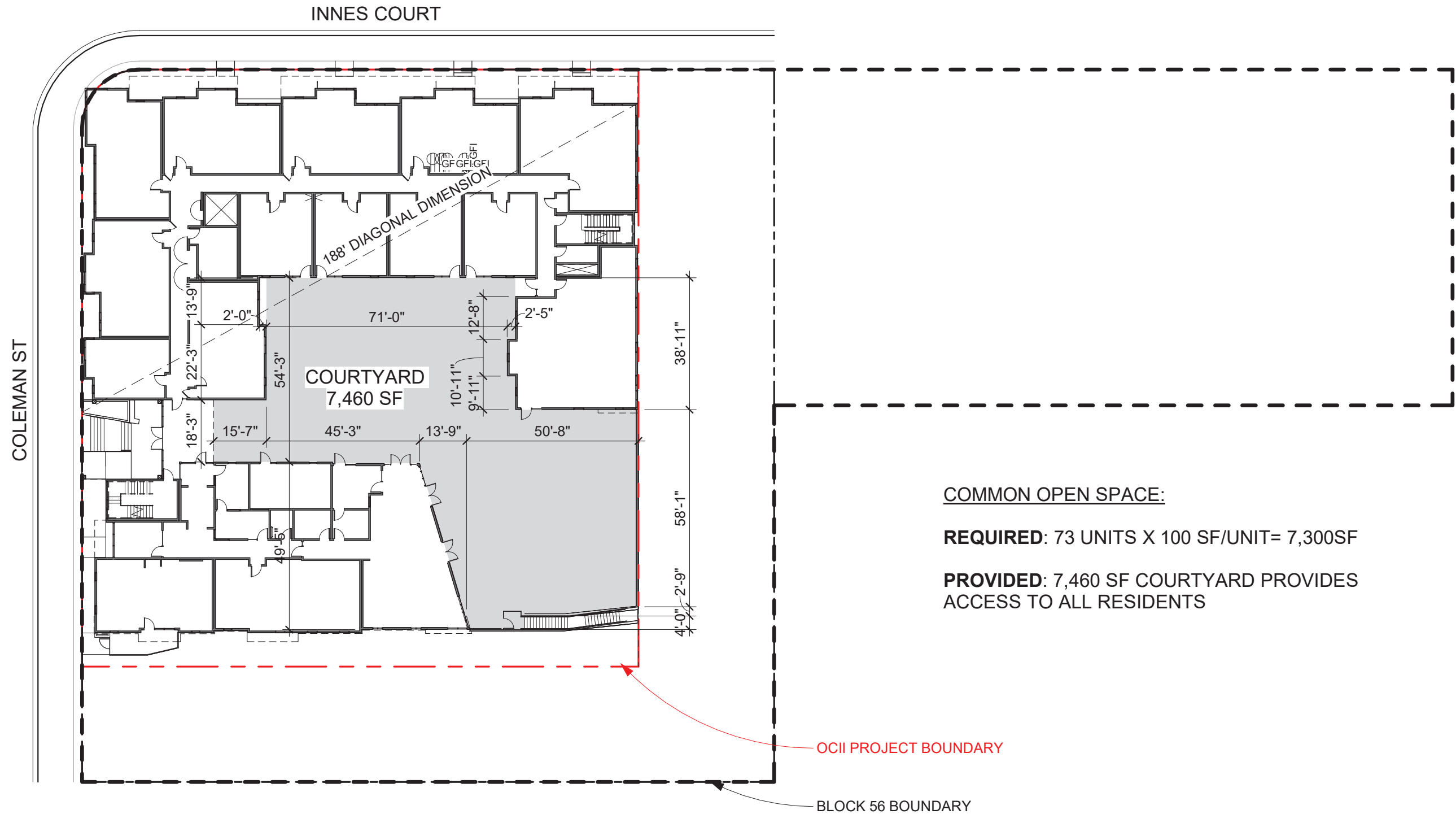


1
A10
NORTH ELEVATION INNES COURT

A10









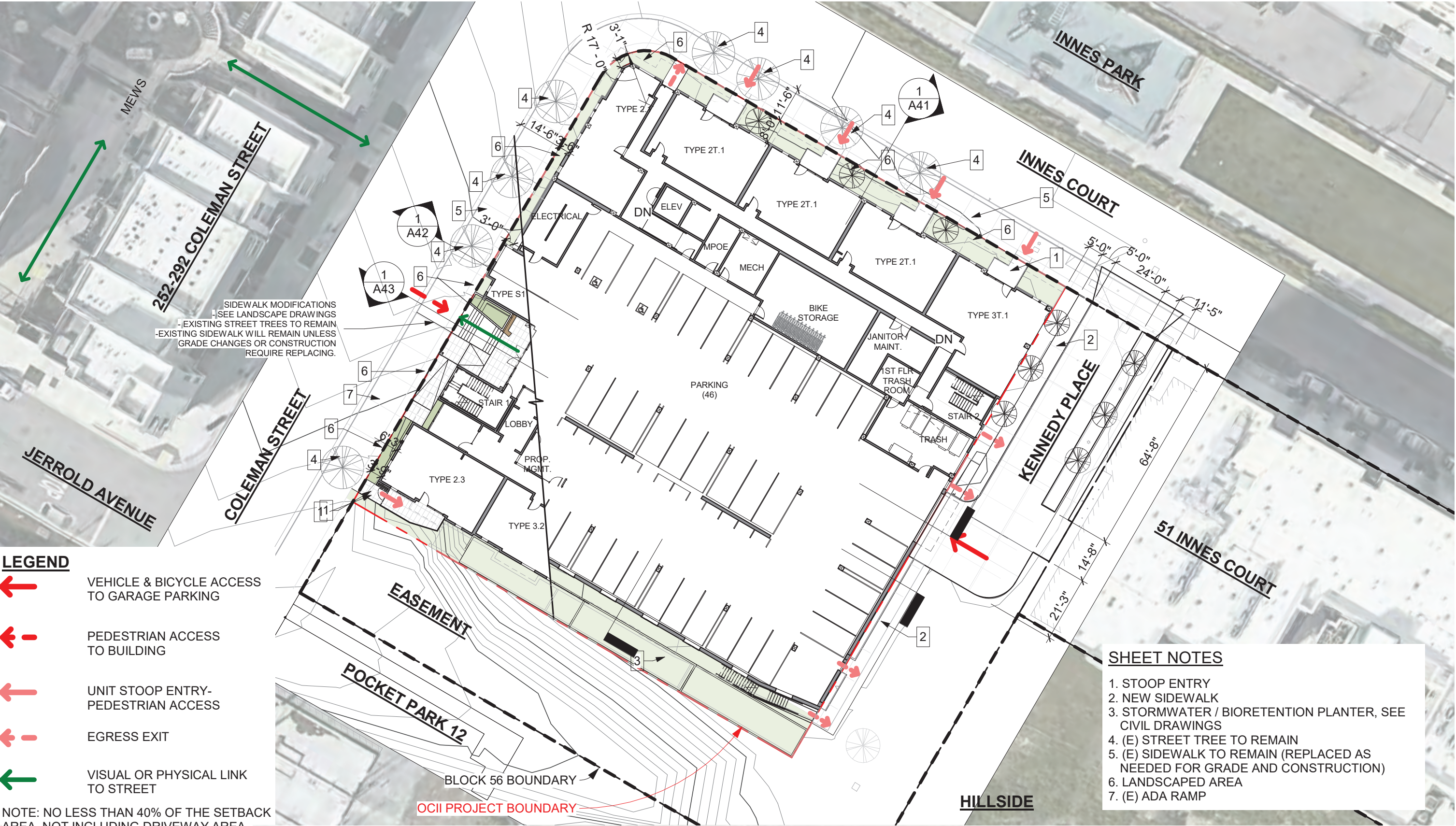


A14

HPS1 BLOCK 56 (OCII) | D4D DIAGRAMS-COLEMAN ST. VIEW

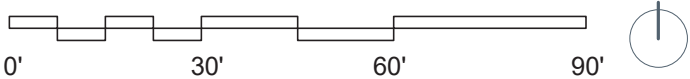
SAN FRANCISCO, CA | 03/23/2021





HPS1 BLOCK 56 (OCII) | SITE PLAN

SAN FRANCISCO, CA | 03/23/2021





PARKING SPACES			
QTY	TYPE	WIDTH	DEPTH

BICYCLE			
76	Dero Floor Mounted Bike Rack	1' - 4 3/4"	6' - 4 1/2"

CAR / VAN			
31	Compact	8' - 0"	16' - 0"
9	Standard / Narrow	8' - 4"	18' - 0"
3	Standard	8' - 6"	18' - 0"
2	Accessible	9' - 0"	18' - 0"
1	Accessible EVCS	9' - 0"	18' - 0"

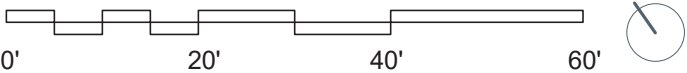
MOTORCYCLE / MOPED			
10	Motorcycle / Moped	6' - 0"	3' - 0"

- LEGEND**
- VEHICLE & BICYCLE ACCESS TO GARAGE PARKING
 - PEDESTRIAN ACCESS TO BUILDING
 - UNIT STOOP ENTRY- PEDESTRIAN ACCESS
 - EGRESS EXIT
 - VISUAL OR PHYSICAL LINK TO STREET

NOTE: NO LESS THAN 40% OF THE SETBACK AREA, NOT INCLUDING DRIVEWAY AREA, SHOULD BE SOFTSCAPE

HPS1 BLOCK 56 (OCII) | 1ST FLOOR PLAN

SAN FRANCISCO, CA | 03/23/2021





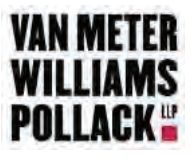
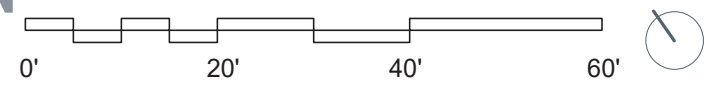
LEGEND

- VEHICLE & BICYCLE ACCESS TO GARAGE PARKING
- PEDESTRIAN ACCESS TO BUILDING
- UNIT STOOP ENTRY- PEDESTRIAN ACCESS
- EGRESS EXIT
- VISUAL OR PHYSICAL LINK TO STREET

NOTE: NO LESS THAN 40% OF THE SETBACK AREA, NOT INCLUDING DRIVEWAY AREA, SHOULD BE SOFTSCAPE

HPS1 BLOCK 56 (OCII) | 2ND FLOOR PLAN

SAN FRANCISCO, CA | 03/23/2021

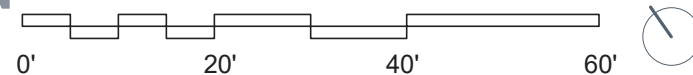


A22



HPS1 BLOCK 56 (OCII) | 3RD FLOOR PLAN

SAN FRANCISCO, CA | 03/23/2021

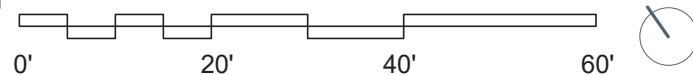


A23



HPS1 BLOCK 56 (OCII) | 4TH FLOOR PLAN

SAN FRANCISCO, CA | 03/23/2021

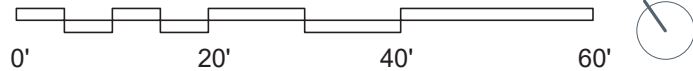


A24



HPS1 BLOCK 56 (OCII) | 5TH FLOOR PLAN

SAN FRANCISCO, CA | 03/23/2021



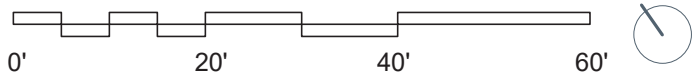
A25

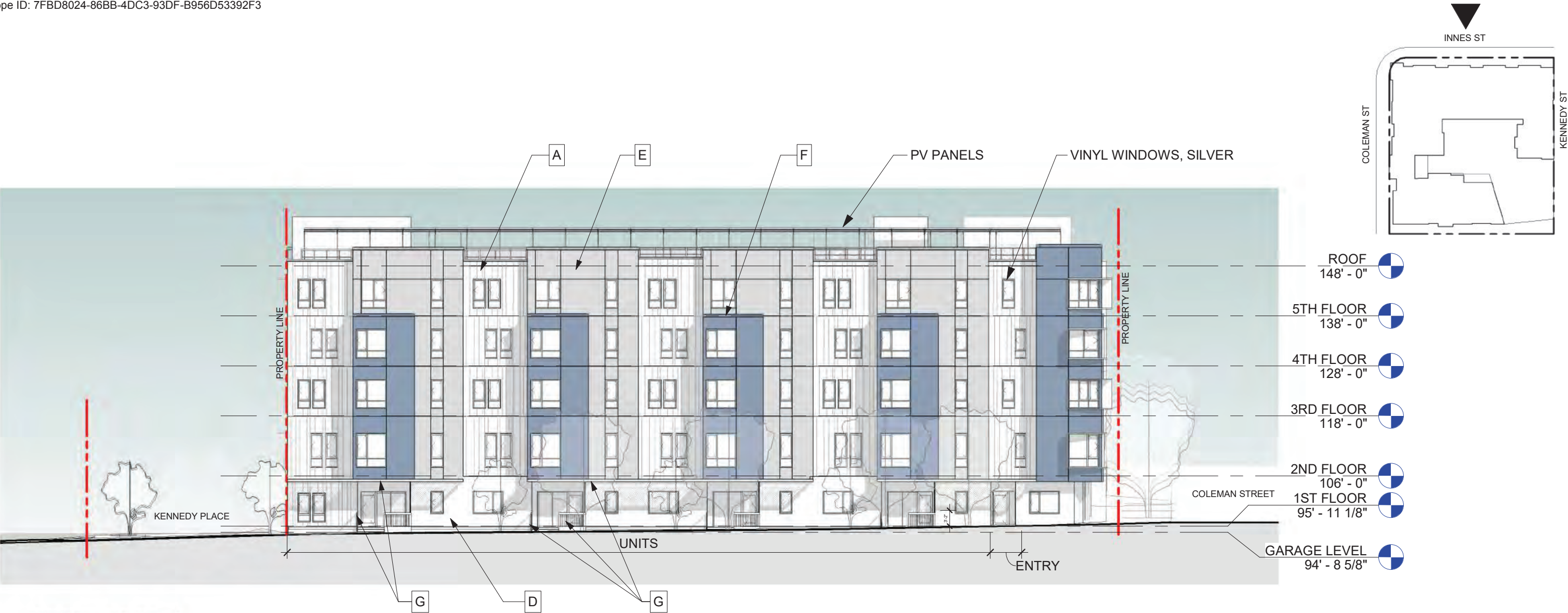


A26

HPS1 BLOCK 56 (OCII) | ROOF PLAN

SAN FRANCISCO, CA | 03/23/2021



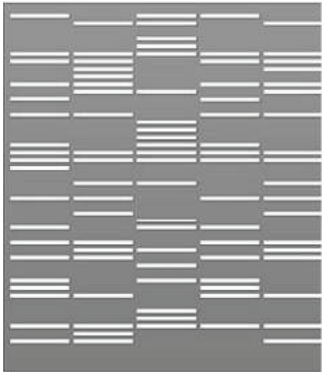




A **RANDOM BOARD & BATTEN:**
OFF-WHITE
HARDIE CEMENT BOARD



B **AT-GRADE EXTERIOR:**
VERTICAL BOARD
FORMED CONCRETE



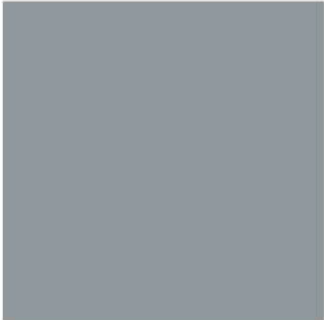
C **SUNSHADES & RAILING:**
BOK METAL PANELS
PERFORATED PATTERN B21
24% OPEN



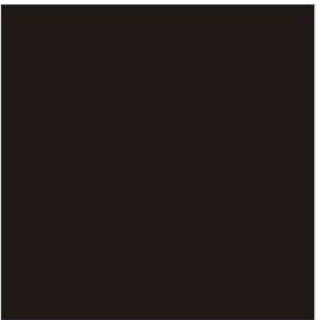
D **STUCCO: CREAM**
KELLY MOORE KMW48
WHIPPED CREAM



E **STUCCO: GRAY**
KELLY MOORE KM4921
AUTUMN GRAY



F **STUCCO: MUTED BLUE**
KELLY MOORE KM4880
THUNDER STORM



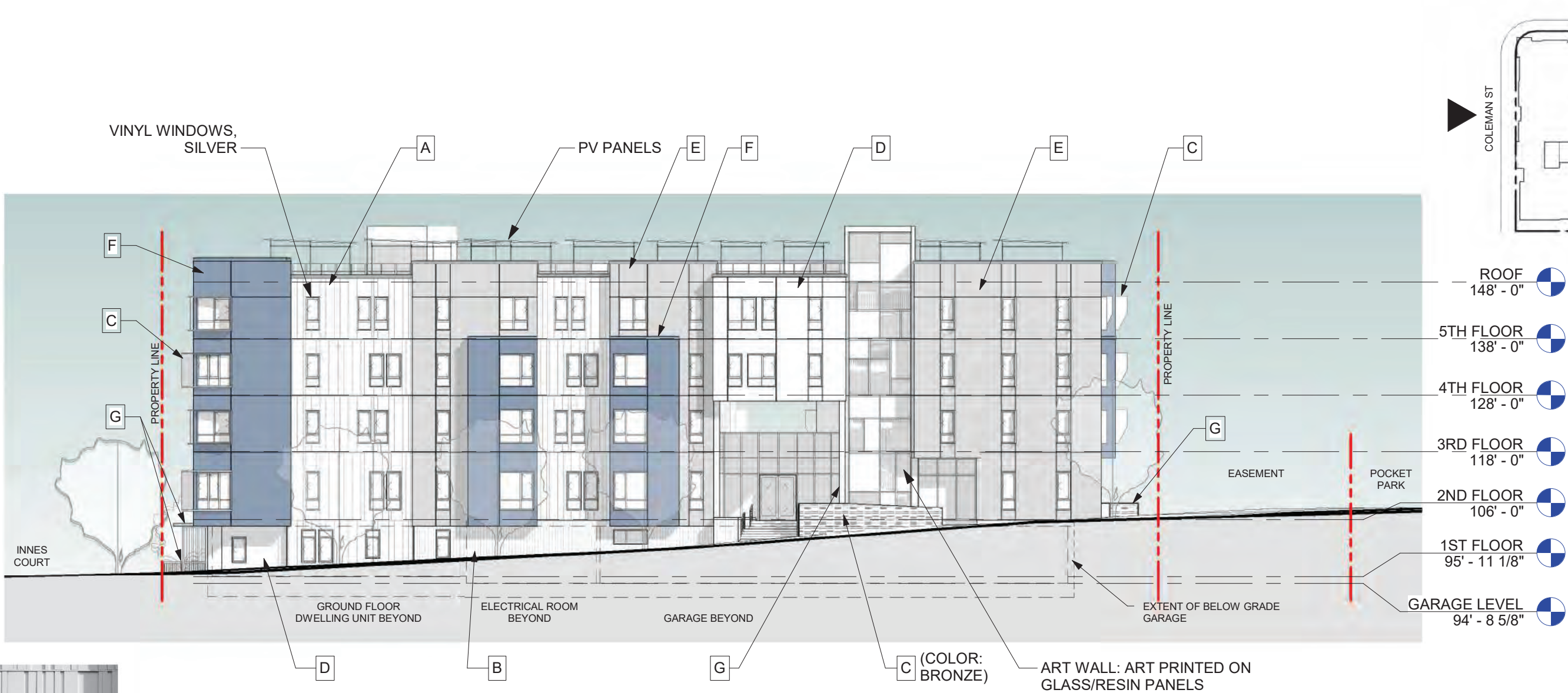
G **STEEL FRAME:**
DARK BRONZE

A31

HPS1 BLOCK 56 (OCII) | NORTH ELEVATION- INNES CT

SAN FRANCISCO, CA | 03/23/2021





A RANDOM BOARD & BATTEN:
OFF-WHITE
HARDIE CEMENT BOARD



B AT-GRADE EXTERIOR:
VERTICAL BOARD
FORMED CONCRETE



C SUNSHADES & RAILING:
BOK METAL PANELS
PERFORATED PATTERN B21
24% OPEN



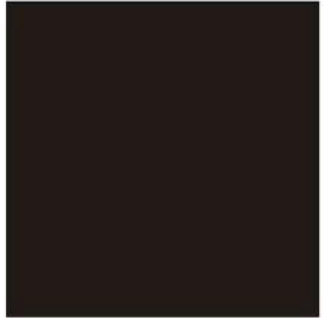
D STUCCO: CREAM
KELLY MOORE KMW48
WHIPPED CREAM



E STUCCO: GRAY
KELLY MOORE KM4921
AUTUMN GRAY



F STUCCO: MUTED BLUE
KELLY MOORE KM4880
THUNDER STORM



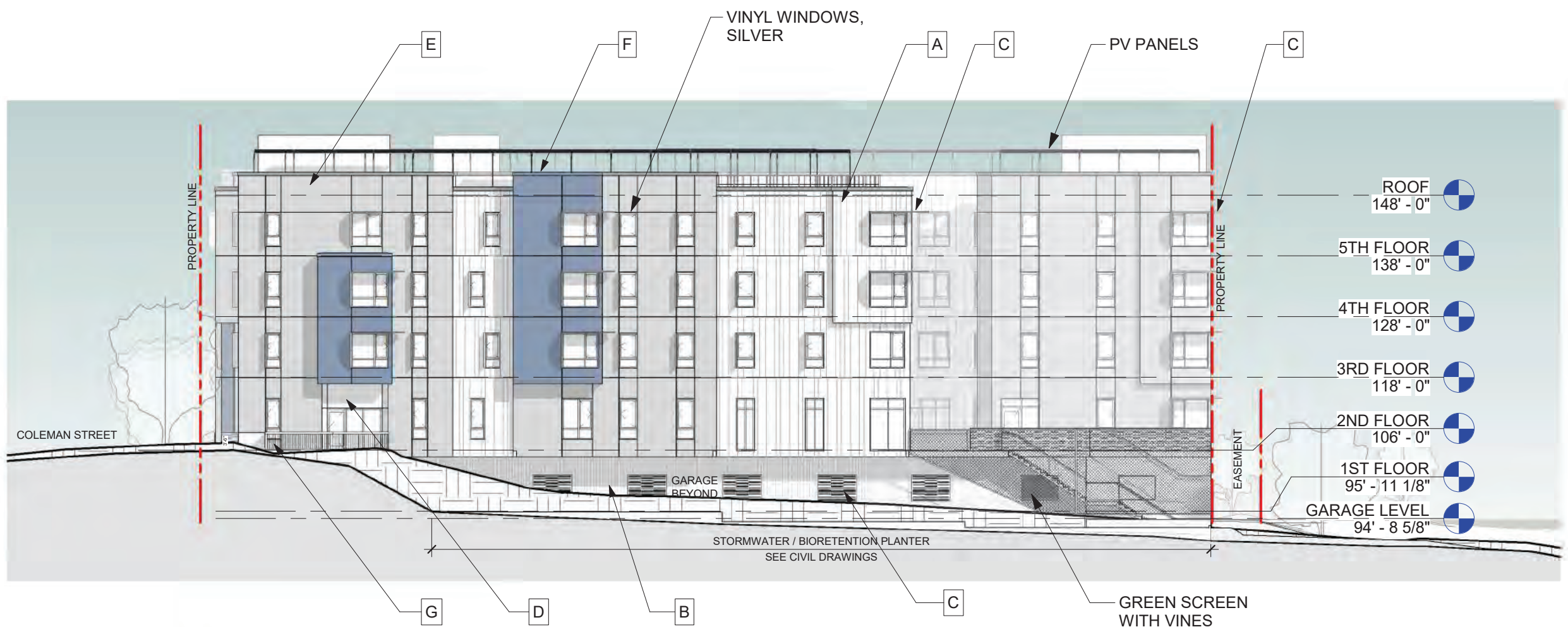
G STEEL FRAME:
DARK BRONZE

A32

HPS1 BLOCK 56 (OCII) | WEST ELEVATION- COLEMAN ST

SAN FRANCISCO, CA | 03/23/2021





A



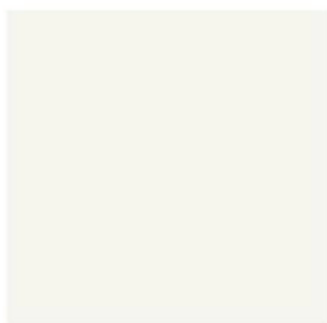
B

AT-GRADE EXTERIOR:
VERTICAL BOARD
FORMED CONCRETE



C

SUNSHADES & RAILING:
BOK METAL PANELS
PERFORATED PATTERN B21
24% OPEN



D

STUCCO: CREAM
KELLY MOORE KMW48
WHIPPED CREAM



E

STUCCO: GRAY
KELLY MOORE KM4921
AUTUMN GRAY



F

STUCCO: MUTED BLUE
KELLY MOORE KM4880
THUNDER STORM



G

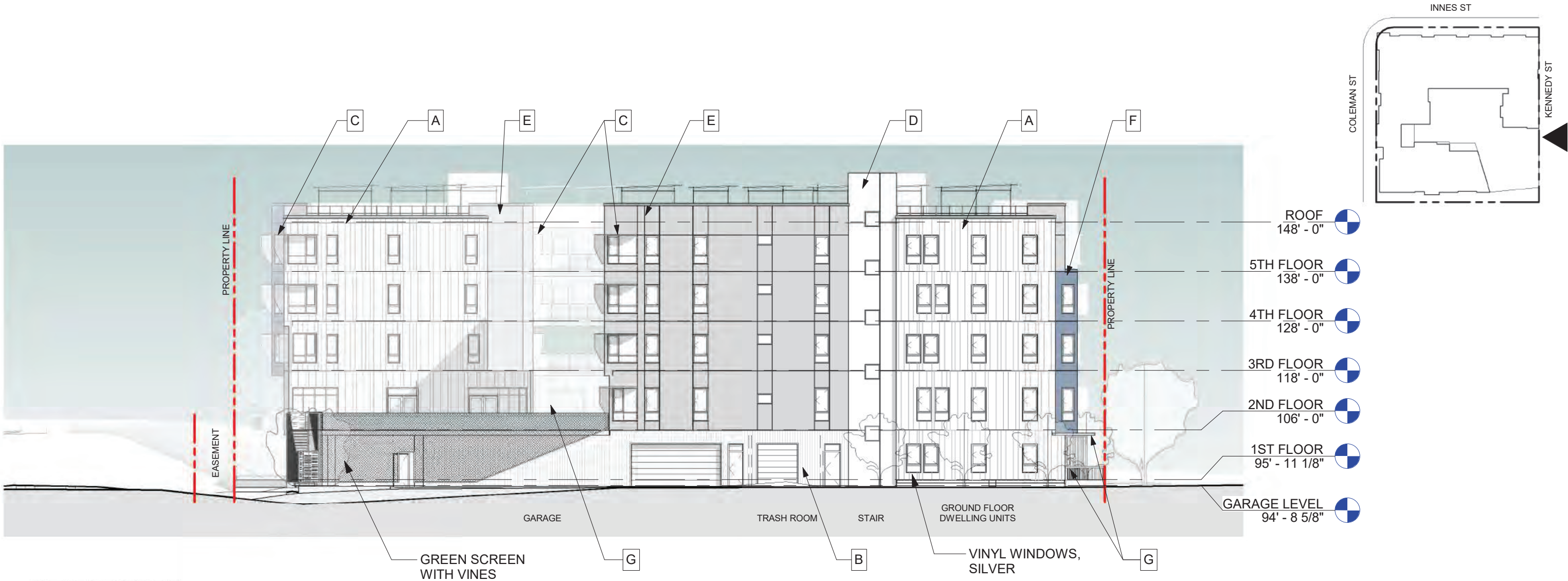
STEEL FRAME:
DARK BRONZE

A33

HPS1 BLOCK 56 (OCII) | SOUTH ELEVATION- EASEMENT

SAN FRANCISCO, CA | 03/23/2021

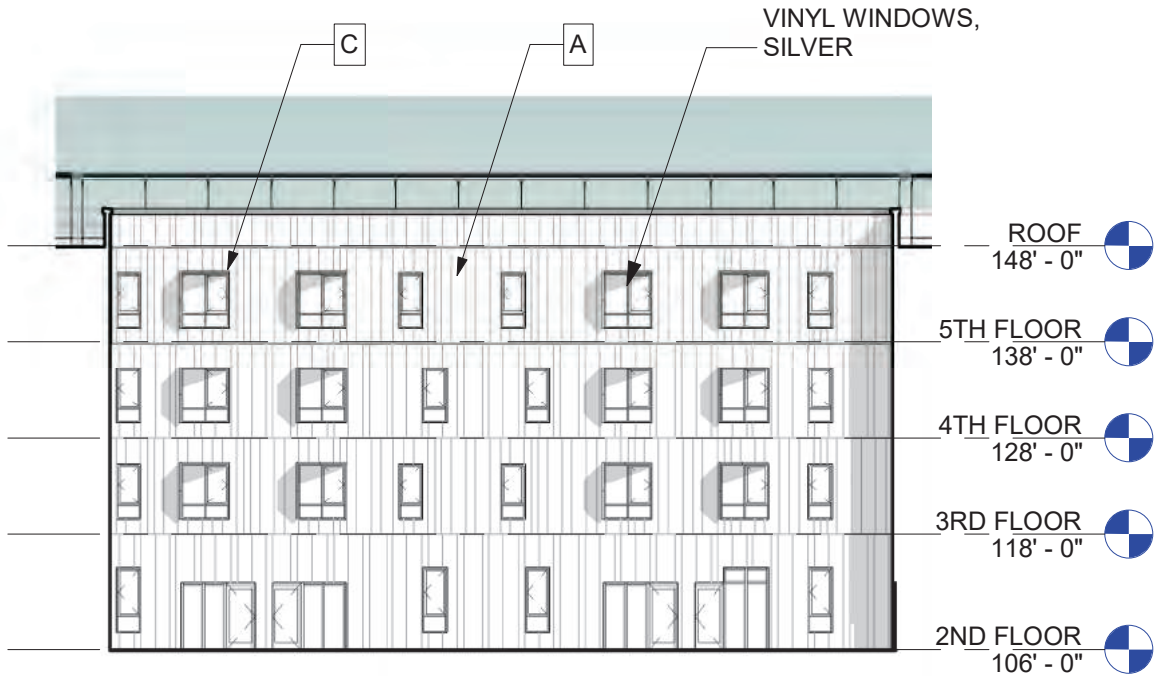




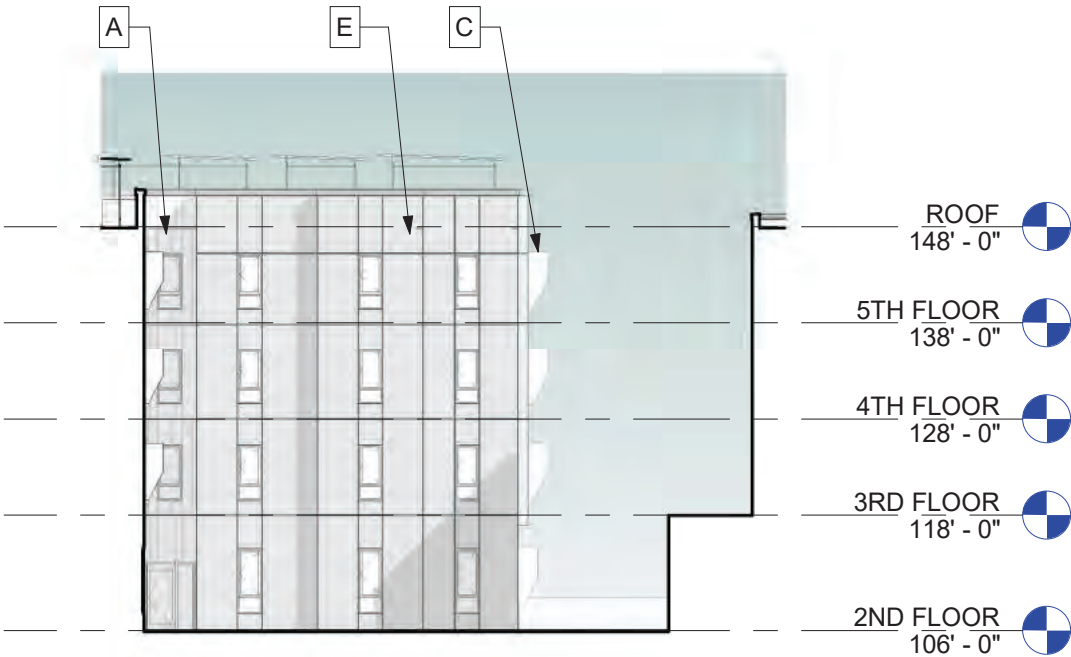
HPS1 BLOCK 56 (OCII) | EAST ELEVATION- KENNEDY PL

SAN FRANCISCO, CA | 03/23/2021

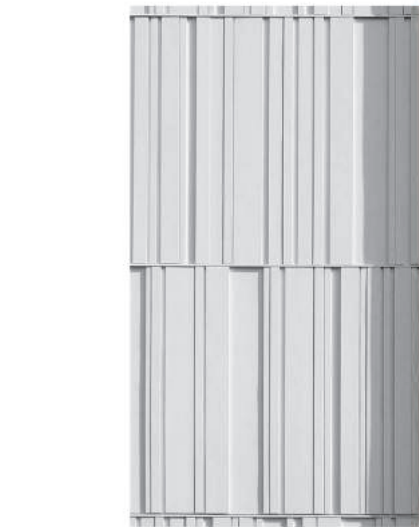
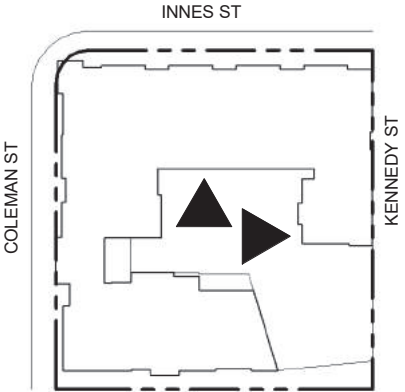




COURTYARD - NORTH SD



COURTYARD - EAST



A **RANDOM BOARD & BATTEN:**
OFF-WHITE
HARDIE CEMENT BOARD



B **AT-GRADE EXTERIOR:**
VERTICAL BOARD
FORMED CONCRETE



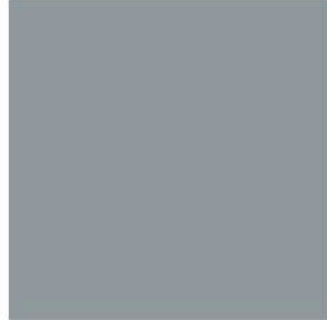
C **SUNSHADES & RAILING:**
BOK METAL PANELS
PERFORATED PATTERN B21
24% OPEN



D **STUCCO:** CREAM
KELLY MOORE KMW48
WHIPPED CREAM



E **STUCCO:** GRAY
KELLY MOORE KM4921
AUTUMN GRAY



F **STUCCO:** MUTED BLUE
KELLY MOORE KM4880
THUNDER STORM

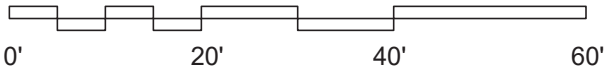


G **STEEL FRAME:**
DARK BRONZE

A35

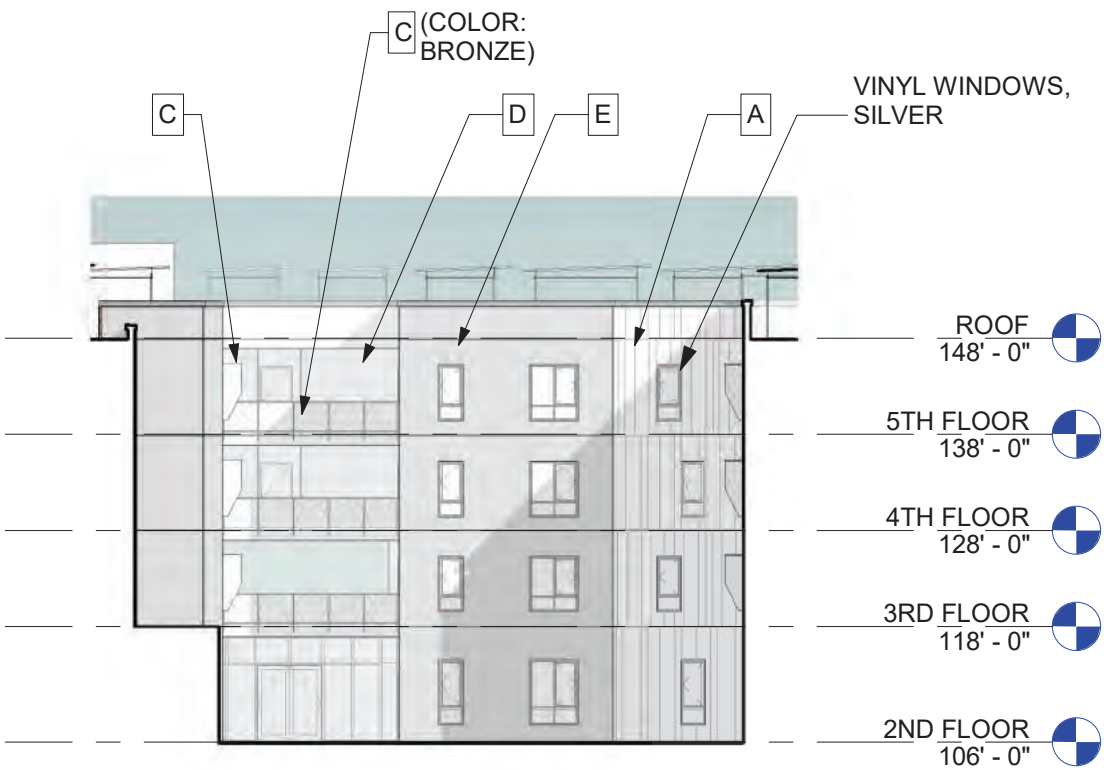
HPS1 BLOCK 56 (OCII) | COURTYARD ELEVATIONS - NORTH & EAST

SAN FRANCISCO, CA | 03/23/2021

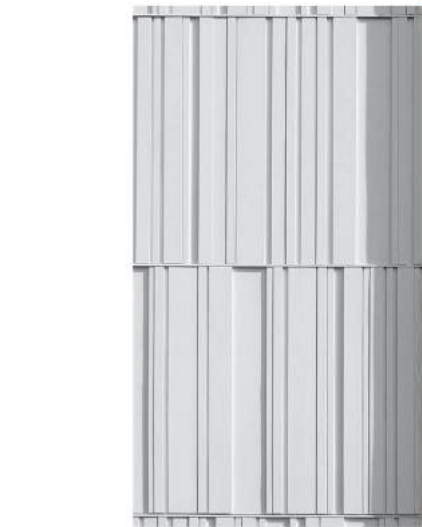
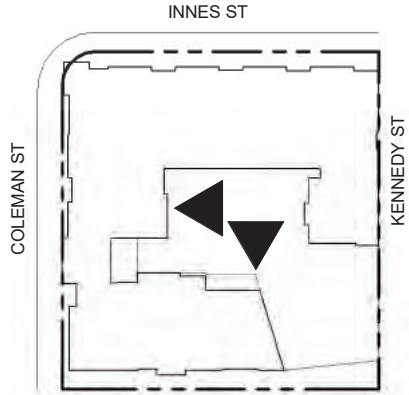




COURTYARD - SOUTH



COURTYARD - WEST



A **RANDOM BOARD & BATTEN:**
OFF-WHITE
HARDIE CEMENT BOARD



B **AT-GRADE EXTERIOR:**
VERTICAL BOARD
FORMED CONCRETE



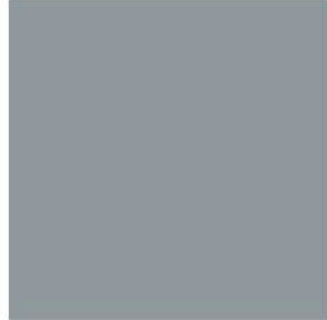
C **SUNSHADES & RAILING:**
BOK METAL PANELS
PERFORATED PATTERN B21
24% OPEN



D **STUCCO: CREAM**
KELLY MOORE KMW48
WHIPPED CREAM



E **STUCCO: GRAY**
KELLY MOORE KM4921
AUTUMN GRAY



F **STUCCO: MUTED BLUE**
KELLY MOORE KM4880
THUNDER STORM

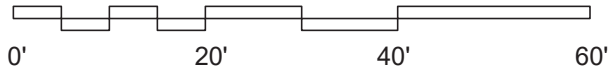


G **STEEL FRAME:**
DARK BRONZE

A36

HPS1 BLOCK 56 (OCII) | COURTYARD ELEVATIONS - SOUTH & WEST

SAN FRANCISCO, CA | 03/23/2021





1 ENLARGED ELEVATION - INNES CT
3/32" = 1'-0"



2 ENLARGED ELEVATION - COLEMAN ST
3/32" = 1'-0"

A RANDOM BOARD & BATTEN:
OFF-WHITE
HARDIE CEMENT BOARD

B AT-GRADE EXTERIOR:
VERTICAL BOARD
FORMED CONCRETE

C SUNSHADES & RAILING:
BOK METAL PANELS
PERFORATED PATTERN B21

D STUCCO: CREAM
KELLY MOORE KMW48
WHIPPED CREAM

E STUCCO: GRAY
KELLY MOORE KM4921
AUTUMN GRAY

F STUCCO: MUTED BLUE
KELLY MOORE KM4880
THUNDER STORM

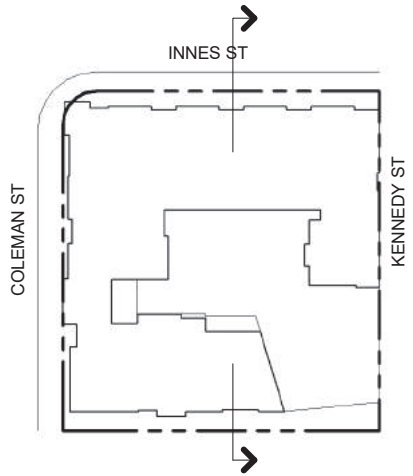
G STEEL FRAME:
DARK BRONZE

A37

HPS1 BLOCK 56 (OCII) | ENLARGED ELEVATIONS- INNES & COLEMAN

SAN FRANCISCO, CA | 03/23/2021

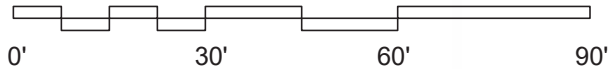


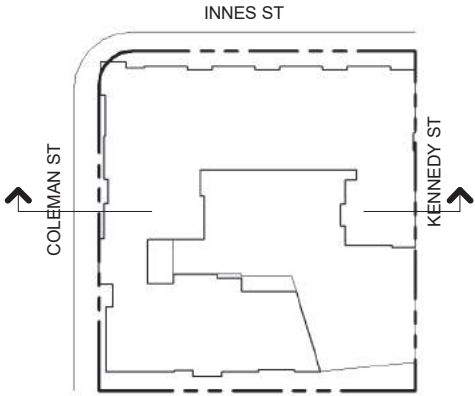


A41

HPS1 BLOCK 56 (OCII) | SECTIONS

SAN FRANCISCO, CA | 03/23/2021

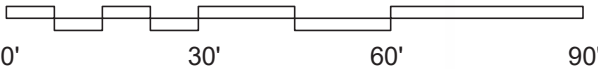


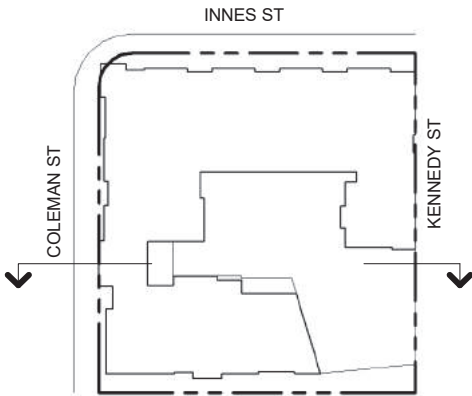


- ROOF
148'-0"
- 5TH FLOOR
138'-0"
- 4TH FLOOR
128'-0"
- 3RD FLOOR
118'-0"
- 2ND FLOOR
106'-0"
- 1ST FLOOR
95'-11 1/8"
- GARAGE LEVEL
94'-8 5/8"

HPS1 BLOCK 56 (OCII) | SECTIONS

SAN FRANCISCO, CA | 03/23/2021

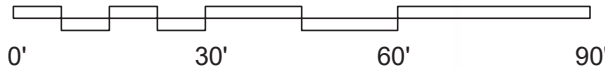




A43

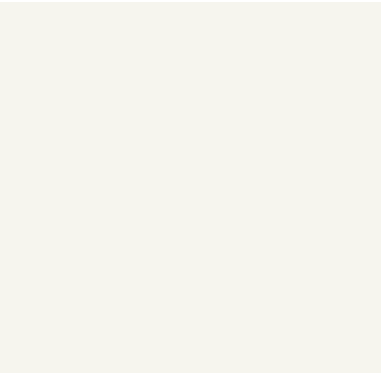
HPS1 BLOCK 56 (OCII) | SECTIONS

SAN FRANCISCO, CA | 03/23/2021

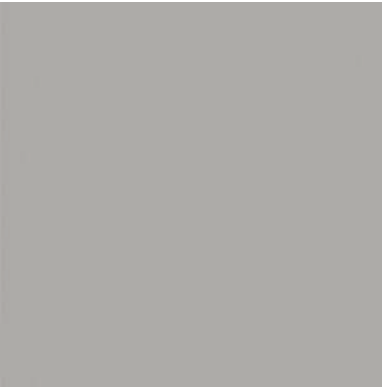




RANDOM BOARD & BATTEN: OFF-WHITE
HARDIE CEMENT BOARD



STUCCO: CREAM
KELLY MOORE KM48
WHIPPED CREAM



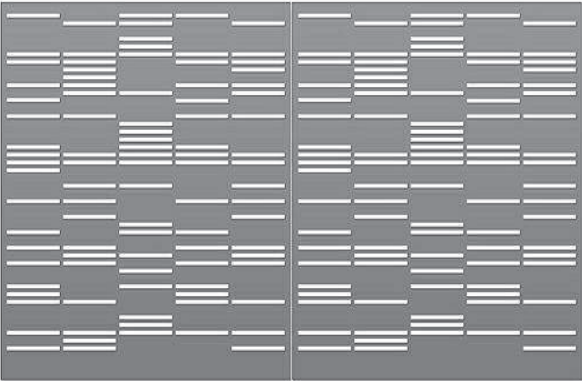
STUCCO: GRAY
KELLY MOORE KM4921
AUTUMN GRAY



STUCCO: MUTED BLUE
KELLY MOORE KM4880
THUNDER STORM



AT-GRADE EXTERIOR:
VERTICAL BOARD FORMED CONCRETE



SUNSHADES & RAILING:
BOK PEFORATED METAL PANELS
PATTERN B21



EXTERIOR WINDOWS:
VPI WINDOWS
SILVER



SOFFIT AT ENTRY AND COMMUNITY ROOM PERGOLA:
STAINED WOOD



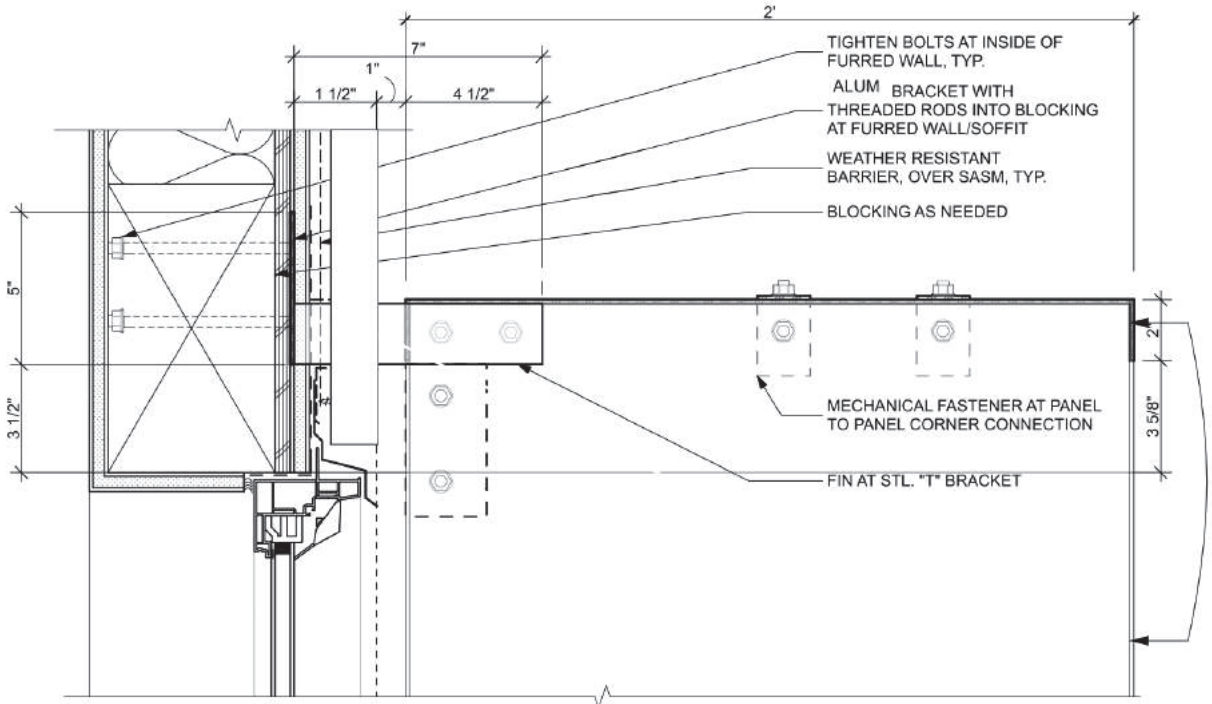
LOCAL ARTIST COLLABORATION @ MAIN ENTRY STAIR AND GATE:
ART BY LOCAL ARTISTS INTEGRATED INTO PANELS AT THE MAIN STAIR AND GATE,
ALLOWING COLOR TO FLOOD INTO STAIRWAY ELEMENT AND BEAUTIFULLY
HIGHLIGHT THE MAIN PEDESTRIAN ENTRANCE ALONG COLEMAN.

ART INTEGRATION WITH
LOCAL ARTISTS



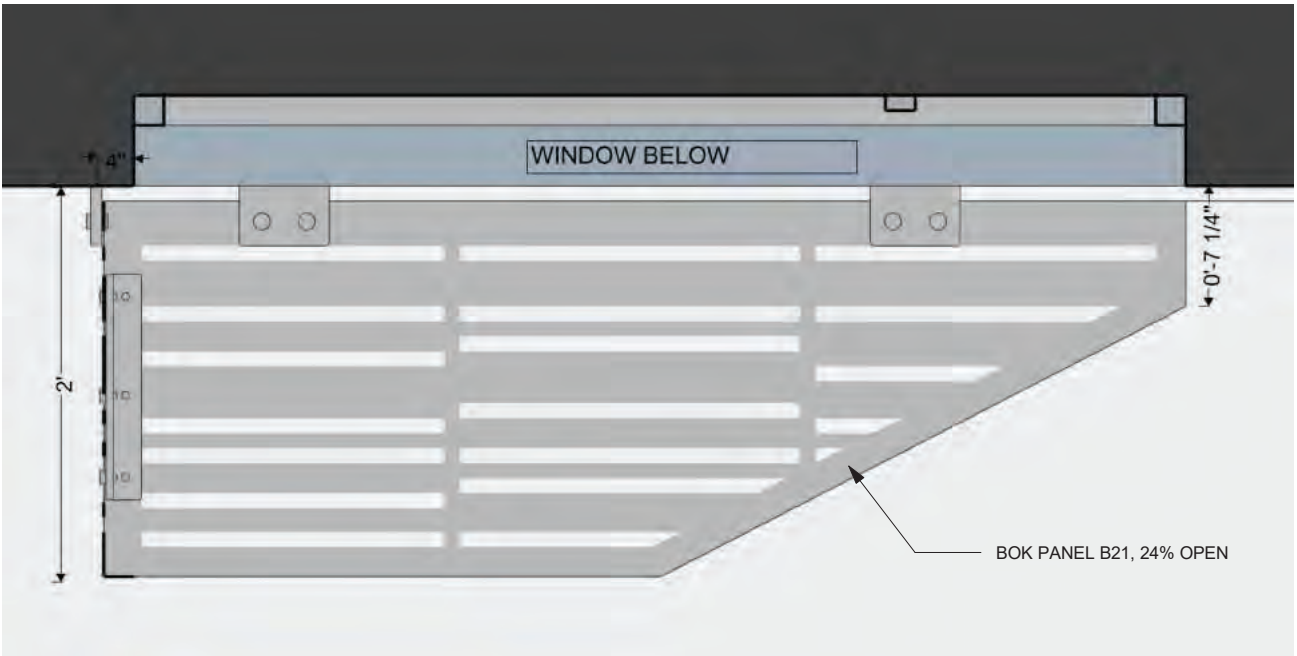
RENDERING OF "L" ALUMINUM SUNSHADE WITH PERFORATIONS

N.T.S.



SECTION WINDOW HEAD WITH SUNSHADE

N.T.S.



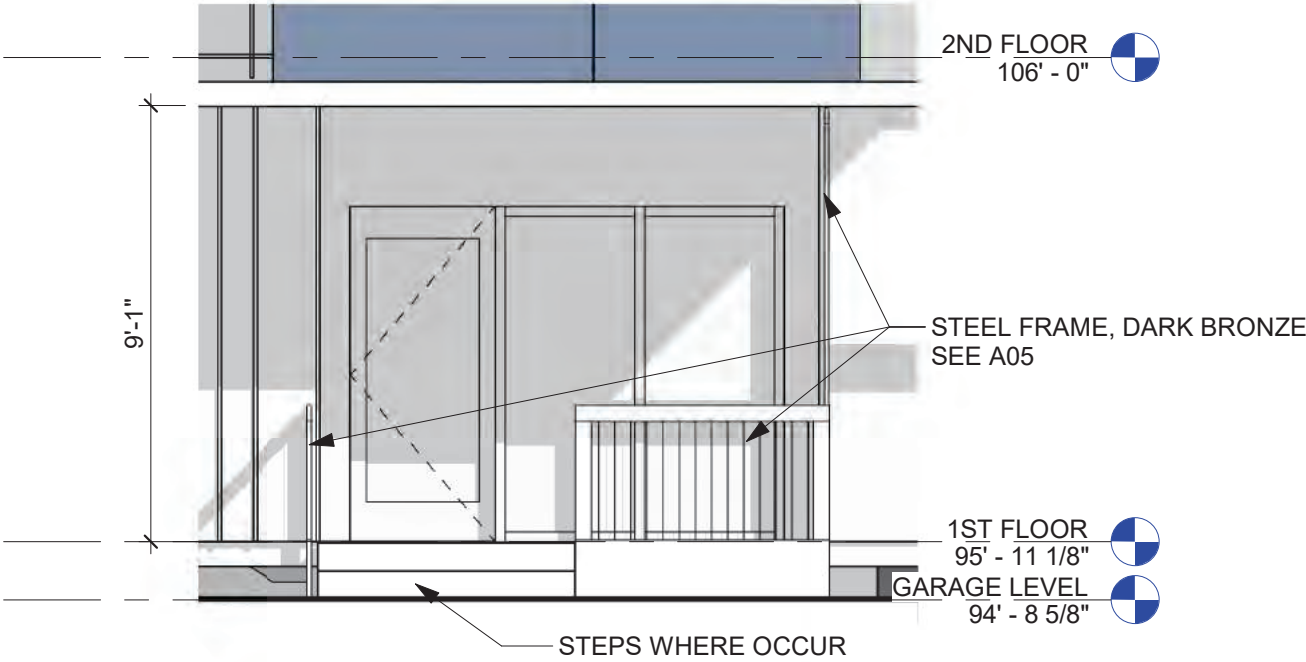
PLAN VIEW "L" SUNSHADE

N.T.S.



STOOP RENDERING

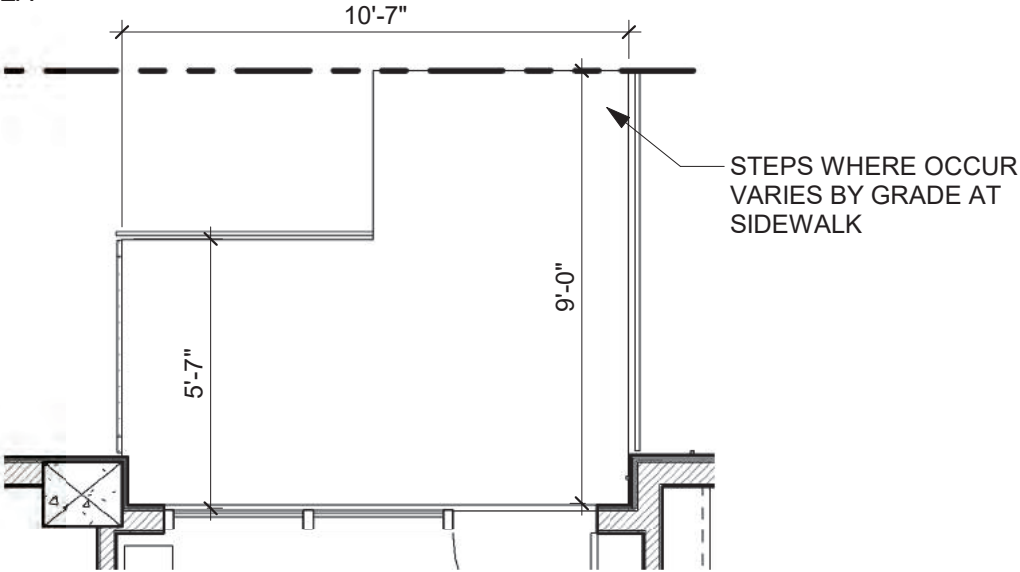
N.T.S.



STOOP ELEVATION

SCALE: 1/4" = 1'-0"

STEEL FRAME , DARK BRONZE
GSM COVER AT STOOP LOCATION
AND EXPOSED STEEL MEMBERS
AT LANDSCAPED AREA



STOOP PLAN

SCALE: 1/4" = 1'-0"

A46

HPS1 BLOCK 56 (OCII) | STOOP DESIGN

SAN FRANCISCO, CA | 03/23/2021



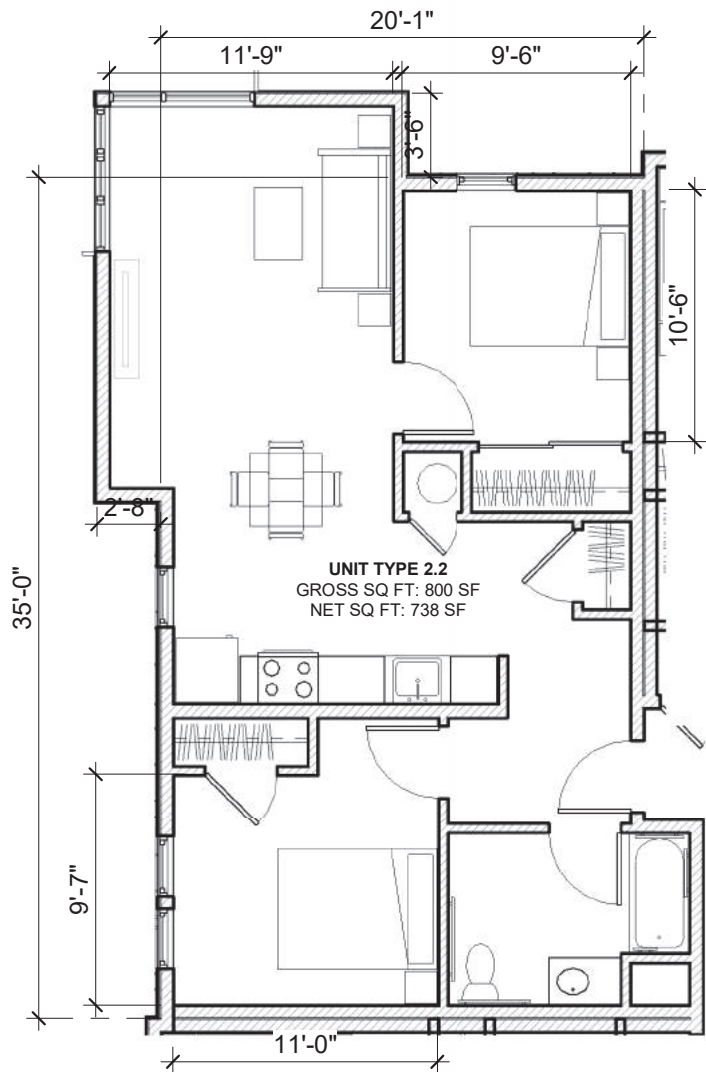


SIMILAR INSTALLATION AT 19TH ST AND FLORIDA

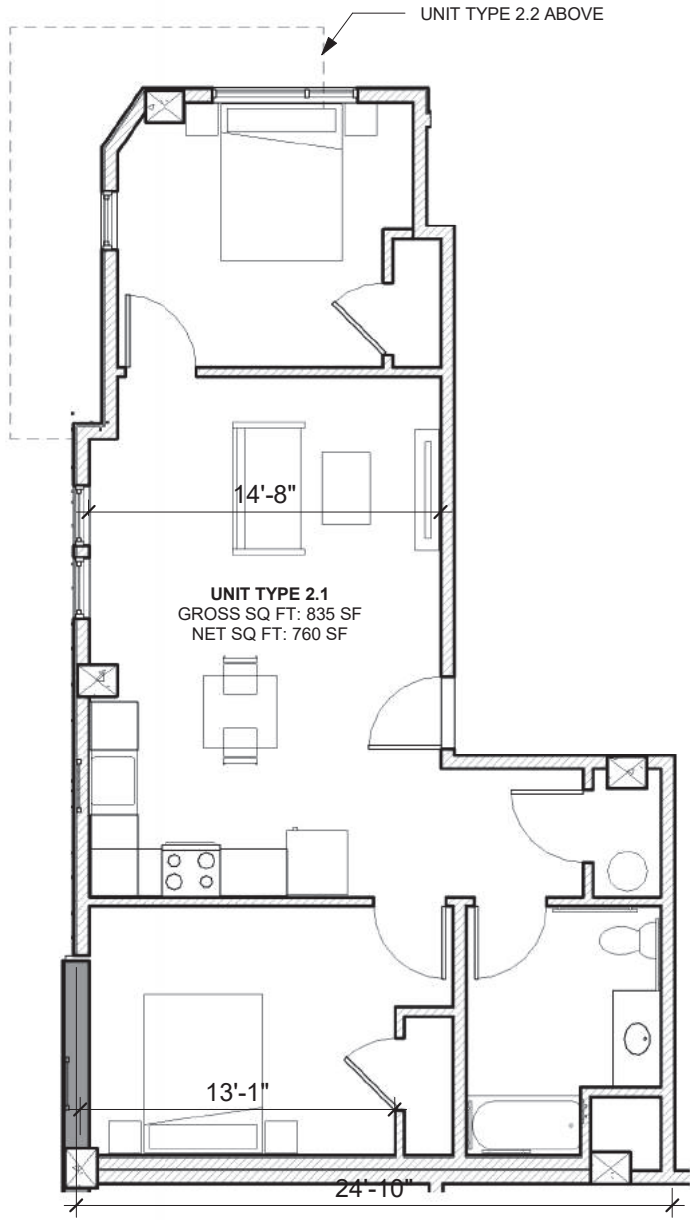
A47

HPS1 BLOCK 56 (OCII) | PV SOLAR

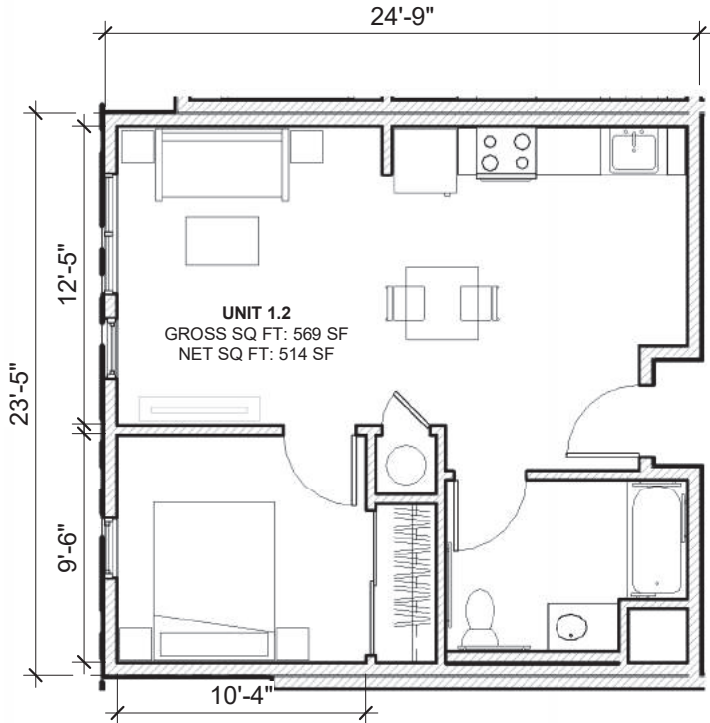
SAN FRANCISCO, CA | 03/23/2021



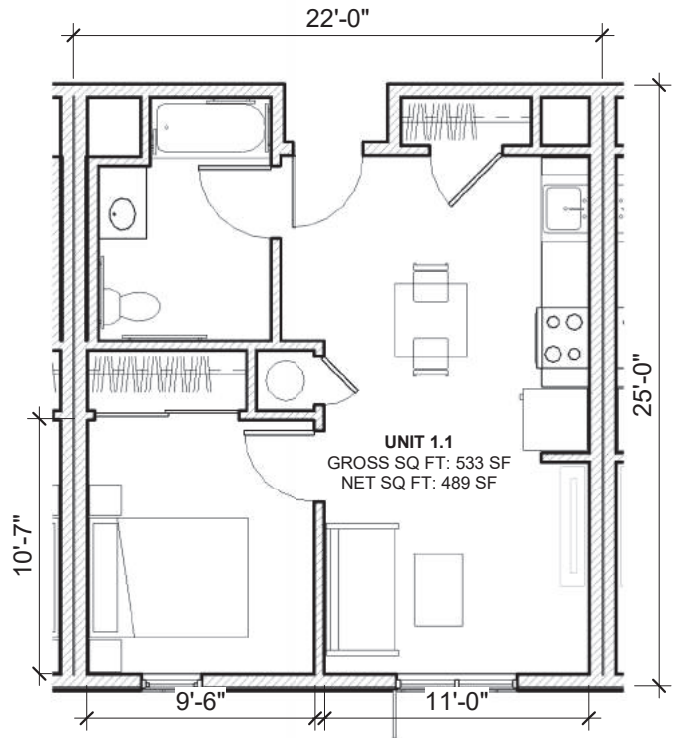
5 SD - UNIT TYPE 2.2
A51
SCALE: 1/8" = 1'-0"



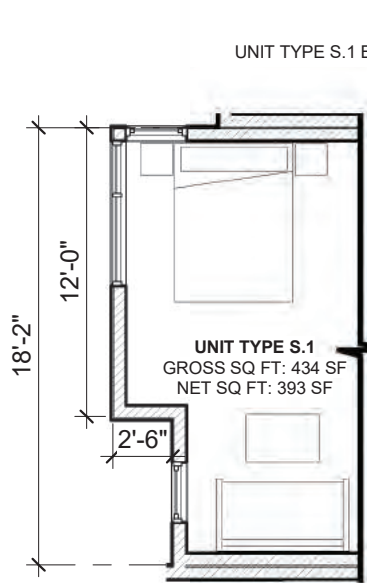
4 SD - UNIT TYPE 2.1
A51
SCALE: 1/8" = 1'-0"



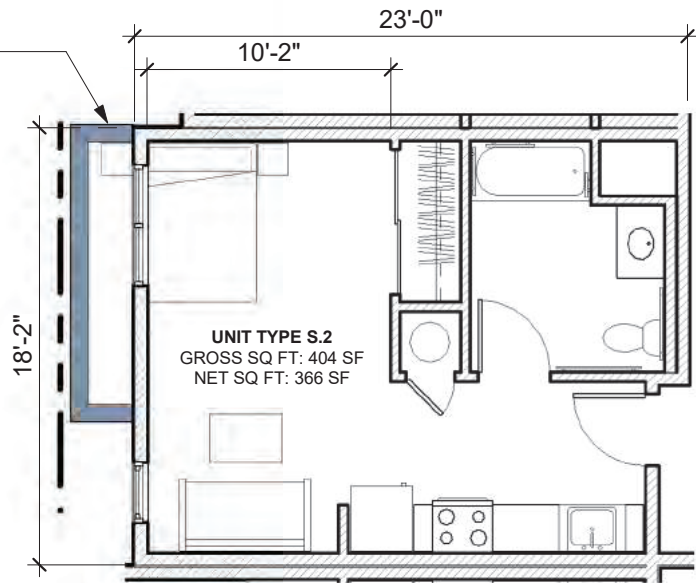
3 SD - UNIT TYPE 1.2
A51
SCALE: 1/8" = 1'-0"



2 SD - UNIT TYPE 1.1
A51
SCALE: 1/8" = 1'-0"



UNIT TYPE STUDIO VARIATION @ 2ND-4TH FLOORS



UNIT TYPE STUDIO VARIATION @ 5TH FLOOR

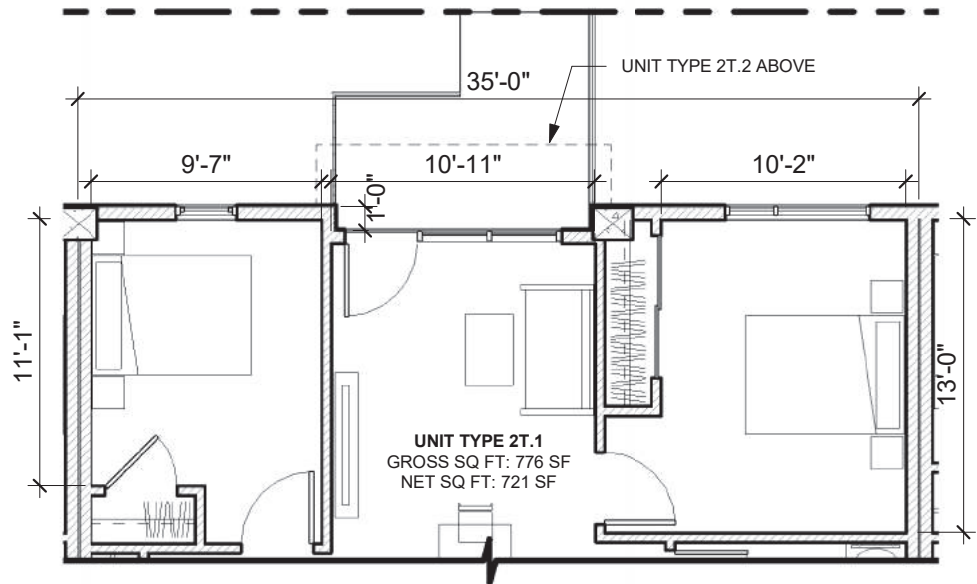
1 SD - UNIT TYPE STUDIO S.1 - S.2
A51
SCALE: 1/8" = 1'-0"

A51

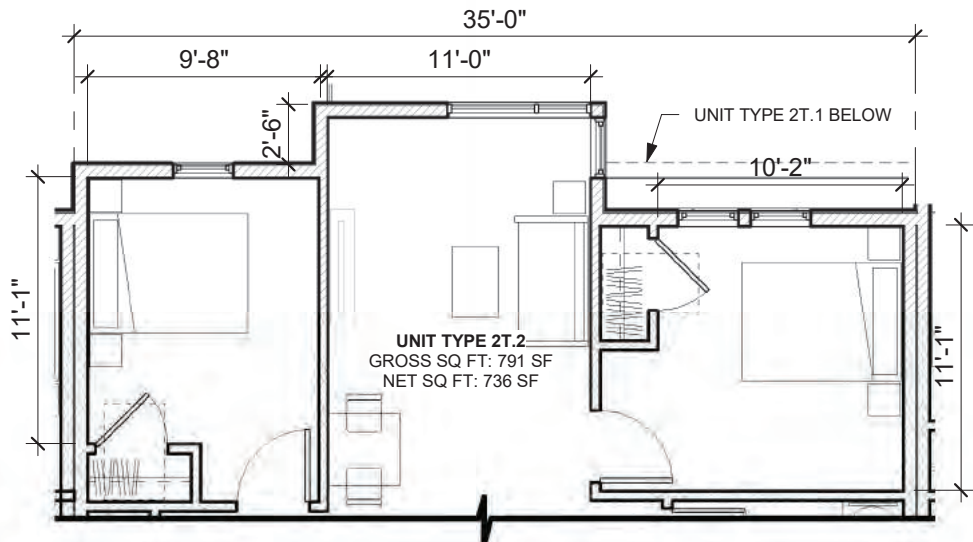
HPS1 BLOCK 56 (OCII) | UNIT PLANS

SAN FRANCISCO, CA | 03/23/2021

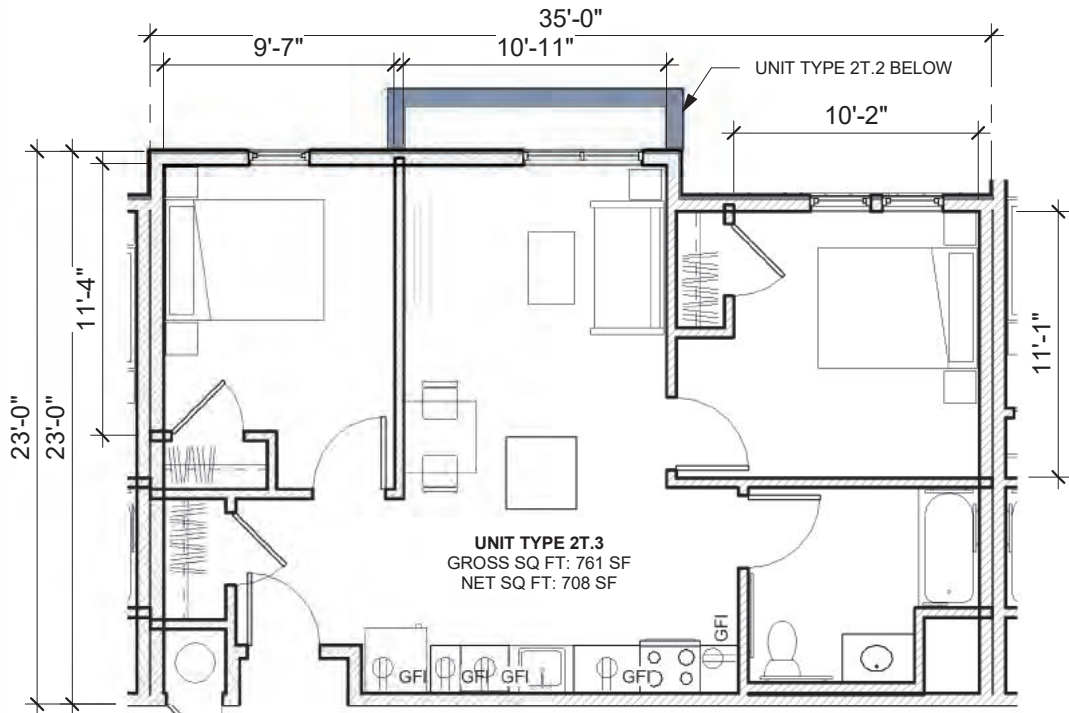




STANDARD 2BR VARIATION @ 1ST FLOOR



STANDARD 2BR VARIATION @ 2ND-4TH FLOOR



STANDARD 2BR VARIATION @ 5TH FLOOR

1
A52

SD - UNIT TYPE 2T.1 - 2T.3

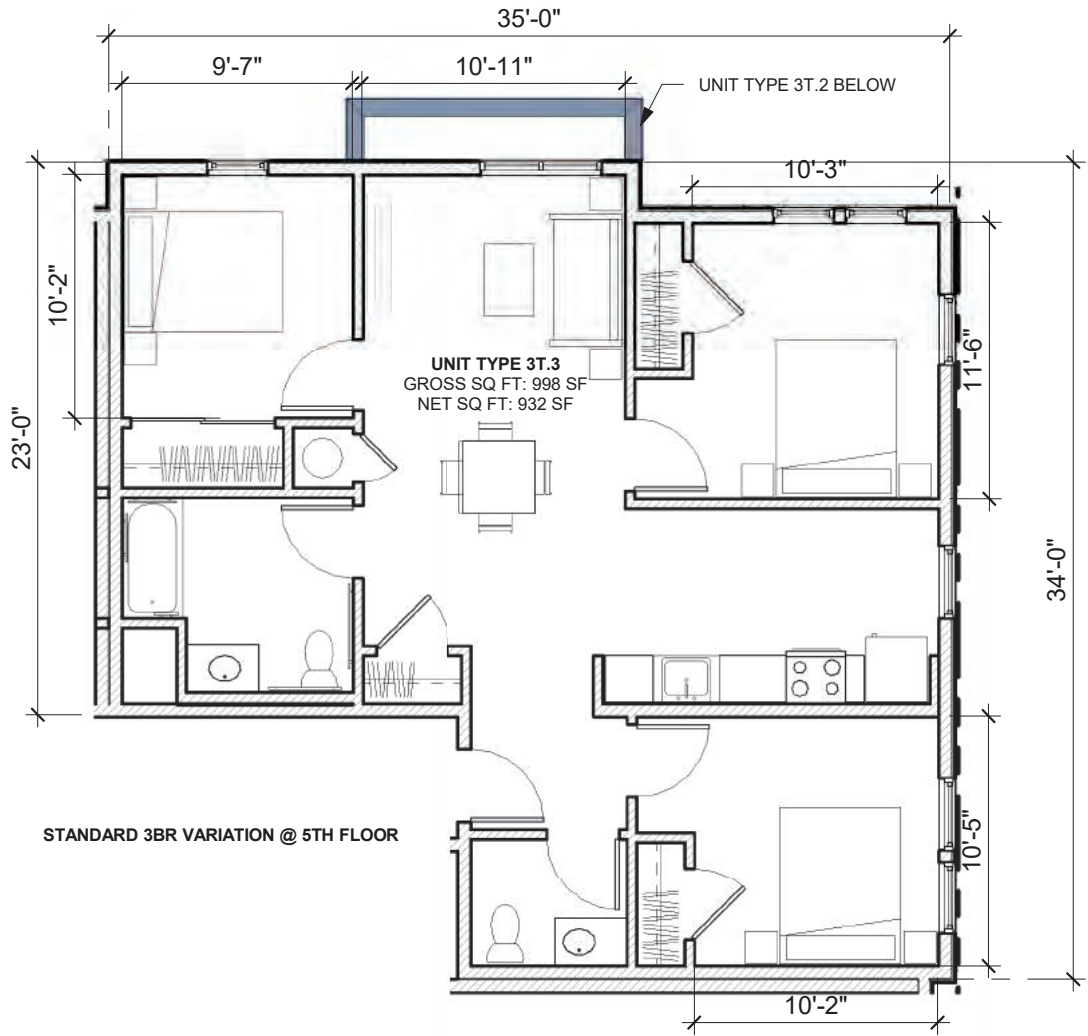
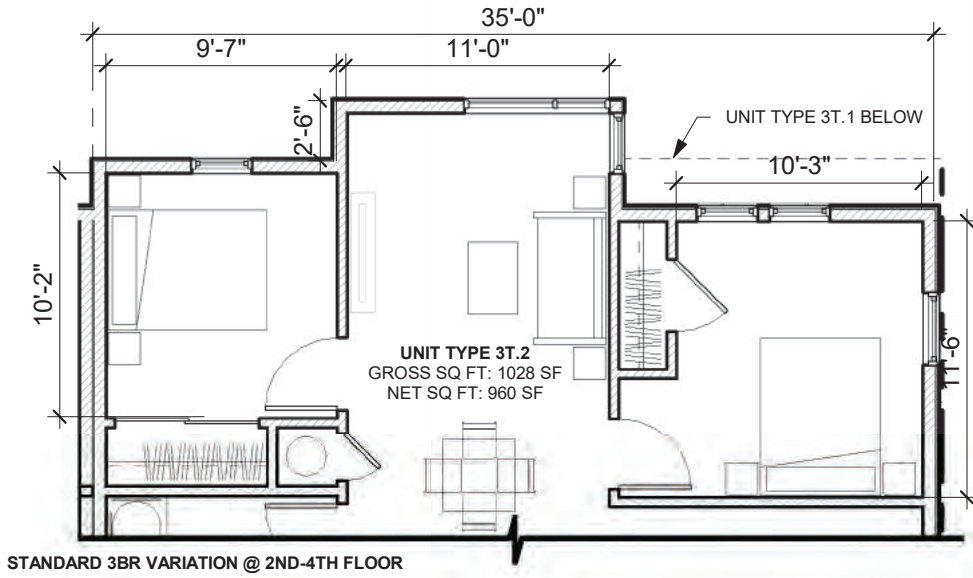
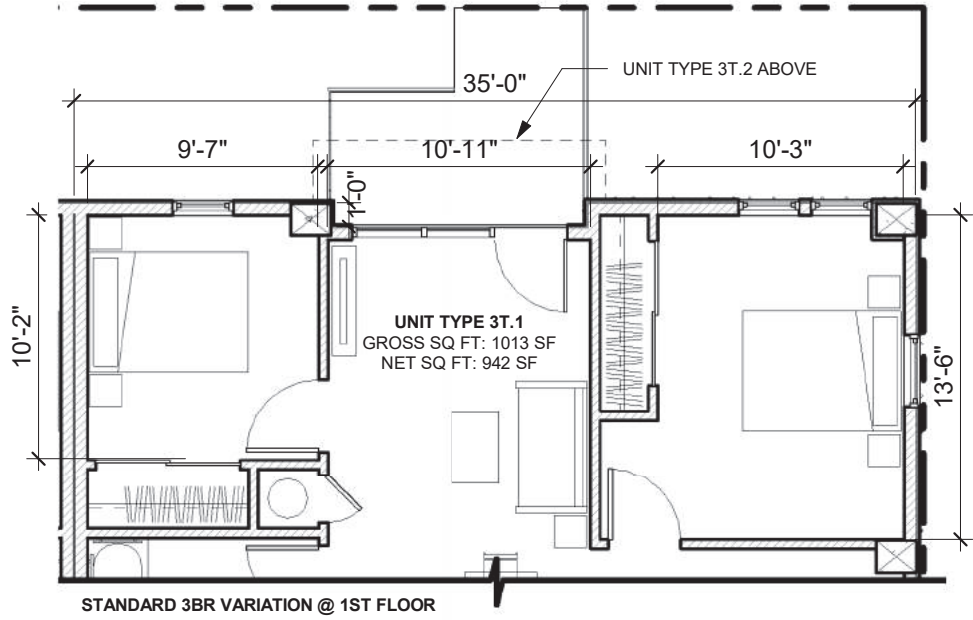
SCALE: 1/8" = 1'-0"

A52

HPS1 BLOCK 56 (OCII) | UNIT PLANS

SAN FRANCISCO, CA | 03/23/2021





1
A53

SD - UNIT TYPE 3T.1 - 3T.3

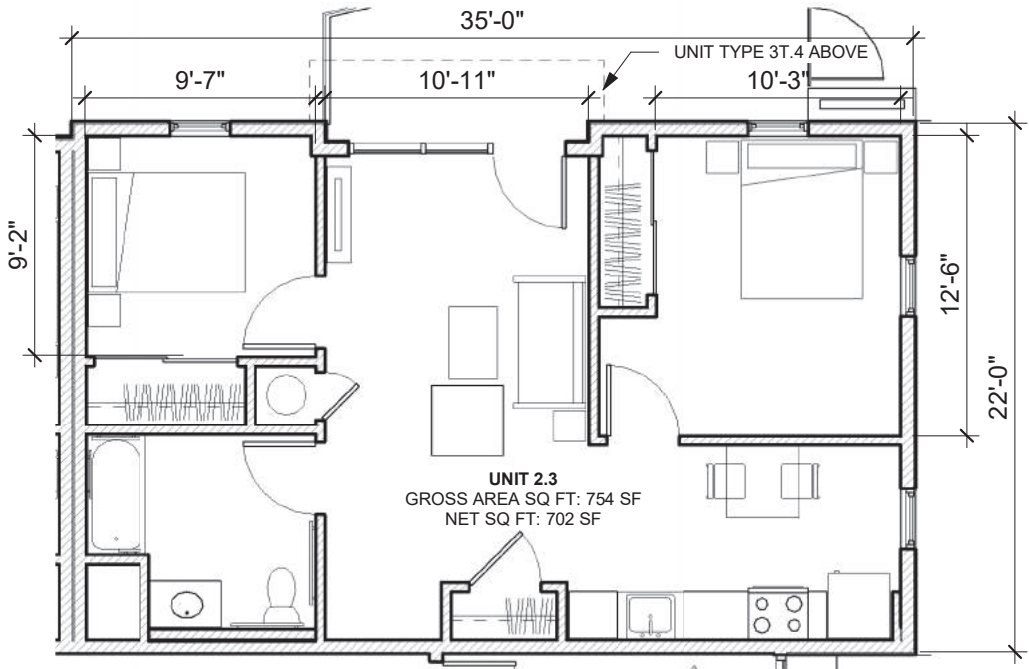
SCALE: 1/8" = 1'-0"

A53

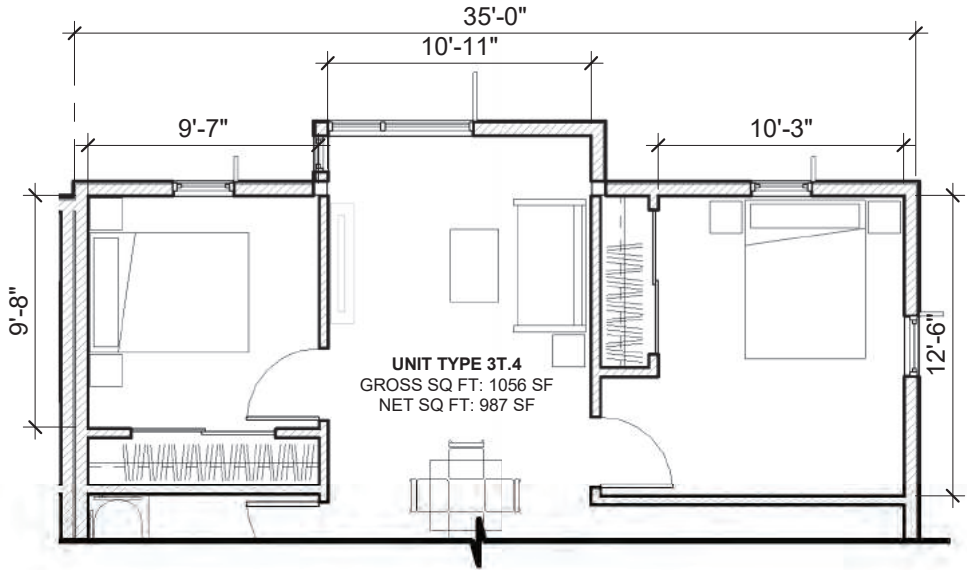
HPS1 BLOCK 56 (OCII) | UNIT PLANS

SAN FRANCISCO, CA | 03/23/2021

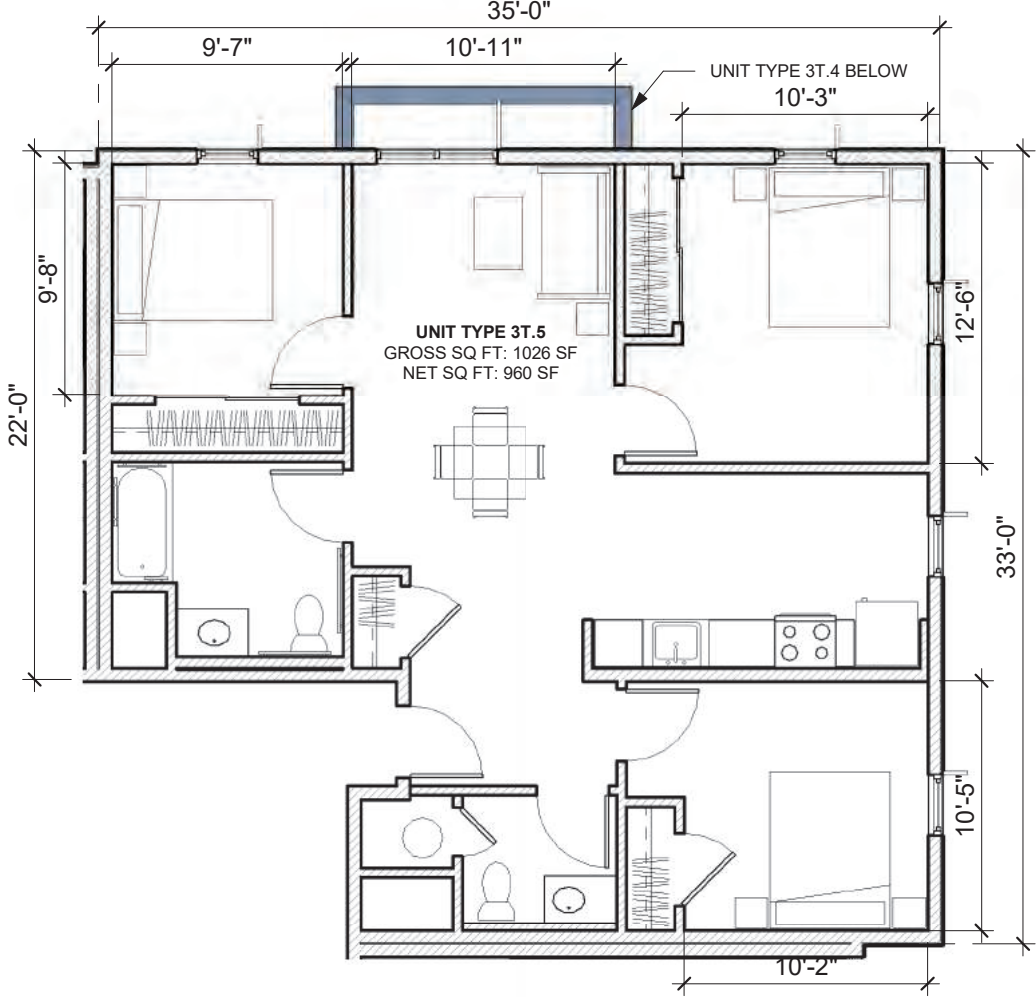




STACKED BELOW UNIT TYPES 3T.5 AND 3T.4 @ 2ND FLOOR



STANDARD 3BR VARIATION @ 3RD-4TH FLOOR



STANDARD 3BR VARIATION @ 5TH FLOOR

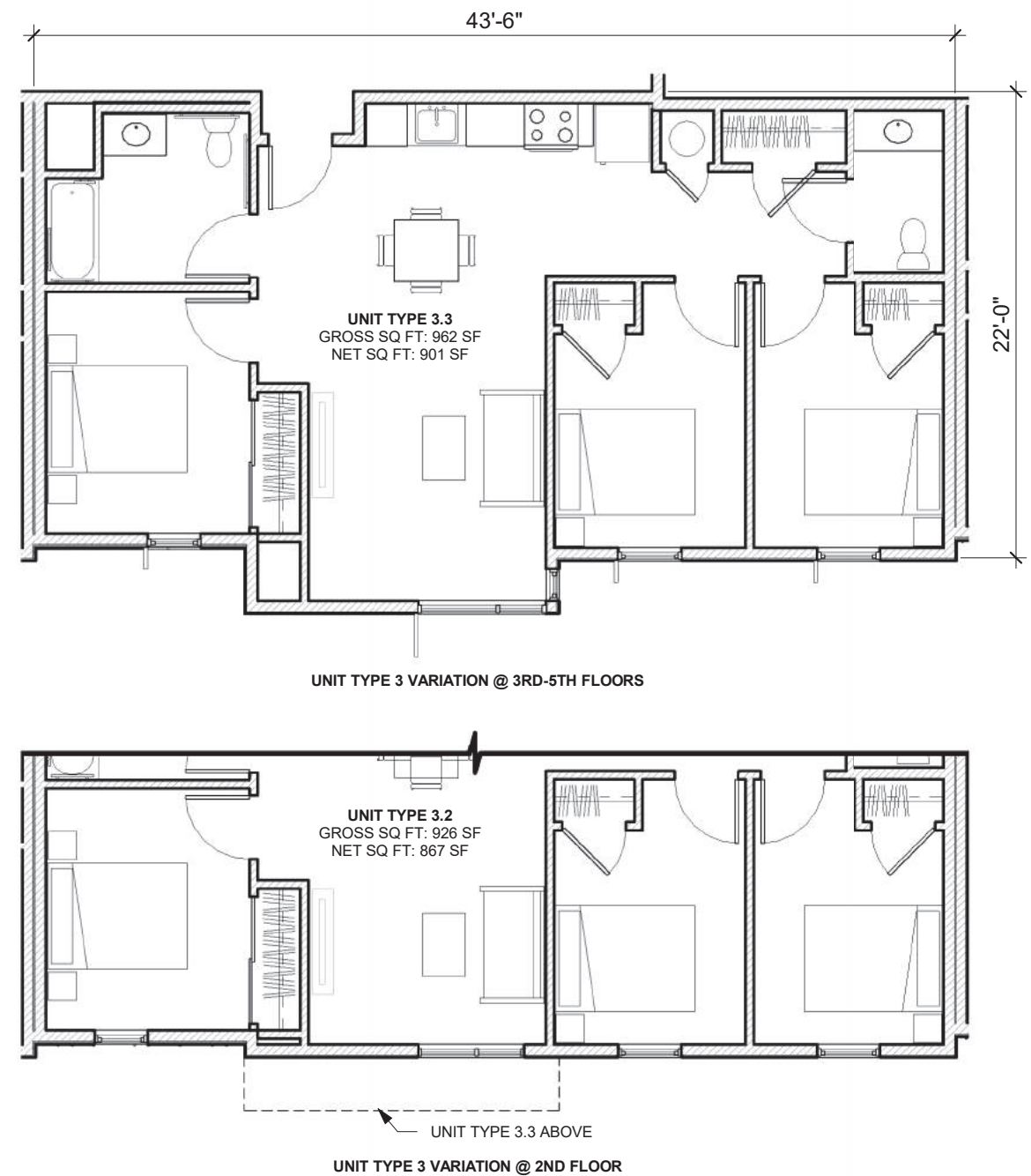
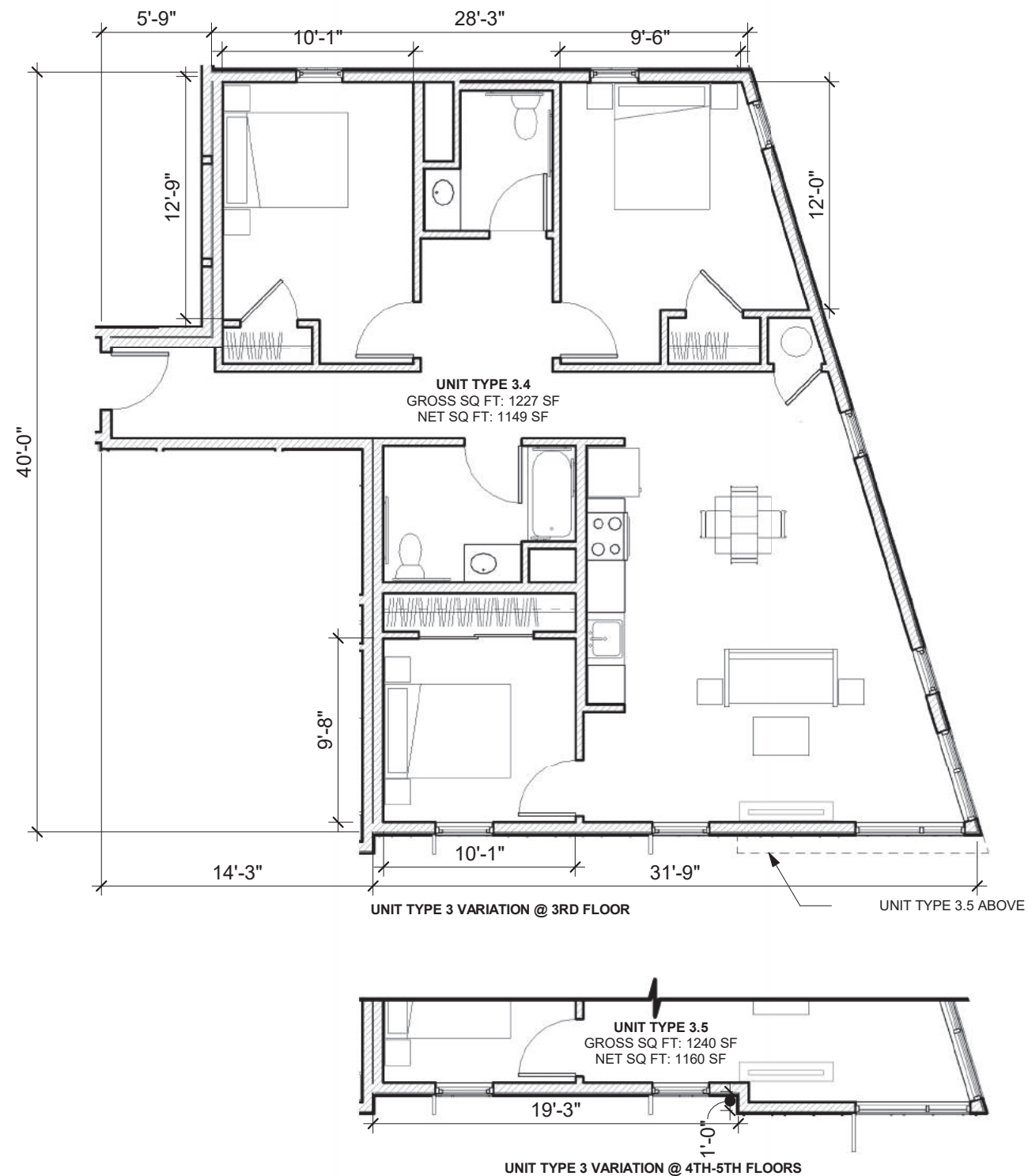
1
A54

SD - UNIT TYPE 3T.4 - 3T.5

SCALE: 1/8" = 1'-0"

A54





2
A55

SD - UNIT TYPE 3.4 - 3.5

SCALE: 1/8" = 1'-0"

1
A55

SD - UNIT TYPE 3.2 - 3.3

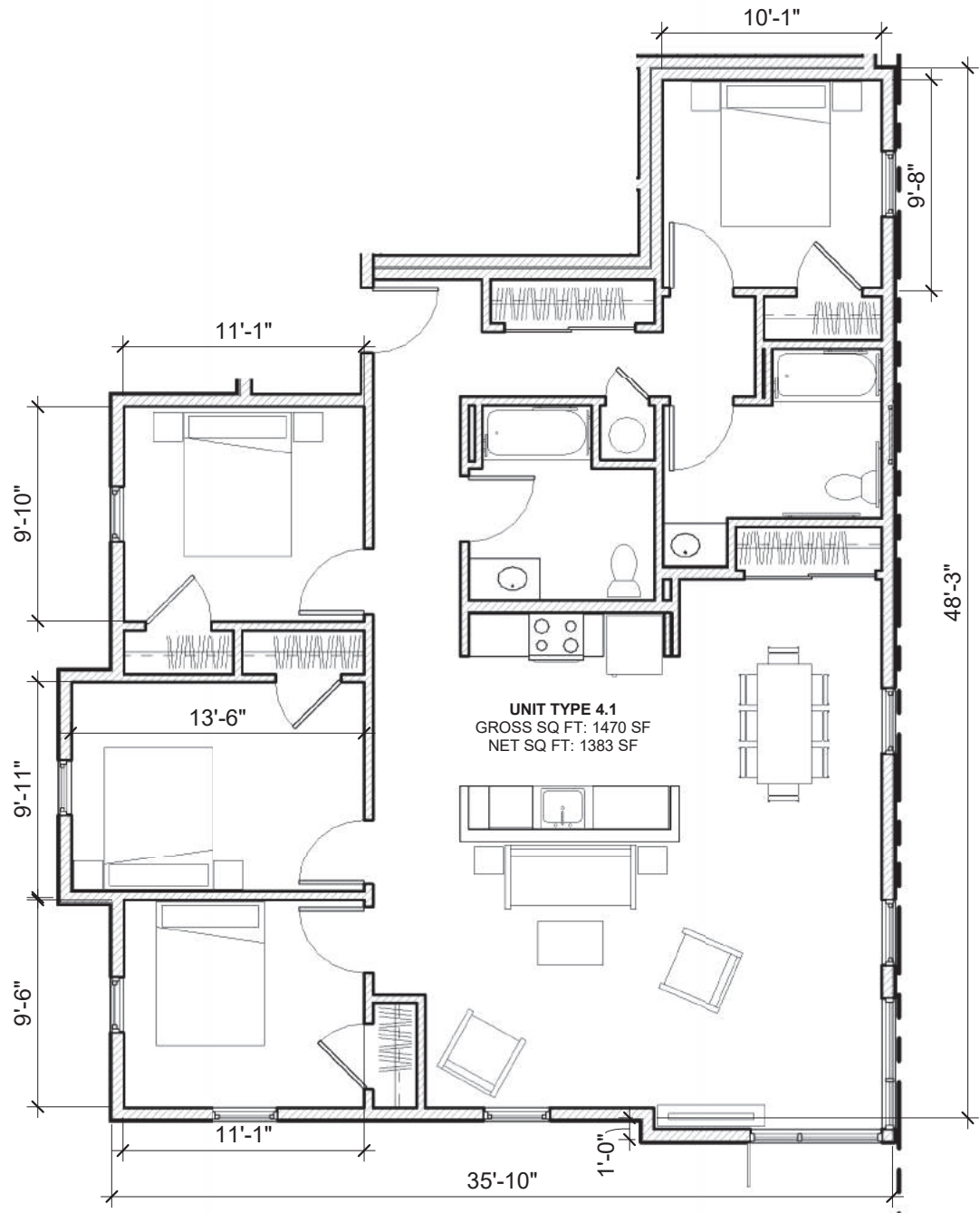
SCALE: 1/8" = 1'-0"

A55

HPS1 BLOCK 56 (OCII) | UNIT PLANS

SAN FRANCISCO, CA | 03/23/2021

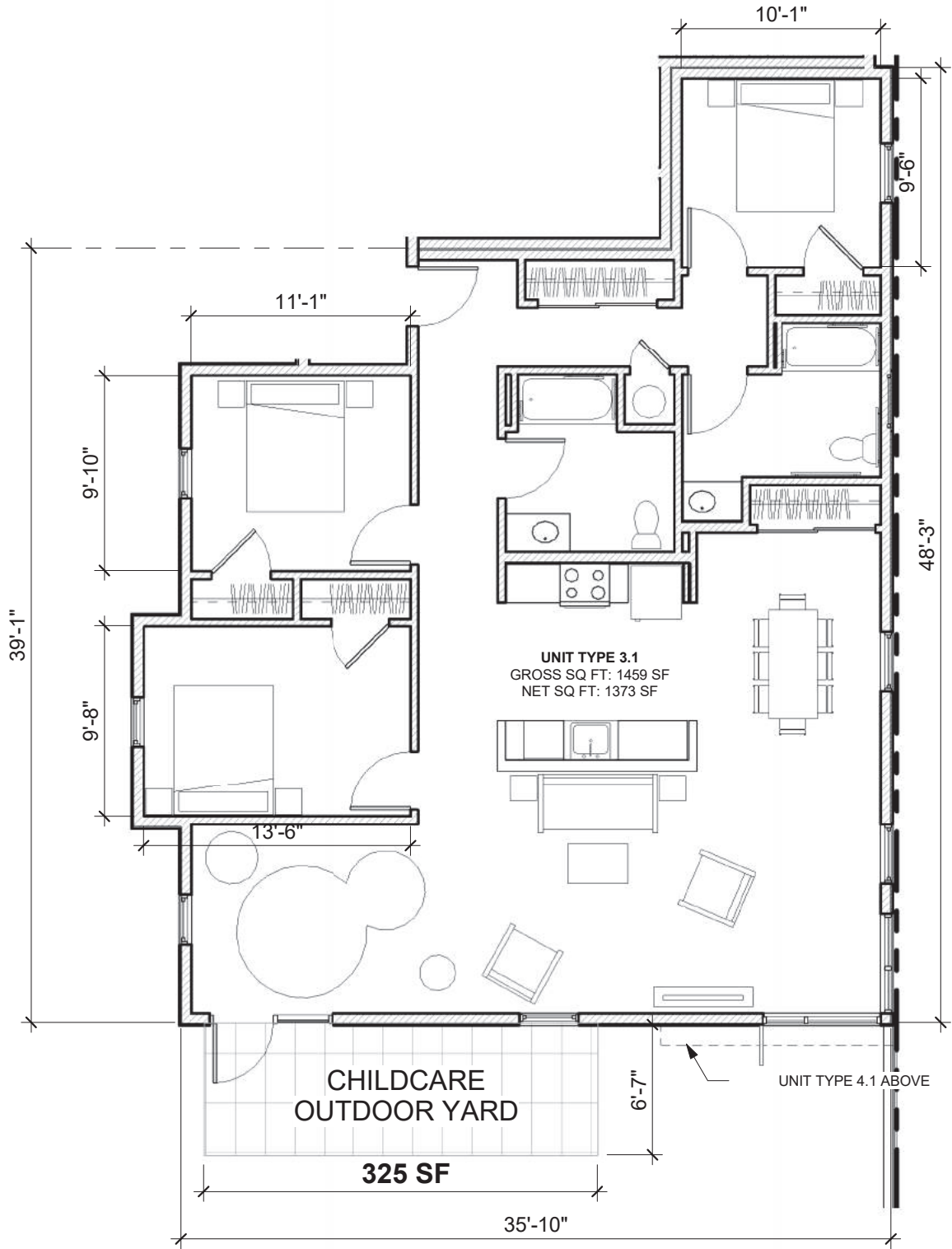




2
A56

SD - UNIT TYPE 4.1

SCALE: 1/8" = 1'-0"



1
A56

SD - UNIT TYPE 3.1 (CHILDCARE)

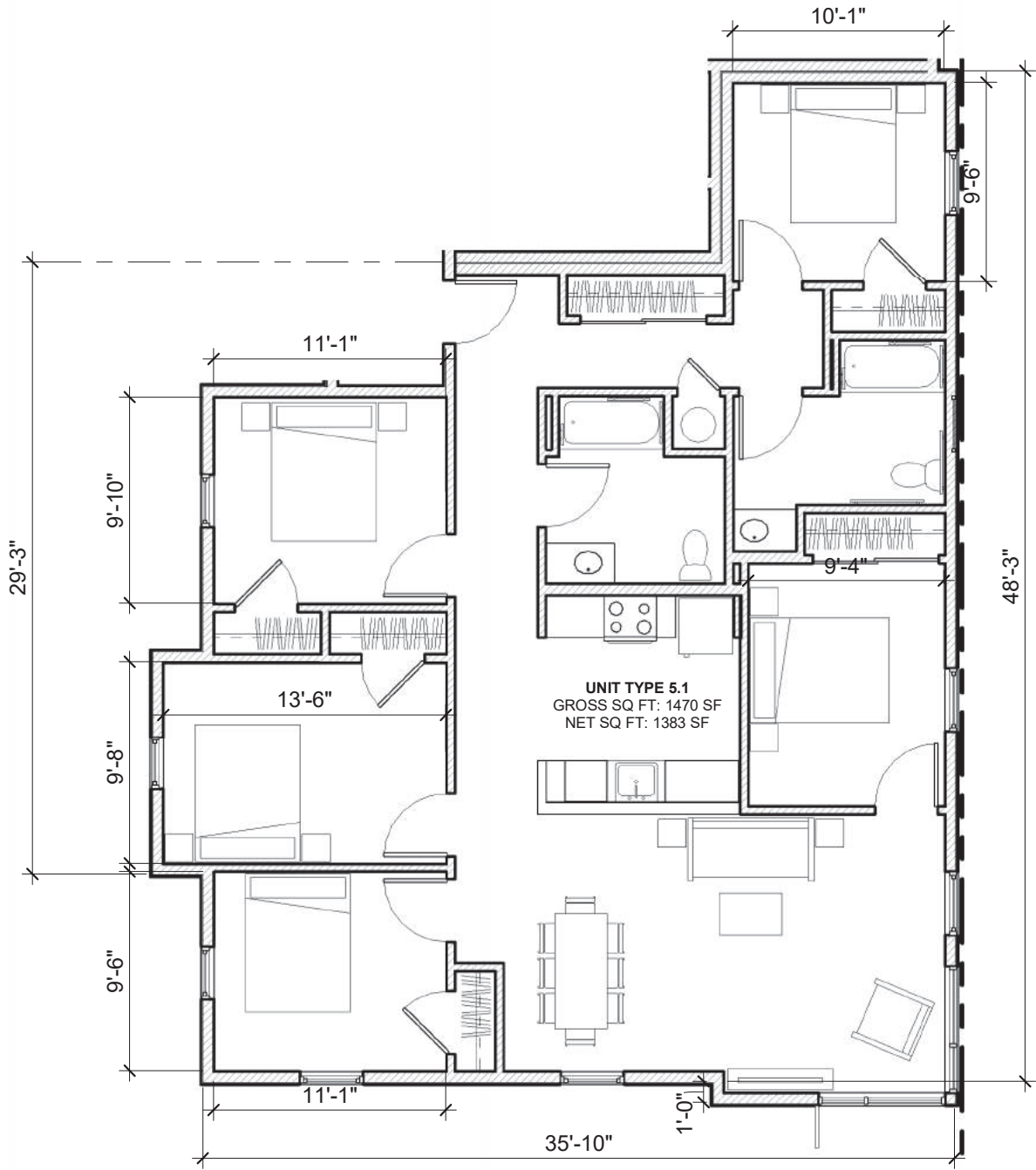
SCALE: 1/8" = 1'-0"

A56

HPS1 BLOCK 56 (OCII) | UNIT PLANS

SAN FRANCISCO, CA | 03/23/2021





1
A57

SD - UNIT TYPE 5.1

SCALE: 1/8" = 1'-0"

A57



SAN FRANCISCO, CA | 03/23/2021





1

AERIAL SITE RENDERING

NTS

LANDSCAPE SHEET INDEX

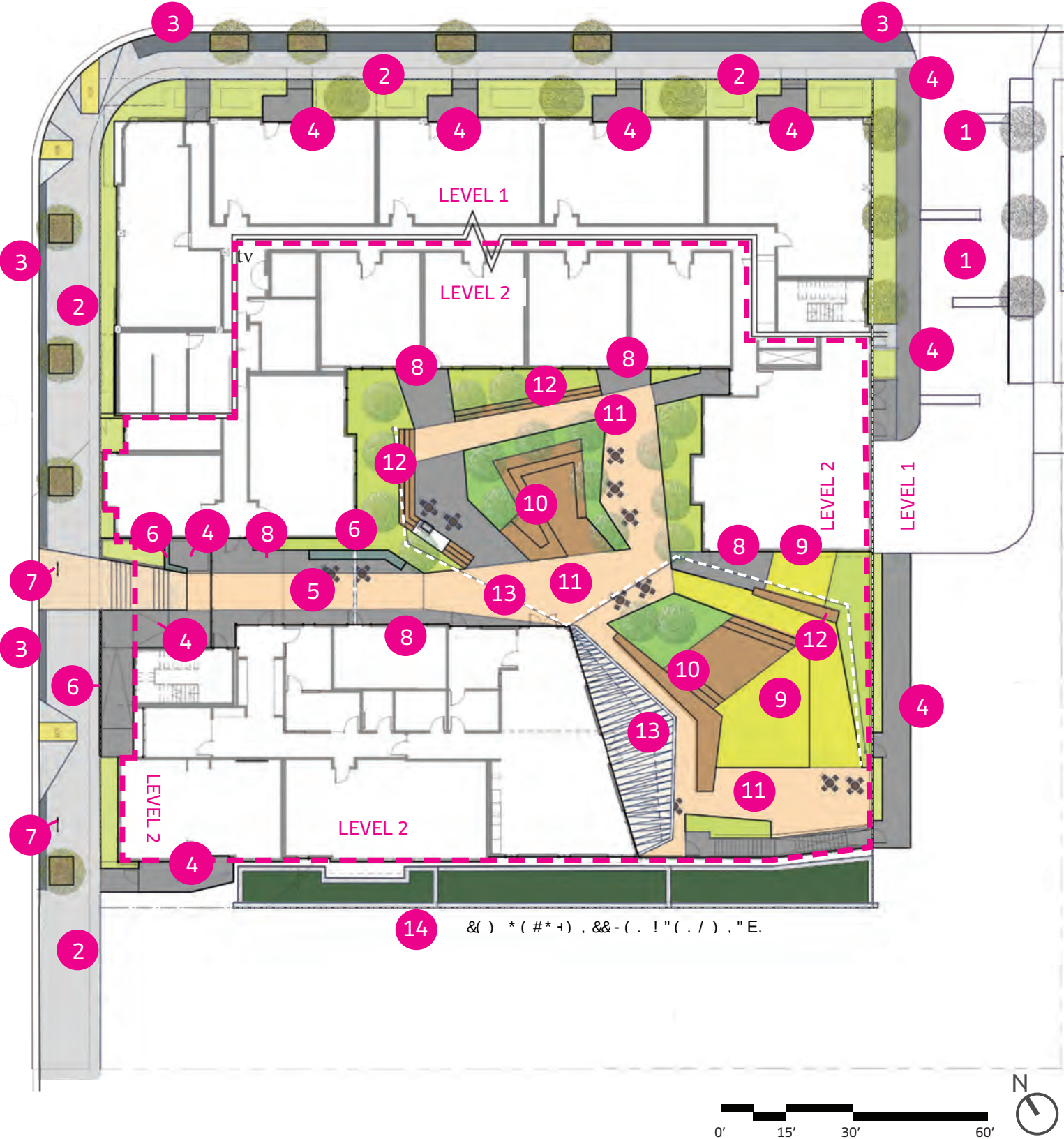
- L0.00 - COVER SHEET AND SHEETLIST
- L0.01 - MATERIALS PLAN - OVERALL
- L0.02 - PLANTING PLAN - OVERALL
- L1.01 - MATERIALS PLAN - COLEMAN STREET
- L1.02 - PLANTING PLAN - COLEMAN STREET
- L2.01 - MATERIALS PLAN - INNES STREET
- L2.02 - PLANTING PLAN - INNES STREET
- L3.01 - MATERIALS PLAN - KENNEDY STREET
- L3.02 - PLANTING PLAN - KENNEDY STREET
- L4.01 - MATERIALS PLAN - STORMWATER PLANTER
- L4.02 - PLANTING PLAN - STORMWATER PLANTER
- L5.01 - MATERIALS PLAN - COURTYARD LEVEL 2
- L5.02 - PLANTING PLAN - COURTYARD LEVEL 2
- L5.03 - PLANTING PALETTE - OVERALL
- L5.04 - MATERIALS PALETTE - OVERALL
- L6.01 - PODIUM RENDERS

L0.00

HPS1 BLOCK 56 (OCII) | COVER SHEET AND SHEETLIST

SAN FRANCISCO, CA | 03/23/2021





MATERIALS LEGEND

STREETSCAPE

- 1 EXISTING CONCRETE DRIVEWAY WITH EXISTING CONCRETE ACCENT BANDS
- 2 EXISTING CONCRETE SIDEWALK
- 3 EXISTING CONCRETE PAVERS
- 4 INTEGRAL COLOR CONCRETE PAVING COLOR: GRAPHITE
- 5 INTEGRAL COLOR CONCRETE PAVING AT MAIN ENTRY COLOR: PALOMINO
- 6 INTEGRAL COLOR CONCRETE GARDEN WALL COLOR: GRAPHITE
- 7 EXISTING BIKE RACKS TO REMAIN QUANTITY: 2

ON PODIUM

- 8 MANUF: BELGARD COLOR: FOUNDRY FINISH: GROUND FACE SIZE: 4"X18"
- 9 SYNTHETIC TURF LAWN
- 10 CUSTOM ENGINEERED WOOD PLATFORM
- 11 MANUF: QCP, MODEL: HEXED COLOR: LATTE FINISH: NATURAL SIZE: 24"X16"
- 12 CUSTOM ENGINEERED WOOD GARDEN SEAT WALL
- 13 CATENARY LIGHTING AND CUSTOM PERGOLA HEIGHT: VARIES, MIN 12'-0" MAX 18'-0"
- 14 CIP CONCRETE FLOW-THROUGH STORMWATER PLANTER COLOR: NATURAL GREY



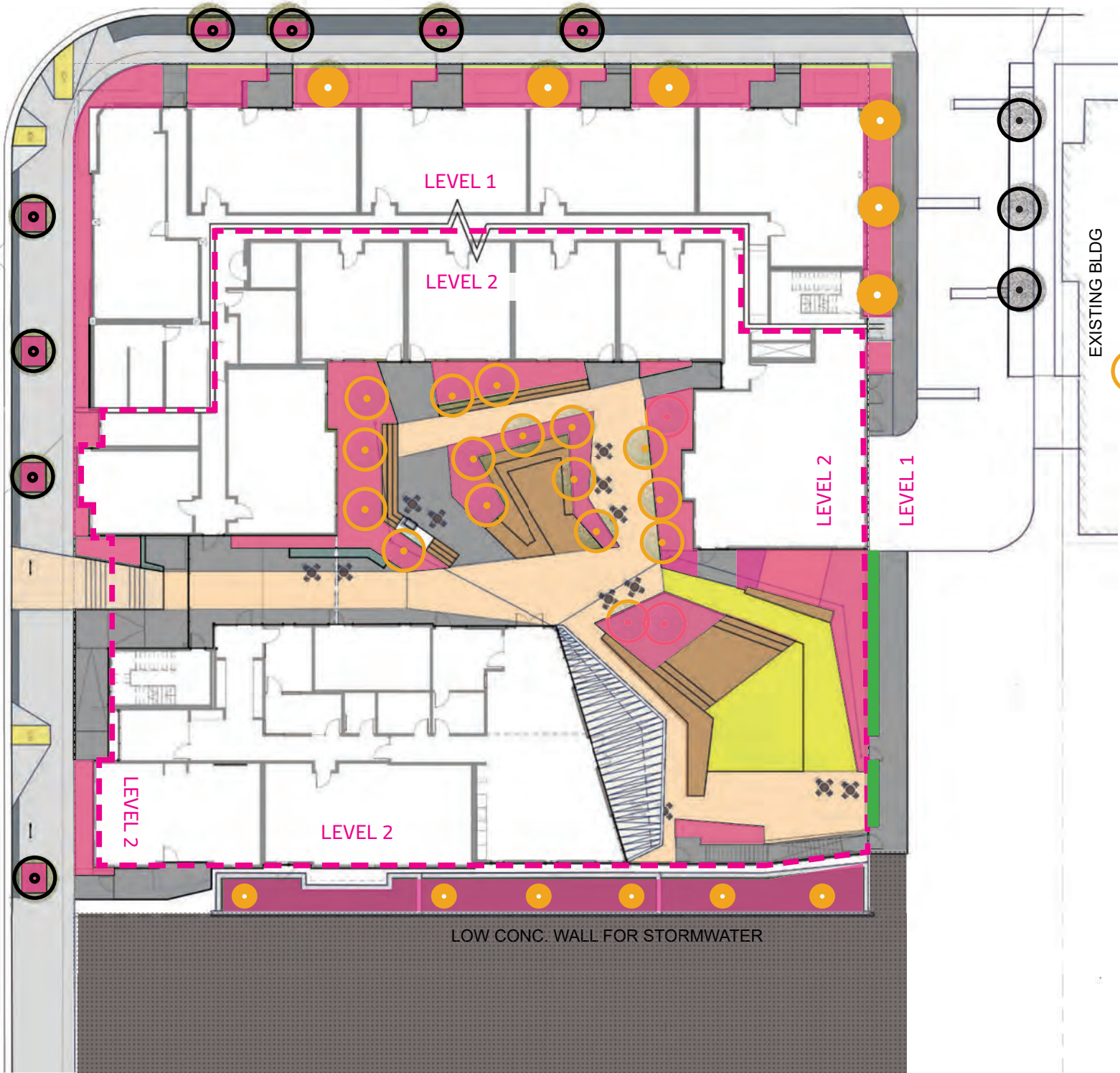
5 INTEGRAL COLOR CONCRETE PAVING COLOR: PALOMINO



6 INTEGRAL COLOR CONCRETE WALL COLOR: GRAPHITE



14 CIP CONCRETE FLOW-THROUGH STORMWATER PLANTER COLOR: NATURAL GREY



PLANTING LEGEND

- PLANTS + SHRUBS
- EXISTING PLANTING TO REMAIN
- TREES (EXISTING TO REMAIN)
- TREES (PROPOSED)
- VINE (PROPOSED)

NOTE: All Landscape Planting Palette conforms to goals established by San Francisco Bio-diversity Policy Resolution 004-17-COE



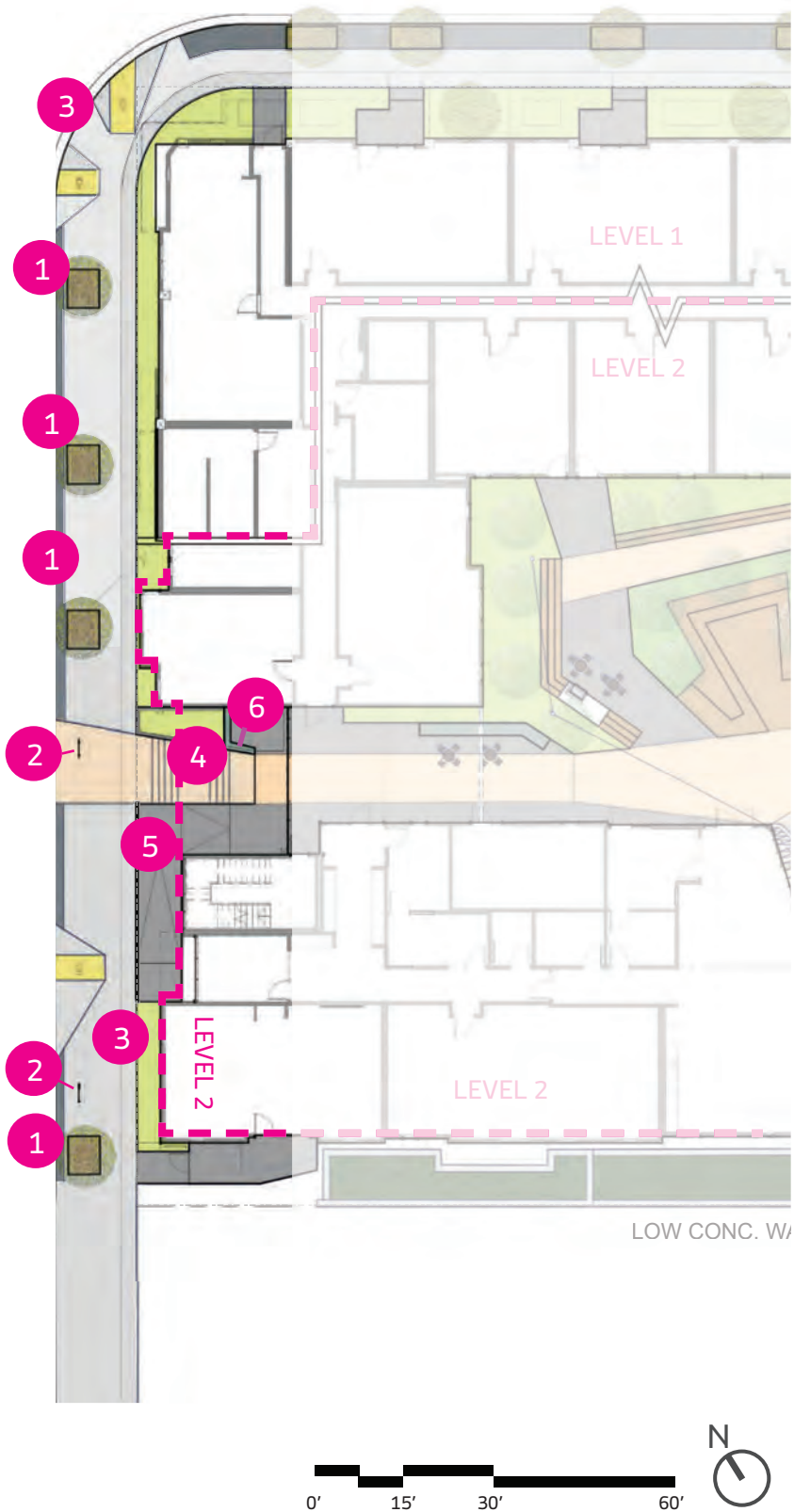
Erigeron karvinskianus



Salvia microphylla 'Hot Lips'



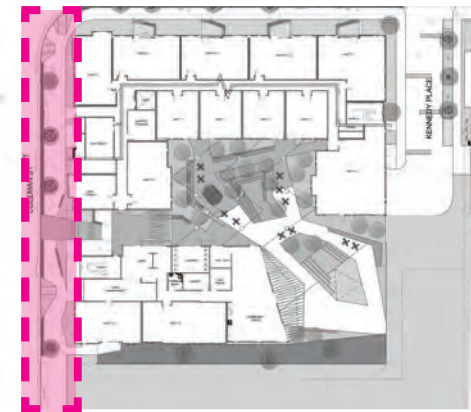
Dietes iridioides 'John's Runner'



MATERIALS LEGEND

- 1 EXISTING TREES TO REMAIN
- 2 EXISTING BIKE RACKS TO REMAIN
- 3 EXISTING CONCRETE SIDEWALK
HATCH INDICATES HARDSCAPE REPLACEMENT TO MATCH GRADE
- 4 INTEGRAL COLOR CONCRETE PAVING
COLOR: PALOMINO
- 5 INTEGRAL COLOR CONCRETE PAVING
COLOR: GRAPHITE
- 6 INTEGRAL COLOR CONCRETE GARDEN WALL
COLOR: GRAPHITE
HEIGHT: 22"

KEY



4 INTEGRAL COLOR CONCRETE PAVING
COLOR: PALOMINO



5 INTERGRAL COLOR CONCRETE PAVING
COLOR: PALOMINO



6 INTEGRAL COLOR CONCRETE GARDEN WALL
COLOR: PALOMINO
HEIGHT: 22"

L1.01

PLANTING LEGEND

PLANTS + SHRUBS:

Erigeron karvinskianus

Diets iridioides 'John's Runner'

EXISTING PLANTING TO REMAIN

TREES (EXISTING TO REMAIN):

Platanus acerifolia 'Columbia'



Erigeron karvinskianus

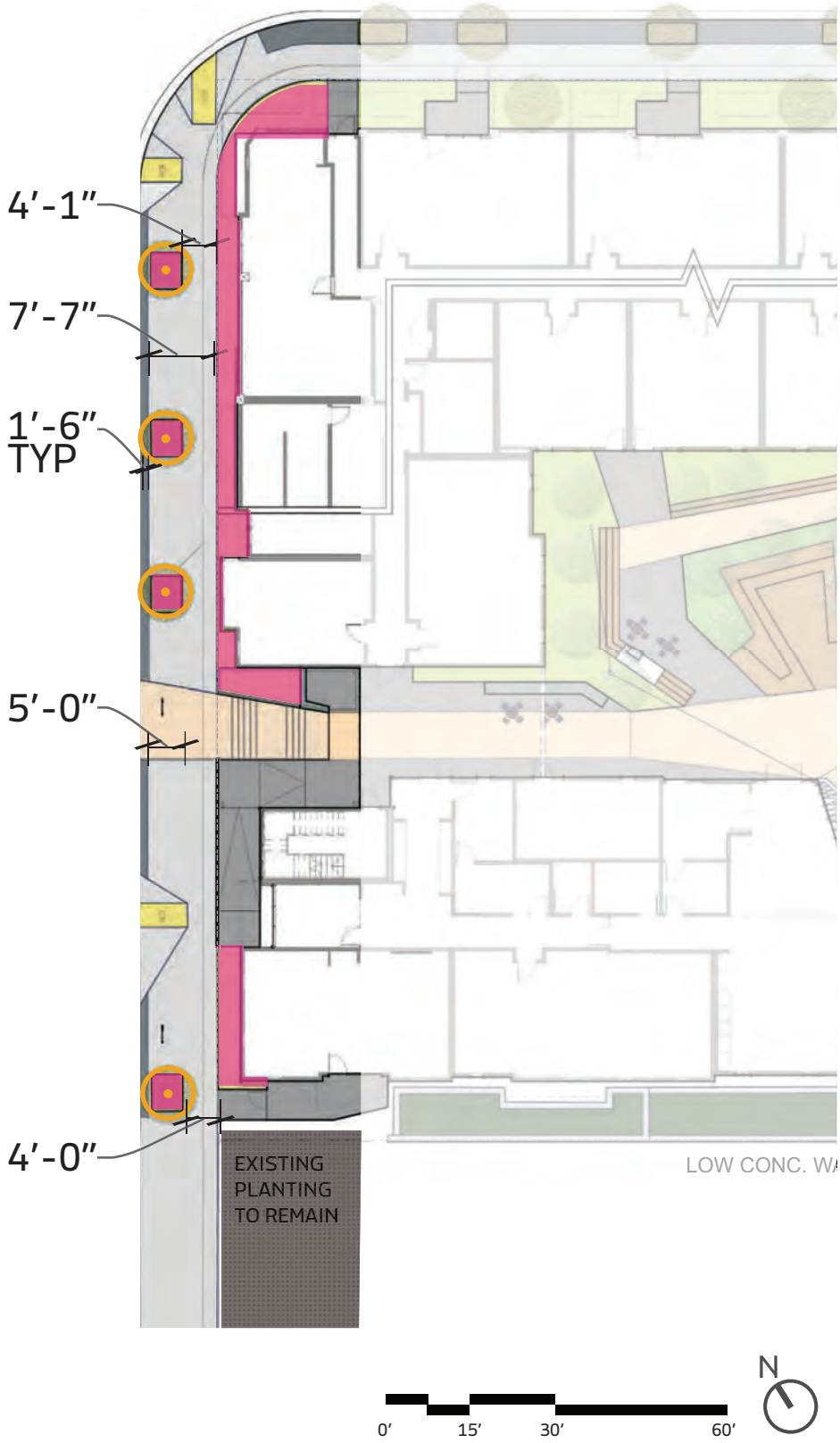


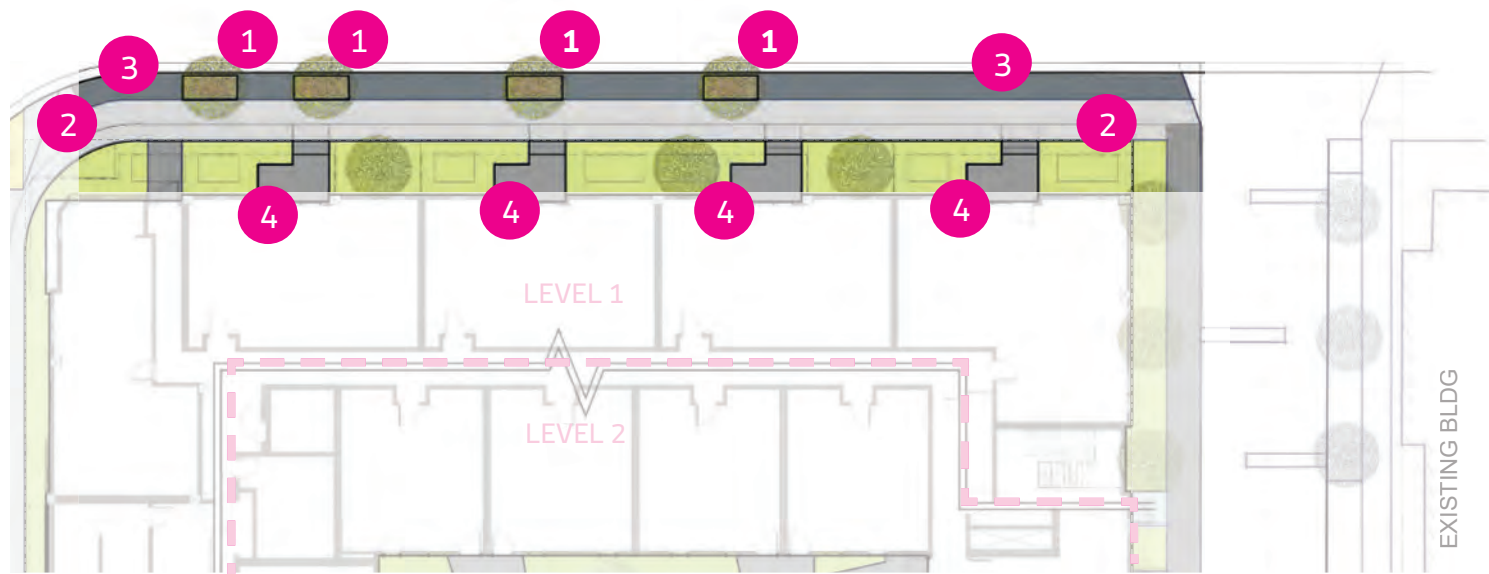
Diets iridioides 'John's Runner'



Platanus acerifolia 'Columbia'

KEY

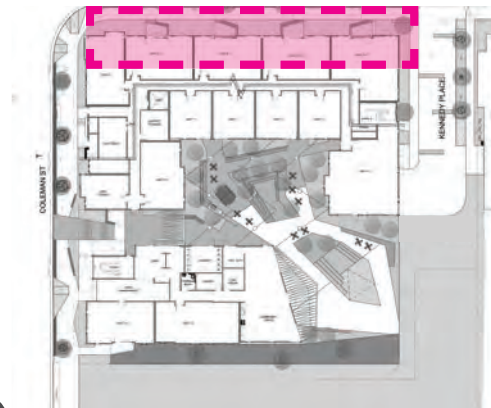




MATERIALS LEGEND

- 1 EXISTING TREES TO REMAIN
- 2 EXISTING CONCRETE PAVING TO REMAIN, REPLACED WHERE NEEDED TO MATCH GRADE
- 3 EXISTING CONCRETE PAVERS TO REMAIN, REPLACED WHERE NEEDED TO MATCH GRADE
- 4 INTEGRAL COLOR CONCRETE PAVING
COLOR: GRAPHITE
HEIGHT: 22"

KEY



1 EXISTING TREES TO REMAIN



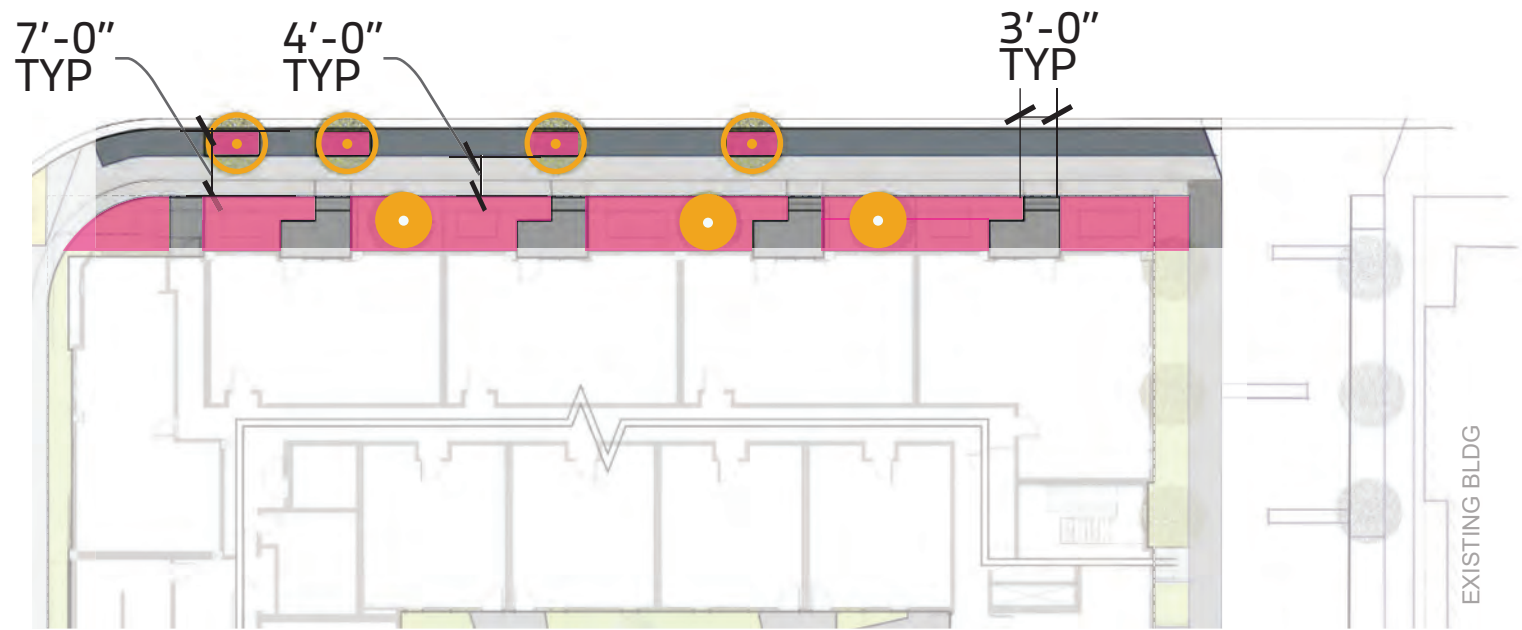
4 INTEGRAL COLOR CONCRETE PAVING
COLOR: GRAPHITE

HPS1 BLOCK 56 (OCII) | MATERIALS PLAN - INNES ST

SAN FRANCISCO, CA | 03/23/2021

L2.01





PLANTING LEGEND

PLANTS + SHRUBS

Lomandra longifolia 'Nyalla'

Lomandra longifolia 'Breeze'

Salvia greggi 'Alba'

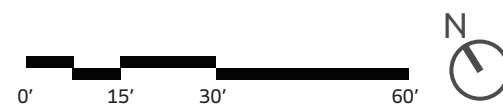
TREES (EXISTING TO REMAIN):

Ginkgo biloba 'Autumn Gold'

TREES PROPOSED:

Ginkgo biloba 'Autumn Gold'

KEY



Lomandra longifolia 'Breeze'



Salvia greggi 'Alba'

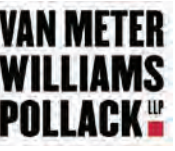


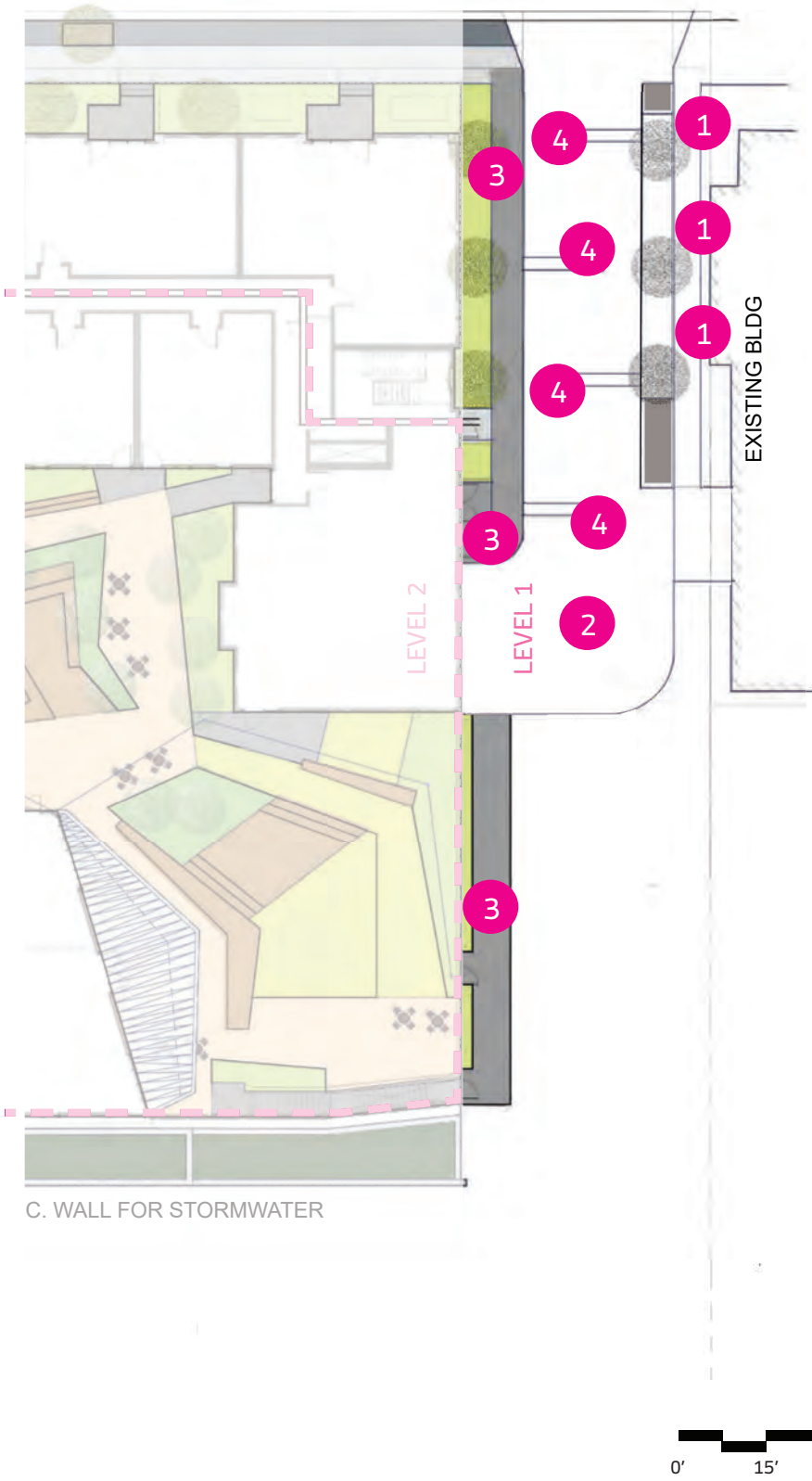
Ginkgo biloba 'Autumn Gold'

L2.02

HPS1 BLOCK 56 (OCII) | PLANTING PLAN - INNES ST

SAN FRANCISCO, CA | 03/23/2021





MATERIALS LEGEND

- 1 EXISTING TREES TO REMAIN
- 2 EXISTING CONCRETE DRIVEWAY TO REMAIN, REPLACED WHERE NEEDED TO MATCH GRADE
- 3 INTEGRAL COLOR CONCRETE PAVING COLOR: GRAPHITE
- 4 EXISTING CONCRETE ACCENT BANDS

KEY



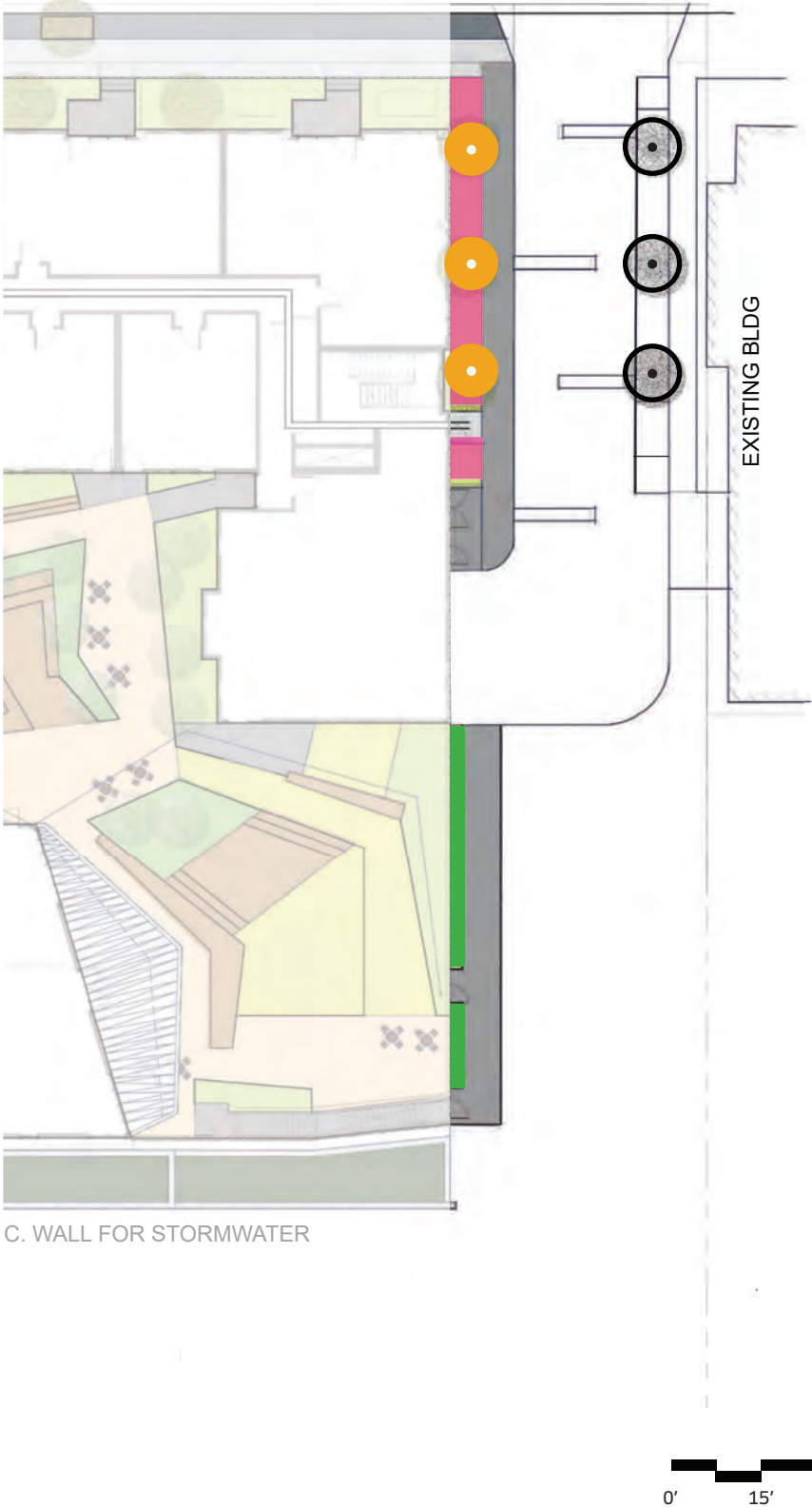
2 EXISTING CONCRETE HARDSCAPE TO REMAIN



3 INTEGRAL COLOR CONCRETE PAVING COLOR: PALOMINO



4 EXISTING CONCRETE ACCENT BANDS



PLANTING LEGEND

PLANTS + SHRUBS:

- Lomandra longifolia* 'Nyalla'
- Salvia microphylla* 'Hot Lips'
- Cordyline australis* 'Can Can'

TREES (EXISTING TO REMAIN):

- Lophostemon confertus*

TREES (PROPOSED)

- Lophostemon confertus*

VINE (PROPOSED)

- Thunbergia grandiflora*

KEY



Lomandra longifolia 'Nyalla'



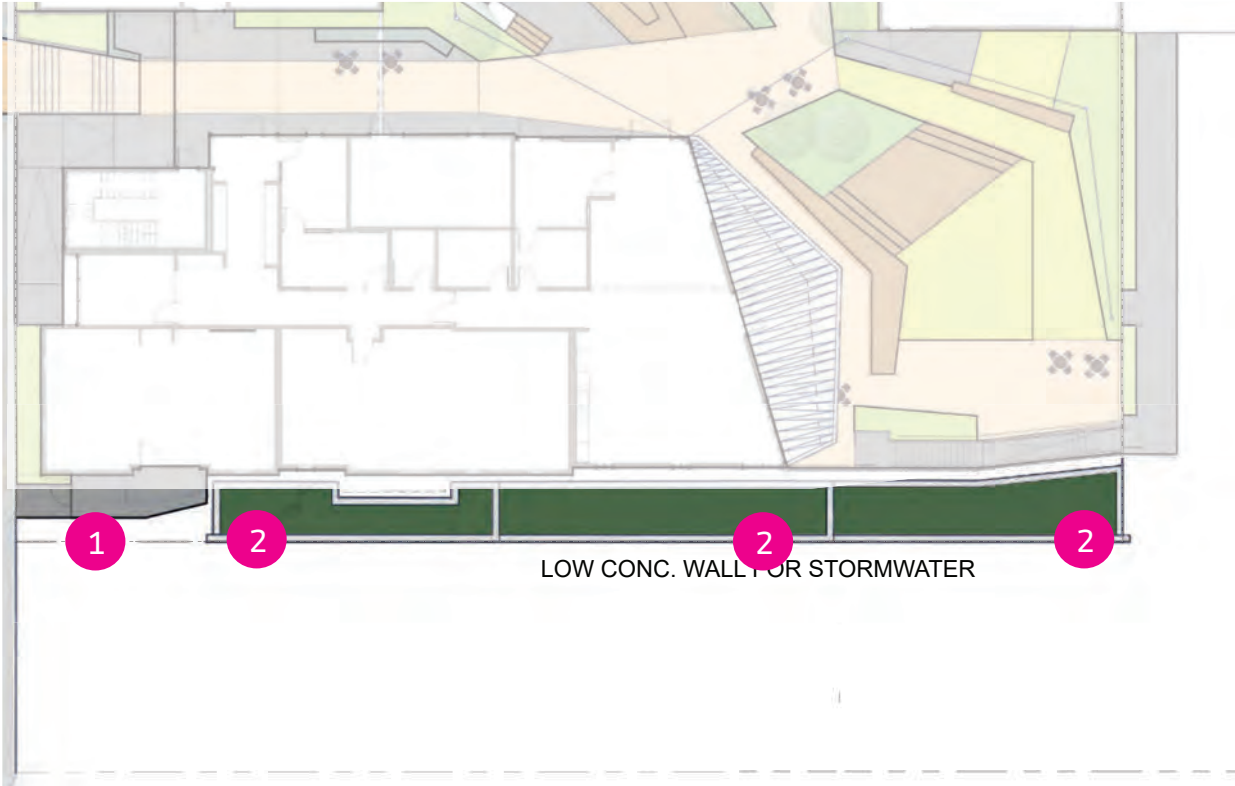
Salvia microphylla 'Hot Lips'



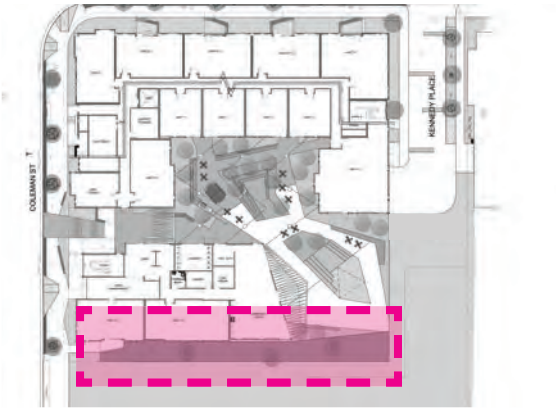
Thunbergia grandiflora

MATERIALS LEGEND

- 1 INTEGRAL COLOR CONCRETE PAVING
COLOR: GRAPHITE
- 2 LOW CIP CONCRETE FLOW-THROUGH PLANTER
COLOR: NATURAL GREY
HEIGHT: 34"



KEY



1 INTEGRAL COLOR CONCRETE PAVING
COLOR: GRAPHITE



2 CIP CONCRETE FLOW-THROUGH
STORMWATER PLANTER
COLOR: NATURAL GREY

HPS1 BLOCK 56 (OCII) | MATERIALS PLAN - STORMWATER PLANTER

SAN FRANCISCO, CA | 03/23/2021

L4.01



PLANTING LEGEND

PLANTS + SHRUBS:

Chondropetalum tectorum

Cordyline indivisia

Juncus pallidus

Juncus patens

STORMWATER TREES:

Cordyline australis

EXISTING PLANTING TO REMAIN



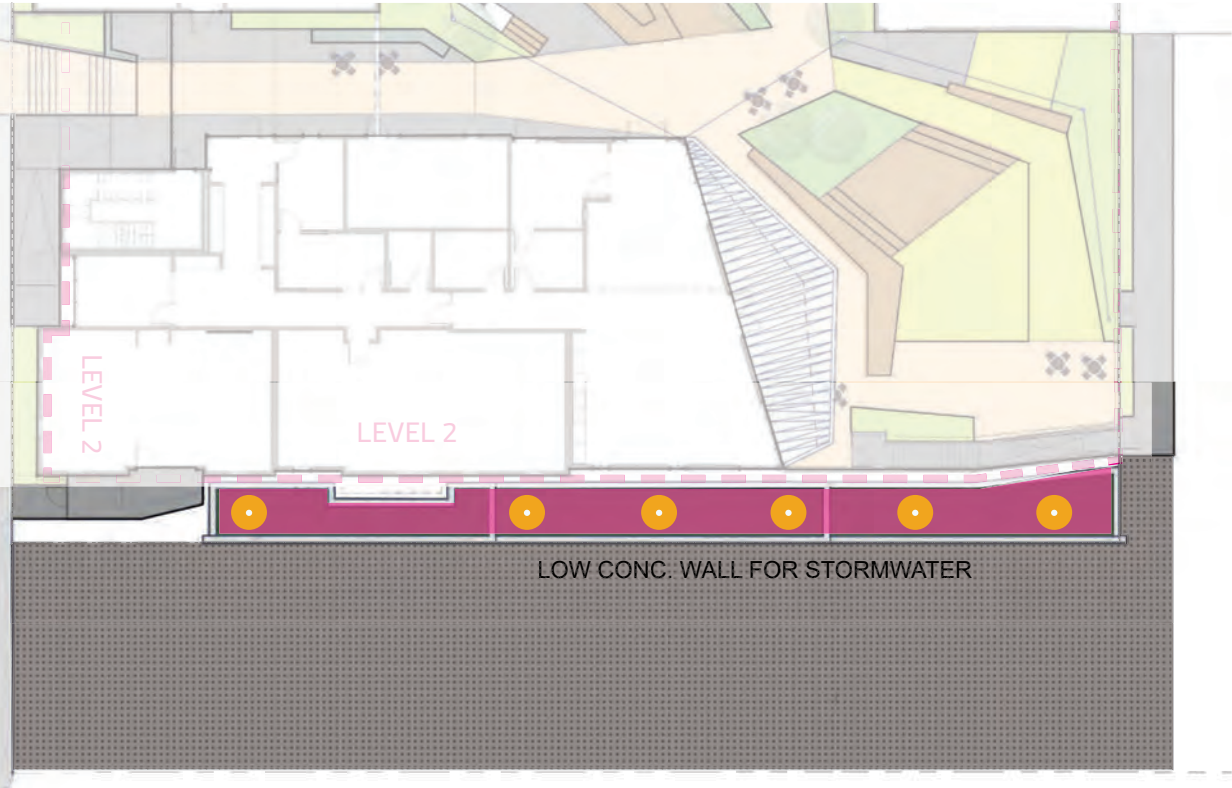
Chondropetalum tectorum



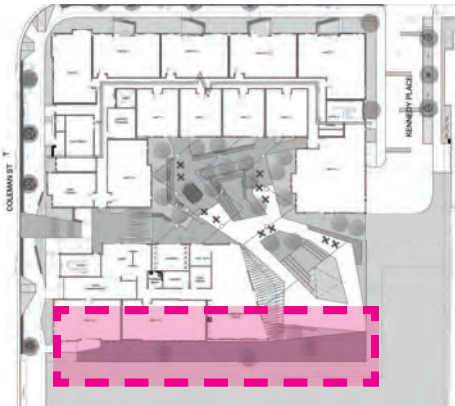
Cordyline australis

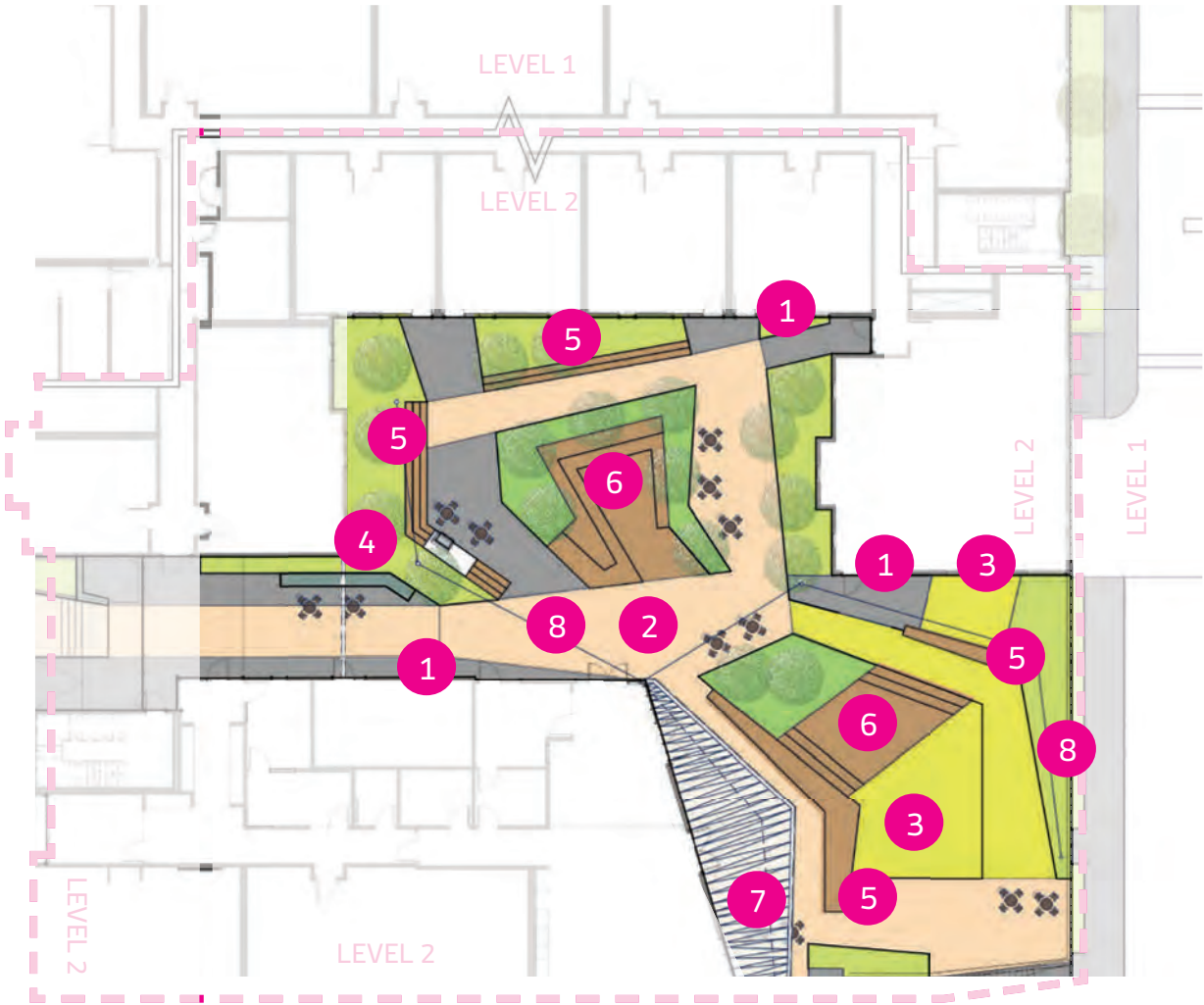


Juncus pallidus



KEY





MATERIALS LEGEND

- 1 MANUF: BELGARD
COLOR: FOUNDRY
FINISH: GROUND FACE
SIZE: 4"X8"
- 2 MANUF: QCP, MODEL: HEXED
COLOR: LATTE
FINISH: NATURAL
SIZE: 24"X16"
- 3 SYNTHETIC TURF LAWN
- 4 INTEGRAL COLOR CONCRETE GARDEN WALL
COLOR: GRAPHITE
HEIGHT: 22"
- 5 CUSTOM ENGINEERED WOOD GARDEN SEATWALL
MANUF: KEBONY
FINISH: NATURAL.
HEIGHT: 18"
- 6 CUSTOM ENGINEERED WOOD PLATFORM
MANUF: KEBONY
FINISH: NATURAL
HEIGHT: 18", 36", 48"
- 7 CUSTOM PERGOLA (OPAQUE)
MATERIAL: WOOD AND GALV. STEEL
- 8 CATENARY LIGHTING AND POLES
HEIGHT: VARIES, MIN 12'-0" MAX 18'-0"
SEE LIGHTING DRAWINGS

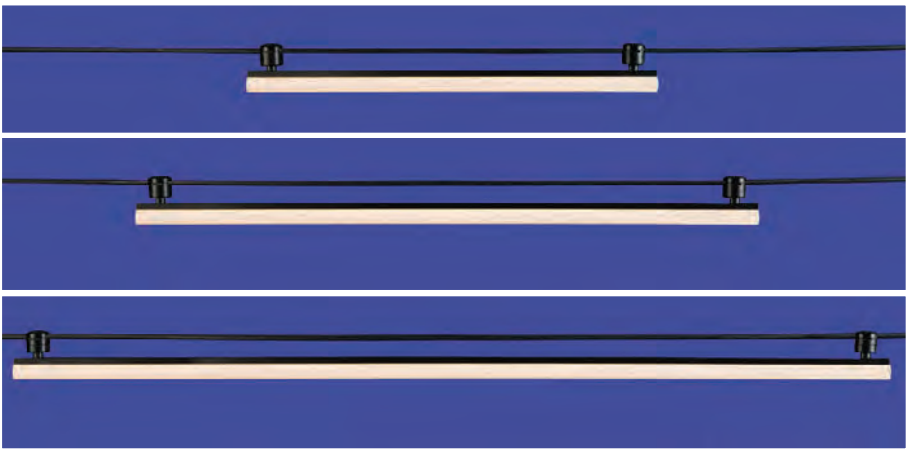
KEY



6 CUSTOM WOODEN PLATFORM



3 SYNTHETIC TURF LAWN



8 CATENARY LIGHTING AND POLES
(CONCEPT ONLY, SEE LIGHTING DRAWINGS)

L5.01

HPS1 BLOCK 56 (OCII) | MATERIALS PLAN - COURTYARD LEVEL 2

SAN FRANCISCO, CA | 03/23/2021



PLANTING LEGEND

PLANTS + SHRUBS:

Salvia microphylla 'Hot Lips'

Salvia greggii 'Alba'

Salvia greggii 'Pink'

Cordyline australis 'Can Can'

Dietes iridioides 'John's Runner'

TREES:

B. nigra 'Duraheat'



Salvia greggii 'Pink'



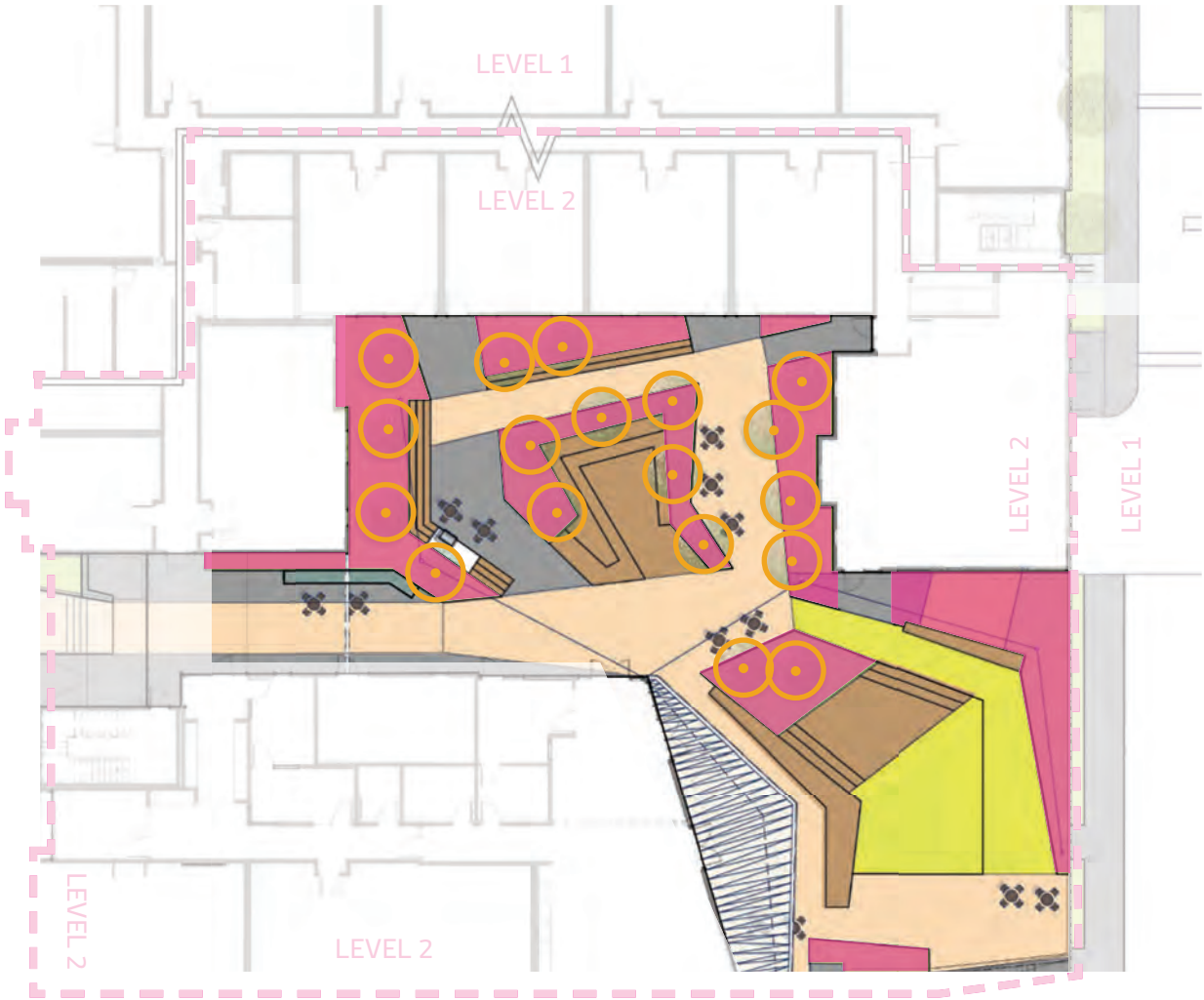
Cordyline australis 'Can Can'



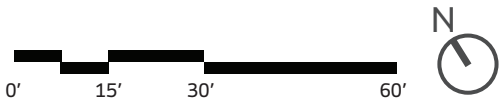
Dietes iridioides 'John's Runner'



B. nigra 'Duraheat'



KEY



HPS1 BLOCK 56 (OCII) | PLANTING PLAN - COURTYARD LEVEL 2

SAN FRANCISCO, CA | 03/23/2021



BUILDING FRONTAGES

TREES



Ginkgo biloba 'Autumn Gold'
Size: 35' Tall x 25' Wide



Lophostemon confertus
Size: 35' Tall x 20' Wide



Platanus acerifolia 'Columbia'
Size: 40' Tall x 30' Wide



Cordyline australis

SHRUBS



Erigeron karvinskianus



Dietes iridioides 'John's Runner'



Salvia greggi 'Alba'



Lomandra longifolia 'Nyalla'



Salvia microphylla 'Hot Lips'



Juncus pallidus



Juncus patens



Cordyline indivisia



Lomandra longifolia 'Breeze'

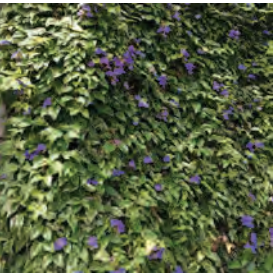


Cordyline australis 'Can Can'



Chondropetalum tectorum

VINES



Thunbergia grandiflora

PODIUM

TREES



B.nigra 'Duraheat'
Size: 25' Tall x 20' Wide

SHRUBS



Salvia microphylla 'Hot Lips'



Dietes iridioides 'John's Runner'



Salvia greggi 'Alba'



Salvia greggii 'Pink'



Cordyline australis 'Can Can'

NOTE: All Landscape Planting Palette conforms to goals established by San Francisco Bio-diversity Policy Resolution 004-17-COE

BUILDING FRONTAGES

**PAVING &
SITE WALLS**



INTEGRAL COLOR CONCRETE PAVING
COLOR: GRAPHITE



INTEGRAL COLOR CONCRETE PAVING
COLOR: PALMONIO



INTEGRAL COLOR CONCRETE
GARDEN WALL
COLOR: GRAPHITE



INTEGRAL COLOR CONCRETE
GARDEN WALL
COLOR: PALOMINO

PODIUM

**PAVING &
SITE WALLS**



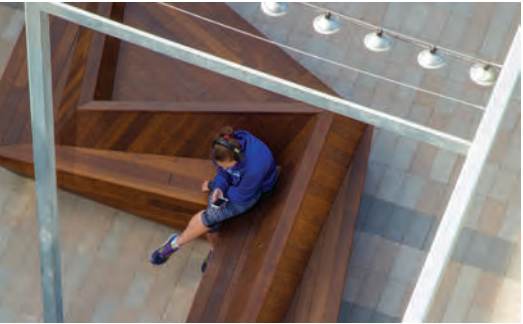
MANUF: BELGARD
COLOR: FOUNDRY
FINISH: GROUND FACE
SIZE: 4"X8"
PATTERN: RUNNING BOND



SYNTHETIC TURF LAWN

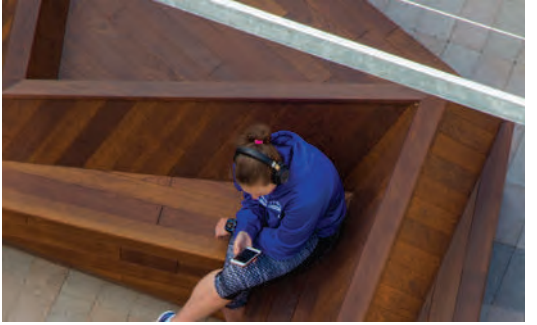


MANUF: QCP, MODEL: HEXED
COLOR: LATTE
FINISH: NATURAL
SIZE: 24"X16"
PATTERN: FACTORY SPECIFIC

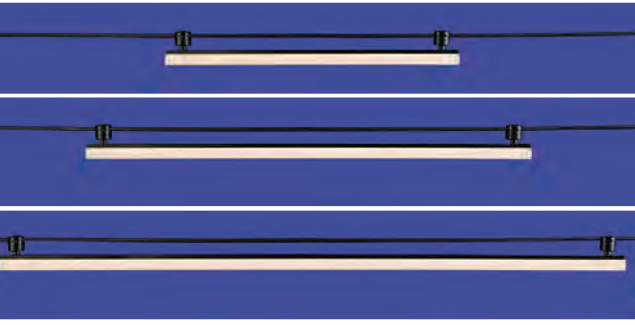


CUSTOM WOODEN GARDEN
SEAT WALL

**SITE
FURNISHINGS**



CUSTOM WOODEN PLATFORM



CATENARY LIGHTING AND POLES
HEIGHT: VARIES, MIN 12'-0" MAX 18'-0", SEE LIGHTING DRAWINGS

L5.04

HPS1 BLOCK 56 (OCII) | MATERIALS PALETTE - OVERALL

SAN FRANCISCO, CA | 03/23/2021





1. RAISED WOODEN PLATFORM



2. SHARED LAWN



3. MID-BLOCK PASSAGE



4. FAMILY COUCH

KEY





HPS1 BLOCK 56 (OCII)| SITE LIGHTING

SAN FRANCISCO, CA | 03/23/2021



EL1.0

Attachment C
Professional Services Contracting Summary

HPSY Block 56

Professional Consultant List

					<i>For Informational Purposes Only</i>			
Consultant	Discipline	Fee	SBE	SF-SBE	MBE	M/WBE	WBE	Ethnicity**
CSDA Design Group	Acoustic	\$23,000	\$23,000			\$ -		
Van Meter Williams Pollack (In association with KMA)	Architect	\$817,382						
Kerman Morris Associates (KMA)	Associate Architect	\$372,618	\$1,190,000	\$ 1,190,000			\$ 1,190,000	
Luk and Associates	Civil Engineering	\$68,000	\$68,000			\$ 68,000		Asian-Pac
Luk and Associates	Civil Survey	\$19,000	\$19,000			\$ 19,000		Asian-Pac
Langan + Acumen Industrial	Environmental, Phase II, SMP,	\$164,250	\$164,250	\$ 164,250				
Regent Construction Management LLC	Construction Manager/Owner's Rep	\$153,195	\$153,195	\$ 153,195	\$ 153,195			Latino
EDesignC	Electrical	\$122,250	\$122,250	\$ 122,250		\$ 122,250		Latino
Redwood Energy	Energy Modeling/T24	\$14,250	\$14,250					
Langan + Divis Industrial	Geotechnical	\$81,900	\$81,900	\$ 81,900				
Redwood Energy	GPR	\$31,750	\$31,750					
Fletcher Studio	Landscape	\$115,000	\$115,000	\$ 115,000				
WDAL	Lighting	\$44,420	\$44,420	\$ 44,420			\$ 44,420	
EDesignC	IT/Communications/Security (Low Voltage)		\$0			\$ -		Latin
Newport Realty Advisors	Market Study	\$13,000	\$13,000	\$ 13,000	\$ 13,000			Latin
MHC Engineers	Mechanical, Plumbing, Fire	\$200,000	\$200,000	\$ 200,000	\$ 200,000			Asian-Pac
Scaffold Testing and Inspection Co	OSHA/OPOS (Building Maintenance System)	\$16,000	\$16,000					
CalSolar	Solar PV	\$12,500						
Topflight	Specifications	\$41,000	\$41,000	\$ 41,000				
OLMM	Structural	\$115,000	\$115,000	\$ 115,000	\$ 115,000			SE Asian
American Trash Management	Trash Consultant	\$17,000	\$17,000					
UDCE	Utility/Joint Trench	TBD	TBD		TBD			Asian-Pac
Steelhead Engineers	Waterproofing	\$41,400	\$41,400					
Total		\$2,482,915	\$2,470,415	\$ 2,240,015	\$ 481,195	\$ 209,250	\$ 1,234,420	\$ 1,190,000
% of Total Fees		100%	99.5%	90.2%	19.4%	8.4%	49.0%	48.2%

* Full SBE credit is granted to joint ventures and associations where the SBE partner performs at least 35% of the joint venture or association agreement.

** Ethnicity and/or gender data were gathered from third-party sources and presented for informational purposes only. Such data have not been verified.

Attachment D: Professional Services Firm Biographies

KERMAN MORRIS ARCHITECTS LLP (Associate Architect)

Established in 1994, Kerman Morris Architects is a small, woman-owned business recognized by the City and County of San Francisco as a Green Business. The firm brings a deep commitment to excellence in design and creating responsive, well-crafted places for living and working. Our practice specializes in a range of residential developments, including infill housing, affordable housing, custom homes, and mixed-use projects as well as developing projects themselves.

Weller Design Architectural Lighting (WDAL) (Architectural Lighting)

Weller Design Architectural Lighting is a woman-owned business with over 20 years of expertise to both residential and commercial lighting projects. The LEED certified team has experience which encompasses architectural lighting and construction management as well as electrical engineering. It is this understanding of the built environment that allows us to have a unique and efficient approach to each project.

EDesignC (Electrical & Low Voltage)

The minority and woman-owned firm was founded in 2008 to provide collaborative and innovative engineering solutions for the built environment. EDesignC Inc. values and supports work/life balance, communal ownership, and regional workplaces utilizing local staff and resources.

MHC Engineers (Mechanical, Plumbing, & Fire Protection Engineer)

MHC Engineers, a minority owned firm was founded on the belief that the best solution requires more than just meeting the bottom line. In our engineering design, we work dynamically with our clients to meet their specific set of contextual needs from site and sustainability to acoustics and user specific design. We do not cut-and-paste solutions. MHC Engineers' mission is to foster an environment where the entire team is ready and able to exceed their goals. All project design decisions are discussed, critically evaluated, and revised by the entire project team while maintaining constant communication with the client. Our emphasis is on high quality processes that produce high quality results.

OLMM (Structural Engineer)

OLMM Consulting Engineers, a local minority owned business is a reputable and award-winning structural engineering firm with offices in San Francisco and Oakland. We provide complete structural design, seismic analysis, and retrofit design services to both public and private sector clients. Firm is highly disciplined and has always prided itself in meeting schedules and bringing in projects within established budgets. Our solutions to structural challenges are not only imaginative and innovative but also practical and cost-effective. Our contributions have helped achieve LEED and Green Point certification for major projects.

Regent Construction Management LLC (Construction Manager/Owner's Representative)

This company is a minority owned business that has been in business for 27 years. I have built, managed, estimated, or consulted on a wide variety of projects throughout the Bay Area, Sacramento, Napa Valley, and parts of the Central Valley. In 2007, I established Regent Construction Management, LLC. Prior to establishing Regent, I worked for Cahill Contractors, Inc., one of San Francisco's leading and most reputable General Contractors. While at Cahill I held positions ranging from hands on Field Engineer, to Pre-Con Estimator/Project Manager and for the last 6 years I served as Sr. Project Manager, overseeing multiple teams, and earning a reputation for hands on involvement and attention to detail. Regent Construction Management incorporates into the project team and provides services necessary to keep Pre-Construction, Construction and Turn Over successfully moving forward, on schedule and budget.

Newport Realty Advisors (Market Study)

Newport Realty Advisors LLC is a Real Estate Consulting Firm providing Economic and Market Advisory Services to Financial Institutions, Public Agencies, Private Real Estate Investment Firms, Syndicators, Equity Partners, Debt Lenders, Not-For-Profit Development Firms and Market Rate Developers throughout California. Newport Realty

Attachment D: Professional Services Firm Biographies

Advisors provide clients with a highly competitive advantage in today's marketplace by applying analytically based quantitative methodologies and market-driven qualitative results as a means of deriving investment conclusions. Research methodologies are predicated on our fundamental understanding of real estate cycles, competition and supply and demand market conditions.