



122-0062022-002

Agenda Item **No. 5(e)**
Meeting of December 6, 2022

MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Thor Kaslofsky, Executive Director

SUBJECT: Authorizing an Amended and Restated Memorandum of Understanding with the City and County of San Francisco, acting through its Public Works Department and its Recreation and Parks Department, to complete the design and engineering of Transbay Block 3 Park and Streetscape Improvements Project and to increase the expenditure authority for these services by \$3,765,045, for an aggregate amount not to exceed \$7,660,658; and providing notice that this action is within the scope of the Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project Final Environmental Impact Statement/ Environmental Impact Report ("FEIS/EIR"), a program EIR, and is adequately described in the FEIS/EIR for purposes of the California Environmental Quality Act; Transbay Redevelopment Project Area

EXECUTIVE SUMMARY

The Redevelopment Plan for the Transbay Redevelopment Project Area (the "Redevelopment Plan") and associated Redevelopment Documents¹ identify Transbay Block 3 as the location for a central, public park. The Transbay Redevelopment Project Implementation Agreement ("Implementation Agreement") is an enforceable obligation that the California Department of Finance ("DOF") has approved and that requires the Office of Community Investment and Infrastructure ("OCII") to implement the Redevelopment Plan, including, among other things, the construction and funding of new infrastructure improvements (such as parks and streetscapes). In 2015, the State enacted legislation authorizing OCII to issue bonds to pay for the "infrastructure required by the Transbay Implementation Agreement." Cal. Health & Safety Code § 34177.7 (a) (1) B).

¹ The Plan Documents include the 2003 Transbay Redevelopment Project Area Design for Development ("Design for Development"), the 2005 Development Controls and Design Guidelines for the Transbay Redevelopment Project ("DCDG") and the 2006 Transbay Streetscape and Open Space Concept Plan ("Streetscape Plan").

London N. Breed
MAYOR

Thor Kaslofsky
EXECUTIVE DIRECTOR

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Also, in 2015, the Oversight Board and DOF approved OCII's long range property management plan ("PMP"). The PMP requires, among other things, that OCII transfer Transbay Block 3 Park ("Park") to the City and County of San Francisco (the "City") for a governmental purpose.

The Park will be located on the middle portion of what was the Transbay Joint Powers Authority's ("TJPA") Temporary Transbay Bus Terminal ("Temporary Terminal"). The Temporary Terminal site was recently subdivided into Transbay Blocks 2, 3 and 4 and is bounded by Howard, Beale, Folsom, and Main Streets. The Park on Block 3 (see Attachment 1, Transbay Project Area Map, hereto) is a nearly one-acre open space parcel that will be framed by two mixed-use developments on Transbay Blocks 2 and 4 and programmed to serve the neighborhood's diverse community of residents and workers. The "Project" is comprised of the design and construction of the Park as well as portions of the adjacent new extensions of Tehama and Clementina Streets and improvements to the existing and adjacent Main and Beale Streets rights-of-way (the "Scope of Work") within Zone 1 of the Transbay Redevelopment Project Area.

In 2018, OCII executed a Memorandum of Understanding ("2018 MOU") with San Francisco Public Works ("SFPW") to provide project management and professional services for the design and engineering of the Park. In 2021, after transfer of Transbay Block 3 from the TJPA to OCII, OCII entered into a Permit to Enter with SFPW to allow them to carry out MOU-related activities on Block 3. This proposed Amended and Restated Memorandum of Understanding ("Amended and Restated MOU") will add the San Francisco Recreation and Parks Department ("RPD") as a party to the contract because, in accordance with the PMP, the City will be the future owner of the Park and thus RPD will direct the Park's design. In addition, the Amended and Restated MOU will expand SFPW's scope of services to cover design and engineering of the future public streets abutting the Park, that upon completion will also be transferred to the City in accordance with the PMP. Including these City departments in the early phases of design and engineering work will facilitate the Project's adherence to City design specifications and streamline the City's acceptance process of the Park and new streets.

The Amended and Restated MOU outlines the services to be provided by SFPW and RPD assisting OCII in the design of the Project starting in Concept/Schematic Design phase. The planned construction phase of the Project will be included under a future amendment to the Amended and Restated MOU. In addition, because the Temporary Terminal site is now owned by OCII, the Executive Director will authorize a new Permit to Enter if necessary, to allow SFPW, RPD and other City Agency staff to enter Block 3 for purposes related to the Amended and Restated MOU.

Staff recommends approval of this Amended and Restated MOU with SFPW and RPD.

BACKGROUND

Development Framework

In 2005, the City's Board of Supervisors established the Transbay Redevelopment Project Area ("Project Area") and adopted the Redevelopment Plan to redevelop the Project Area and generate funding for the construction of the Transbay Transit Center (now commonly referred to as the Salesforce Transit Center or "STC") through the development of 10 acres of State-Owned property ("State-Owned Parcels") within the Project Area. In furtherance of these activities, the TJPA, the City,

and the State of California, acting by and through its Department of Transportation (“Caltrans”), entered into an agreement that sets forth the process for the transfer of the State-Owned Parcels to the City and the TJPA (“Cooperative Agreement”). In 2005, the TJPA and the former San Francisco Redevelopment Agency (“Former Agency”) entered into an agreement which required the Former Agency to prepare and sell the formerly State-Owned Parcels and to implement the Redevelopment Plan, including, among other things, the construction and funding of new infrastructure improvements, such as parks and streetscapes (“Implementation Agreement”). After dissolution of all redevelopment agencies in the State, OCII, as the Successor to the Former Agency, assumed its obligations under the Implementation Agreement, and in January 2021 OCII took ownership of certain parcels within the Project Area including Transbay Block 3.

Streetscape and Open Space Planning

In 2006, in furtherance of the Redevelopment Plan and the Design for Development, the Former Agency and the San Francisco Planning Department (“Planning Department”), in collaboration with other City agencies and the TJPA, commissioned production of the 2006 Transbay Streetscape and Open Space Concept Plan (“Streetscape and Open Space Plan”). The Streetscape and Open Space Plan includes design elements related to the ten major streets and six public alleyways within the Project Area, as well as neighborhood parks and areas below bus and freeway ramps. Furthermore, the Streetscape and Open Space Plan includes recommended landscaping, sidewalk paving, tree types, street furniture, and lighting for each street. It also delineates the purpose of each public right-of-way and links the Transbay neighborhood to the adjacent Rincon Hill neighborhood.

Memorandum of Understanding

In accordance with the Redevelopment Plan and the Implementation Agreement, OCII is responsible for funding certain parcels designated for public open space in Zone 1 of the Project Area, including Block 3. With the completion of the STC and the closure of the temporary Transbay Terminal, OCII began in 2018 the design and development of the Park. The OCII Commission approved the 2018 MOU by Resolution No. 39-2018 on September 18, 2018, authorizing an MOU in an amount not to exceed \$3,895,613 with SFPW to provide project management and professional services for the design and engineering of the Park. The Park site is comprised of formerly State-Owned parcels located within Zone 1 of the Project Area. The OCII Commission approved, by Resolution No. 23-2020 (August 18, 2020), the acquisition of the former Temporary Terminal site, where the Park will be located, from the TJPA in January 2021.

Streetscape and Open Space Concept Plan Changes

During the time that SFPW and OCII were engaged a community-based planning process to establish the Park’s program elements and final Concept Design, OCII informed SFPW of its intention to expand the 2018 MOU scope of services beyond SFPW project management, design and engineering services strictly for the Park. Between 2018 and 2021, the San Francisco Municipal Transportation Agency (“SFMTA”) informed OCII and SFPW of two new Transbay bike facility projects it was initiating on Beale and Main Streets that would require streetscape coordination with OCII’s Transbay Blocks 2, 3, and 4 development projects. Additionally, OCII decided it wanted SFPW to design and engineer the new extensions of Tehama and Clementina Streets (between Beale and Main Streets), which border the Park’s northern and southern edges, respectively. The Clementina extension would also feature signalized crosswalks at the intersections of Beale and Main Streets to promote and improve Transbay

pedestrian flow and access to the Park. Finally, OCII settled on two additional expansions of the overall Project scope: (1) the incorporation of a stewardship building providing a restroom along with storage and community space ("Stewardship Building"), which stemmed from the community's strong request for a restroom within the Park and (2) participation in the San Francisco Arts Commission ("SFAC") Art Enrichment program, which will bring a public art element to the Park.

The 2018 MOU term was three years and expired on September 18, 2021. Since the expiration of the 2018 MOU term, OCII and RPD negotiated bringing in RPD as a partner on the Project and its role under the Amended and Restated MOU. OCII also worked with SFPW to understand and incorporate new design changes to the Project caused by the SFMTA and PUC's street improvements abutting the Project and the expanded coordination required to align the Project with the new proposed street improvements. These important efforts caused a time delay in updating and finalizing the Scope of Work and budget of the Amended and Restated MOU.

DISCUSSION

Scope of Work

Over the past year, OCII, SFPW, and RPD have worked collaboratively to refine the Scope of Work and budget for the Amended and Restated MOU and establish the updated Project budget. The Amended and Restated MOU includes the professional services covered by the 2018 MOU, adds new design services provided by SFPW's City Architect, expands the design and coordination scopes of City architects and engineers, and includes project management, disabled access reviews, and site assessment remediation services. Additional services are provided through SFPW and its as-needed consultant pool include site survey, environmental site assessment, tree assessment, geotechnical reports, archeological reports, cost estimating and constructability reviews. The Amended and Restated MOU will expand SFPW's scope of services beyond design and engineering of the Park. The expanded Scope of Work – some of which was originated by OCII and those items are noted below – also includes:

- Designing and engineering the Tehama (through 50% Design Development package) and Clementina (through Construction Bid Documents) street extensions abutting the Park's northern and southern edges (*scope originated by OCII*)
- Design and engineering of signalized crossings at Clementina and Main and Clementina and Beale Streets (*scope originated by OCII*)
- Coordinating the Park's Beale and Main streetscape interfaces with SFMTA two bike infrastructure projects along Beale and Main Streets, and the San Francisco Public Utilities Commission ("PUC") Sewer Replacement projects also along Beale and Main Streets
- Providing concept design of the Main and Beale Sidewalk Improvements for Blocks 2, 3, and 4 and related coordination with City agency adjacent projects (*scope originated by OCII*)
- Adding the Stewardship Building and security design services to the Park project
- Organizing and conducting all public outreach (*scope originated by OCII*)
- Participating in the SFAC's Civic Design Review process for the Park and adjacent streetscapes, and its Art Enrichment program to select an artist, the type of public art to be included in the Park, as well as the art's location within the Park.

Coordination with Adjacent Development and Adjacent City Projects

Different from OCII's Hunters Point Shipyard/Candlestick Point and Mission Bay projects, OCII serves as Transbay's master developer. OCII coordinates the design and buildout of the Project Area, and negotiates development agreements with individual developers for the disposition and development of the 12 blocks OCII is responsible for improving under the Redevelopment Plan. To accomplish this, OCII works with the City's Infrastructure Task Force to coordinate the development of our streetscape and park projects with other City agencies. Since the approval of the 2018 MOU, various City agencies have initiated the following projects bordering the Project site that have impacted the Project's design and have increased the level of design and construction coordination for the Project:

- SFMTA Beale Street Casual Carpool Restoration project (initiated in 2018)
- SFPW Western Beale Streetscape Improvement project (initiated in 2018)
- SFMTA/SFPW Active Beale Street Two-Way Cycletrack project (initiated in 2019)
- SFMTA/SFPW Main Street Bike Facility project (initiated in 2020)
- PUC/SFPW Main and Beale Streets Sewer Replacement and Repaving projects (initiated in 2022)

Also, during the term of the Amended and Restated MOU City agencies could initiate additional new projects with which the Project would need to coordinate on.

Finalizing the Scope of Work and the updated Project budget was a complex effort given these various public projects immediately adjacent to the Project site, as well as OCII's Transbay Blocks 2 and 4 developments located to the south and north of the Project site, respectively. These public and private projects include their own streetscape improvement responsibilities which required OCII and SFPW to coordinate with other City agencies, and private developers for Blocks 2 and 4, to determine the work limits for the multiple projects, the entities responsible for completing specific improvements where the projects interface, and what infrastructure responsibilities each of the Blocks 2, 3 and 4 developments would assume. For instance, OCII desired to remove infrastructure costs that normally would have been borne by the Block 2 affordable housing projects from their development budgets so that both projects would be more competitive for tax credit award allocations. The design, engineering, and eventual construction scopes for the Clementina Street extension between Block 2 and the Park typically would have been the responsibility of the two affordable housing projects, but OCII elected to shift those scopes to the Project to reduce the total costs of the Block 2 developments. A similar decision was made regarding the relocation of a water line on Main Street to facilitate the widened sidewalks required by the Design for Development. The water line relocation is the responsibility of the respective developers for Blocks 2, 3, and 4. The Block 4 Schematic Design reflects that developer's plan to relocate its portion of the water line. The Park Schematic Design also shows the water line relocation at Block 3. However, relocating the line along the Block 2 portion of Main Street would have placed an added cost burden on the 2 East affordable housing project, and therefore OCII elected to shift that scope of work to the Project to enhance the viability of an important affordable housing development. These examples along with other OCII decisions regarding evaluating and finalizing the Project's Scope of Work are intended to maximize the efficiency of delivering OCII's three projects comprising the Temporary Terminal site.

To complete the expanded Scope of Work and carrying forward from the 2018 MOU, SFPW has assembled landscape architecture, building architecture, and engineering staff who will be responsible for the Project's design (the "City Design Team"). Specifically, the Project Scope of Work includes:

- Design of the Park parcel
- Design of the new Clementina Street extension
- Early design of the new Tehama Street extension
- Design and improvements to the Main and Beale Streets sidewalks flanking the Park

SFPW will design Clementina Street (bounded by Blocks 3 and 2 to the north and south and Beale and Main at the west and east, respectively). SFPW will design Tehama Street (bounded by Blocks 4 and 3 to the north and south and Beale and Main at the west and east, respectively) through 50% Design Development.

SFPW will turn over the Tehama Street 50% Design Development Package to the Block 4 developer, Hines, who will complete the Tehama Construction Documents and build the new right of way as part of the Block 4 development. Additional streetscape improvements within the Scope of Work include:

- New signalized crossings at the extension of Clementina leading to the Park across Main and Beale Streets
- Raised crosswalks at each corner and at the mid-block of Clementina Street aligned with the Block 2 pedestrian mews.

These improvements will ensure safe and direct pedestrian access to the Park. The Project design will be consistent with the Redevelopment Plan, the Streetscape Plan, the City's sustainability goals and RPD's standards for park design, as well as SFPW design standards for the Tehama and Clementina Street extensions and Beale and Main Streets streetscape improvements.

MOU Partner Roles and Services

As a new Project partner under the Amended and Restated MOU, RPD's role will be to help direct the Park's design. RPD will assign a project manager ("RPD PM") to coordinate with the lead SFPW Project Manager ("SFPW PM") managing the Project. The RPD PM will seek RPD staff input and approval throughout the Park's design process, including RPD Commission approval for the Park's Schematic Design. RPD will also review and provide input on the design of the Tehama and Clementina Street extensions to ensure their compatibility with the Park's design and its future maintenance needs.

During the three-year term of the Amended and Restated MOU, SFPW will provide a host of professional services in connection with the development and delivery of the Project, itemized below. A detailed description of the SFPW's professional services to the Project is provided in Section IV of the Amended and Restated MOU.

Summary of SFPW Professional Services

1. Provide design services.
2. Attend project meetings.

3. Ensure design consistency with City requirements that pertain to OCII projects.
4. Ensure that the Project complies with all OCII requirements.
5. Prepare Schematic Design, Design Development, and Construction Documents.
6. Provide traffic signal design.
7. Reroute street lanes and Beale Street bike facility design impacted by the Beale and Main Streets sidewalk widening.
8. Coordinate SFMTA Engineers' Peer Review of the sidewalk improvements.
9. Coordinate PUC review of streetscape lighting.
10. Provide federal Americans with Disabilities Act compliance review through SFPW Disability Access ("ADA") Coordinators during design of the Project.
11. SFPW Site Assessment Remediation ("SAR") will provide environmental specifications and coordination with environmental consultants.
12. SFPW Contract Administration will assist with advertisement for construction bid of the Project.
13. SF Contract Monitoring Division ("CMD") will assist with construction specifications.
 - CMD will take the lead, but will team with OCII's Contract Compliance staff.
14. SFPW and RPD will jointly execute an agreement with SFAC regarding its Art Enrichment program and the public art installation within the Park.
15. SFPW will also support, coordinate, and manage communication between the City Design Team and the various City agencies, including SFPW, RPD, SFAC, SFMTA, and the PUC.
16. SFPW will have separate agreements with the SFMTA and PUC to review specific Project components.

BUDGET

The proposed updated total cost for SFPW's professional services (including those provided under the 2018 MOU) is a not-to-exceed amount of \$7,660,658, of which \$3,895,613 was authorized under Commission Resolution No. 39-2018 for the 2018 MOU. The Amended and Restated MOU with its broadened scope will add \$3,765,045, enabling SFPW and RPD to continue providing needed project management, design, engineering, and professional services for the expanded Project scopes in subsequent Design Development, Construction Documents, and Bid phases of the Project. Of this new \$7,660,658 total, \$5,883,353 represents the cumulative amount being paid to SFPW, RPD, SFMTA, and PUC for their collective work on the Project. The remaining \$1,777,305 is a reserve estimate to cover as-needed consultant services that will be needed for the Project, including but not limited to the following services:

- Third party cost estimating services and cost estimate reconciliation
- Constructability review
- Environmental Site Assessment Phase I and II
- Site, Building, Tree Removal and Planting, Street improvement and Encroachment Permits
- Maher Ordinance application fees
- PUC Stormwater Control Plan review Fees
- City Attorney fees
- Reproduction and Printing costs
- Informal Arts Commission Review

- Regulatory Affairs services
- Tree removal/Planting Permits
- Fees from City or State governing and/or regulatory agencies (excluding those during construction)
- Archeological analysis and additional Archeological review allowance
- SFAC Art Enrichment
- Security design

The complete Amended and Restated MOU budget breaks down as follows:

SFPW Fees	
<i>SFPW Management Services, Site Assessment Remediation & Contract Preparation Fees</i>	\$ 1,729,696
15% fee contingency	\$ 225,219
Total SFPW Management & Services Fees	\$ 1,954,915
<i>SFPW Design, Engineering, & ADA Review Fees</i>	\$ 3,060,779
15% fee contingency	\$ 405,201
Total SFPW Design, Engineering, & ADA Review Fees	\$ 3,465,980
Total SFPW	\$ 5,420,895
RPD Fees	
<i>RPD Park Design Client & Peer Review Fees</i>	\$ 192,996
15% fee contingency	\$ 28,949
Total RPD	\$ 221,945
SFMTA Fees	
<i>SFMTA Livable Streets, Traffic Signals & Routing Review Fees</i>	\$ 178,641
15% fee contingency	\$ 21,622
Total SFMTA	\$ 200,263
PUC Fees	
<i>PUC Lighting Review Fees</i>	\$ 35,000
15% fee contingency	\$ 5,250
Total PUC	\$ 40,250
Subtotal	\$ 5,883,353
Allowances for Additional Services	\$ 1,777,305
Total	\$ 7,660,658

Note: SFPW will bill OCII for all project costs including reimbursing other City agencies for work pursuant to the Amended and Restated MOU.

Retroactive Reimbursement

As mentioned earlier, bringing in RPD as a partner on the Project, negotiating its role under the Amended and Restated MOU, and understanding the expanded coordination required by the SFMTA and PUC street improvements abutting the Project triggered design changes to the Project and caused a time delay in finalizing the Amended and Restated MOU. So as not to significantly delay the delivery of the Park, OCII continued to prepare the Project's design while the above good faith negotiations with the City continued.

Therefore, as part of the Amended and Restated MOU, OCII plans to retroactively reimburse RPD services rendered between June 2020 and the execution date of this Amended and Restated MOU. OCII also plans to retroactively reimburse SFPW for additional services not covered by the 2018 MOU and performed between execution of the 2018 MOU and the execution of the Amended and Restated MOU. OCII currently owes SFPW and its consultants (including other City agencies) \$632,295 for services provided but not paid due to the expiration of the 2018 MOU.

Assumptions and Exclusions

The Amended and Restated MOU also details certain assumptions about the Project, such as its environmental clearance, and clarifies those services that are excluded from SFPW's base scope-of-work, but that OCII may request SFPW to perform for additional fees. Lastly, the Amended and Restated MOU explains the financial oversight, invoicing and payments, and auditing of the Project; insurance provisions; and the dispute resolution protocol to be followed by OCII, RPD, and SFPW.

PARK NAMING PROCESS

To ensure that the effort is community led, RPD partners with local constituent groups to coordinate any park naming processes. The East Cut Community Benefits District ("CBD") is the community partner spearheading the naming process for the Park. On August 9, 2022, the CBD hosted its first community meeting regarding naming the Park. In the meeting the CBD introduced OCII, and its partner City agencies collectively managing the Park's development, provided an overview of the Park's design and explained the following steps of the Park naming process:

Tasks

1. Naming ideation (Community Meeting 1 + two weeks) – *Completed*
2. Community voting (poll open for three weeks) - *Completed*
3. Reporting of voting results (Community Meeting 2)
4. Community support period (One week following Community Meeting 2)
5. Recommendation of Park name to RPD Commission

Tasks 1 and 2 above are complete. RPD's process is to contact Native American tribes with ties to the traditional San Francisco coastline and ask for their input in the naming processes for park sites located in those areas. Given that the Park is located at the edge of the original bay shoreline, RPD is reaching out to the Native American tribes about a role in the naming process. The goal is to establish a name for the Park to be approved by the RPD Commission prior to the start of construction.

COMMUNITY SUPPORT

The Amended and Restated MOU was presented to the Transbay Citizens Advisory Committee ("CAC") on April 14, 2022. Of the 7-member CAC, five members voted in support of the Amended and Restated MOU, one member abstained from the vote, and one member was absent.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Approval of the Amended and Restated MOU is undertaken pursuant to the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report ("FEIS/FEIR"), a program EIR, certified by the Planning Commission on April 22, 2004, and by the Former Agency Commission on April 20, 2004, and as described in subsequent addenda. For purposes of compliance with the California Environmental Quality Act ("CEQA") and State CEQA Guidelines, staff determined that authorizing the Amended and Restated MOU to plan the Project is within the scope of the project analyzed in the FEIS/FEIR and requires no additional environmental review pursuant to State CEQA Guidelines Sections 15180, 15168, 15162 and 15163.

COMPLIANCE WITH EQUAL OPPORTUNITY PROGRAMS

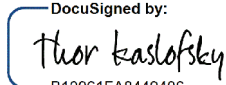
SFPW PM will coordinate with CMD and OCII Contract Compliance Division ("OCII CCD") to ensure that the objectives of the OCII's Small Business Enterprise ("SBE") policy are achieved. To date, the Project exceeds the 50% SBE goal achieving 93% SBE participation (58.1% SF-SBE and 58.1% MBE).

STAFF RECOMMENDATION

Staff recommends approving the Amended and Restated MOU to expand the scope of services related to design and engineering of the Park and adjacent streets and to increase the contract amount by \$3,765,045 for an aggregate total not to exceed \$7,660,658.

Following the Commission's approval of the Amended and Restated MOU, and the Park's Schematic Design, the Project's design and development team will complete Design Development and Construction documents. The current schedule for the Project assumes the Park opening to the public in late 2025.

(Originated by Benjamin Brandin, Transbay Project Manager)

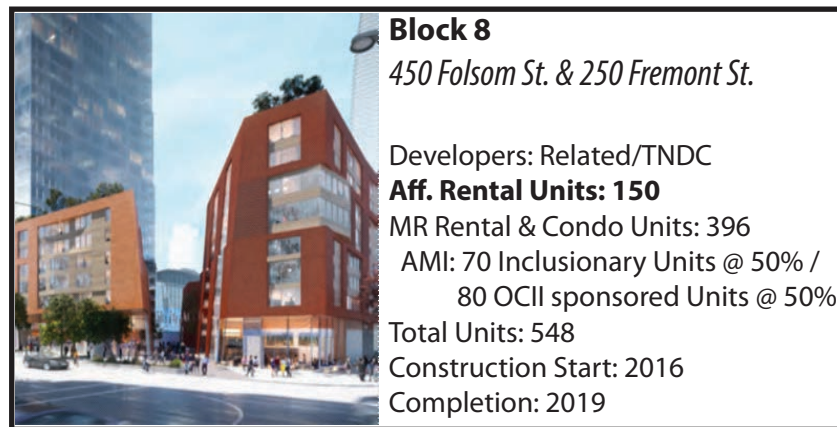
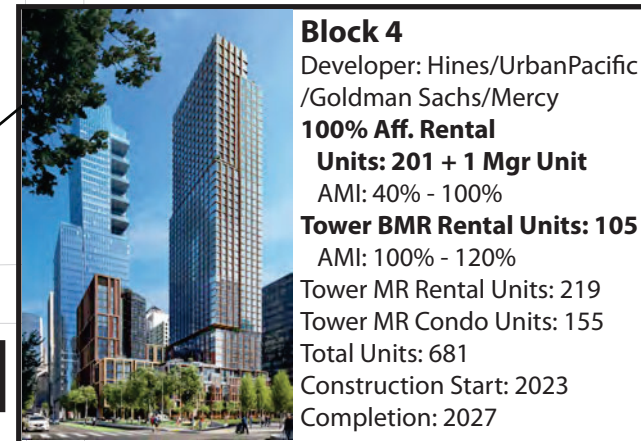
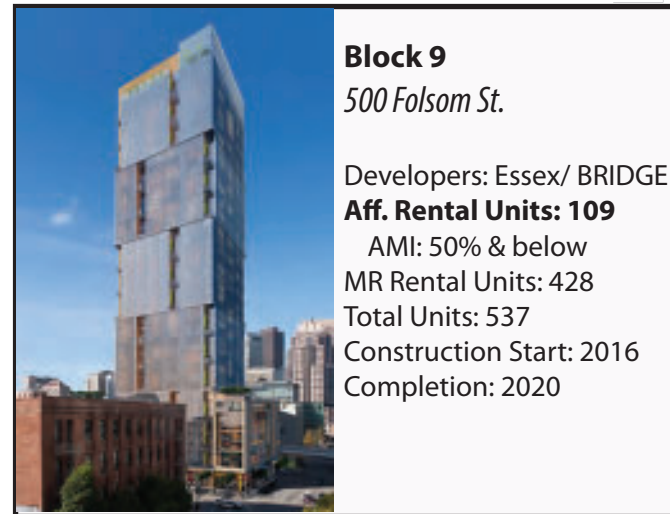
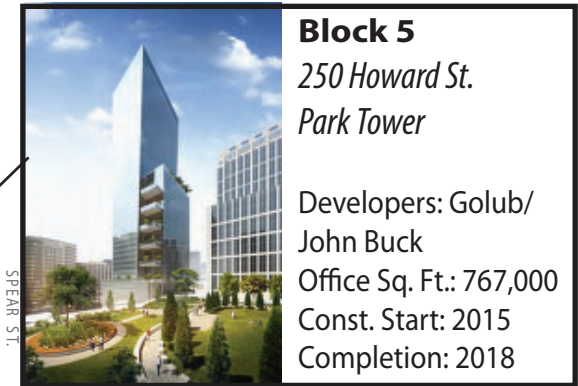
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Thor Kaslofsky
Executive Director

Attachment 1: Transbay Redevelopment Project Area Map
Attachment 2: Project Plan View and Contextual Illustration

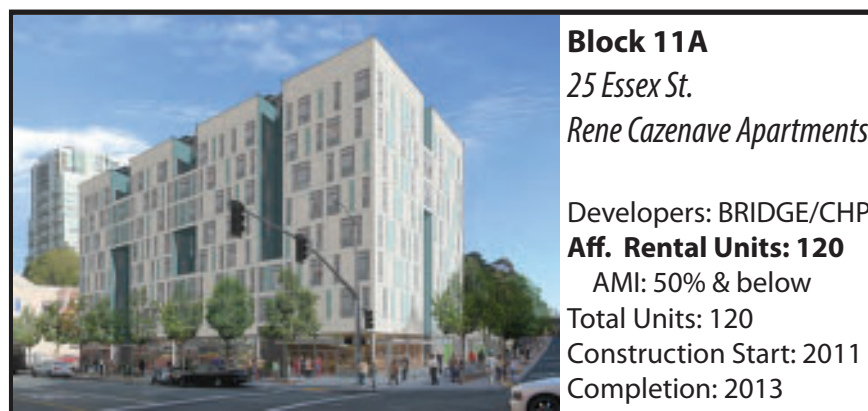
TRANSBAY REDEVELOPMENT PROJECT AREA



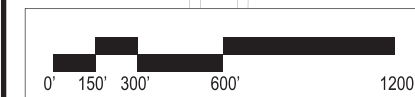
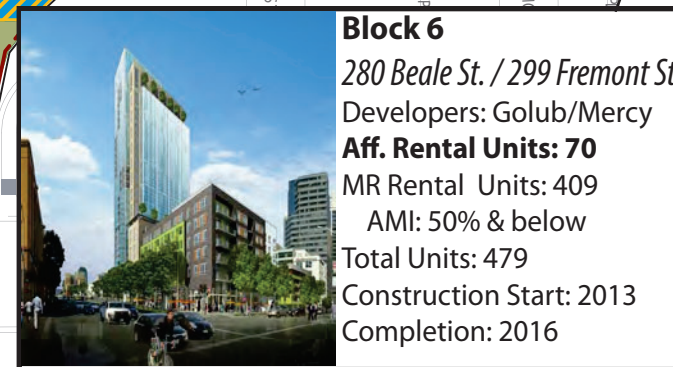
Parcel F
Developers: Hines/Urban Pacific/Goldman Sachs
Total Units: 175 (est.)
Office Sq. Ft.: 287,000
Hotel Rooms: 250
Construction Start: 2020
Completion: 2024



Block 2
2W Developer: Chinatown Community Development Center
2W (Aff. Senior); 150 Units Incl. 1 Mgr. Unit
2E Developer: Mercy
2E (Aff. Family); 172 Units Incl. 1 Mgr. Unit
Total Units: 322
Construction Start: 2023
Completion: 2025



Essex Open Space
Acres: .5



- TRANSBAY REDEVELOPMENT PROJECT AREA**
- ZONE 1 ZONE 2
- LAND USE (SUBJECT TO CHANGE)**
- AFFORDABLE HOUSING
 - MARKET RATE HOUSING
 - COMMERCIAL
- OPEN SPACE**
- OPEN SPACE (PUBLICLY OWNED)
 - OPEN SPACE (PRIVATELY OWNED)
- PROPOSED HEIGHT LIMITS (MIN AND MAX)**
- Townhomes: 35-50'
 - Podium 1: 40-65'
 - Podium 2: 50-85'
 - Mid-Rise: 65-165'
 - Towers (Height Varies)
- Aff. = Affordable | MR = Market-Rate
BMR = Below Market-Rate

ILLUSTRATIVE SITE PLAN

LEGEND

- A Flexible Tables & Chairs
- B Benches/Seating
- C Seatwalls
- D Boulders
- E Permeable Paving
- F Paving
- G Plantings
- H Trees

0'

5'

10'

30'

True North

SOMA North

