

Cerone Request for Proposals

Questions & Answers

October 4, 2019

Question	Answer
Does VTA require a parking structure for its uses? How many spaces are required? Would VTA be open to shared parking?	VTA does not require the developer to provide a parking structure to free up the development area. The developer will be required to provide 407 paved and striped at-grade spaces inside the VTA-retained portion of the property. VTA is open to a proposal for shared parking with the development within the development area. If shared parking is contemplated, separate and secured access would be required.
Is VTA amenable to a proposal that includes phased payments to VTA?	Yes, provided that the proposal presents these in a manner that permits VTA to assess the NPV of the payment streams.
Is VTA interested in future economic participation?	Yes. The proposal should clearly identify the timing and conditions for participation.
Is VTA willing to go beyond a 65 year lease?	If the development team can show how a longer term is necessary, VTA is willing to extend beyond 65 years. Proposals should include the desired lease term, including any extension options.
How deep is the gas pipeline? Would excavation for parking be permitted?	Plans have been provided to firms eligible to respond to the RFP. The Developer should consult the plans provided by the utility company for these details, along with any other requirements that PG&E may impose. Further consultation with PG&E would be required for any excavation plans.
A dedicated bus lane was mentioned in the RFQ/RFP – does this mean a bus-only lane ingress/egress at the primary access point?	The Developer will be expected to provide a new bus stop to serve the project. Additionally, the Developer must construct a dedicated bus lane through which VTA buses may access the Cerone Maintenance Facility.
Regarding the desired bus stop, where is VTA thinking that should go?	It is anticipated that a new bus stop would be located along the Zanker Road frontage, or superior alternate location. The ultimate proposed location would need to be coordinated with and approved by VTA Planning, Operations, and Safety teams.
Are details available regarding the necessary length and dimensions of the future pull out bus stop?	Draft Bus Stop & Passenger Facility Design Criteria and Standards have been provided to firms eligible to respond to the RFP.

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<p>Is the developer only expected to provide a bus lane along Zanker Road for a distance from Baypointe Parkway to Holger Way? How many bus stops? Is the developer expected then to eliminate the median island currently on Zanker in order to make room for this dedicated bus lane?</p>	<p>It is anticipated that one new bus stop would be located along the Zanker Road frontage, or superior alternate location. The ultimate proposed bus stop(s) location would need to be coordinated with and approved by VTA Planning, Operations, and Safety teams. Proposed bus lanes will also require traffic and safety analysis by VTA and the City.</p>
<p>Given that (1) the current maintenance facility accommodates 204 buses and VTA uses it for only 148 buses, but (2) VTA plans to intensify usage of the retained portion of the property, how many buses should the relocated bus yard operations be sized to accommodate?</p>	<p>VTA would like to maintain the site capacity for bus service at 204. VTA is receptive to capacity options (including restriping of parking areas), provided this capacity requirement is not impaired.</p>
<p>Would the additional space on the Southern portion of the property (the portion retained by VTA) be available for short-term uses?</p>	<p>Yes, VTA would be open to leasing the southern portion of the property for short-term uses such as construction staging, temporary parking, or other needs.</p>
<p>Does VTA anticipate any future employee expansion at the Cerone Yard that would impact traffic?</p>	<p>VTA expects employee expansion in the future at Cerone. The potential impact on traffic is unknown at this time. Any significant building project that would result in this expansion would require separate CEQA clearance.</p>
<p>Is access limited to the two current access points? Are there any access points that need to be dedicated to VTA ingress and egress?</p>	<p>VTA is open to creative solutions regarding access to the development site. VTA will require dedicated and secured access for its Operations facilities. Any new ingress and egress points would be subject to City of San Jose approval.</p>
<p>Does VTA need a second point of ingress and egress for emergency access only?</p>	<p>VTA will need a second point of ingress and egress that can serve for emergency access as well as for operational use if the main access point is impacted.</p>
<p>Does VTA require minimum setbacks from proposed buildings to the south and east lease lines?</p>	<p>Yes. VTA will require minimum setbacks from proposed building(s) along the south and east lease lines. Ultimate design will need to be reviewed and approved by VTA Operations and Safety teams. As the parcels are split, setbacks will also be subject to City of San Jose property setback regulations.</p>
<p>Does VTA prefer immediate income, or waiting for future marketability?</p>	<p>VTA seeks to maximize both density and income and is willing to accept a phased approach to lease revenue to capitalize economic returns. VTA is focused on long-term revenue based on a net present value (NPV) approach.</p>

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<p>Is the design and construction of administration building is to be part of the developer's scope? If yes, is this facility is to be fully furnished and fitted out by the developer, or if costs associated with FF&E will be provided by the VTA.</p>	<p>The design, construction, and warm-shell build out of the administrative building will be at the expense of the selected developer. VTA will cover furnishings.</p>
<p>Site Plan: Please clarify if there is specific information that VTA wants captured on the Site Plan drawing?</p>	<p>Site plans should provide level of detail necessary to demonstrate uses, circulation and access, open space, community benefits, etc. Utilize industry best practices.</p>
<p>VTA Parking relocation: Please confirm that the concept plan diagram, similar to RFP Figure 5, Page 10 provides a sufficient level of detail?</p>	<p>Yes.</p>
<p>Per the RFP, the developer is to provide a new fueling station for the paratransit vehicles. Please confirm if this scope is to include above or below grade fuel tanks, pumps, etc and if yes, how many gallons?</p>	<p>Two 10,000 gallon above-grade double-wall fuel tanks.</p>
<p>The RFP states the developer's scope includes the relocation of the non-revenue vehicle/bus stop maintenance to a location just north of the existing operations building. However the location of this relocation work is not indicated on Figure 5. Please provide location of this work.</p>	<p>VTA has provided an updated Phase 1 plan to firms eligible to respond to the RFP. Location for this building has been marked as "E." *</p>

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Remove and Relocate or Replace?

Remove and relocate to paratransit area. VTA has provided an updated Phase 1 plan to firms eligible to respond to the RFP. Location for this building has been marked as "A." * Alternatively, additional square footage could be added to the administrative building to accommodate.



Remove and Relocate or Replace?



Remove and relocate. VTA has provided an updated Phase 1 plan to firms eligible to respond to the RFP. Location for this building has been marked as "B." *



Remove and Relocate or Replace?

Remove and relocate. VTA has provided an updated Phase 1 plan to firms eligible to respond to the RFP. Location for this building has been marked as "C." *

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 <p>Remove and Relocate or Replace?</p>	<p>Remove and relocate. VTA has provided an updated Phase 1 plan to firms eligible to respond to the RFP. Location for this building has been marked as "D." *</p>
 <p>Remove and Relocate or Replace?</p>	<p>Yes. This is the Guard Station and vault room. As the dedicated VTA access is reconfigured, this building would need to be relocated and replaced.</p>
<p>Generally, is any more information available regarding the VTA relocation not already included in the RFP materials?</p>	<p>Not that VTA is aware of at this time.</p>
<p>Does VTA intend to keep the RV parking on-site? If so, are there any associated parking, fencing, or utility requirements?</p>	<p>RV parking is naturally phasing out through attrition. Any remaining activities at the time of development would be relocated to VTA's portion of the property. The developer will not have any related parking, fencing, or utility requirements.</p>
<p>What are the parking and fencing requirements for the paratransit facilities?</p>	<p>120 surface parking stalls, and standard fencing are required.</p>
<p>Is a Biological Site Assessment available?</p>	<p>VTA does not have a biological site assessment. During environmental clearance, an analysis will be done applicable to the biological resources at the Cerone site. The Cerone site is covered by the Santa Clara Valley Habitat Plan and is within the U.S. Fish and Wildlife Service and California Fish and Wildlife permit area. Cerone is designated as burrowing owl habitat and is in the Burrowing Owl Fee Zone. Current impact fee schedules have been included in the RFP appendix files.</p>

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Preliminary retail elevations: Can we use 3D renderings of exterior retail facades In lieu of the requested 2D preliminary elevations?	Yes.
If FTA concurrence is required, would this trigger NEPA compliance? If so, would VTA expect that the FTA would work jointly with the City on a NEPA/CEQA document?	FTA concurrence does not require NEPA. Environmental review will be conducted through the CEQA process.

***Note to respondents:**

VTA will be working with IBI to identify exact locations for building relocations. A new Phase 1 site plan will be created. Any modifications would not result in an increase to the developer relocation scope, and would be limited to changes of building locations.

VTA will work with the selected Developer to finalize all relocation plans.