

# Request for Qualifications

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## Joint Development of a Transit Village Project Santa Barbara, California



**City of Santa Barbara**  
California

October 4, 2007

## **INTRODUCTION**

The City of Santa Barbara Redevelopment Agency (RDA) and the Santa Barbara Metropolitan Transit District (MTD), together as “Participants”, seek a qualified development team to plan, design, construct and potentially own/manage some components of a transit-oriented development (TOD) on a prime 1.8-acre site in downtown Santa Barbara, California. The development team will work with the Participants and the community to deliver a high-quality, mixed-use project that includes a new state-of-the-art MTD Transit Center, commercial uses, housing, and public parking. The future development should balance the desire to develop an expanded transit center, associated commercial uses, and infill housing on the site with its location in the El Pueblo Viejo District, an area of Santa Barbara that is subject to special design guidelines.

This Request for Qualifications (RFQ) is intended to establish a short list of qualified developer teams. Once this list has been established, the Participants will issue a Request for Proposals to select a development team with which to enter into an exclusive negotiating agreement (ENA) to develop the site.

## **SITE DESCRIPTION**

The project site is located on the southeast corner of the intersection of Chapala and Figueroa Streets, in the heart of downtown Santa Barbara and within the City’s Redevelopment Project Area. It is located one block west of State Street, which is a popular destination for locals and tourists to shop and dine, and four blocks east of Highway 101. The 1.8-acre site is within the historic El Pueblo Viejo District and is currently developed with a 164-space public surface parking lot and the existing MTD transit center. The site is bordered by existing commercial development to the east, a Greyhound Bus depot and valet parking lot for Saks Fifth Avenue to the south, Chapala Street and a Ralphs supermarket to the west, and Figueroa Street and commercial development to the north. An aerial photo showing the project site and surrounding properties is attached to this RFQ.

RFQ respondents should assume that the project site will include only the two properties owned by the City and MTD unless the developer team has site control of any adjacent properties that could potentially be included in the project scope.

## **PROJECT BACKGROUND**

### **1. Site Selection**

In 2003, the MTD approached the City concerning the need to renovate and reconfigure the MTD transit center located at 1020 Chapala Street. At about the same time, the RDA had prepared a feasibility study, which identified City Parking Lot #3, located adjacent to the transit center, as a suitable site for the construction of housing over a downtown public parking lot. The RDA and MTD staff began to discuss a possible joint mixed-use project to be located on the properties held by the two agencies.

In December 2004, in joint session with the MTD Board of Directors, the RDA Board authorized staff to negotiate and execute a Participation Agreement between several parties to jointly plan for the development of City Parking Lot #3 and the MTD transit center as a mixed-use development. Among the original participants were the owners of the adjacent Greyhound Bus depot parcel and the Saks Fifth Avenue valet parking lot. The RDA staff had numerous discussions with the two adjacent property owners, but was ultimately unable to secure their participation in any further study of potential development on their properties. Therefore, in October 2005, the MTD Board of Directors and the RDA Board executed a Participation Agreement between the two agencies to study a joint redevelopment project on the subject site.

### **2. Feasibility Analysis**

The Participants hired a consultant team to prepare a *City of Santa Barbara Redevelopment Agency and Metropolitan Transit District Mixed-Use Development Planning Strategy and Feasibility Analysis* (Analysis) to identify and evaluate various potential redevelopment scenarios for the project site. The

Analysis included an evaluation of the most appropriate location for the MTD transit center, an analysis of various land uses and project components to include in the development, and the financial feasibility of each alternative studied. The Analysis is available on the City of Santa Barbara's website, at [www.santabarbaraca.gov/Resident/Home/Redevelopment/Transit\\_Village.htm](http://www.santabarbaraca.gov/Resident/Home/Redevelopment/Transit_Village.htm).

During the course of the analysis, the consultants developed nine alternative approaches for the creation of a new transit center and mixed-use project. Five of these approaches were developed assuming use of the properties on Chapala Street owned by the City and MTD. Two additional alternatives were prepared that incorporated the Participant-owned lots with the adjacent parcel currently occupied by Greyhound Bus Lines. One alternative was developed that assumed placement of a new transit center at the train depot, located on State Street, south of Highway 101. The final alternative was prepared for the existing commuter parking lot at the intersection of Carrillo and Castillo Streets.

The Analysis concluded that the most appropriate location for the MTD transit center is its current location. Comments received from the majority of the advisory bodies, decision-makers, and the public support this conclusion.

Evaluation and public discussion of five development alternatives for the subject site revealed that the type of joint development project acceptable to the Participants would require public subsidy. While the Analysis demonstrated that including market-rate condominiums into the project could reduce the levels of subsidy required, the public and decision-makers indicated that they are most interested in a project that meets the City's goals for affordable housing, open space, transit accessibility and other public objectives, all of which require monetary support.

Further detail of all development alternatives studied, their respective economic analyses, and a bullet-point summary of comments made by the decision-makers and members of the public at the various meetings is included in the Analysis.

### **3. Public Meetings**

Since the commencement of the Planning Strategy and Feasibility Analysis process, several public meetings were held to seek input from City advisory bodies, decision-makers, and the general public. On May 31, 2006, the project concept was discussed at a joint meeting of the City Planning Commission and Historic Landmarks Commission. That evening, the RDA and MTD staff and the Santa Barbara Downtown Organization hosted a public meeting to receive input on the potential development from stakeholders and interested members of the public. On June 8, 2006, a public discussion of the project components to be studied in the Analysis took place at a joint meeting of the City's Transportation and Circulation Committee and Downtown Parking Committee. On June 27, 2006, a similar discussion occurred at a joint meeting of the RDA Board and the MTD Board of Directors.

On February 27, 2007, a joint meeting of the RDA and MTD Boards was held to present the preliminary conclusions of the Analysis. Based on comments received at that meeting, Staff and the consultants developed an additional alternative to study. All of the alternatives explored in the Analysis were presented at a joint meeting of the Planning Commission and Historic Landmarks Commission on April 18, 2007, and at a joint meeting of the Downtown Parking Committee and Transportation and Circulation Committee meeting on May 10, 2007.

On September 11, 2007, a brief summary of the Analysis was presented at a joint RDA Board and MTD Board of Directors meeting to provide context for the content of this RFQ. The Board members concluded that the primary objective of the project is to provide a high quality, state-of-the-art transit center with ancillary commercial uses and a child care center, with the secondary objective of filling in the site to the degree practical with residential units. "Workforce housing" (for-sale units restricted to households earning 120% to 200% of the area median income) was the highest residential priority to the Boards, with additional interest in market-rate rental housing. Other housing types could be considered, as appropriate.

Minutes from all of these public meetings are provided on the City of Santa Barbara’s website, at [www.santabarbaraca.gov/Resident/Home/Redevelopment/Transit\\_Village.htm](http://www.santabarbaraca.gov/Resident/Home/Redevelopment/Transit_Village.htm). Streaming video of the three joint RDA and MTD Board meetings can also be viewed on the City’s website, at [www.santabarbaraca.gov/Government/Video](http://www.santabarbaraca.gov/Government/Video).

## **JOINT DEVELOPMENT GOALS**

The overarching goals of the proposed redevelopment project are to:

- Meet the future needs of MTD’s varied and expanding bus fleet.
- Develop a state-of-the-art transit center.
- Maintain MTD’s existing level of service during construction of the project.
- Maximize transit ridership for the MTD and regional transit providers in the area.
- Incorporate transit- and pedestrian-oriented elements into the project (e.g., a mix of uses integrated with the transit center, reduced parking ratios, if appropriate).
- Improve connectivity of the surrounding area to the transit center.
- Provide a safe, convenient, and comfortable area for transit riders to wait for buses.
- Provide mixed-income housing on the site, with priority given to “workforce housing.” Such housing could potentially be accomplished through employer-sponsored units.
- Incorporate “green” building practices to the maximum extent feasible.
- Provide high quality public spaces, as appropriate.
- Replace all existing public parking spaces on the site.
- Maintain massing, scale and design compatibility between the project site and the surrounding area.

Additionally, it will be critical to maintain MTD’s existing level of service during construction of the project.

The RDA and MTD intend to maintain ownership of their properties over the long term, and understand that a lot line adjustment between their properties may be necessary to achieve the desired configuration of components on the site. Thus, a development agreement for the project could come in the form of a ground lease, air rights sale or other agreement that allows development on the site but maintains the current ownership of the land.

The Participants strongly prefer to work with a development team who has experience with mixed-use projects, the design and development of transit facilities, TODs, affordable housing, “green” building practices, and a record of working with community stakeholders to achieve successful developments. The selected development team should be prepared to initiate and manage a process that allows ample opportunity for community participation and input prior to final approval. Additional detail about the required community process will be included in the RFP.

## **DEVELOPMENT STANDARDS AND GUIDELINES**

The following summarizes the current policies and guidelines of the City of Santa Barbara that will shape development on the project site. The documents referenced below can be found in their entirety on the City’s website, at the web addresses provided in the “Additional References” section of this RFQ.

### **1. City of Santa Barbara General Plan**

The Santa Barbara General Plan establishes the land use policy for the project site and the surrounding downtown area. The downtown area of Santa Barbara provides several different functions - it is a major administrative and professional office center, the prime focal point for local government facilities and

activities, the dominant financial center for the region, and a major retail center for the South Coast of Santa Barbara County. This area has also been the focal point of efforts over the years to preserve the City's historic landmarks. As the historical center of Santa Barbara, the downtown area is an important tourist attraction.

The project site currently contains a transit center and parking lot and is located within the City's Central Business District (CBD), which encompasses an area generally bounded by Victoria Street and Highway 101 to the north and south, and Garden and De la Vina Streets to the east and west. Most of the retail commercial activities in the CBD are concentrated in a 21-block area between Victoria, Cota, Chapala, and Santa Barbara Streets.

The General Plan designates the project site and adjacent properties as "General Commerce." The area south of the project site is primarily designated General Commerce. The area east of the site is designated General Commerce and transitions into a mix of Offices and Major Public and Institutional designations. Areas north and west of the site are designated General Commerce and transition into Residential (12 units/acre). The General Plan Land Use and Housing Elements recognize that, in zones where variable density standards apply (discussed in more detail below), development may exceed 12 units/acre without causing an inappropriate increase in the intensity of activities.

A major goal of the General Plan is to promote infill development in existing developed areas of the City. In support of this, Housing Element Policy 4.3 states that, "given limited remaining land resources, the City shall concentrate on efforts to develop housing on vacant infill sites and redevelopment of opportunity sites in commercial and residential zones with a priority for commercial and mixed-use development." Land Use Element Policy 4.2 states that, "options for providing additional housing opportunities shall be explored where appropriate in nonresidential zones." Additionally, Land Use Element Policy 3.1 states that the City shall "provide funding opportunities for growth and rehabilitation in the Downtown and Waterfront areas of the City in order to maintain, protect and enhance the City's important retail and visitor-serving uses."

The General Plan also encourages a mix of housing types, with an emphasis on providing adequate housing for low- and moderate-income owners, renter, seniors, and disabled persons. Land Use Element Policy 4.1 states that, "residential development shall be considered the highest priority of development in the future," and Housing Element Policy 4.1 encourages the City to "pursue all opportunities to construct new housing units that are affordable to low- and moderate-income owners and renters."

The Circulation Element of the General Plan contains goals and policies that support the desire to achieve equality of convenience and choice among all modes of transportation. As it relates to the proposed mixed-use project, Circulation Element Policy 8.5 states that "the City shall promote/facilitate the development of housing to decrease the need for parking through an increased walking/biking population that lives, works, and shops in the Downtown." The Circulation Element also calls for compact pedestrian-oriented development along major transit corridors, incentives for mixed-use development, and locating educational and daycare facilities in areas compatible with surrounding land uses and that minimize travel demand.

## **2. City of Santa Barbara Zoning Ordinance**

The Santa Barbara Zoning Ordinance designates the project site as Commercial (C-2), which allows a variety of commercial uses and any less intensive use through the City's use of pyramid zoning. Mixed-use commercial and residential development is allowed in this zone, subject to residential density standards. City restrictions on nonresidential development would potentially allow up to approximately 24,550 square feet of nonresidential space on the project site.

The City's Charter and Zoning Ordinance limit buildings to no more than four stories and 60 feet in height. Because the C-2 Zone designation is intended to support downtown commercial development, there are no maximum lot coverage or setback requirements for commercial buildings (with the exception of development located immediately adjacent to residentially-zoned property, which is not applicable to this site). Buildings used exclusively for residential purposes in the C-2 Zone must comply with the setback requirements of the Multiple-Family (R-4) Zone, and residential components of mixed-use projects must comply with the lot area provisions of the R-4 Zone. As such, a mixed-use project on the project site would

be subject to the multiple-residential unit variable density standards described below, and also must provide open space on the site equating to at least 10% of the total lot area.

The multiple-residential unit variable density standards base the allowed density for a development on the number of bedrooms in the dwelling units. For example, a studio requires 1,600 square feet of lot area, a one-bedroom unit requires 1,840 square feet of lot area, a two-bedroom unit requires 2,320 square feet of lot area, and a three-bedroom or larger unit requires 2,800 square feet of lot area. Any combination of those dwelling types may be proposed, as long as the lot area required for the units does not exceed the total lot area of the project site. The Zoning Ordinance provides relief, in the form of a Lot Area Modification, to construct a housing development affordable to very low-, low-, moderate- or middle-income households that exceeds the density allowed by the above variable density standards.

The City's Inclusionary Housing Ordinance requires a development of ten or more for-sale dwelling units to provide at least 15% of the total units for sale to middle- or upper-middle income households. The City also has adopted density bonus policies, which require that all density bonus units be affordable at specified targeted incomes. Please refer to the City of Santa Barbara Affordable Housing Policies and Procedures for more information.

Mixed-use buildings in the CBD are only required to provide one parking space per residential unit, with no guest parking requirement. Also, the project site is located in a 100% parking "zone-of-benefit" due to the fact that the site contains a public parking lot. Since all existing public parking spaces will be replaced on-site, additional parking would not be required for any nonresidential uses proposed within the project.

### **3. El Pueblo Viejo Landmark District**

The purpose of the El Pueblo Viejo Landmark District is to preserve and enhance the unique heritage and architectural character of the central area of the City, which contains many important historic and architectural landmarks. In addition to the preservation of these landmarks, the cohesiveness of the area is achieved by regulation of architectural styles used in new construction as well as exterior alteration of existing structures. The Charter of the City of Santa Barbara and the specific ordinance provisions of the El Pueblo Viejo District are the law governing architectural styles within the district. Therefore, any new construction or exterior alteration shall be compatible with the Hispanic tradition as it has developed in the City from the later 18<sup>th</sup> century to the present, with emphasis on the early 19<sup>th</sup> century "California Adobe" and "Monterey Revival" styles, and the "Spanish Colonial Revival" style of the period from 1915 to 1930.

Due to the project's location within the El Pueblo Viejo Landmark District, the project will be reviewed by the Historic Landmarks Commission (HLC), a nine-member advisory body to the Planning Commission and City Council. In addition to the necessary review of the project by the Planning Commission, City Council, and the RDA and MTD Boards, the project is expected to require several hearings for conceptual review of the project, and preliminary and final design approval, by the HLC.

### **4. Additional Design Guidelines**

The project site is also subject to the City of Santa Barbara Urban Design Guidelines, which applies to the City's downtown grid. The Urban Design Guidelines provide direction to design professionals and the general public in how to enhance the aesthetic character of the City and support the City's transportation network through the design of buildings and infrastructure. The guidelines address issues such as site organization, treatment of the street edge, courtyards, plazas and paseos, transit stops, bicycle facilities, automobile parking facilities, and building equipment and service areas.

The City has also adopted Chapala Street Design Guidelines, which apply to a seven-block section of Chapala Street, north of Highway 101 and south of Carrillo Street. The purpose of the guidelines is to ensure that public improvements along Chapala Street consist of a unified theme and meet the needs of downtown residents and businesses. Although the project site is located one-half block north of the geographical scope of the guidelines, the street frontage of the proposed project should be compatible with the Chapala Street Design Guidelines to provide a consistent theme along the Chapala Street corridor.

## **PROGRAMMING ELEMENTS**

While there is no set development program for the site, there are programming elements that are desired by the Participants. The final program will be determined through discussions with the RDA and MTD Boards and Staff and the public planning process. While the Participants understand that not all of the desired elements may be included in the final development, these elements should be taken into consideration as the developers form teams:

- Provide a new MTD transit center, with a minimum of 16, and a maximum of 20, bus bays (provided on-site and curbside, if necessary) to accommodate local and regional bus service.
- Show potential expansion for future growth of transit services.
- Replace the existing 164 public parking spaces on the site.
- Include a mix of commercial uses to complement the transit center.
- Provide a child care center on-site.
- Maximize the affordable housing component, with priority given to for-sale units targeted to middle- and upper middle-income households, with potential participation by area employers for housing for their workforce. Other housing types, in order of preference, include market-rate rental housing and low-income transit-dependent housing. Market-rate condominium units will be considered only to the degree necessary to offset project costs to make the project feasible.
- Maximize project sustainability and green building components – achieve Leadership in Energy and Environmental Design (LEED) Gold certification at a minimum.
- Consider opportunities to include ancillary uses, such as a car share program, a bicycle station and/or lockers, public art, and other public amenities.
- Provide the majority of parking spaces underground.
- Provide attractive public open spaces and private common areas for the residential units.
- Provide project components that support a vibrant pedestrian- and transit-oriented development.
- Consider the location of equipment staging and construction material storage areas, and temporary loss of public parking and relocation of the MTD transit center during construction.

Responses to the RFQ should highlight experience with the development of similar program elements that resulted in a successful project and experience in delivering projects with high-quality design.

### **1. Land Use Considerations**

The RDA and MTD's highest priority is creating an expanded state-of-the-art transit facility. The project is envisioned as including a new MTD transit center and a mix of transit-oriented uses, including a child care facility, ground-floor retail and housing on upper stories. As such, it is important to be sensitive to the interface between the residential units, child care facility, and transit operations on the site to minimize potential adverse impacts.

The RDA's preferences for housing on the site are ranked as follows: 1) condominium units restricted to middle- and upper middle-income households (i.e., "workforce" housing); 2) market-rate rental units; 3) very low-, low- and moderate-income rental units for transit-dependent populations; and, 4) market-rate condominium units. While the Participants are not willing to sell their land, the RDA recognizes that development of housing at the site may require a complex financing solution such as sale of air rights, a very long ground lease term, or other mechanism that will allow for potential development of the site.

Programming for the site should take into consideration the range of existing and proposed development in the downtown area. Several new mixed-use developments in the vicinity of the project site are nearing completion; developer teams are encouraged to monitor their successes and challenges. Also, the City has

approved significant parking reductions for certain low-income housing projects downtown, where the tenancy type did not typically own vehicles and the residents had easy access to transit services.

## **2. Development Intensity and Massing Considerations**

The context of the site, located in the heart of downtown and within the historic El Pueblo Viejo District, strongly influences the configuration of potential development. The buildings in the adjacent blocks vary in mass and height, ranging from one to five stories. Development on the project site will need to be compatible with the surrounding area in terms of mass, bulk, scale, and architectural style.

Although the Zoning Ordinance allows consideration of a 60-foot building on this site, many advisory board members, decision-makers, and members of the public expressed a desire to restrict the development to a smaller building envelope. This issue should be considered by the developer when creating the development program and in the preliminary and final design of the project. Intensity and massing considerations include:

- Adhering to the City’s maximum 60-foot, 4-story height limit.
- Concentrating massing and intensity at the center of the site, with lower intensities around the perimeter to minimize the sense of bulk and scale from the public sidewalks.
- Providing open spaces and architectural relief throughout the development to reduce the project’s overall mass.

## **3. Site Access and Circulation**

The majority of the project site has frontage on Chapala Street, a busy one-way street corridor with four vehicle travel lanes in this block. Currently, buses enter and exit the MTD transit center from Chapala Street, and it is MTD’s desire to maintain this as its primary access point in the design of a new transit center. Although the project site also has frontage on Figueroa Street, heavy bus traffic and necessary turning maneuvers cannot be accommodated on this smaller collector street. Patrons of the public parking lot currently enter the site from Figueroa Street and exit north onto Chapala Street. Alternate circulation patterns will be considered for private vehicles entering and exiting the development site.

Additionally, the project will have to accommodate the following access and circulation program elements:

- Provide an adequate number of bus bays and turnaround area(s) for the MTD bus fleet.
- Consider the potential abandonment of the easternmost lane of Chapala Street in this block, which may be included into the overall design of the project site.
- Accommodate “back of house” operations for businesses fronting State Street and Figueroa Street.
- Include pedestrian connections across the site from Chapala Street to Figueroa Street and explore, if feasible, connectivity to State Street and Carrillo Street.
- Consider interface of commercial customers and residential tenants in the design and operation of the vehicle parking area(s).

## **SUBMISSION REQUIREMENTS AND SELECTION PROCEDURES**

### **1. Submittal Instructions**

Interested parties shall submit seven (7) copies of a qualification response. The submittal should be organized following the Submission Requirements section headings noted below, and include at least the requested information. The Participants reserve the right to request additional information during the RFQ period.

Responses must be submitted not later than **4:00 p.m. on Thursday, November 15, 2007**. Responses shall be submitted to:

City of Santa Barbara Redevelopment Agency  
Attn: Renee Brooke  
630 Garden Street  
P.O. Box 1990  
Santa Barbara, CA 93102

A pre-submittal conference will be held on Monday, October 22, 2007, at 11:00 a.m. in the MTD Auditorium, at 550 Olive Street in Santa Barbara, California. Developer teams are encouraged to visit the project site prior to the pre-submittal conference.

Questions or clarifications concerning the RFQ should be directed to Renee Brooke, AICP, Redevelopment Specialist, at (805) 564-5461, or at [rbrooke@santabarbaraca.gov](mailto:rbrooke@santabarbaraca.gov).

## **2. Submission Requirements**

Each developer team response to the RFQ shall include:

### **a) Cover Letter**

The submission must contain a cover letter signed by the development team representative who is authorized to represent and negotiate on behalf of the development entity. The letter should state the legal name and form of the development entity, and provide the mailing address, phone and fax numbers, and e-mail address of the team's representative.

### **b) Description of Team Members**

The submission should identify and describe key members of the team that would be involved in the implementation of the project (e.g., developer, design team, leasing consultant, financial partners and other team members important to the team's approach). At a minimum, please provide:

1. The name of the team representative who has the authority to represent and make legally binding commitments on behalf of the development entity, and be ultimately responsible for negotiating the terms of the agreement with the RDA and MTD.
2. The project manager's name, if different from above.
3. Names of all officers, partners or owners of the development entity by name, title and percentage ownership.
4. Names, addresses, telephone and fax numbers, and e-mail addresses of all team members.
5. Resumes and/or descriptions of the qualifications of key personnel from each team member.
6. Organizational chart indicating legal and managerial relationships among team members, proposed management structure, and role of each individual on the development team.
7. A list of any lawsuit or litigation and the result of that action resulting from: (a) any public project undertaken by the developer or by its subcontractors where litigation is still pending or has occurred within the last five years, or; (b) any type of project where claims or settlements were paid by the developer or its insurers within the last five years.

### **c) Examples of Successful Projects**

The submission should describe the development team's qualifications and experience with the development of transit centers, high-quality mixed-use projects, preferably TOD and joint development projects. For each project please include (as applicable):

1. A description of the project including location and land uses by square feet, the number, type and distribution of housing units (for-sale, rental, market-rate, affordable), relationship to transit (for TOD projects), and total project cost.
2. Site plans, building elevations and drawings, and photos of completed projects.

3. Roles of the team members.
4. Financing structure of the project, including amount and source of equity, and a description of how critical issues were resolved during the negotiation process.
5. Examples of transit facility design and development.
6. Examples of the use of “green” building principles and materials.
7. Evidence of lease-up and/or product sales schedules.
8. Project and property management.
9. Examples of successful ground leases.
10. Examples of successful public involvement processes, including the role of the team members and a description of the process and results.
11. Evidence of experience with creative financing of affordable housing.
12. Examples of experience with creative parking solutions.
13. References from public agencies and other entities who partnered with the developer in a joint development process.

**d) Evidence of Financial Capacity**

The submittal should provide evidence that the development team has the financial capacity to carry out the project, including audited financial statements and any additional evidence demonstrating financial ability to undertake the project.

**3. Proposal Evaluation and Award**

The submittals will be reviewed by the selection committee, which will be comprised of staff members of the MTD and the City of Santa Barbara. The most qualified developer teams will be contacted prior to the release of the Request for Proposals for the project.

**Selection Criteria**

The following criteria will be used to evaluate the development team’s qualifications (in no particular order):

- Strength of the development team as demonstrated in designing and implementing attractive projects, including specific elements desired at the site.
- Financial capacity.
- Demonstrated ability to deliver projects with high-quality design.
- Transit facility design and development experience.
- Joint development experience.
- Experience with transit-oriented developments and urban mixed-use projects.
- Experience with the City of Santa Barbara design review and entitlement processes.
- Ability to maintain a development schedule and budget.
- Experience with “green” building methods.
- Experience with affordable housing.
- Sales, leasing, and property management experience.
- Experience and success of public involvement.

#### 4. Schedule

The timeline for selecting a development team for the project is as follows:

Pre-submittal Conference .....	October 22, 2007
Statement of Qualifications Due .....	November 15, 2007
Developer Short-List Notification.....	Early December 2007
Request for Proposals Issued.....	January 2008
Developer Proposals Due .....	April 2008
Final Developer Selection .....	May 2008

#### 5. Equal Opportunity Statement

The Participants are committed to nondiscrimination and equal opportunity in all contracting opportunities. The policy and intent of the Participants is to provide equal opportunity for all persons regardless of race, color, religion, national origin, marital status, political affiliation, sexual orientation or gender identity, status with regard to public assistance, disability, sex, or age.

#### 6. Disclaimer

This RFQ does not represent a commitment or offer by the Participants to enter into an agreement with a developer or to pay any costs incurred in the preparation of a response to this request. The submitted responses, and any information made a part of the responses, will not be returned. The RDA and MTD have sole discretion and reserve the right to reject any and all responses received with respect to this RFQ and to cancel the RFQ at any time prior to entering into a formal agreement.

Any information submitted will not be returned. All documents submitted will be deemed public records and made available for general public review. Any proprietary or confidential information should be submitted under a separate cover.

**Attachment:** Aerial Photo of the Transit Village Project Site

#### **Additional Resources:**

Santa Barbara MTD  
[www.sbmtd.gov](http://www.sbmtd.gov)

City of Santa Barbara RDA and MTD Mixed-Use Development Planning Strategy & Feasibility Analysis  
[www.santabarbaraca.gov/Resident/Home/Redevelopment/Transit\\_Village.htm](http://www.santabarbaraca.gov/Resident/Home/Redevelopment/Transit_Village.htm)

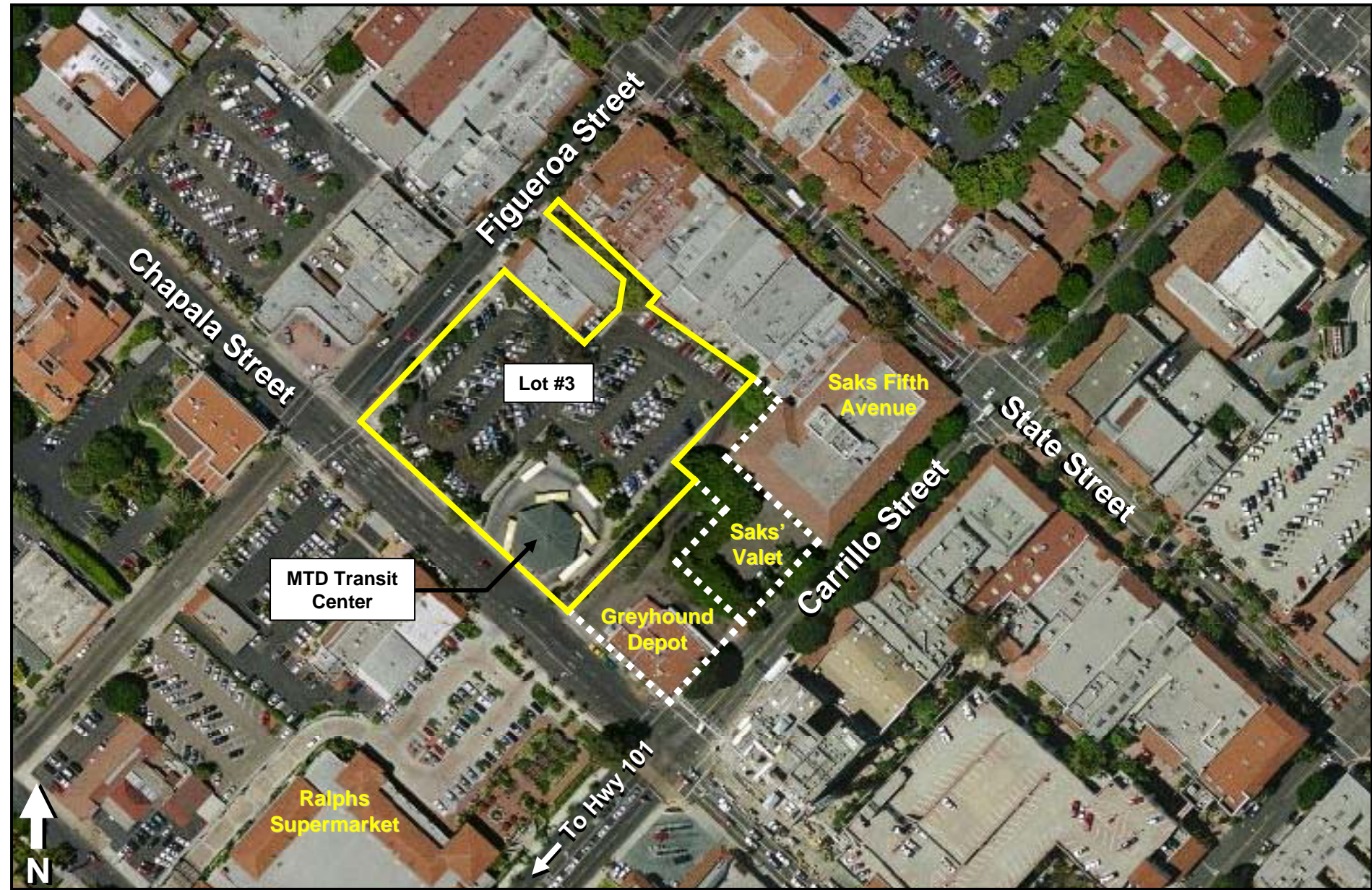
Charter of the City of Santa Barbara  
<http://www.santabarbaraca.gov/Government/Ordinances/Charter>

City of Santa Barbara General Plan  
[www.santabarbaraca.gov/Government/General\\_Plan](http://www.santabarbaraca.gov/Government/General_Plan)

City of Santa Zoning Ordinance  
<http://www.santabarbaraca.gov/Government/Departments/ComDev/Planning.htm>

City of Santa Barbara Affordable Housing Policies and Procedures  
<http://www.santabarbaraca.gov/Resident/Home/Housing/reports.htm>

City of Santa Barbara Design Guidelines  
[www.santabarbaraca.gov/Resident/Home/Guidelines](http://www.santabarbaraca.gov/Resident/Home/Guidelines)



**Transit Village Project Site**