THE SHIPYARD
BLOCKS 56 & 57

SUCCESSOR AGENCY TO THE
REDEVELOPMENT AGENCY OF THE CITY
OF SAN FRANCISCO
SCHEMATIC DESIGN
SUBMITTAL
OCT. 30, 2014
PROJECT TEAM:

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SAN FRANCISCO, CA 94103
Phone: (415) 431-0394
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Basis of Design

The design approach for both blocks 45 and 57 intends to create a cohesive interactive community on the hilltop in four residential buildings with many varying components. Innes Avenue is a central spine that leads from Gateway at blocks 50 and 51 to Innes Court Park at the center of our project culminating at the Hilltop Point Park.

Coleman Street connects into Kestrel Place and Innes Court creating a strong connection from the neighboring blocks into Innes Court Park while reinforcing the gateway effect and maintaining individuality for each of the four buildings on the two blocks 58 and 59. This creates a sense of place on either side of the central spine for this hilltop community with 360 degree views.

Each of the buildings on blocks 56 and 57 have been individually developed to provide modulation required by the design for Development (D for D). The layout of the blocks opens the buildings to maximize views and access to natural light while taking advantage of the naturally sloped site. The interior spaces of the residential units are efficient in design with living spaces oriented to the light and views. The courts at podium level created by the C shaped buildings allow common open space opportunities that can be a nice private gathering area for the residents within the buildings. The residential units are placed in a configuration to provide view opportunities for maximum number of units. On block 57B, upper levels of Building 2 are higher than the adjacent building allowing all the upper floors a clear view. On blocks 56A and 57A, buildings 4 and 3 respectively are oriented to allow views in all directions towards the bay.

The linear Innes Court Park as the central spine of the hilltop community is a gathering and play space for the community. Buildings 2, 3 and 4 have linear porches at grade level that open out to Innes Court Park allowing residents a visual connection to the play areas creating a community space that promotes interaction between residents and yet is set back from the loop street that surrounds the park. The porches also act as an extension of the living space to the outdoors and a unique architectural element for ground level articulation.

Kestrel Place provides a connection to the garages entrances in Building 1, 2 and 3. The street is private in nature for residents designed to provide a pedestrian scale plaza like appearance with zero curb sidewalks at entrances to Building 1 Lobby and accessible residential units in Building 2.

Compliance with the Design for Development (D for D)

Refer to Sheets A0.2A, A0.02A, A0.02B

Size and Use of Proposed Facilities

Density: The proposed density for Block 57 is based on the overall site area of 1.09 acres. This site provides 90 dwelling units/acre. The site area for Block 56A is 0.45 acres. This site provides 80 dwelling units/acre.

Site Coverage: The maximum allowable building coverage per D for D is 70%. Buildings 1, 2 and 3 are located on Blocks 57B, North and South and 57A respectively. The combined block area excluding building footprint total coverage is 69.53%. This total is under the D for D requirement of 70%.

The coverage on Block 56A is 68% which is also under the D for D requirement of 70%. This building footprint area and data is included Sheet A0.02B.

The building height on each building is within the 45 foot height limitation. The height for Building 3 and 4 is measured from Innes Court.

Modulation

The D for D requires a modulation of architectural articulation and rhythm ranging from 25 to 27 feet for flats buildings and 32 feet for corner buildings. Our proposed modulation varies from 12 to 32 feet.

The intent of this guideline is to provide a varied and well designed urban landscape.

Vehicle and Bicycle Parking, Loading Zone

Private secured parking is provided for residents within an enclosed garage. The parking summary is shown on the D for D compliance tables on the sheets reference above. Each unit is provided with 1 parking space and for each 25 parking spaces there is 1 accessible parking stall within each building.

Standard and compact stalls are provided but never a ratio greater than 50.

Bicycle parking is required at 1 per every 4 units. Secured bicycle storage rooms are provided in each building within the garage in each building.

Loading spaces are not required as the floor area per building does not exceed 100,000 sf. Therefore per the D for D guidelines a loading space is not required.

Open Space Compliance

The D for D requires that 10% of minimum of usable, easily accessible open space be provided per dwelling unit. The overall open space required per building is provided as a combination of private and common open space. Each building has a centrally located landscaped common open space for residents on the podium level. Additionally private porches minimum 6 feet deep and 36 sf minimum which are located as porches on the grade level. Additionally, a few private decks located at the podium level and adjacent to common courtyard open space.

Green Building

All buildings will be reviewed by a Greenpoint Rater to achieve the minimum minimum requirement of the City of San Francisco, as well as the strategies mentioned in the D for D.

Principal Building Materials and Finishes

The materials palette used for the buildings on both blocks will consist of light gray exterior cement plaster, horizontal cementitious siding, brick veneer along with accents with smooth painted break metal panels and smooth plaster. The windows will be thermally broken aluminum clad windows at the exterior street facades and vinyl at select locations in the interior courts. The aluminum clad windows will have an oxidized finish. At some key locations we will have smooth break metal spandrel panels to match to a storefront like look. The entry doors will have an oxidized aluminum finish to match the windows with full lite glass infill. The garage doors will be metal and the railings will be metal cable and the porch roof will be metal standing seam.

The buildings will be painted in different palettes that complement each other to create a harmonious project.

Building 1 and 4 will use the same palette while Building 2 and 3 have individual palettes. Common building materials and elements will create a cohesive design.

Construction Type

The garage level will be Type IA construction with the podium level and above of Type IA construction.

Proposed Structural System

The proposed structural assembly will include the following systems:

Roof Framing: The roof framing will consist of 10 or 12 foot spans at 18 inch bearing on select walls below. Joists to slope or utilize a built up sloping system. Roof sheathing to be 5/8" plywood or OSB.

Floor Framing: The floor framing will consist of spanning on span of 10, 12, and 14" joists bearing on party walls, select interior walls and corridor walls. The typical joist size would be 12" with 14" joists needed on the large spans and 10 used at corridors. The floor sheathing shall be 5/8" plywood or OSB. Some large span steel beams will be required above some of the community areas and non-stackable party walls.

Courtyard Podium Level: The courtyard podium level shall consist of an 11" post tensioned concrete slab with a 4 to 5" step down at the courtyard deck area.

Parking Level: The partial subterranean parking level will typically consist of 10" thick concrete retaining walls at the perimeter with select 8" concrete interior walls. The interior columns will consist of 14" diameter concrete columns with spacing ranging for 20 to 30 feet on center. Exterior columns, where occurs, will be 14" square. Foundations are to be spread footing down to bedrock.
MECHANICAL, ELECTRICAL AND PLUMBING - BASIS OF DESIGN

HEATING, VENTILATING AND AIR CONDITIONING

CODES AND STANDARDS
I. California Mechanical Code 2013 Edition
II. California Building Code 2013 Edition
III. California Electrical Code 2013 Edition
IV. California Fire Code 2013 Edition
V. California Green Building Standards Code 2013 Edition
VI. California State Fire Marshal Requirements
VII. American National Standards Institute (ANSI)
VIII. ASHRAE Standards
IX. SAWMAA By-Law Construction Standards
X. National Fire Protection Association (NFPA)
XI. Underwriters Laboratories (UL)

OUTDOOR DESIGN CONDITIONS
Outdoor Design Conditions:
1. Summer: 76°F
2. Winter: 58°F

INDOOR DESIGN CONDITIONS
Indoor Design Conditions:
1. Residential Units/Condominiums:
   - Heating: 70°F minimum
   - Cooling: 80°F maximum
2. Other Rooms:
   - Heating: 72°F minimum, 68°F maximum
   - Cooling: 75°F, 72°F maximum
3. Fitness Rooms:
   - Heating: 78°F
   - Cooling: 75°F
4. Community Room:
   - Summer: 78°F
   - Winter: 75°F
5. Ventilation Rates as required by CBC 2006 and CBC 2010

UNIT HEATING
I. Heating for each residential unit shall be provided via hot water fan coils located within selfs ducted to each room.
II. These fan coils shall be controlled via digital programmable thermostat.
III. Hot water shall be provided via central boiler system (See: PLUMBING).

EXHAUST
I. Bathrooms shall be exhausted via two-speed bathroom exhaust fans controlled via humidistat. Exhaust ducts within 3'-1/2"x10" rectangular ducts within wall stud bay, up to roof.
II. Kitchen hoods within each unit shall be ducted to exterior via 3'-1/2"x40" rectangular ducts wall stud bay, up to roof.
III. Driers within each unit shall be exhausted to the exterior via 3'-1/2"x10" rectangular ducts within stud bay, up to roof. There shall be no metal sleeves for dryer ductwork.

RESIDENTIAL OUTSIDE AIR
I. OPTION 1: Ventilation shall be provided via 2 ducts located within each bedroom and living room. Air shall be in-directly drawn in via bathroom exhaust fans running continuously at low speed.
II. OPTION 2: 2 ventilation shall be provided via Panasonic type Heat Recovery Ventilator (HRV), ducted from the exterior and in conjunction with exhaust ductwork.
III. OPTION 3: Ventilation shall be provided via outside air ducts, ducted to the return side of each hot water fan coil.

CORRIDOR AND LOBBY SYSTEMS
I. Corridors and lobbies shall be heated and ventilated via ducted hot water fan coils, located in dropped soffits adjacent to exterior walls.
II. Exit air shall be filtered.
III. Relief air shall either be provided via barometric relief dampers on exterior walls/recessed as possible.
IV. Where not possible, relief air shall be provided via dedicated shunts to the roof.

ELECTRICAL

CODES AND STANDARDS
I. California Electrical Code 2013 Edition
II. California Building Code 2013 Edition
III. California Fire Code 2013 Edition
IV. Underwriters Laboratories (UL)

SERVICE
I. The electrical service with be calculated and sized with Owner Architect provided equipment list and typical appliances.
II. A margin of 10% overrate shall be provided to accommodate future growth.
III. Location of Service Entry shall be coordinated with Civil Engineering drawings.
IV. Location of Main switch gear shall be coordinated with Civil Engineer and Architect.

ELECTRICAL DISTRIBUTION
I. A separate utility meter shall be provided for each residential unit.
II. A single house utility meter shall be provided for building utility and equipment.
III. Plans shall indicate distribution of power to receptacles, lighting, and HVAC equipment in all residential units and common areas.

FIRE ALARM DESIGN (BUILDING)
I. Fire alarm systems shall be designed and installed by others.
II. Electrical drawings shall indicate "spots and dots" for fire alarm device only.

PLUMBING

CODES AND STANDARDS
II. California Building Code 2013 Edition
III. California Energy Code 2013 Edition
IV. California Green Building Standards Code 2013 Edition

SCOPE
I. Sanitary waste and vent systems.
II. Storm Drainage systems.
III. Domestic cold water system.
IV. Central Combined Heating/Domestic hot water supply and return system.
V. Plumbing fixtures.
VI. Natural Gas

SANITARY WASTE AND VENT SYSTEMS
I. A sanitary waste and vent system shall be provided for waste producing fixtures and equipment. All waste shall be provided with a trap and vented to atmosphere.
II. Sanitary sewer system shall be gravity sloped at a minimum of 1:4 pitch.
III. Sanitary sewer service for each building shall be coordinated with Civil Engineer.

STORM DRAINAGE SYSTEM
Storm drainage service for each building shall be coordinated with Civil Engineer.

DOMESTIC COLD WATER SYSTEM
I. A single domestic water service shall be provided to each building in coordination with the Civil Engineer.

WATER SUPPLY AND RETURN SYSTEM
I. A central gas-fired, high efficiency, boiler shall provide domestic and space heating hot water for each building.
II. Hot water temperature will not exceed 120°F.
III. Hot water shall be piped via recirculation loop configuration to hot water fixtures.
IV. Space heating and Domestic hot water heating risers shall be separated.
V. Space heating hot water shall be provided to each heating hot water fan coil in both residential and common areas.
VI. Space heating hot water risers shall be provided with solenoid valves for automatic shut-off, based on interior temperature.

PLUMBING FIXTURES
I. Plumbing fixtures shall comply with California AB 1953 requirements.
II. Plumbing fixtures and controls will be low flow water conservation type compliance with California Green Building Standards Code.
III. Water closets will be stainless steel with wall hung, low-flow gpf flushometer type.

NATURAL GAS
I. A single common gas meter shall be provided for each building.
II. This gas meter shall serve the central combined domestic hot water system.
III. It is noted that ROGE shall limit the number of gas burning appliances in each residential unit to one single non-vented gas appliance.

PROGRAM STATEMENT
The Shipyard - Blocks 56 & 57
San Francisco, California

A0.03b
10/30/2014
## Block 57 Summary (Building 1, 2 & 3)

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<td>2,500 sf min.</td>
<td>13,702 sf</td>
<td>0.31 acres</td>
<td>(54.67+45.67+54.67)x54.54=13,701.4</td>
<td>2,500 sf min.</td>
<td>13,702 sf</td>
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<td>13,947 sf</td>
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<td>Private Port #1</td>
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<td>Private Terrace #1</td>
<td>100 sf</td>
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<td>Offstreet Parking</td>
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<td></td>
</tr>
<tr>
<td>Standard</td>
<td>Max. 2 per DU</td>
<td>26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disabled</td>
<td>1 per 25 spaces</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact</td>
<td>50% Max.</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>29</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Size</td>
<td>160 sf</td>
<td>9 ft x 18 ft (162 sf)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact Size</td>
<td>117.5 sf</td>
<td>8.5 ft x 16 ft (139 sf)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td>1 per 4 units</td>
<td>8</td>
<td>2 ft x 6 ft, min</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**PROJECT DATA MATRIX**

**The Shipyard - Blocks 56 & 57**

San Francisco, California

**A0.02**

10/30/2014
<table>
<thead>
<tr>
<th>Design Standard</th>
<th>Requirement per DDU</th>
<th>Provided</th>
<th>Acres</th>
<th>Notes</th>
<th>Design Standard</th>
<th>Requirement per DDU</th>
<th>Provided</th>
<th>Acres</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Size</td>
<td>2,900 sf</td>
<td>3,847 sf</td>
<td>0.32 acres</td>
<td>54.67+54.67+54.67+63.04+13,547 sf</td>
<td>Lot Size</td>
<td>2,900 sf</td>
<td>19,792 sf</td>
<td>4.45 acres</td>
<td>200' x 98.95' x 19,792 sf</td>
</tr>
<tr>
<td>Area Coverage</td>
<td>67%</td>
<td>939%</td>
<td>0.21 acres</td>
<td></td>
<td>Area Coverage</td>
<td>68%</td>
<td>13,547 sf</td>
<td>0.31 acres</td>
<td></td>
</tr>
<tr>
<td>Density, total DU</td>
<td>91 DU/acre</td>
<td>97 DU/acre</td>
<td></td>
<td></td>
<td>Density, total DU</td>
<td>38 DU/acre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density per Acre</td>
<td>70 DU/acre</td>
<td>70 DU/acre</td>
<td></td>
<td></td>
<td>Density per Acre</td>
<td>80 DU/acre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Setbacks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Setbacks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (Cotton Court)</td>
<td>3' 0” tp 10”</td>
<td>9”</td>
<td></td>
<td>3” DDU, for corner lots held edge to prop line</td>
<td>Front (Cotton Court)</td>
<td>3’ 0” tp 10’</td>
<td>4’ 6” tp 10’”</td>
<td>3” DDU, for corner lots held edge to prop line</td>
<td></td>
</tr>
<tr>
<td>Side (Kestrel Place)</td>
<td>None</td>
<td>0”</td>
<td></td>
<td>None</td>
<td>Side (Kestrel Place)</td>
<td>None</td>
<td>0”</td>
<td>None</td>
<td>Final Map</td>
</tr>
<tr>
<td>Rear (Kestrel Place)</td>
<td>None</td>
<td>0”</td>
<td></td>
<td>None</td>
<td>Rear (Kestrel Place)</td>
<td>None</td>
<td>0”</td>
<td>None</td>
<td>Final Map</td>
</tr>
<tr>
<td>Building Height</td>
<td>45 feet</td>
<td>44’ 10”</td>
<td>Measured from EVAE</td>
<td>45 feet</td>
<td>Building Height</td>
<td>45 feet</td>
<td>44’ 10”</td>
<td>Measured from EVAE</td>
<td></td>
</tr>
<tr>
<td>Bulk</td>
<td>None</td>
<td>Not Applicable</td>
<td>Street Frontage slope is 5%</td>
<td>Bulk</td>
<td>None</td>
<td>Not Applicable</td>
<td>Street Frontage slope is 5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td>Minimum Required: 3,438 sf</td>
<td>3,438 sf</td>
<td>1.16 sf min. per unit (Total 31 units)</td>
<td>Open Space</td>
<td>Minimum Required: 1,600 sf</td>
<td>1,600 sf</td>
<td>1.16 sf min. per unit (Total 31 units)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common Courtyard</td>
<td>1,616 sf</td>
<td>1,052 sf</td>
<td>9.38 sf</td>
<td>25’x50’</td>
<td>Common Courtyard</td>
<td>1,616 sf</td>
<td>1,052 sf</td>
<td>9.38 sf</td>
<td>25’x50’</td>
</tr>
<tr>
<td>Parking</td>
<td>Total</td>
<td>2,495 sf</td>
<td>27.05 sf</td>
<td></td>
<td>Parking</td>
<td>Total</td>
<td>2,495 sf</td>
<td>27.05 sf</td>
<td></td>
</tr>
<tr>
<td>Offsite Parking</td>
<td>Max. 2 per DU</td>
<td>31 x 0.2’ = 6.2’</td>
<td></td>
<td></td>
<td>Offsite Parking</td>
<td>Max. 2 per DU</td>
<td>36 x 0.2’ = 7.2’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>Max. 2 per DU</td>
<td>28</td>
<td></td>
<td></td>
<td>Standard</td>
<td>Max. 2 per DU</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disabled</td>
<td>Total 29 standard Size Parking</td>
<td>29</td>
<td></td>
<td></td>
<td>Disabled</td>
<td>Total 32 standard Size Parking</td>
<td>32</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact</td>
<td>50% Max.</td>
<td>2</td>
<td></td>
<td></td>
<td>Compact</td>
<td>50% Max.</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>160 sf</td>
<td>9 ft x 18 ft (162 sf)</td>
<td></td>
<td></td>
<td>Total</td>
<td>160 sf</td>
<td>9 ft x 18 ft (162 sf)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td>1 per 4 units</td>
<td>8</td>
<td>2 ft x 6 ft min</td>
<td>Bicycle</td>
<td>1 per 4 units</td>
<td>9</td>
<td>2 ft x 6 ft min</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Block 56A Lot - Building 4

<table>
<thead>
<tr>
<th>Design Standard</th>
<th>Requirement per DU</th>
<th>Provided</th>
<th>Acres</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Size</td>
<td>2,500 sf</td>
<td>19,792 sf</td>
<td>0.45 acres</td>
<td>200' x 98.96' + 19,792 sf</td>
</tr>
<tr>
<td>Area Coverage</td>
<td>70% (97201 sf)</td>
<td>13,947 sf</td>
<td>0.33 acres</td>
<td></td>
</tr>
<tr>
<td>Density, total DU</td>
<td>80 DU/acre</td>
<td>80 DU/acre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density per Acre</td>
<td>70 DU/acre</td>
<td>80 DU/acre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Setbacks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (Innes Court)</td>
<td>8'0&quot; tp 10'0&quot;</td>
<td></td>
<td></td>
<td>D4D</td>
</tr>
<tr>
<td>Side (Colman Street)</td>
<td>None</td>
<td>0'0&quot;</td>
<td></td>
<td>D4D, for corner lots hold edge to proper line</td>
</tr>
<tr>
<td>Side (Kestrel Place)</td>
<td>None</td>
<td>0'0&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear (Kestrel Place)</td>
<td>None</td>
<td>0'0&quot;</td>
<td></td>
<td>Final Map</td>
</tr>
<tr>
<td>Building Height</td>
<td>49 feet</td>
<td>49'10&quot;</td>
<td></td>
<td>Measured from EAVK</td>
</tr>
<tr>
<td>Bulk</td>
<td>None</td>
<td>not applicable</td>
<td></td>
<td>Street frontage slope is &lt;5%</td>
</tr>
<tr>
<td>Open Space</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Required</td>
<td>3,400 sf</td>
<td>4,234 sf</td>
<td></td>
<td>400 sf min. per unit (Total 36 units)</td>
</tr>
<tr>
<td>Open Space Provided</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common</td>
<td>Qualified SQ</td>
<td>Actual SQ</td>
<td></td>
<td>Any combination of private/common space. Must be greater than 300 sq.</td>
</tr>
<tr>
<td>Courtyard</td>
<td>36.37 sf</td>
<td>36.37 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #1</td>
<td>83 sf</td>
<td>223 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #2</td>
<td>300 sf</td>
<td>939 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #3</td>
<td>300 sf</td>
<td>939 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #4</td>
<td>88 sf</td>
<td>119 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Courtyard #1</td>
<td>100 sf</td>
<td>135 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Courtyard #2</td>
<td>100 sf</td>
<td>143 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Courtyard #3</td>
<td>100 sf</td>
<td>215 sf</td>
<td></td>
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</tr>
<tr>
<td>Total</td>
<td>430 sf</td>
<td>539 sf</td>
<td></td>
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</tr>
<tr>
<td>Offstreet Parking</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Max. 2 per DU</td>
<td>36 x 0.25 x 0.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>Max. 2 per DU</td>
<td>38</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disabled</td>
<td>1 per 25 spaces</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact</td>
<td>50% Max.</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>46</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Size</td>
<td>160 sf</td>
<td>9 ft x 18 ft (163 sf)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact Size</td>
<td>127.5 sf</td>
<td>8.5 ft x 16 ft (136 sf)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td>1 per 4 units</td>
<td>9</td>
<td>2 ft x 6 ft. min</td>
<td></td>
</tr>
</tbody>
</table>
## Project Information

**Building:**
- Project: Block 56 / 57
- 4 Buildings

### Building 1 (Block 57 North)

- **Area:** Required
- **Area:** Prohibited

### CSC 100A.3

#### Vacancy Factors

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Vacancy Factor</th>
<th>Gross Building Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1 1/2</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
<tr>
<td>L1</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
<tr>
<td>L2</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
<tr>
<td>L3</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
<tr>
<td>Total</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
</tbody>
</table>

### Building 2 (Block 57 South)

- **Area:** Required
- **Area:** Prohibited

### CSC 100A.3

#### Vacancy Factors

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Vacancy Factor</th>
<th>Gross Building Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1 1/2</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
<tr>
<td>L1</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
<tr>
<td>L2</td>
<td>25%</td>
<td>13,400 SF</td>
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<tr>
<td>L3</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
<tr>
<td>Total</td>
<td>25%</td>
<td>13,400 SF</td>
</tr>
</tbody>
</table>

### Setback

<table>
<thead>
<tr>
<th>Back Grade</th>
<th>Lot Line</th>
<th>Lot Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building North Side</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Building East Side</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Building South Side (Internal)</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Building West Side (Internal)</td>
<td>20'</td>
<td>20'</td>
</tr>
</tbody>
</table>

## UNIT MIX MATRIX

**The Shipyard - Blocks 56 & 57**

San Francisco, California

A0.03

10/30/2014
The Shipyard - Blocks 56 & 57
San Francisco, California
KENNEDY PLACE SOUTH
SCALE: 1" = 20'

SECTION 1, SEE SHEET L0.02
SCALE: 1" = 16'

SECTION 2, SEE SHEET L0.02
SCALE: 1" = 16'

SECTION 3, SEE SHEET L0.02
SCALE: 1" = 16'

SECTION 4, SEE SHEET L0.02
SCALE: 1" = 16'

SECTION 5, SEE SHEET L0.03
SCALE: 1" = 16'

The Shipyard Blocks 56 & 57
San Francisco, California
BUILDING 4 (BLOCK 56A)

PROPOSED GAS REGULATOR/METER
- HOD 50F
- SERVICE FEED FOR BLOCK 4
- J.T. CONTRACTOR TO INSTALL PSE&G GAS SERVICE.

PROPOSED COMMUNICATION MPOE
- SERVICE FEED FOR BLOCK 4
- TELEPHONE AND CATV SERVICE REQUIRED.

PROPOSED ELECTRICAL ROOM
- 4/0 BVR 125/250 4G 4AWG
- SERVICE FEED FOR BLOCK 4
- TELEPHONE SERVICE REQUIRED.
- J.T. CONTRACTOR TO INSTALL PSE&G SERVICE CABLE.

The Shipyard - Blocks 56 & 57
San Francisco, California

Building 4 - Schematic Dry Utility Plan
10/30/2014
NOTE:
KESTREL PLACE CONTOURS ARE SHOWN AT 0.5' AND 1' CONTOUR INTERVAL TO PROVIDE DETAIL TO THE GRADING.
NOTE:
KESTREL PLACE CONTOURS ARE SHOWN AT 0.5' AND 1' CONTOUR INTERVAL TO PROVIDE DETAIL TO THE GRADING.

BUILDING 3 - SCHEMATIC GRADING PLAN

The Shipyard - Blocks 56 & 57
San Francisco, California

10/30/2014
1. Overall North Elevation From Kennedy Place  
   1/32" = 1'-0" 

2. Overall East Elevation From Hillpoint Park  
   1/32" = 1'-0"
OVERALL PROJECT MATERIAL BOARD (PART 1)

1. PAINTED EXTERIOR CEMENT PLASTER
2. HORIZONTAL CEMENTITIOUS SIDING PANEL
3. BRICK VENEER
4. ALUMINUM RESIDENTIAL WINDOWS
5. VINYL PUNCHED WINDOWS
6. ALUMINUM STOREFRONT
7. PAINTED METAL FASCIA
8. METAL STANDING SEAM AWNINGS
9. PAINTED METAL CORING / FLASHING
10. METAL BRISÉ-SOLEIL WITH PERFORATED METAL
11. PAINTED TUBE STEEL POSTS
12. METAL CABLE RAILINGS
13. NOT USED
14. ALUMINUM & FULL LITE GLASS RESIDENTIAL ENTRY DOORS
15. METAL GRILLE WORK (PARKING SCREEN)
16. CONCRETE (POD IUM SLAB EXTENSIONS)
17. NOT USED
18. NOT USED
19. METAL GARAGE DOOR

The Shipyards - Blocks 56 & 57
San Francisco, California

Lennar Urban

A0.12 10/30/2014
The Shipyard - Blocks 56 & 57
San Francisco, California

MATERIALS LEGEND
1. PAINTED EXTERIOR CEMENT PLASTER
2. HORIZONTAL, CEMENTOUS SIDING PANEL
3. BRICK VENEER
4. ALUMINUM RESIDENTIAL WINDOWS
5. ALUMINUM STOREFRONT
6. METAL SIDING
7. PAINTED METAL FASCIA
8. METAL STANDING SEAM AWNINGS
9. PAINTED METAL CAPPING / FLASHING
10. METAL BRISE-SOLEIL WITH PERFORATED METAL
11. PAINTED TUBE STEEL POSTS
12. METAL CABLE RAILINGS
13. BREAK METAL TRIM
14. ALUMINUM AND FULL LITE GLASS ENTRY DOOR
15. METAL GRILLE WORK
16. CONCRETE
17. SMOOTH PLASTER VERTICAL FIN
18. SMOOTH CEMENT PLASTER CANOPY
19. METAL GARAGE DOOR
20. STAIRS, SEE LANDSCAPE FOR MATERIALS
21. BOARD-FORMED CONCRETE
The Shipyard - Blocks 56 & 57
San Francisco, California

BDG 2 - LEVEL 2
1/16" = 1'-0"
BUILDING 2 - LEVEL 2
FLOOR PLAN
A2.2.1
10/30/2014
The Shipyard - Blocks 56 & 57
San Francisco, California

MATERIALS LEGEND
1. PAINTED EXTERIOR CEMENT PLASTER
2. HORIZONTAL CEMENTOUS SIDING PANEL
3. BRICK VENEER
4. ALUMINUM RESIDENTIAL WINDOWS
5. ALUMINUM STOREFRONT
6. METAL SIDING
7. PAINTED METAL FASCIA
8. METAL STANDING SEAM AWNINGS
9. PAINTED METAL COPING / FLASHING
10. METAL BRISE-SOLEIL WITH PERFORATED METAL
11. PAINTED TUBE STEEL POSTS
12. METAL CABLE RAILINGS
13. BREAK METAL TRIM
14. ALUMINUM AND FULL LITE GLASS ENTRY DOOR
15. METAL GRILLE WORK
16. CONCRETE
17. SMOOTH PLASTER VERTICAL FIN
18. SMOOTH CEMENT PLASTER CANOPY
19. METAL GARAGE DOOR
20. STAIRS, SEE LANDSCAPE FOR MATERIALS
21. BOARD-FORMED CONCRETE
The Shipyard - Blocks 56 & 57
San Francisco, California