

1. Does BART have other property in the immediate area that may be made available?

Yes, BART owns a 14,757 square foot parcel half a block to the south of the BART station at 149 Mandela Parkway. This site could possibly serve as a staging area or for other uses in the development of the BART property offering. Currently, the parcel is being leased on a month to month basis and no determination has been made by BART regarding whether the property would be offered for sale or made available for long term ground lease.

2. Developable property exists around the BART station (to the East). What relationship does BART have with the interest holders of these properties?

BART has had some dialogue with nearby property owners and their representatives over the years. On 7/15/05, the BART Board of Directors authorized separate 12-month exclusive negotiating agreements, with an option to extend each for an additional 12 months with Mandela Transit Village Partners, LLC for development on BART land and with Aegis West Oakland Garage, LLC for development of additional BART parking. Both negotiating agreements expired without any action by the District.

3. Will permitted height and density be included in the West Oakland Specific Plan?

Yes, the City of Oakland just released the Draft West Oakland Specific Plan on January 29, 2014 and information on height and density limits is included. The draft along with the draft EIR may be found on the following City web site:

<http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/OAK028334>

4. Will the community be represented in the evaluation committee for this RFQ? Will the West Oakland Specific Plan (WOSP) Task Force Committee be involved in the evaluation committee?

BART's desire is for its evaluation committee for this solicitation to include BART, City of Oakland and community representation. A determination has not yet been made as to whether this representation will include a member of the WOSP Task Force or another member of the community. The evaluation committee is in the process of being formed.

5. Will prevailing wages be required during construction?

Yes, in 1987 the BART Board of Directors adopted "prevailing wage requirements on all BART joint development projects."

6. Why is there an emphasis on office space at this location?

The RFQ states that one of BART's development objectives for its West Oakland Station property is for mixed use with an emphasis on office/commercial development. The District's rationale for this emphasis is as follows:

- The use of public transit for employees is more sensitive to distance from the transit service than it is for residential. BART commuters are more likely to travel greater distances to get to BART from their residences than to their place of employment. Clustering office development at BART stations responds to this sensitivity.
- Commercial development at the site would serve as an effective noise buffer for the surrounding area.
- The station is only one stop away from San Francisco's financial district and it would be an easier commute destination for East Bay commuters than San Francisco. BART commuters exiting at West Oakland during the morning commute create space for BART commuters entering at West Oakland on route to the West Bay. Similarly during the evening commute, commuters exiting at West Oakland create space for East Bay bound commuters entering our system at West Oakland.

7. Will BART move its headquarters to the site?

BART has a lease for its current headquarters location at the Kaiser Center in Oakland through 2021. The District has no plans to relocate its headquarters at this time.

8. Is BART doing a market study for the viability of office space at this location?

Yes, a consultant firm has been engaged by BART to conduct a market study for the West Oakland Station property and BART held property at other BART stations. These studies are ongoing at this time.

9. Lots of affordable housing organizations were represented at the Pre-submittal Conference. What about affordable housing at this location?

The areas surrounding the BART property, which are also part of the opportunity area defined in the specific plan, in particular offer potential for high density housing, both affordable and market rate. Although housing may be considered for future development of the BART property, the District's stated objectives is for mixed use with an emphasis on office/commercial development.

10. Is the City of Oakland looking to amend the current S-15 zoning?

S-15 is a City Transit-Oriented Development (TOD) zoning. At the January 17, 2014 Pre-Submittal Conference, Mr. Ed Manasse explained that there will be a TOD overlay in the Specific Plan that will add to the S-15 designation, not replace it. The City has set a target of July, 2014 for the completion of the Final West Oakland Specific Plan.

11. Are you considering senior housing?

We are trying to build a community with Transit-Oriented Development that involves a variety of uses (e.g. office, retail and residential) with a variety of ages and income levels. We believe that there is a place for senior housing within the 7th Street Opportunity Area depicted in the Specific Plan.

12. Is BART only looking at ground leases?

Yes.

13. Are you seeking proposals at this time?

This solicitation is a request for developer qualifications only for a potential development. However, a 'Preliminary Development Concept' as specified in the RFQ is one of the stated submittal requirements.

14. Are there any adjustments to building setback requirements to the BART rail line since a nearby property was set ablaze in 2012 while it was in construction? What is the current status of the property?

No, not at this time, but security measures may be taken on construction projects in proximity to BART that could reduce the possibility of impacting the BART system in such a manner in the future. We were advised at the January 17, 2014 Pre-submittal Conference that the property in question may be listed for sale or is in escrow.

15. Can BART try to see that the selected developer is inclusive of African Americans?

The criteria for selection are very sensitive to the history and needs of the area; however, we cannot make race a selection criteria.

16. What are lessons learned from other TOD projects?

Among other things:

- We have to be sensitive to the municipality and community;
- We recognize the importance of access studies which is a venture between ourselves, the municipality and the developer to study topics such as replacement parking and BART patron access modes.

17. Has BART ever looked at undergrounding its system in the area?

Yes, and we have found that either undergrounding or encapsulating portions of our system's aerial alignment would be very expensive. Additional noise analysis is currently underway.