

Glen Park RFQ
Questions and Answers

February 6, 2009

1. How do you envision the collaborative effort with the Community, the City and MTA (Muni)?

Collaboration and community input occurred during the creation of the San Francisco Planning Department's "Draft Glen Park Community Plan Study" (November 2003). The City and MTA have initiated a Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study to further examine engineering and operational issues, and establish order of magnitude cost estimates for improvements that relate directly to the transit service and operational enhancements envisioned in the Draft Plan. The study is scheduled to be completed in mid-2010. Additional community interaction is anticipated during this Feasibility Study.

2. What is the chief reason for the December 23, 2008 RFQ Addendum?

When the BART Board authorized issuance of a development solicitation, one of the development objectives in providing housing was to provide "predominantly, but not exclusively, affordable units." Inclusion of this Board direction was omitted from the originals solicitation. The RFQ addendum was prepared to address this oversight. Key event dates, including the qualifications due date, were also updated in the addendum.

3. Of the Transit Villages on BART land, what percent of the housing is affordable?

Generally, 15 to 20 percent are affordable. The Castro Valley project is 100 percent affordable.

4. What about the parking that exists for the Glen Park Station?

BART maintains 53 parking spaces at the site. Of those, 43 are available for BART patron parking, all subject to a five-hour time limit. BART's replacement parking policy entitled 'Replacement Parking for Joint Development: An Access Policy Methodology' is included in the Appendix section and should be reviewed by those who intend to submit their qualifications to BART. It should be noted that the policy does not require a one to one replacement of parking spaces.

5. Can the BART tunnel (box) be built over?

There is no formal restriction to building above BART facilities. However, the structural integrity of our facilities is paramount to BART. Any proposed construction on the property near or above the tunnel would be subject to BART's review and approval.

6. Was the subject property involved in a college student competition recently?

A previous student competition conducted a year or so ago has no bearing on the RFQ. The student project was supported by BART as a student competition and not as any endorsement of a specific land use project.

7. What is the prospect of Federal financial participation?

BART would work with the selected development team to explore all potential fund sources, including any Federal money that may be available.

8. The Draft Glen Park Community Plan Study (November 2003) includes a larger area than just the specific BART parcel. Why is the RFQ just for the BART property?

BART is only in a position to offer the property it owns.

9. Are there any MBE/WBE/DBE participation requirements?

Charles Rivasplata, City of San Francisco can be contacted at (415) 558-6255 for further information. At this time, BART has no specific participation requirements.

10. Would BART consider selling this property?

Not at this time. BART prefers a long-term ground lease. Please see the BART's Transit-Oriented Development Policy that appears in the RFQ Appendix.

11. What would the lease terms be?

Specific terms will be negotiated with the selected developer. However, BART secures base rent as well as participation revenue (either from a project's performance or if a capital event takes place).

12. Is there a height or density limitation for development in the Glen Park area?

As identified in the Draft Glen Park Community Plan Summary (November 2003) with respect to BART's property, three story projects on Bosworth and Arlington Streets were suggested, encompassing 26 to 50 residential units with ground level retail or other uses that would activate the streets. However, the ultimate development project will be shaped in concert with the community.

13. What is the possibility of the party awarded the Exclusive Negotiating Agreement will also become the developer of the subject property?

A developer awarded an Exclusive Negotiating Agreement from this solicitation will be BART's developer for this property. After participating in the MTA/City's Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study, the developer would be expected to recommend a development project for the BART land. BART and the selected developer would then continue negotiations by, in part, addressing the specifics and any proposed land transaction.