



**CITY OF WHITE PLAINS
TRANSIT DISTRICT DEVELOPMENT OPPORTUNITY
REQUEST FOR PROPOSALS
ANSWERS TO SUBMITTED QUESTIONS**

Q: What is the long-term strategy for the TransCenter (bus station) across the street from the development site?

A: The TransCenter Bus Station is operated by the Westchester County Department of Transportation and not associated with this RFP. Any questions regarding the TransCenter should be addressed to Westchester County.

Q: What agency will be handling site plan approval for the RFP Sites? From the city website “Depending on the nature of the project, the approval agency for the site plan application may be the Commissioner of Building, the Planning Board, or the Common Council.”

A: The White Plains Common Council will be the approving agency for any Site Plan Approval.

Q: Is it possible to mass all 1.8m sf of FAR and still provide open space on entire existing parking lot? If not, does the city prioritize proposals that have dedicated green space on a full lot or air rights maximization?

A: There is no requirement to provide open space on an entire existing parking lot.

Q: Confirm lot areas for each development site.

A: The lot areas for each development site can be found in Section II. Property Description and Development Parcels of the RFP.

Q: Does parking count towards FAR?

A: No, parking does not count towards FAR.

Q: Will WP's DOB issue a foundation permit in advance of the full building permit for each site?

A: Yes.

Q: Will WP's DOB issue incremental TCO's for residential towers?

A: Yes.

Q: Will WP's DOB issue TCO's prior to parking scope being completed?

A: Any TCO issued must include required parking for each use.

Q: Will WP's DOB link any MTA or Con Ed approvals to the prerequisite requirements for issuing a foundation permit, building permit or TCO?

A: Depends on circumstances and scope of the proposed development.

Q: When will the timing of the relocation of the Firehouse be established?

A: The city is currently evaluating options for relocation.

Q: Is FAR for all 4 lots able to be allocated within those lots in excess of the FAR for an individual lot? For example, can area be transferred from one lot to another?

A: Yes, the 4 lots will be designated as a "Development Site" per existing zoning regulations which will enable FAR to be transferred from one to another.

Q: Is there ability through the development process to modify height requirements under the current zoning?

A: No.

Q: Are proposals to conform with all current zoning or will proposals that do not conform to all current zoning also be considered?

A: Please see Section V. Proposal Requirements of the RFP.

Q: Are you able to provide PDF or CAD files of survey, including site information and property lines for sites 2, 3 & 4?

A: Any additional survey information beyond what was included in the RFP appendices will be provided on the wptransitdistrict.com website.

Q: Has a date been set for when a new firehouse will be completed?

A: No.

Q: Is hotel use allowable?

A: Yes.

Q: Is there potential for the bus depot to accommodate other transit related vehicles? For example private shuttle buses.

A: The TransCenter Bus Station is operated by the Westchester County Department of Transportation and not associated with this RFP. Any questions regarding the TransCenter should be addressed to Westchester County.

Q: What is status of the parking lot that is bounded by Ferris, New St, Hamilton and N. Lexington?

A: The parking lot is privately owned and not part of the development sites in this RFP.

Q: Please clarify any easements or required setbacks associated with the four lots.

A: Please see Section III. Existing Zoning of the RFP and Appendix A and D.

Q: Please clarify any easements or required setbacks from the MTA station, tracks or other MTA related functions.

A: Please see Section III. Existing Zoning of the RFP and Appendix A and D.

Q: Is there any limitation to building above the MTA tracks/station?

A: Please see Section II. Property Description and Development Parcels of the RFP for specific limitations pertaining to construction adjacent to the Metro-North railroad tracks.

Q: Is there going to be an exclusive due diligence period after the bid submissions?

A: No.

Q: Will there be a prevailing wage or union requirement for this project?

A: To be determined.

Q: Is it a requirement to locate green space at grade?

A: No.

Q: What is the timeline to select a developer after RFP response?

A: 2020.

Q: The RFP highlights \$93 million in Metro-North Station upgrades that are underway. Is there any way to coordinate these ongoing renovations with future development proposals?

A: Appendix D of the RFP highlights station improvement plans to be completed by the 4th quarter of 2020. Metro-North will be engaged and work with the city and selected developer to ensure any future development plans are consistent with the station renovations.

Q: What kind of approval will be needed from the MTA to potentially relocate entrances and exits to the platform?

A: Any proposed connection to the platform(s) must be compatible with current station improvement plans found in Appendix D of the RFP and will require the discretionary approval of Metro-North.

Q: Where does the city's property line end and where does the MTA's property line begin?

A: See Appendix A and D of this RFP. Any additional survey documents will be posted on the wptransitdistrict.com website.

Q: Does the city have a preference on the maximum amount of residential space to be delivered?

A: No, however the city seeks a proposal with synergistic uses including retail and other active ground floor uses.

Q: Does the city have any preference for rental housing vs. for sale residential product?

A: No.

Q: Is the city open to allocating additional subsidies such as PILOTs?

A: The city does provide PILOT agreements for large scale development that are induced by the Westchester County Industrial Development Agency (IDA)

Q: What is the target number of units for these sites?

A: No target has been established.

Q: What is the target unit mix for these sites?

A: No target has been established.

Q: Is there a preferred unit number and mix for each parcel?

A: No preference.

Q: What is the average unit size preferred per site and for studio, one, two, and three-bedroom apartments?

A: No preference.

Q: What is the City's timeline for the relocation and demolition of the Fire House on site 4?

A: The city is currently evaluating options for relocation but a formal timeline has not been established.

Q: Can you provide a civil drawing of the site that outlines the existing topography?

A: Generic topography information can be found at:
<https://giswww.westchestergov.com/gismap/>

Q: Is there a scenario where one site could have a greater height and density (over 280 feet) if other sites were proportionally shorter?

A: No.

Q: Does the City have preferred retail space sizes and uses?

A: No.

Q: Can you qualify the parking required by the RFP outside of the 1:1 new residential unit parking?

A: Retention or replacement of the approximately 950 existing parking spaces currently on site inclusive of the parking structure. Note that the city's zoning ordinance provides for shared parking upon demonstration that synergistic uses will generate peak parking demand at different hours of the day.

Q: Can you provide more information about what district wide parking solutions are available? What assumptions can be made about potential offsite parking locations?

A: No assumptions can be made regarding availability and future capacity of municipal parking lots and structures in the vicinity of the development sites.

Q: Can you assume that some of the displaced parking can be solved by utilizing the Westchester County Center East Lot? If so, how many spots can we allocate to be absorbed by this lot? If the Westchester County Center East Lot can be utilized, what upgrades would be required? Are there any other costs or responsibilities the development team would assume?

A: The Westchester County Center East lot is owned by Westchester County and not subject to this RFP. All questions regarding operation and capacity of the lot should be directed to Westchester County.

Q: Can we reduce available parking temporarily throughout construction?

A: All efforts must be made to maintain the maximum amount of spaces practicable during a phased construction approach.

Q: The RFP states that "Surface parking and parking structure areas are not calculated as part of the total FAR." Does parking at the base of a residential building contribute to FAR?

A: No.

Q: If financially feasible, is the City comfortable with adding below grade parking?

A: Yes.

Q: Does any public parking need to be accommodated on these parcels? If so, how many spots will need to be accommodated and what is the rate we can assume will be charged?

A: Retention or replacement of the approximately 950 existing parking spaces is required within the development parcels. Parking fees for such spaces must be at the City of White Plains permit/daily parking rate.

Q: What is the preferred percentage for affordable units site wide and per parcel? Please confirm that only the Bronx Street lot Qualifies for the DDA/QCT LIHTC basis boost.

A: The city's new affordable rental housing regulations require provision of affordable units on site and do permit a fee-in-lieu of providing up to 25 affordable units:

<https://www.cityofwhiteplains.com/DocumentCenter/View/1994/Affordable-Rental-Housing-Program-Regulations---May-2019>

The Bronx Street lot is located within Census Tract 93 which has been designated as a federal opportunity zone.

Q: Do the affordable units have to be constructed on site, or would the City entertain the construction of affordable units off-site?

A: The city's new affordable rental housing regulations require provision of affordable units on site and do permit a fee-in-lieu of providing up to 25 affordable units:
<https://www.cityofwhiteplains.com/DocumentCenter/View/1994/Affordable-Rental-Housing-Program-Regulations---May-2019>

Q: Would the City entertain a single affordable housing building that meets the affordability requirements for the project? If so, approximately how many units should this building be and which HCR term sheet should we assume?

A: The city recently adopted new affordable housing regulations which can be found at the following address:
<https://www.cityofwhiteplains.com/DocumentCenter/View/1994/Affordable-Rental-Housing-Program-Regulations---May-2019>

Q: What income band range and distribution do you want to see for the affordable units in this project?

A: The city recently adopted new affordable housing regulations which can be found at the following address:
<https://www.cityofwhiteplains.com/DocumentCenter/View/1994/Affordable-Rental-Housing-Program-Regulations---May-2019>

Q: Is purchase price the most important component of the RFP?

A: See Section VI. Evaluation Criteria of the RFP.

Q: Would a PILOT be available for the project? If so, what is the applicable percent of EGI required for a PILOT payment? What other requirements would there be for a PILOT?

A: A PILOT will be available if the project is induced by the Westchester County Industrial Development Agency (IDA).

Q: Does the PILOT change depending on the amount of affordable housing provided?

A: PILOT agreements are based partially on the project EGI.

Q: Can the development team assume any tax abatements are available for parking and retail spaces? If so, what tax abatements?

A: Only if subject to a PILOT agreement following project inducement by the Westchester County Industrial Development Agency (IDA).

Q: Have there been any cost evaluations of the infrastructure improvements needed to support development on the sites?

A: No, any infrastructure improvement requirements and costs will be based on a specific development program.

Q: Is the development partner responsible for all environmental remediation costs?

A: Yes.

Q: Please confirm that the project does not have any Davis Bacon or other prevailing wage requirements.

A: To be determined.

Q: Is modification of the 280' height limit a firm nonstarter and/or what is the process to modify an as of right height limit?

A: A maximum height of 280 feet is permitted.

Q: Can any unused FAR be transferred or sold?

A: See section 6.7.28 of the city's zoning ordinance.

Q: It's indicated that the three City owned parcels will be merged or adjusted by the City to accommodate future redevelopment. What additional detail can be shared regarding this merger/adjustment?

A: Such merger is administrative in nature and will be done to simplify lot lines.

Q: Hamilton Avenue Lot: Since this lot is owned by another entity, City of White Plains Urban Renewal Agency, has this agency given the City of White Plains full authority to complete this process or will a developer be required to work in conjunction with both the City and this Agency?

A: It is anticipated that the selected developer will only be required to work in conjunction with the City of White Plains.

Q: Any insight into the City's preferred deal structure – whether an outright sale, ground lease, or PILOT would be very helpful in analyzing the project.

A: To be determined.

Q: Have any architectural/massing studies been done to determine how the proposed maximum bulk might be accommodated on the site given the site constraints and height limit? If so can they be shared?

A: No.

Q: Has any form of preliminary Environmental Impact Statement (EIS) or similar been prepared, and if so can it be shared?

A: Please refer to Section IV. Environmental Conditions of the RFP.

Q: Connectivity to tracks and platforms, as well as pedestrian/cycling infrastructure and open space have been stated as objectives for the projects. Are any forms of public or public-private funding or financing available for these components of the project?

A: No city funds are available.

Q: Are the public/private financing structures a requirement?

A: No.

Q: Have any market studies been done on the extant demand for the residential and commercial product types allowed under zoning?

A: Refer to market studies conducted as part of the Transit District Strategic Plan.

Q: Are there any plans or expectations regarding phasing and relocation of the existing parking, including the exterior lots and parking structure while the development is under construction?

A: All efforts must be made to maintain the maximum amount of spaces practicable during a phased construction approach.

Q: What is the current plan and timeline for disposition and relocation of the firehouse?

A: The city is currently evaluating options for relocation but a formal timeline has not been established.

Q: Has any form of geotechnical study been prepared? If so could it please be shared?

A: No.

Q: Has any study been prepared regarding the location and capacity of existing infrastructure and utilities on and/or adjacent to the site (sewers, water, gas, telecom, etc)? If so could it please be shared?

A: No formal study, see Section IV Existing Utilities of the RFP.

Q: Will the new sanitary sewer line be the full responsibility of the developer or would the cost be shared by the City or the owner of the mentioned 2,000 new multi-family units being developed?

A: The cost of any additional improvements to mitigate impacts of the proposed development will be borne by the selected developer.

Q: Can any existing site surveys be shared?

A: All existing surveys can be found in the Appendices to the RFP.

Q: Has a budget or a cost estimate been established for this project? Is there a start date in mind?

A: No.

Q: We have the team and finance to do this redevelopment of approximately 4.5acres, perhaps at a cost of perhaps **\$3billion (three billion US Dollars)**, but we will have to request for re-zonings. What is the maximum allowable **buildable floor area** for the entire 4.5acres?

A: Refer to Section III. Existing Zoning and Section V. Proposal Requirements of the RFP.