SUCCESSOR AGENCY TO THE
REDEVELOPMENT
AGENCY OF THE CITY
OF SAN FRANCISCO
SCHEMATIC DESIGN
SUBMITTAL
APRIL 19, 2013

The Shipyard - Blocks 56 & 57
San Francisco, California
PROJECT TEAM:

Owner:
LENNAR URBAN
ONE CALIFORNIA STREET, SUITE 2700
SAN FRANCISCO, CA 94111
Phone: (415) 995-4811

ARCHITECT:
STEINBERG ARCHITECTS
98 BATTERY STREET, SUITE 300
SAN FRANCISCO, CA 94111
Phone: (415) 683-2000

ASSOCIATE ARCHITECT:
AE3 PARTNERS, INC.
400 MONTGOMERY STREET
SUITE 805
SAN FRANCISCO, CA 94104-1221
Phone: (415) 923-9991

STRUCTURAL ENGINEER:
MBC Structural Engineer
85 SECOND STREET, SUITE 501
SAN FRANCISCO, CA 94105
Phone: (415) 546-0431

MEP ENGINEER:
MHC Engineer, INC
150 8th STREET
SAN FRANCISCO, CA 94103
Phone: (415) 512-7141

CIVIL ENGINEER:
BKF
255 SHORELINE DR., SUITE 200
REDWOOD CITY, CA 94065
Phone: (650) 482-6300

ASSOCIATE CIVIL ENGINEER:
TELAMON ENGINEERING CONSULTANTS, INC
855 Folsom Street, Suite 142
San Francisco, CA 94107
Phone: (415) 837-1354

LANDSCAPE ARCHITECT:
PGAdesign inc.
444 17th STREET,
SANTA MONICA, CA 90401
Phone: (310) 465-1284

ASSOCIATE LANDSCAPE ARCHITECT:
CLIFF LOWE ASSOCIATES (CLA)
1175 FOLSOM STREET, FLOOR 2,
SAN FRANCISCO, CA 94103
Phone: (415) 431-0394

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Phone: (415) 995-4811

Structural Engineer:
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SAN FRANCISCO, CA 94105
Phone: (415) 546-0431

Mechanical, Electrical, and Plumbing Engineer:
MHC Engineer, INC
150 8th STREET
SAN FRANCISCO, CA 94103
Phone: (415) 512-7141

Civil Engineer:
BKF
255 SHORELINE DR., SUITE 200
REDWOOD CITY, CA 94065
Phone: (650) 482-6300

Associate Civil Engineer:
TELAMON ENGINEERING CONSULTANTS, INC
855 Folsom Street, Suite 142
San Francisco, CA 94107
Phone: (415) 837-1354

Landscape Architect:
PGAdesign inc.
444 17th STREET,
SANTA MONICA, CA 90401
Phone: (310) 465-1284

Associate Landscape Architect:
CLIFF LOWE ASSOCIATES (CLA)
1175 FOLSOM STREET, FLOOR 2,
SAN FRANCISCO, CA 94103
Phone: (415) 431-0394

The Shipyard - Blocks 56 & 57
San Francisco, California
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The Shipyard - Blocks 56 & 57
San Francisco, California
BASIS OF DESIGN

The design approach for both blocks 56 and 57 intend 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 56 and 57. 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 oriented 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 1 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 place and play area for the community. Buildings 2, 3 and 4 have linear porches at grade level that open up 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 garage 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 A0.2, A0.02A, A0.01A

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 65 dwelling units/acre. The site area for Block 56A is 0.45 acres. This site provides 62 dwelling units/acre.

Site coverage: The maximum allowable block coverage per D for D is 70%. Buildings 1, 2 and 3 are located on Blocks 57 B - North and South and 57A respectively. The combined blocks avail a building footprint total coverage of 69.93%. This as a combined total is under 70%.

The coverage on Block 56A is 68% which is also under the D for D requirement of 70%. This building footprint areas and data is included Sheet A-0.02.

The building height on each building is within the 45 feet 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 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 of 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 100sf 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 are located as porches on the grade level. Additionally, a few private decks are located at the podium level adjacent to common courtyard open space.

GREEN BUILDING

All buildings will be reviewed by a Green-point Rater to achieve the minimum=minimum requirement of the City of San Francisco. In addition to the suggestions mentioned in the D for D.

PRINCIPAL BUILDING MATERIALS AND FINISHES

The material palette used for the buildings on both blocks will consist of light dash exterior cement plaster, horizontal cementitious siding and 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 at the interior courts. The aluminum clad windows will have an anodized finish. At some key areas they will be detailed to have smooth break metal spandrel panels to match to a storefront like look. The entry doors will have an anodized aluminum finish to match the windows with full lite glass infill. The garage doors will be metal, 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 VA construction.

PROPOSED STRUCTURAL SYSTEM

The proposed structural assemblies will include the following systems:

Roof Framing: The roof framing will consist of 10 or 12" Joists at 16"o.c. bearing on select walls below. Joist to slope or utilize a built up sleeper system. Roof sheathing will be 5/8" plywood or OSB.

Floor Framing: The floor framing will consist (depending 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" joist needed on the large spans and 10 used at corridors. The floor sheathing shall be 1/2" plywood or OSB. Some large span steel beams will be required above some of the community rooms and non-stacking party walls.

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

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 to be spread footing to bedrock.

PROGRAM STATEMENT

A0.01a
MECHANICAL ELECTRICAL AND PLUMBING - BASIS OF DESIGN

HEATING, VENTILATING AND AIR CONDITIONING

CODES AND STANDARDS
i. California Mechanical Code 2010 Edition
vii. California State Fire Marshal Requirements.
ix. ASHRAE Standards.
xi. SMACNA Duct Construction Standards.

OUTDOOR DESIGN CONDITIONS

Outdoor Design Conditions:
1. Summer: 78°F
2. Winter: 38°F

INDOOR DESIGN CONDITIONS

Indoor Design Conditions:
1. Residential Units / Corridors / Lobby:
   - Heating: 72°F +/- 2°F
   - Cooling: 80°F maximum
2. Elevator Machine Rooms:
   - Heating: 72°F +/- 2°F
   - Cooling: 74°F +/- 2°F
3. Fitness Room:
   - Heating: 72°F +/- 2°F
4. Community Room:
   - Summer: 74°F +/- 2°F
   - Winter: 72°F +/- 2°F
   - Ventilation Rates as required by CBC 2010 and CMC 2010.

UNIT HEATING

- Heating for each residential unit shall be provided via hot water fan coils located within soffits ducted to each room.
- These fan coils shall be controlled via digital programmable thermostat.
- Hot water shall be provided via central boiler system (See PLUMBING).

EXHAUST

- Bathrooms shall be exhausted via two-speed bathroom exhaust fans controlled via humidistat. Exhaust ducts shall be within 3-1/4" x 10" rectangular ducts within wall stud bay, up to roof.
- Kitchens / hood systems shall be ducted to exterior via 3-1/4" x 10" rectangular ducts within wall stud bay, up to roof.
- Driers within each unit shall be exhausted to the exterior via 3-1/4" x 10" rectangular ducts within stud bay, up to roof. There shall be no sheet metal screws for dryer ductwork.

RESIDENTIAL OUTSIDE AIR

- OPTION 1: Ventilation shall be provided via Z-ducts located within each bedroom and living room. Air shall be in-directly drawn in via bathroom exhaust fans running continuously at low speed.
- OPTION 2: Ventilation shall be provided via Panasonic type Heat Recovery Ventilators (HRV), ducted from the exterior in conjunction with exhaust ductwork.
- 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

- Corridors and Lobbies shall be heated and ventilated via ducted hot water fan coils, located in dropped soffits adjacent to exterior walls.
- Outside air shall be filtered.
- Relief air shall be exhausted via ducted barometric relief dampers on exterior walls / roof where possible.
- Ventilators (HRV), ducted from the exterior and in conjunction with exhaust ductwork.

COMMUNITY AND FITNESS ROOMS

- Community and Fitness Rooms shall be provided with split system heat pumps for heating and cooling. Indoor fan coils shall be located within dropped ceilings, ducted to distribute air to each room.
- These systems shall be controlled via digital programmable thermostats.
- Outside air shall be provided via ductwork from the exterior to the return side of each fan coil.
- These systems shall have a minimum of 13 SEER efficiency rating.

ELECTRICAL

CODES AND STANDARDS
v. Underwriters Laboratories (UL).

SERVICE

- The electrical service with be calculated and sized with Owner / Architect provided equipment list and typical appliances.
- A margin of 10% oversize shall be provided to accommodate future growth.
- Location of Service Entry shall be coordinated with Civil Engineering drawings.
- Location of Main switchgear shall be coordinated with Civil Engineer and Architect.

ELECTRICAL DISTRIBUTION

- A separate utility meter shall be provided for each residential unit.
- A single house utility meter shall be provided for building utility and equipment.
- Plans shall indicated distribution of power to receptacles, lighting, and HVAC equipment in all residential units and common areas.

PLUMBING

CODES AND STANDARDS

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

- A sanitary waste and vent system will be provided for potable waste producing fixtures and equipment. All fixtures will be provided with a trapped vent to atmosphere.
- Sanitary sewer system will flow by gravity to a minimum of 1⁄4" pitch.
- Sanitary sewer service for each building shall be coordinated with Civil Engineer.

STORM DRAINAGE SYSTEMS

- Storm drainage service for each building shall be coordinated with Civil Engineer.

DOMESTIC COLD WATER SYSTEM

- A single domestic water service shall be provided to each building in coordination with the Civil Engineer.

HOT WATER SUPPLY AND RETURN SYSTEM

- A central gas-fired, high efficiency, boiler system shall provide domestic and space heating hot water for each building.
- Hot water temperature will not exceed 120°F.
- Hot water shall be piped in a recirculation loop configuration to minimize delay of hot water to fixtures.
- Space heating and Domestic Hot water heating risers shall be separated.
- Space heating hot water shall be provided with solenoid valves for automatic shut off, based on exterior temperature.

PLUMBING FIXTURES

- Plumbing fixtures shall comply with California AB 1953 Low lead requirements.
- Plumbing fixtures and controls will be low-flow conservational performance and complaint with California Green Building Standards Code.
- Water closets shall be vitreous china siphon jet wall hung, low consumption (0.12 GPF) flushometers type.

NATURAL GAS

- A single common gas meter shall be provided for each building.
- This gas meter shall serve the central combined domestic hot water system.
- It is noted that PGE shall limit the number of gas burning appliances in each residential unit to a single non-vented gas appliance.
### Block 57 Summary (Building 1, 2 & 3)

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#### Setbacks

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| Block 57 North - Building 1 | 9591 sf | 10,237 sf | 74.71% |
| Block 57 South - Building 2 | 9763 sf | 9,339 sf | 66.96% |
| Block 57A - Building 3 | 13454 sf | 13,347 sf | 68.43% |
| Total | 33209 sf | 33,123 sf | 69.82% |

#### Density, total DU

<table>
<thead>
<tr>
<th>Density per Acre</th>
<th>54 DU/acre</th>
</tr>
</thead>
</table>

| Block 57 North - Building 1 | 21 DU |
| Block 57 South - Building 2 | 21 DU |
| Block 57A - Building 3 | 28 DU |
| Total | 70 DU |

#### Density per Acre

| Block 57 North - Building 1 | 67 DU/Acre |
| Block 57 South - Building 2 | 66 DU/Acre |
| Block 57A - Building 3 | 62 DU/Acre |
| Average Total | 65 DU/Acre |

### Block 57B North Lot - Building 1

<table>
<thead>
<tr>
<th>Design Standard</th>
<th>Requirement per D4D</th>
<th>Provided</th>
<th>Acres</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Size</td>
<td>2,500 sf</td>
<td>13,702 sf</td>
<td>0.31 ac</td>
<td>54.67+54.67+54.67 X 83.34 = 13,701.4</td>
</tr>
<tr>
<td>Area Coverage</td>
<td>70% (59591 sf)</td>
<td>10,237 sf</td>
<td>0.24 ac</td>
<td>Over by 1,246 sf</td>
</tr>
<tr>
<td>Density, total DU</td>
<td>21 DU</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density per Acre</td>
<td>54 DU/acre</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Setbacks

| Front (Keystrel Place) | 0'-0'' |
| Side (Keystone Street) | None |
| Side (Keystrel Place) | None |
| Rear | None |
| Building Height | 45 feet |

#### Density, total DU

| Block 57 North - Building 1 | 21 DU |
| Block 57 South - Building 2 | 21 DU |
| Block 57A - Building 3 | 28 DU |
| Total | 70 DU |

#### Density per Acre

| Block 57 North - Building 1 | 67 DU/Acre |
| Block 57 South - Building 2 | 66 DU/Acre |
| Block 57A - Building 3 | 62 DU/Acre |
| Average Total | 65 DU/Acre |

#### Offstreet Parking

| Max. 2 per DU | 21 x 2.0 = 42 |
| Standard | Max. 2 per DU | 18 |
| Disabled | 1 per 25 spaces | 1 |
| Compact | 50% MAX. | 2 |
| Total | 21 |
| Standard Size | 160 sf |
| Compact Size | 127.5 sf |
| Bicycle | 1 per 4 units | 6 |

---

Steinberg Architects
AE3 Partners

Lennar Urban

The Shipyard - Blocks 56 & 57
San Francisco, California

PROJECT DATA MATRIX

AD.02
<table>
<thead>
<tr>
<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>2,500 sf</td>
<td>13,947 sf</td>
<td>0.32 acres</td>
<td></td>
</tr>
<tr>
<td>Area Coverage</td>
<td>70% (9570 sq ft)</td>
<td>9,336 sf</td>
<td>0.21 acres</td>
<td></td>
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<tr>
<td>Density, Total DU</td>
<td>54 Du/acre</td>
<td>21 Du</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density per Acre</td>
<td>54 Du/acre</td>
<td>66 Du/acre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Setbacks</td>
<td>Front (Innes Court)</td>
<td>3'-0&quot; to 10'-0&quot;</td>
<td>5'-4&quot; D4D</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Side (Kestrel Place)</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rear (Kestrel Place)</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>45 feet</td>
<td>36'-6&quot;</td>
<td>Measured from Innes Court</td>
<td></td>
</tr>
<tr>
<td>Bulk</td>
<td>None</td>
<td>Not Applicable</td>
<td>Street frontage slope is &lt; 5%</td>
<td></td>
</tr>
<tr>
<td>Minimum Required</td>
<td>2,100 sf</td>
<td>2,800 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courtyard</td>
<td>2173 sf</td>
<td>2168 sf</td>
<td>Any combination of private/common space. Must be greater than 300 sf.</td>
<td></td>
</tr>
<tr>
<td>Private Porch #1</td>
<td>100 sf</td>
<td>337 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #2</td>
<td>100 sf</td>
<td>269 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #3</td>
<td>100 sf</td>
<td>113 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Deck #1</td>
<td>72 sf</td>
<td>72 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2545 sf</td>
<td>2964 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offstreet Parking</td>
<td>Max. 2 per DU</td>
<td>21 x 0.2 = 0.42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>19</td>
<td>Total 20 Standard Size Parking</td>
<td></td>
<td></td>
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<tr>
<td>Disabled</td>
<td>1 per 25 spaces</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact</td>
<td>50% MAX.</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>22</td>
<td>Total 28 Standard Size Parking</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>
</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>6</td>
<td>2 ft x 6 ft. min.</td>
<td></td>
</tr>
<tr>
<td>Design Standard</td>
<td>Requirement per D4D</td>
<td>Provided</td>
<td>Acres</td>
<td>Notes</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------</td>
<td>---------</td>
<td>-------</td>
<td>-------</td>
</tr>
<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% (9591 sf)</td>
<td>13,547 sf</td>
<td>0.31 acres</td>
<td>68%</td>
</tr>
<tr>
<td>Density, total DU</td>
<td>28 DU</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density per Acre</td>
<td>54 DU/acre</td>
<td></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>3'-0&quot; to 10'-0&quot;</td>
<td>4'-6&quot; to 10'-0&quot;</td>
<td>D4D</td>
<td></td>
</tr>
<tr>
<td>Side (Restre Place)</td>
<td>None</td>
<td>0'-0&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side</td>
<td>None</td>
<td>0'-0&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>None</td>
<td>0'-0&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>45 feet</td>
<td>36'-6&quot;</td>
<td></td>
<td>Measured from Innes Court</td>
</tr>
<tr>
<td>Bulk</td>
<td>None</td>
<td>Not Applicable</td>
<td></td>
<td>Street frontage slope is x 5%</td>
</tr>
<tr>
<td>Open Space</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Required:</td>
<td>1,800 sf</td>
<td></td>
<td></td>
<td>100sf min. per unit (Total 28 Units)</td>
</tr>
<tr>
<td>Common Courtyard</td>
<td>Qualifier SQ</td>
<td>Actual SQ</td>
<td></td>
<td>Any combination of private/common space. Must be greater than 300 sf.</td>
</tr>
<tr>
<td></td>
<td>3628 sf</td>
<td>3628 sf</td>
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<td></td>
</tr>
<tr>
<td>Private Porch #1</td>
<td>81 sf</td>
<td>220 sf</td>
<td></td>
<td>Min. widths are only at a portion of porch</td>
</tr>
<tr>
<td>Private Porch #2</td>
<td>100 sf</td>
<td>396 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #3</td>
<td>100 sf</td>
<td>328 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Porch #4</td>
<td>100 sf</td>
<td>119 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private courtyard #1</td>
<td>100 sf</td>
<td>215 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private courtyard #2</td>
<td>100 sf</td>
<td>138 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private courtyard #3</td>
<td>100 sf</td>
<td>141 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>4309 sf</td>
<td>5185 sf</td>
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<td></td>
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<tr>
<td>Offstreet Parking</td>
<td>Max. 2 per DU</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>28 x 0.2 = 0.56</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard</td>
<td>Max. 2 per DU</td>
<td>26</td>
<td></td>
<td>Total 28 Standard Size Parking</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>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>28</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>
</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>7,000000</td>
<td></td>
<td>2 ft. x 6 ft. min.</td>
</tr>
</tbody>
</table>
## Project Information

**Project:** The Shipyard - Blocks 56 & 57
**Building:** 6 Buildings

### Building (2) BLOCKS 56 & 57

<table>
<thead>
<tr>
<th>Stories</th>
<th>2 Stories over Podium</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEI Parking</td>
<td>Required 1, Reserved 1</td>
</tr>
</tbody>
</table>

### Building (1) BLOCKS 56 & 57 North

<table>
<thead>
<tr>
<th>Stories</th>
<th>2 Stories over Podium</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEI Parking</td>
<td>Required 1, Reserved 2</td>
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</tbody>
</table>

### Unis

<table>
<thead>
<tr>
<th>Level</th>
<th>Construction</th>
<th>Floor to Floor</th>
<th>Unit Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>11+</td>
<td>LA, LA, 1 LA</td>
<td>8.50</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>10–11</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>9–10</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>8–9</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>7–8</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>6–7</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>5–6</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

### Total at Build 1

<table>
<thead>
<tr>
<th>Total Floors</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>106</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Setback

<table>
<thead>
<tr>
<th>Podium/Level Setback Below Podium Above Podium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1 Setback</td>
</tr>
<tr>
<td>Level 2 Setback</td>
</tr>
</tbody>
</table>

### Total

<table>
<thead>
<tr>
<th>Total Floors</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>106</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Building (2) BLOCKS 56 & 57 South

<table>
<thead>
<tr>
<th>Stories</th>
<th>2 Stories over Podium</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEI Parking</td>
<td>Required 1, Reserved 1</td>
</tr>
</tbody>
</table>

### Unis

<table>
<thead>
<tr>
<th>Level</th>
<th>Construction</th>
<th>Floor to Floor</th>
<th>Unit Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>11+</td>
<td>LA, LA, 1 LA</td>
<td>8.50</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>10–11</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>9–10</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>8–9</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>7–8</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>6–7</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>5–6</td>
<td>LC, LC, 1 LC</td>
<td>8.00</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

### Total at Build 2

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<th>% of Total</th>
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<tbody>
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<td>106</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Setback

<table>
<thead>
<tr>
<th>Podium/Level Setback Below Podium Above Podium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1 Setback</td>
</tr>
<tr>
<td>Level 2 Setback</td>
</tr>
</tbody>
</table>

### Total

<table>
<thead>
<tr>
<th>Total Floors</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>106</td>
<td>100%</td>
</tr>
</tbody>
</table>

---

Steinberg Architects
AE3 Partners

Lennar Urban

The Shipyard - Blocks 56 & 57
San Francisco, California
# Building 1: BLOCK 55A

**Schness Court**

- **Stories:** 2 Stories over Podium

**AC2 Parking**

- Required: 2
- Provided: 2

## Units

<table>
<thead>
<tr>
<th>Level</th>
<th>Construction</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1</td>
<td>Garage / Level 1</td>
<td>Type 1</td>
</tr>
<tr>
<td>Level 2</td>
<td>Room</td>
<td>Type 2</td>
</tr>
<tr>
<td>Level 3</td>
<td>Room</td>
<td>Type 5</td>
</tr>
</tbody>
</table>

## Floor to Floor

- **1st-2nd**:
  - Floor: 1
  - Room: 4
  - Total: 12

## Gross Building Area

- **1st-2nd**:
  - Area: 18,458 SF

### Setback

- **Podium Level Setback Above Grade**
- **Building North Side**:
  - 1st-2nd: 6.0'
- **Building East Side**:
  - 1st-2nd: 6.0'
- **Building South Side (Pedestrian) Intake**:
  - 1st-2nd: 6.0'
- **Building West Side (Kiosk)**:
  - 1st-2nd: 6.0'

## Total Unit Count: 7

### Building 1: BLOCK 56A

**Schness Court**

- **Stories:** 2 Stories over Podium

**AC2 Parking**

- Required: 2
- Provided: 2

## Units

<table>
<thead>
<tr>
<th>Level</th>
<th>Construction</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1</td>
<td>Garage / Level 1</td>
<td>Type 1</td>
</tr>
<tr>
<td>Level 2</td>
<td>Room</td>
<td>Type 2</td>
</tr>
<tr>
<td>Level 3</td>
<td>Room</td>
<td>Type 5</td>
</tr>
</tbody>
</table>

## Floor to Floor

- **1st-2nd**:
  - Floor: 1
  - Room: 4
  - Total: 12

## Gross Building Area

- **1st-2nd**:
  - Area: 18,458 SF

### Setback

- **Podium Level Setback Above Grade**
- **Building North Side**:
  - 1st-2nd: 6.0'
- **Building East Side**:
  - 1st-2nd: 6.0'
- **Building South Side (Pedestrian) Intake**:
  - 1st-2nd: 6.0'
- **Building West Side (Kiosk)**:
  - 1st-2nd: 6.0'

## Total Unit Count: 7

### Building 4: BLOCK 56A

**Schness Court**

- **Stories:** 3 Stories over Podium

**AC2 Parking**

- Required: 2
- Provided: 2

## Units

<table>
<thead>
<tr>
<th>Level</th>
<th>Construction</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1</td>
<td>Garage / Level 1</td>
<td>Type 1</td>
</tr>
<tr>
<td>Level 2</td>
<td>Room</td>
<td>Type 2</td>
</tr>
<tr>
<td>Level 3</td>
<td>Room</td>
<td>Type 5</td>
</tr>
</tbody>
</table>

## Floor to Floor

- **1st-2nd**:
  - Floor: 1
  - Room: 4
  - Total: 12

## Gross Building Area

- **1st-2nd**:
  - Area: 18,458 SF

### Setback

- **Podium Level Setback Above Grade**
- **Building North Side**:
  - 1st-2nd: 6.0'
- **Building East Side**:
  - 1st-2nd: 6.0'
- **Building South Side (Pedestrian) Intake**:
  - 1st-2nd: 6.0'
- **Building West Side (Kiosk)**:
  - 1st-2nd: 6.0'

## Total Unit Count: 7

### Building 5: BLOCK 57

**Schness Court**

- **Stories:** 3 Stories over Podium

**AC2 Parking**

- Required: 2
- Provided: 2

## Units

<table>
<thead>
<tr>
<th>Level</th>
<th>Construction</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1</td>
<td>Garage / Level 1</td>
<td>Type 1</td>
</tr>
<tr>
<td>Level 2</td>
<td>Room</td>
<td>Type 2</td>
</tr>
<tr>
<td>Level 3</td>
<td>Room</td>
<td>Type 5</td>
</tr>
</tbody>
</table>

## Floor to Floor

- **1st-2nd**:
  - Floor: 1
  - Room: 4
  - Total: 12

## Gross Building Area

- **1st-2nd**:
  - Area: 18,458 SF

### Setback

- **Podium Level Setback Above Grade**
- **Building North Side**:
  - 1st-2nd: 6.0'
- **Building East Side**:
  - 1st-2nd: 6.0'
- **Building South Side (Pedestrian) Intake**:
  - 1st-2nd: 6.0'
- **Building West Side (Kiosk)**:
  - 1st-2nd: 6.0'

## Total Unit Count: 7

### Building 6: BLOCK 57

**Schness Court**

- **Stories:** 3 Stories over Podium

**AC2 Parking**

- Required: 2
- Provided: 2

## Units

<table>
<thead>
<tr>
<th>Level</th>
<th>Construction</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1</td>
<td>Garage / Level 1</td>
<td>Type 1</td>
</tr>
<tr>
<td>Level 2</td>
<td>Room</td>
<td>Type 2</td>
</tr>
<tr>
<td>Level 3</td>
<td>Room</td>
<td>Type 5</td>
</tr>
</tbody>
</table>

## Floor to Floor

- **1st-2nd**:
  - Floor: 1
  - Room: 4
  - Total: 12

## Gross Building Area

- **1st-2nd**:
  - Area: 18,458 SF

### Setback

- **Podium Level Setback Above Grade**
- **Building North Side**:
  - 1st-2nd: 6.0'
- **Building East Side**:
  - 1st-2nd: 6.0'
- **Building South Side (Pedestrian) Intake**:
  - 1st-2nd: 6.0'
- **Building West Side (Kiosk)**:
  - 1st-2nd: 6.0'
| Phase   | Block Number | Current Owner | Basic Concept Design Approved | Schematic Design Approved | Building or Site Plans Issued | Certificate of Eligibility Issued | Certificate of Completion Issued | Sale | Permit Status | Maximum Stacking | Allotment of Residential Units | Total Residential Units Proposed | Total Residential Units Proposed with Schematic Design Approval | Residential Units with Schematic Design | Residential Units with Schematic Design Approval with Certificates of Occupancy | Residential Units with Certificates of Occupancy | Total | Total | Total | Total |
|---------|--------------|---------------|-------------------------------|--------------------------|-----------------------------|---------------------------------|---------------------------------|-----|---------------|-----------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|------------------|------------------|------------------|------------------|
| Previous Major Phases | Block 50 | HPS Development Co., LP | Yes | Yes | Yes | No | No | For-Sale Residential | 0.50 | 44 R | 50 | 25 | 21 | 4 | 1 | 3 | 25 | 4 | 1 | 3 | 25 | 0 | 0 | 0 | 0 |
| Block 51 | HPS Development Co., LP | Yes | Yes | Yes | No | No | For-Sale Residential | 0.51 | 45 R | 53 | 53 | 54 | 3 | 6 | 63 | 9 | 3 | 6 | 63 | 0 | 0 | 0 | 0 |
| Block 53 | HPS Development Co., LP | Yes | Yes | Yes | No | No | For-Sale Residential | 1.95 | 45 R | 142 | 93 | 79 | 14 | 5 | 9 | 93 | 14 | 5 | 9 | 93 | 0 | 0 | 0 | 0 |
| Block 54 | HPS Development Co., LP | Yes | Yes | Yes | No | No | For-Sale Residential | 1.41 | 37 R | 103 | 56 | 55 | 10 | 3 | 7 | 68 | 10 | 3 | 7 | 68 | 0 | 0 | 0 | 0 |
| Current Major Phase Submittal | Block 55 | HPS Development Co., LP | Pending | Pending | No | No | No | For-Sale Residential | 0.45 | 43 R | 52 | 38 | 36 | 4 | 1 | 3 | 36 | 4 | 1 | 3 | 36 | 0 | 0 | 0 | 0 |
| Block 57 | HPS Development Co., LP | Pending | Pending | No | No | No | For-Sale Residential | 1.08 | 43 R | 76 | 70 | 59 | 11 | 4 | 7 | 70 | 11 | 4 | 7 | 70 | 0 | 0 | 0 | 0 |
| Subtotal Previous Major Phases (Blocks 50, 51, 53, 54) | | | | | | | | | 4.37 | NA | 126 | 247 | 210 | 87 | 12 | 25 | 247 | 37 | 12 | 25 | 247 | 0 | 0 | 0 | 0 |
| Subtotal Current Major Phase Submittal (Blocks 55 and 57) | | | | | | | | | 1.53 | NA | 107 | 98 | 63 | 15 | 5 | 10 | 98 | 15 | 5 | 10 | 98 | 0 | 0 | 0 | 0 |
| Total Phases to Date | | | | | | | | | 5.90 | NA | 233 | 345 | 273 | 102 | 17 | 35 | 273 | 102 | 17 | 35 | 273 | 0 | 0 | 0 | 0 |
| Total Hunters Point Shipyard Hilltop and Hillside (For-Sale Residential) | | | | | | | | | 19.74 | NA | 717 | 1079 | 705 | 173 | 60 | 115 | 1079 | 173 | 60 | 115 | 1079 | 0 | 0 | 0 | 0 |
San Francisco, California

The Shipyard - Blocks 56 & 57
San Francisco, California
PROJECT LOCATION: BLOCKS 56 & 57

VEHICULAR, BIKE AND PEDESTRIAN CIRCULATION
PROJECT LOCATION: BLOCK 56 & 57

LEGEND
- Community Use
- Mixed use
- Retail/commercial
- Low rise Residential
- Mid rise Residential
- High rise Residential
- Research & Development

San Francisco, California
PLAYGROUND SITE
- Playground located in linear park to serve hill residents

PEDESTRIAN CONNECTION
- Link to Hillpoint Park

PEDESTRIAN CONNECTION
- Link to Spear Avenue, Sports Park and shoreline

HILLPOINT PARK
- Flexible paved and softscape area for active and passive uses
- Special view area, with framed views of significant features at the Shipyard
- Terraced sitting area
- Access for hill residents, employees and public at large

CENTRAL SPORTS PARK (Western Edge)

San Francisco, California
Lennar Urban
Block 56 - The Shipyard (Blocks 56 & 57)

San Francisco, California

Legend:
- Block corner lot (40'x60' minimum)
- Potential setbacks (3' to 10')
- Block modulation (typ. 18-32')
- Mid-block breaks (20' minimum)
- Mid-block semi-public connection
- View to the Bay and City from streets
- Visual and/or physical link from streets
- Connections with existing streets
- Excellence in architectural treatment
- Block or lot common garden/courtyard
- Plaza, park, mini-parks

Legend:
- New street aligned with existing alignment of Navy Road
- Buildings clustered in groups
- Active recreation
- Potential connection to Million-Mayer Center
- Children's play areas, typical
- Preserve open space
- Existing buildings
- Potential future development
- Pedestrian connections to mixed-use area
- Views out to the Bay and City from streets and parks

Hilltop

Hillside

AREA #1: HILLTOP AND HILLSIDE URBAN DESIGN CONCEPT PLAN

Hunters Point Shipyard

The Shipyard - Blocks 56 & 57

San Francisco, California
KESTRAL COURT SOUTH
SCALE: 1" = 20'

CONCRETE PAVERS
CONCRETE PAVING
ACCENT PAVING
STREET TREES
SHRUB PLANTING AREA

SECTION 1, SEE SHEET L0.03
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'

L0.03
AREA WITHIN DASHED LINE IS THE ON-PODIUM PORTION OF THE FIRST FLOOR

AREA WITHIN DASHED LINE IS ON-GRADE PORTION OF THE FIRST FLOOR AND THE GARAGE LEVEL

FLOW-THRU PLANTERS TO TREAT STORMWATER

FOUNDATION PLANTING: GRASSES
PRIVATE COURTYARDS (STAINED CONCRETE)
MOVEABLE TABLES AND CHAIRS
LOUNGE AREA WITH GAS FIRE PIT
BAR WITH STOOLS
OUTDOOR KITCHEN WITH GRILL AND SINK
CONCRETE BLOCK PLANTER WALLS
STAINED CONCRETE TOPPING SLAB

BUILDING 1
SCALE: 1" = 20'

SECTION THRU COURTYARD
SCALE 1"=10'
PRIVATE COURTYARDS, TYP.
MOVEABLE TABLES AND CHAIRS
CONCRETE BLOCK PLANTER WALLS
LOUNGE AREA WITH GAS FIRE PIT
BAMBOO PLANTERS TO FRAME VIEW
BAR WITH STOOLS

FLOW-THRU PLANTERS TO TREAT STORMWATER
OUTDOOR KITCHEN WITH GRILL, SINK, AND TABLE
SEAT WALLS
FLOWER BED OF ANNUALS FOR COLOR
STAINED CONCRETE TOPPING SLAB

VINE PLANTING ON TRELLIS SCREENING DECK
WOOD DECK

AREA WITHIN DASHED LINE IS ON THE PODIUM LEVEL
AREA WITHIN DASHED LINE IS ON-GRADE, STREET LEVEL

BUILDING 3
SCALE: 1" = 10'

The Shipyards Blocks 56 & 57
San Francisco, California

SCALE
0 10' 20'
4/2/13
24 of 99
NOTE:

KESTREL PLACE CONTOURS ARE SHOWN AT 0.5' AND 1' CONTOUR INTERVAL TO PROVIDE DETAIL TO THE GRADING.
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 ANVINGS
9. PAINTED METAL COPING / FLASHING
10. METAL BRISE SOLEIL WITH PERFORATED METAL
11. PAINTED TUBE STEEL POSTS
12. METAL CABLE RAILINGS
13. NOT USED
14. ALUMINUM & FULL GLASS RESIDENTIAL ENTRY DOORS
15. METAL GRILLE WORK (PARKING SCREEN)
16. CONCRETE (PODUM SLAB EXTENSIONS)
17. NOT USED
18. NOT USED
19. METAL GARAGE DOOR

Steinberg Architects
AE3 Partners
Lennar Urban

The Shipyard - Blocks 56 & 57
San Francisco, California
MATERIALS LEGEND
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 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
The Shipyard - Blocks 56 & 57
San Francisco, California
UNIT 2A PLAN

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

UNIT 2F PLAN

The Shipyard - Blocks 56 & 57
San Francisco, California
RECOMMENDED MINIMUM

GROUNDB LEVEL

NOTE:
1. DO NOT SCALE DRAWING.
2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

THE SHIPYARD - BLOCKS 56 & 57
San Francisco, California

SARIS CYCLING GROUP
5253 VERONA RD., MADISON WI, 53711
1-800-83-7257 / 1-608-274-1702
WWW.SARISPARKING.COM

6006 - LOCKING VERTICAL RACK