



707 F Street & 750 E Street RFP/RFQ Meeting: Question and Answer
Chula Vista City Hall
October 3, 2019
10:00 a.m.

October 18, 2019 is the deadline to submit questions via email to Senior Economic Development Specialist Kevin Pointer at kpointer@chulavistaca.gov.

1. How will the MTS ownership be written?

The ownership vesting on the MTS-owned site will most likely result in ground leases up to 99 years. MTS will not entertain offers to purchase their site.

2. How were the listed priorities of the City and MTS sites determined?

City staff developed priority land uses and presented them to the City of Chula Vista City Council for approval. These land use priorities are consistent with the vision of the Urban Core Specific Plan and support the Economic Development vision and priorities to create jobs and generate revenue to the city through Transient Occupancy Tax (i.e. hotel tax) and sales tax.

Priority land uses for the MTS-owned site were vetted by the MTS Board of Directors and are consistent with MTS Policy 18 – MTS Joint Development Policy and Corresponding Handbook, which places emphasis on affordable housing for each project at a minimum of 20%.

3. Can the City's priority land uses be spread over the whole ten-acre site or do they need to be within the City-owned six acres?

City priority land uses should be on the City's site to maximize value and return to the City. The mix of uses on both sites should be well balanced and developed as a cohesive master planned project.

4. Has the City and/or MTS had environmental assessment reports completed?

For the City-owned site, Phase I and Phase II has been completed and abated with Notices of Final Action having been issued by the San Diego Department of Environmental Health. A copy of the Uniform Closure Letter is available on the City website.

The MTS-owned site has been owned by MTS since 2002 and has been utilized as a transit station since 1980. As a result, environmental work has not been completed. As part of the due diligence process, proposers are encouraged to review the site on GeoTracker.

5. Can the power substation/transformers southwest of the City-owned site be removed?

No; the F Street Promenade design incorporates the transformers as part of the project. There is no opportunity to underground them, since it has been determined to be economically infeasible. Proposers are advised to use the spur track as the design limit to the southwest.

6. Is the city open to a proposal for purchase of the land at market rate?

The City's priority is to generate sustained long-term revenue and retain ownership. However, the City would entertain all proposals, including those for purchase.

7. Is prevailing wage required?

The City-owned site could be subject to prevailing wage requirements depending on the disposition of the property. MTS Board Policy 18 includes requirements for prevailing wage and a skilled and trained workforce. A Project Labor Agreement is an option to ensure the requirement for a skilled and trained workforce is met.

8. What is the timeline for the Bayfront project?

The 535-acre Bayfront Master Plan is anchored by the 1,600 room Gaylord Hotel with 275,000 square foot convention center, which will be developed as Phase I of the Master Plan. The Master Plan represents a public-public-private partnership among The City of Chula Vista, the Port of San Diego and RIDA Development Corporation, LLC. The City anticipates breaking ground in mid-2020 with completion of the project anticipated in 2023 to 2024. Build out of the overall Master Plan will be phased over subsequent years. A timeline for subsequent phases cannot be anticipated and is subject to many factors, including market conditions.

9. What are the City's minimum standards for the housing requirements on this project and what are the anticipated affordable housing fees?

Affordable housing is the City's lowest land use priority for its site. In order to achieve the Balanced Communities policy goal of creating a housing opportunities for all economic groups throughout the City and not overburdening areas of our community with low income housing concentrations, a waiver of the requirements of the [City's Balanced Communities](#) policy requiring ten percent of all newly constructed residential developments of 50 units or more be made available and affordable to low and moderate income persons shall be waived within the designated census tracts defined as the "Area of Low/Moderate Income Concentration", as illustrated in Exhibit 1 of the [Balanced Communities Guidelines](#). The proposed sites (707 F St./750 E St.) are within the identified Area of Low/Moderate Income Concentration. Therefore, the City's Balanced Communities Policy is waived for any proposed residential development of the subject sites.

10. For the City-owned site, has Keyser Marston Associates prepared a study of anticipated rent revenues?

No. As experts in their fields, proposers are expected to produce financial plans including anticipated rent revenue during Phase II of the solicitation.

11. Does the City have a dedicated project team for permit processing for the project?

Yes, there will be a project team of City representatives dedicated to bring the project to market as soon as possible through entitlement and permitting. The City will also have a dedicated inspector assigned to the project.

12. Does the rail spur at the Southwest corner of the City-owned site need to remain?

Yes.

13. Do existing bus operations need to be maintained for utilization by MTS?

MTS is reviewing its existing bus operations through its [Elevate SD 2020](#) planning efforts as it is exploring modifications to the regional plan. At this time, all four bus bays need to remain for the three bus routes that currently utilize it (i.e. Routes 704, 705 and 932). Developers must include the bays in their plans and project teams should consider how transfer points from bus to rail will be included.

14. Has there been any thoughts or plans to expand the light rail to the Bayfront?

Not from this F Street location.

15. Will there be public transportation from the Bayfront to F Street?

There will be a shuttle, but it will not be operated by MTS. AS part of the contractual obligations for the Bayfront, the City and the Port of San Diego are required to provide a shuttle loop that will connect the two trolley stations to the Bayfront Convention Center.

16. Standards for UC-15 District of the Urban Core Specific Plan require a 45' height minimum. Will the sites together be comprehensively or individually evaluated for compliance with height and Floor Area Ration standards?

The Urban Core Specific Plan was intended to be developed with compliance for any given District by pod, not individual projects. Proposers will need to meet minimum height and FAR requirements. The City will be looking for compliance with development standards for each zoning district.

17. Will minimum height standards for floor area ratio be a factor in the financial evaluation for each project?

Yes, the intent is not to under-develop areas designated for transit-oriented development, so Floor Area Ratios will apply. This will be achievable by pod, not by project and will be required as part of the proposer's financial analysis.

18. Regarding expectations for replacement parking on the MTS-owned property, will there be a need for more or fewer parking spaces?

The MTS Board of Directors is seeking developments that minimize parking and is not requiring large parking requirements. The development team needs to propose how parking would be absorbed as well as shared parking opportunities and other methodologies that evaluate existing transit parking and how it will be incorporated on the site. The Board of Directors is not looking to require onerous parking as it impacts other elements of the project design.

19. Has MTS completed any parking analysis?

No, a parking analysis has not been completed; however, on a monthly basis the security team onsite completes parking counts. It is anticipated that proposers complete a focused analysis. Furthermore, MTS is willing to consider other innovative parking solutions.

20. Will the F Street Promenade plans be made available online?

Yes, the plans are currently available on the project webpage.

21. Does that include the design guidelines?

The F Street Promenade is a conceptual plan, which does not include design guidelines. These will need to be developed with the project.

22. Is there going to be an E Street Promenade?

No.

23. Should there be integration conceptualized between both the City and MTS sites and the F Street Promenade?

Yes, the goal of the Promenade is create a pedestrian- and bike-friendly environment that synergistically incorporates and transitions into the transit-oriented development.