

Below please find the responses to questions/ comments received as of January 22, 2018. Certain duplicate questions, such as Question No. 1 below, have been omitted in favor of brevity.

1. Is the submittal of the proposal due on February 5th as identified on page 1 of the RFP or February 2nd as identified on page 14?

Due February 5, 2018.

2. What is the project buildout, in years, for the proposed project?

Market conditions will dictate full build out of the project. The EIR should address the entire project though, regardless of any timelines to full construction.

3. Page 7 states that the City is looking for a “Project” EIR. Is this correct, or is the City looking for a “Program” EIR that provides as much project detail as possible. Since most of the detailed planning for the Specific Plan area would not occur for many years, it would seem a Program EIR would be most appropriate because only a framework would appear to be provided through the Specific Plan.

The consultant should consider the RFP to be for the preparation of a “project” EIR. No further environmental analysis should be necessary for the construction of the individual components anticipated for development consistent with the specific plan prepared by others.

4. Is the applicant anticipating full approval of a portion of the Specific Plan along with the initial approvals, such as the General Plan amendment, Specific Plan, Rezoning and Annexation?

Yes. Approval of the entire Specific Plan is a component of the entitlement process. Submittal of tentative maps for a “portion” or portion of the project area will occur within the development process. Those maps will rely upon the EIR for compliance with CEQA.

5. Will a Public Facilities Financing Plan that identifies phasing of infrastructure be prepared for the EIR?

A PFFP is a requirement of rezoning and annexation per the City’s General Plan, not a requirement for the EIR. It will be prepared by others, and will be available as a resource to the EIR consultant.

6. The RFP states that KTG or others have prepared plans, studies and illustrations. What are these studies? Will the applicant be providing the following engineering evaluations given that the engineering would be based on details of project design?

- a. Geotechnical
- b. Hydrological/drainage
- c. WQMP
- d. Utility Plan
- e. Water Supply Assessment

The project applicant will provide engineering technical support through their chosen Civil Engineering firm as necessary. The chosen Civil Engineering firm will ensure that all utility is consistent with the City Master Plans. A Water Supply Assessment should be prepared by the consultant in support of the EIR.

7. Is the City requesting the environmental consultant to prepare the traffic study for the project? How many project phases will need to be evaluated in the traffic study?

A traffic study will be a required component of analysis. It should address a logical phasing rationale and also include an analysis of full project buildout.

8. Does the environmental consultant assume the City will take the lead for SB 18 and AB 52 consultation?

Yes. The City will address tribal consultation requirements.

9. Has a Phase I or hazardous materials assessment been prepared for the project area?

No. I am not aware of any Phase I or hazardous materials assessment being completed. The applicant will complete a hazardous materials assessment for the project area and will make that study available to the consultant.

10. Will the County arrange for access to all areas of the project site?

Property is owned by applicants, who will provide access to the site.

11. Agricultural Diminishment Process – Is the environmental consultant involved in this?

Yes. The consultant will address the Agricultural Diminishment Process as an element of the EIR.

12. ALUC and LAFCO processes – Is the environmental consultant involved in these?

No.

13. Have any reports/studies been prepared during the planning process, such as constraints analyses, or utilities/infrastructure studies?

No studies are currently available. Limited studies may be prepared by the applicant's consultant in support of the rezoning, annexation, and specific plan preparation, including the required PFFP. Studies associated with the preparation of the EIR will be the responsibility of the EIR consultant.

14. Is the City aware of any significant changes to the City's utilities since completion of the 2014 utilities master plan updates that will need to be more closely analyzed as part of the Village D EIR?

There have been no significant changes to the Master Plans.

15. Will the City take the lead in the Agricultural Diminishment process and/or ALUC process, and will assistance from the environmental consultant be needed?

The City will take the lead on the ALUC process. The EIR consultant will be responsible for the Agricultural Diminishment process.

16. Beside a stand-alone traffic study, will any stand-alone technical reports be required for biological, cultural resources, etc.?

Yes. Biological, cultural, hydrological studies etc. should and will be required components of the preparation of the EIR.

17. Under Task 9 and Task 10, text refers to “each project.” Can the City provide more information how these would be handled?

The consultant should interpret the document as “the project.”

18. Can the City’s General Plan EIR be made available electronically?

Yes. It has been placed at:

<https://www.cityofmadera.ca.gov/home/departments/community-development/general-plan/>

19. Does the Specific Plan Team include preparation of technical studies addressing baseline conditions in the following areas: biological resources, cultural resources, hazardous materials hydrological, geological, public services, and infrastructure? If not, then should the CEQA team include hours to prepare baseline studies to inform the land use determinations in the Specific Plan?

No. Studies in support of the EIR will be the responsibility of the consultant. Yes. Time spent preparing studies should be reflected in any proposal.

20. Does the City anticipate that the scope of the TIA be limited only to road segments and intersections located within the Plan Area? Should road segments and intersections which include SR-99 near the Plan Area be included in the TIA?

The TIA should address the full scope of traffic impacts, to include road segments outside of the project are and interchanges with SR99.

21. Per SB 743, VMT is recommended in place of LOS to evaluate traffic impacts and new CEQA guidelines are anticipated to be adopted in 2018. How is the City wishing to address these changes in the EIR?

The City’s analysis/interpretation of SB 743 does not identify a requirement that mandates solely utilizing VMT within traffic analysis. Therefore, the City recommends utilization of LOS analysis techniques within the required traffic analysis.

22. Has the City Council approved a set fee for this contract? If so, what is the fee amount.

No.

23. Has the City initiated Tribal Consultation for this project per AB 52?

No. Consultation scheduled to begin 2/16/18.

24. How much time to budget for outreach meetings with KTGy during policy prep?

A minimum of eight (8) hours should be anticipated.

25. Does the applicant have any studies already completed?

No studies have been prepared in support of the EIR. The applicant will complete a hazardous materials assessment Phase I study for the project area and will make that study available to the consultant.

26. Does the City want architectural drawings/renderings? If so, will the applicant provide those or do we need to include those in our scope?

The consultant for the preparation of the specific plan (KTGY) is responsible for architectural drawings/renderings in support of the specific plan application. Graphic associated with the preparation of the EIR are the responsibility of the EIR consultant.

27. Does the City want Phase I Environmental Assessments completed for the entire site?

The applicant will complete a hazardous materials assessment for the project area and will make that study available to the consultant.

28. The Project appears to potentially be a hybrid project/program EIR. Project level to analyze the village core and other immediate development areas and program level analysis for some of the future buildout areas. Is this a correct assumption? Or will this be determined by the City/consultant as we move through the process?

It has been anticipated that the project would require the preparation n of the project EIR with little or no additional analysis necessary throughout the lifespan of development.

29. For the biological and cultural surveys, does the City want the entire site surveyed or only portions associated with the village core and/or immediate development areas? If only portions need to be surveyed at this time, will these areas/locations be provided to us so that we can provide an accurate cost estimate?

The entire project area must be surveyed.

30. For traffic – we will likely need the input of Caltrans and Madera County to identify impacted road segments and intersections. Can the scope be prepared showing a fixed fee for some of the standard background work and then include a per/intersection cost? Projects of this nature can have interim scenarios such as opening day, 5-year, 10-year, cumulative 2040 buildout. Has the City identified a preference or general idea of what they want to see in the traffic study?

See Question 38.

31. Water Supply – is a standard SB610 Water Supply Assessment based off the City's most recent Urban Water Management Plan the level of analysis that the City wishes to see for water supply?

It is the City's belief that the City's Urban Water Management Plan (UWMP) may include the supporting data to conclude that it can and does represent the basis of the study since it was update recently. But, it will require a review by a project consultant experienced in this type of analysis to confirm if it can be used in whole or in part.

32. There is information in Attachment 1 and 2 that contains confusing information to or that does not seem consistent with, the RFP. Could the City please provide a clearer map with current boundaries for the proposed Specific Plan area, SOI, and City limits, and confirm the number of *acres in the Project area*, and acres of Project area within the current City limits and SOI?

Below please find a clearer understanding of the project area. The green areas are the project area. They encompass approximately 1240 acres of land. The project site is immediately west of the City Limits. The Project site is entirely within the Urban Growth Boundary of the City. The project site is not currently within the Sphere of Influence of the City. The City of Madera is currently in the process of amending the Sphere of Influence to include the Project site. None of the project site is within the City Limits.



33. Section 1, page 4, what is meant by Precise Plan?

A Precise Plan is a discretionary entitlement that may or may not be utilized as a component of processing tentative maps. In simple terms, a precise plan functions as a residential site plan review, identifying specific development standards, including home plans and elevations, for associated

tentative map applications. It is possible that the Specific Plan will provide specific development standards for the various project areas, functioning as a precise plan for the project area.

34. Section 3, page 7 sets forth required sections for the proposal content. Does the City desire these sections be presented in the Proposal in the same order as set forth in the RFP?

It is the desire of the City that each proposal follow the format called out in Section 3 in close conformance to the order identified to allow for a logical review format by the selection team.

35. Can the City identify any relevant prior technical studies on any environmental topics (such as, but not limited to air quality, biological, cultural, water supply, and traffic studies) for the Project/Project area that they can make available?

No, at least not specific to the project area. The applicant will complete a hazardous materials assessment for the project area and will make that study available to the consultant.

36. Has the City discussed the traffic modeling needs with the Madera County Transportation Commission (Madera CTC), and if so is the Madera CTC prepared to completed the necessary traffic modeling within the schedule desired by the City?

The current model does not account for growth in this area. A “special run” will be required within the MCTC model so as to analyze potential traffic impacts. The applicant’s representative has had dialogue with MCTC concerning integrating the project into current modelling.

37. Does the City or the developer have any circulation network concepts with the Village D planning area that need be considered?

The developer does have circulation network concepts that will be integrated into the specific plan. Those concepts will be shared with the selected consultant.

38. Often, various levels of effort are involved in the preparation of traffic studies for specific plans. In certain cases, only segment LOS is analyzed, in other cases intersection LOS is analyzed, and finally in other cases both segment and intersection LOS is analyzed. Since these different levels of effort have a direct impact on schedule and staff hours, can the City provide guidance as to the level of effort desired for the preparation of the traffic study?

It is anticipated intersection analysis will be the primary basis for the study given the project and nearby development will result in the intersections representing the impediment to capacity as the area is urbanized. Those segments that will likely remain uncontrolled for an unknown time should however include segment analysis. Those segments include:

- Road 23 – between the project and Cleveland
- Avenue 17 – between Road 23 and Airport
- Cleveland – between Road 23 and Westberry

Depending on the trip distribution and trip generation, it may be logical to expand on this list in coordination with the City and as part of the scoping process. Expanding the list may be necessary to accommodate demand where it is felt capacity may not be provided under existing conditions. It may

also serve to limit the extent to which additional travel lanes on a segment are required if the intersection analysis suggests additional through lanes are need for LOS.

39. Will the city be providing its own water use assessment as a part of the Specific Plan?

Per Question 6, a Water Supply Assessment should be prepared by the consultant in support of the EIR.

43. Is the city responsible for coordination of the Specific Plan consultant with the EIR consultant? *Note: That is not listed under the City's Responsibilities.*

The RFP should contemplate interaction with the Specific Plan consultant and budget time accordingly. A minimum of eight (8) hours should be anticipated.

44. Is the Specific Plan on schedule to begin Screencheck February 16? The schedule stated that the SP begins sometimes in January 2018.

KTGY concurs with the project timeline and staff believes KTGY is currently on schedule.

It is my hope that all questions have been answered. I look forward to reviewing submittals.

Cordially,

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Planning manager
City of Madera**