

Request for Qualifications

Preparation of Environmental Impact Report

General Plan Amendment 08-02

Specific Plan Amendment 08-04

Tentative Tract Map 70583

Development Agreement

Brasada Residential Project



BACKGROUND

In 1999, the City of San Dimas approved a General Plan Amendment 99-1 and Specific Plan No. 25 for a 972 acre portion of the City known as the “Northern Foothills.” At that time, the City also certified the Northern Foothills Implementation Project – Program Environmental Impact Report. The 972 acre Northern Foothills are generally located north of Foothill Boulevard between the boundaries of adjoining Glendora and La Verne. It is bounded on the north by the Angeles National Forest.

General Plan Amendment 99-1 and Specific Plan No. 25 revised underlying land use designations and densities. As analyzed in the NF-PEIR, General Plan Amendment 99-1 and Specific Plan No. 25 could (depending on a number of design factors) lead to a range of 45-198 lots in the Northern Foothills, with lot sizes ranging between 5 and 80 acre. However, due to the implementation of development criteria, these land use documents concluded that actual lot count could be less. The minimum density of the Northern Foothills was expressed as at least one dwelling unit on each of the forty-seven undeveloped assessor’s parcels described in the Northern Foothills documents, assuming those were legal parcels. These documents further emphasized the need for equestrian lots and trails, limited residential development to single story structures and limited grading and infrastructure (including prohibiting development grading in areas over 35% and all development in areas over 50% and near or on certain “primary” and “secondary” ridges).

Shortly thereafter, the project proponent (NJD) filed a legal challenge in Los Angeles County Superior Court against the City’s approval of General Plan Amendment 99-1 and Specific Plan No. 25. On March 4, 2002, the trial court dismissed the case, holding that the project proponent must first present an actual application to the City for a decision under General Plan Amendment 99-1 and Specific Plan No. 25 before seeking further judicial relief. That decision was appealed unsuccessfully and later an appeal with the California Supreme Court was also filed. The project proponent and the City entered into a Settlement Agreement and Release in 2004 which dismissed the project proponent’s claims and litigation in exchange for allowing the City, while retaining its final discretionary and legislative authority, to approve or deny a project.

The Settlement Agreement established a framework and a set of standards for this process. Some of these standards and framework consist of: (1) promoting open space and the natural setting for residentially zoned property by offering the project proponent’s property to various conservancies, (2) providing the project proponent with a concurrent right or the City with an obligation to process amendments to General Plan Amendment 99-1 and Specific Plan No. 25 (to recognize the unique features of the project proponent’s property), (3) providing for cooperative CEQA and entitlement processing, (4) increasing the range of dwelling unit densities on the project proponent’s then-held property of 202 acres per an exhibit entitled “San Dimas Lotting Concept Plan” showing approximately 38 large private lots and (5) allowing for a limited number of two story dwelling units. The Settlement Agreement discussed access, inclusion of dwelling units consolidated from adjoining properties acquired by the project applicant, or transfers of development rights purchased from other property owners in the Northern Foothills.

PROJECT DESCRIPTION

Project Proponent: NJD, Ltd.
3300 East First Street, # 510
Denver, CO 80206

Representative: Stan Stringfellow
326 W. Arrow Hwy
San Dimas, CA 91773

The project site is located in the portion of the City known as the Northern Foothills and is within Specific Plan No. 25. Aside from care-takers quarters, existing water tanks, stables, corrals, several barns, fencing and a leach field, the project site is vacant. The project site is primarily accessible from Cataract Avenue, a paved public road; additionally, several unpaved motorways and fire-roads provide limited access to the project site and to the surrounding foothill areas. A number of unpaved motorways, including Wildwood Motorway, Ferguson Motorway and Sycamore Canyon Road, transect portions of the project site. The 1999 NF PEIR discussed access in the Northern Foothills and noted that Wildwood Motorway, though narrow, did allow for vehicle travel. The topography of the project site consists of rolling hills, steep hill and valley areas and a significant lower-lying bowl area that is relatively flat.

The proposed project consists of: (1) Amendments to the City's General Plan and Specific Plan No. 25 to implement obligations contained in the Settlement Agreement and to enable approval of the tentative tract map (described below). (2) A tentative tract map to subdivide approximately 270 acres located in the western portion of the Northern Foothills into 61 single-family residential lots, 7 on-map common area lots (or "lettered lots") including private roadways, 1 remainder parcel that is anticipated to remain open space/habitat conservation and which will be offered for dedication to the City or a conservancy, related infrastructure (including entry gates, utilities, water quality control basins and a water storage facility), and an easement for an approximately 2.83-acre portion of property to the south for the purpose of access, drainage, grading, utilities, landscaping and maintenance. The project site, including the Tentative Map and the 2.83-acre easement area, consists of a total acreage of approximately 273 acres. Total disturbance on the project site is estimated at approximately 90 acres (of which 10 acres would be short-term non-permanent disturbance occurring during construction). (3) A statutory development agreement to, among other things, vest the project applicant's rights to develop the proposed project pursuant to the Tentative Map and conditions of approval. Infrastructure, including a 750,000 gallon water storage tank, paved 26-foot roads, fire hydrants, turnarounds and fuel modification are proposed

General Plan Amendment 08-02: Includes numerous amendments to the General Plan to implement the Settlement Agreement and to accommodate the proposed Tentative Map design. The General Plan amendments include but are not limited to the following:

- Increasing the Maximum Allowable Density set forth in Exhibit II-5.1.
- Revising Recommended Environmental Thresholds and Appropriate Levels of Development as set forth in Exhibit II-5.3.

- Revising Objective 10.2 and relevant subsections related to landform modifications.
- Revising various Policies such as 10.1.2 (maximum density), 10.1.3 (one acre minimum parcel size when clustering), 10.2.4 (maintaining natural character of the hillside), 10.2.10 (one story height limitation), 10.4.3 thru 9 (preservation of habitats ... natural condition); and 10.2.17 Primary Ridges (no water tanks).

Specific Plan Amendment 08-04: The project includes numerous amendments to Specific Plan No. 25 to implement the Settlement Agreement and to accommodate the proposed Tentative Map design. Specific Plan No. 25 amendments include, but are not limited to, the following:

- Increasing the Maximum Allowable Density set forth in Section 18.542.
- Revising Lot Size standards set forth in Section 18.542.210.
- Revising Open Space and "no building" areas set forth in Section 18.543.220 by adding provisions recognizing consolidation of open space by clustered development.
- Revising various grading standards set forth in Section 18.542.230.
- Revising building height standards set forth in Section 18.542.250 to allow at least some two story structures.
- Revising various lot and site design standards set forth in Section 18.542.270.
- Revising access and circulation standards set forth in Section 18.542.290.

Tentative Tract Map 70583: The Tentative Map consists of 61 single-family residential lots, with an average lot size of 2 acres. The residential lots range in size from approximately ½ acre to 17.81 acres. Pad sizes on the residential lots average 25,204 square feet, with a range of 13,485 to 70,559 square feet. Some residential lots include designated "no build areas." It is likely that the applicant will deed restrict these no build areas. Nine of the residential lots are designated as "equestrian lots." Sixteen lots are designated for construction of two-story structures. Residential lots are planned to have setbacks of 25 feet (front yard, from curb), 25 feet combined (side yard) and 20 feet (rear). Parking is intended to be accommodated on each individual lot.

The proposed single-family residences will range in size between approximately 4,000 - 14,999 square feet, with the average home size estimated to be between approximately 5,000-6,000 square feet. The project proponent anticipates that the residential lots will be offered for sale to the general public as executive level home sites.

The Tentative Map includes 7 on map common area lots. These lots generally consist of private roadways, an entry gate, open space areas, locations for debris basins, water quality detention basins and sites for infrastructure (including a water storage tank). Additionally, the Tentative Map includes an easement across property to the south for the purpose of access, drainage, grading, utilities, landscaping and maintenance.

The project is anticipated to be completed in 3 or 4 phases with mass grading, utilities (including water and sewer), a gated entryway, backbone roads, debris basins, the water storage tank, environmental mitigation, trails and related infrastructure improvements, all completed as part of the first phase.

One remainder parcel, consisting of approximately 83.97 acres, is intended as habitat conservation and open space. This remainder parcel is presently vacant and undeveloped, except for several unpaved motorways. This remainder lot is not proposed for development and is not included in the common area of the Tentative Map. The project applicant is willing to offer this remainder parcel for dedication to the City or a third party conservancy. No build areas of residential lots will also serve as open space. The proposed project also presents the opportunity to potentially provide a trail linkage between Horse Thief Canyon Park and the Sycamore Canyon trail system, which proceeds into the Angeles National Forest.

Primary access to the project site will be taken from a gated entryway to a private road beginning at the northern terminus of Cataract Avenue (a paved public street). The project site's residential circulation consists of 26-foot-wide paved private roads. The main roadway, identified as Brasada Lane on the Tentative Map, generally follows the current footprint of the existing Wildwood Motorway. The roadways include engineering for accessibility by emergency services, including turnouts, turnarounds (both knuckled cul-de-sac and hammer-head), emergency access points (discussed below) and fire hydrants.

Emergency access to and from the project site would be taken from Cataract Avenue and up to four other access points. Two proposed emergency access points are along the western boundary of the project site and lead into Glendora via the project applicant's adjacent property. The other two proposed emergency access points are located on the eastern side of the project site.

Lighting of the project site will be limited to what is required for public safety.

The proposed project includes utility infrastructure that will be extended from existing electricity, cable TV/telephone, sanitary sewer, natural gas and water mains located in or along Cataract Avenue into the project site. Utility services are proposed to be underground. On-site utility mains for sanitary sewer, natural gas, electricity and water will generally be located within the private roadways. Water service is provided by Golden State Water Company, sewer service and storm drain service is provided by the City, natural gas is provided by The Gas Company, electricity is provided by Southern California Edison, telephone service is provided by Verizon, and the cable provided is currently Time Warner.

The City maintains its own sewer system, which connects at various points to the Los Angeles County Sanitation District's lines. An existing sewer line runs from the foothills near the end of Cataract Avenue, in the general vicinity of the project site's southern boundary. The proposed project's sewer system would connect to the City's sanitary sewer system at this point.

Water to the project site will be supplied by a proposed 8-inch on-site mainline connecting to an existing water supply line south of the project site in Cataract Avenue. A 750,000 gallon water storage tank will be located on an 8.81 acre lot near the eastern

edge of the project site. The water storage tank will provide storage for use in the project site. This tank will also provide water supply for emergency fire service. The tank is designed to provide full gravity feed for residential and fire use. The tank will be situated on an approximately 73-foot concrete foundation and will have an inside diameter of approximately 69 feet. The tank will rise approximately 35 feet from finish elevation. The water storage tank will be partially buried and the vicinity landscaped to reduce visibility. A water pump will be located north of the entry gate, which will augment water pressure and conveyance throughout the project site.

There are four water quality basins proposed to serve the project site. These basins are designed to exceed the minimum required treatment areas, meet current water quality standards, and comply with requirements for storm water and runoff. Two of the project's water quality basins are onsite and one is located in the 2.83-acre easement area that is part of the project site. The fourth basin is part of the large debris/detention/water quality basin located on the downstream end of the project site. The largest onsite basin will have treatment capacity of 96,600 cubic feet; the second basin will have a treatment capacity of 60,800 cubic feet; the third basin, located in the 2.83 acre easement area will have a treatment capacity of 2,731 cubic feet; and the fourth basin which is part of the large debris/detention/water quality basin will have treatment capacity of 2,842 cubic feet. These basins will be built and vegetated to comply with current design standard. There are four debris/detention basins proposed in the project site. Three of them are located in the northern portions of the site. The fourth (and largest) debris/detention/water quality basin is located at the downstream end of the project near the entry gate. The three northern basins have debris event capacity ranging from 3360 to 7200 cubic yards. The largest basin has an event capacity of 27,360 cubic yards. The debris/detention basins may be vegetated with drought tolerant species.

The proposed project requires approximately 1,300,000 cubic yards of grading. Cut material is anticipated to be used on site, such that the net cut and fill is expected to be zero (i.e., it is not expected that material will be transported off-site). Approximately 352,400 cubic yards of the project site's cut and 568,450 cubic yards of the project site's fill are anticipated for use in roadway construction. The proposed project will disturb approximately 6.1 acres of jurisdictional waters.

Development Agreement: The project proponent has applied for a statutory development agreement. A development agreement would vest certain land use entitlements and approvals granted by the City if the proposed project is approved. Additionally, the project proponent is offering to convey the 83 acre remainder parcel to the City or a designated conservancy.

STATEMENT OF QUALIFICATIONS

The Statement of Qualifications may be organized in any manner the consulting firm and/or team deems appropriate but shall include the following, as a minimum:

1. *Background and Qualifications.* Shall identify members of the consulting firm and/or team which will be directly involved in the preparation of the environmental document including the project manager. Shall include a general description of the role of each member of the team. Shall include in detail the information on the consulting firm/team's experience with environmental documents for projects of similar size, characteristics and scope. Shall identify any previous work performed by the firm/team for the project proponent so that any potential conflicts of interest can be reviewed.
2. *Preliminary Scope of Work and Approach to Project.* Provide a detailed, preliminary scope of work for the needed environmental documents. Scope should demonstrate an understanding of the project using the Initial Study and other available supporting documents. It should identify all other needed studies to properly analyze the environmental impacts associated with the project. Scope shall demonstrate an understanding and appropriate use of the 1999 Northern Foothills Program EIR and shall, to the extent feasible, use any studies submitted by the project proponent while undertaking any necessary peer review to assure their adequacy. Scope shall be developed to ensure compliance with all applicable provisions of CEQA.
3. *Preliminary Cost Proposal.* Provide a preliminary cost proposal based upon the proposed scope of work. Costs to be broken down by impact areas being analyzed and should identify any additional costs for studies needed for the environmental document. Costs to be based upon consultant's best understanding of project after careful review of available supporting documents.
4. *Preliminary Schedule (or estimated Time Frames):* Provide a preliminary schedule or estimated time frames for each of the milestones needed to comply with CEQA. The City intends to distribute the Notice of Preparation the week of May 3, 2010. Once the Notice of Completion is distributed the City normally conducts a public hearing before the Planning Commission during the public review period to allow public comments on the DEIR. After closing of comment period there will be a minimum of two additional public hearings (one Planning Commission and one City Council) to consider the environmental document and the associated entitlements. City staff will be responsible for simultaneous processing of the entitlements.
5. *References.* Provide a minimum of five public agency related references for projects of similar scale and scope with similar project characteristics. References to include name, agency, e-mail address and phone number. References which demonstrate experience by the consulting firm and/or team preparing environmental documents for similar projects are preferable.

RFQ PROCESS & TIMING

A pre-submittal meeting will be held on May 13, 2010 at 2:00 PM in the Temporary City Hall located at 186 Village Court, San Dimas, CA 91773. This will be the primary opportunity to inquire about the project and the RFQ process. Staff will not be available to discuss the project and the RFQ in any depth except at this meeting.

All responses received by the specified deadline which meet the requirements will be reviewed.

Proposal evaluation criteria will include:

- Relevant experience of the consulting firm/team on similar projects
- Ability to deliver a legally defensible environmental document in a timely manner
- Understanding of project demonstrated in preliminary scope of work
- Reasonableness of preliminary cost approach
- Ability to work effectively with City staff and other City officials and the project proponent

A limited number of the better qualified candidates will be invited to an interview with City Staff.

Final selection of EIR consultant will be made by City Staff. Upon selection a final scope of work and cost will be negotiated with the selected firm/team.

The City utilizes a three party contract. Project proponent will be responsible for costs of preparing the EIR but City Staff will be responsible for content of the EIR. All payments will be made by the City from deposits posted by project proponent.

The City reserves the right to reject all submissions and to revise any portion of the RFQ process set forth herein without notice.

SUBMISSION REQUIREMENTS

All submissions must meet the following requirements:

- Three copies of the complete proposal individually bound or stapled with any attachments securely fastened. Printed copies may be reduced to one copy if a CD is provided.
- Must be received not later than 5:00 PM on May 28, 2010.
- Must be submitted by mail or personal delivery to Larry Stevens, Assistant City Manager for Community Development:

By Mail:

City of San Dimas
245 E. Bonita Avenue
San Dimas, CA 91773

By Personal Delivery:

City of San Dimas
Temporary City Hall
186 Village Court
San Dimas, CA 91773

Any questions related to the Request for Qualifications shall be directed to Larry Stevens at (909) 3946250 or lstevens@ci.san-dimas.ca.us.

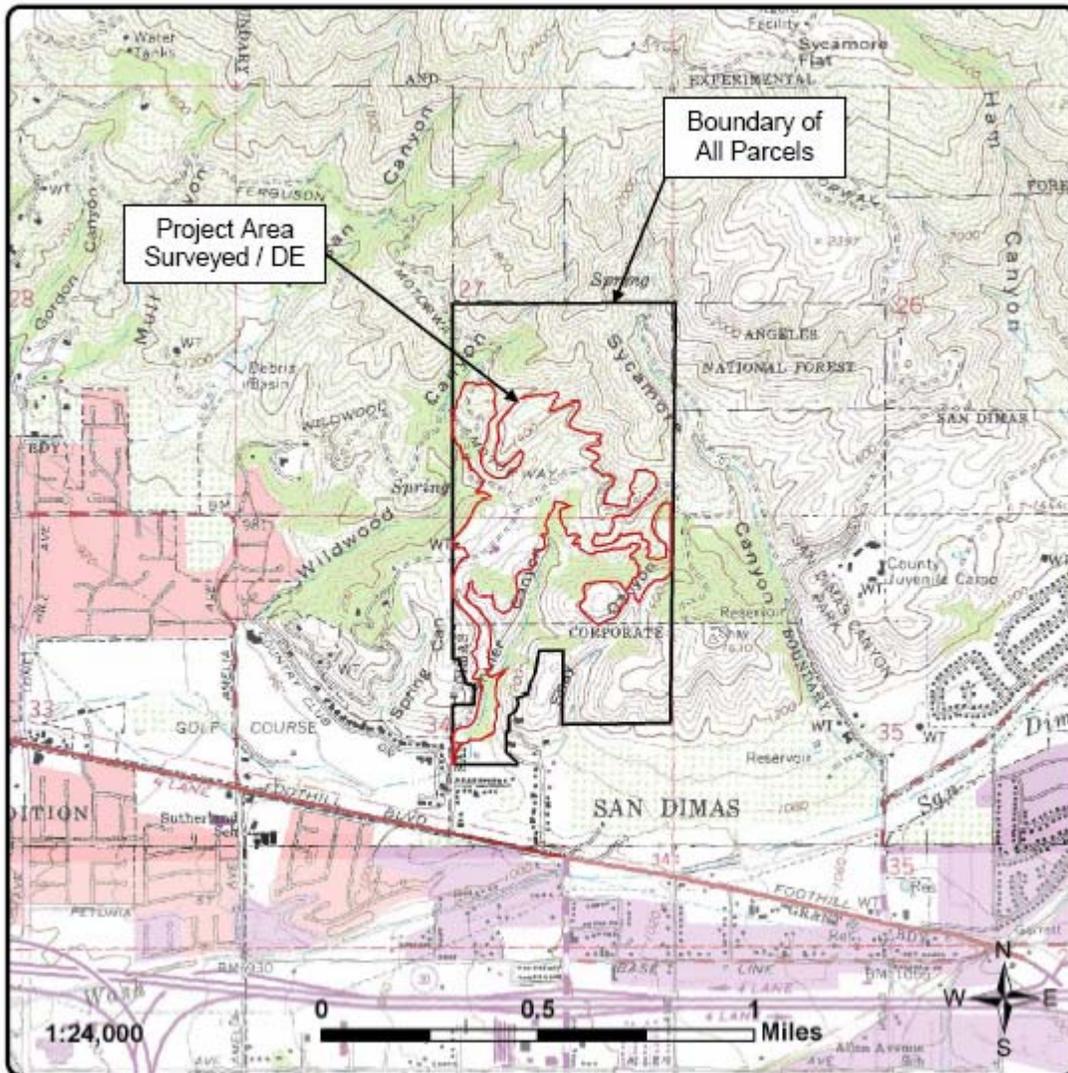
AVAILABLE SUPPORTING DOCUMENTS

1. Environmental Checklist Form. Part 2 – Initial Study. Prepared by Larry Stevens. April 30, 2010.
2. Northern Foothills Implementation Program – Program Environmental Impact Report (Volumes 1 & 2)¹. Prepared by RBF Associates. June 1999.
3. City of San Dimas General Plan (1992) and Housing Element (2008).
4. Specific Plan No. 25. San Dimas Zoning Code. Adopted 1999.
5. Northern Foothills Development and Infrastructure Study¹. Prepared by LSA Associates. November 1998.
6. Tentative Tract Map 70583 & Conceptual Grading Plan (16 sheets). Prepared by Fuscoe Engineering. Dated December 11, 2009.
7. Conceptual Grading Exhibit. Prepared by Fuscoe Engineering. Dated December 15, 2009.
8. Emergency Fire Access Exhibit. Prepared by Fuscoe Engineering. Dated December 15, 2009.
9. Standard Urban Stormwater Mitigation Plan (SUSMP) & Best Management Practices. Prepared by Fuscoe Engineering. Dated August 25, 2009.
10. Hydrology/Hydraulic Report. Prepared by Fuscoe Engineering. Dated June 12, 2009.
11. Draft Fuel Modification Plan (text). Prepared by Scott Franklin Consulting. Dated August 4, 2009.
12. Landscape Concept Exhibit. Prepared by Forma. Dated August 19, 2009.
13. Fuel Modification Composite Plan. Prepared by Forma. Dated August 19, 2009.
14. Landscape Concept Plan with Plant Palette. Prepared by Forma. Dated August 19, 2009.
15. Fuel Modification Plan Exhibit. Prepared by Forma. Dated August 19, 2009.
16. Sewer Area Study. Prepared by Fuscoe Engineering. Dated June 10, 2009.
17. Special Status Plant Species Survey, Coastal California Gnatcatcher Survey Update, Tree Constraints/Mature Significant Tree Survey, and a Review of Jurisdictional Areas TT Map 70583. Prepared by L & L Environmental. Dated July 16, 2009.
18. Updated Tree Constraints Survey Covering additional areas Related to the Main Access for the Project. TTM 70583. Prepared by L & L Environmental. Dated August 20, 2009.
19. Geotechnical Investigation Tentative Tract No. 70583. Prepared by C.H.J. Incorporated. Dated August 20, 2009.

All of the above documents are available by linking to www.cityofsandimas.com except documents delineated per footnote which are only available in hard copy for viewing at Temporary City Hall location.

1. Denotes documents not available in electronic form.

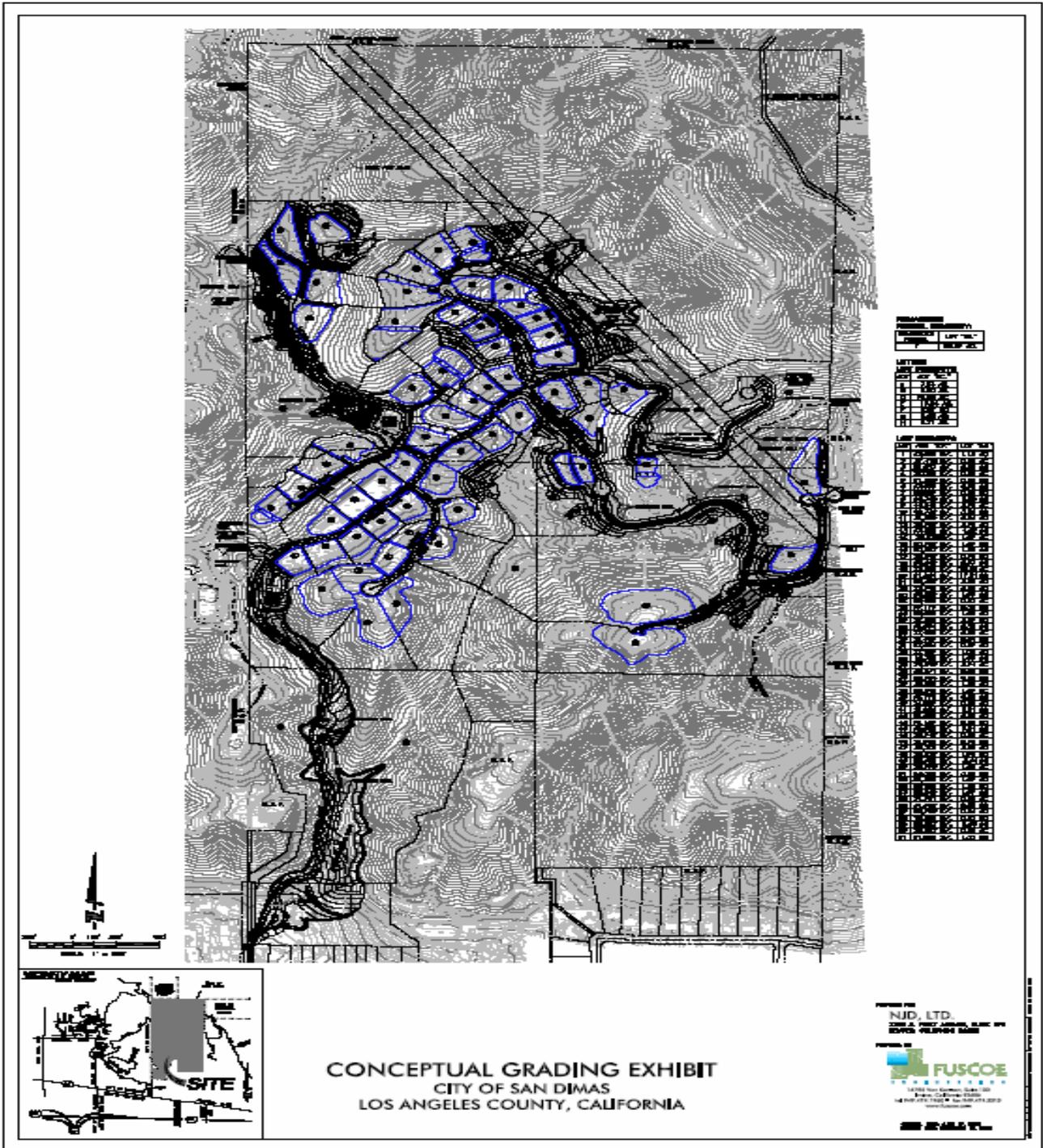
AREA MAP



Note: Above map from L & L Environmental report.

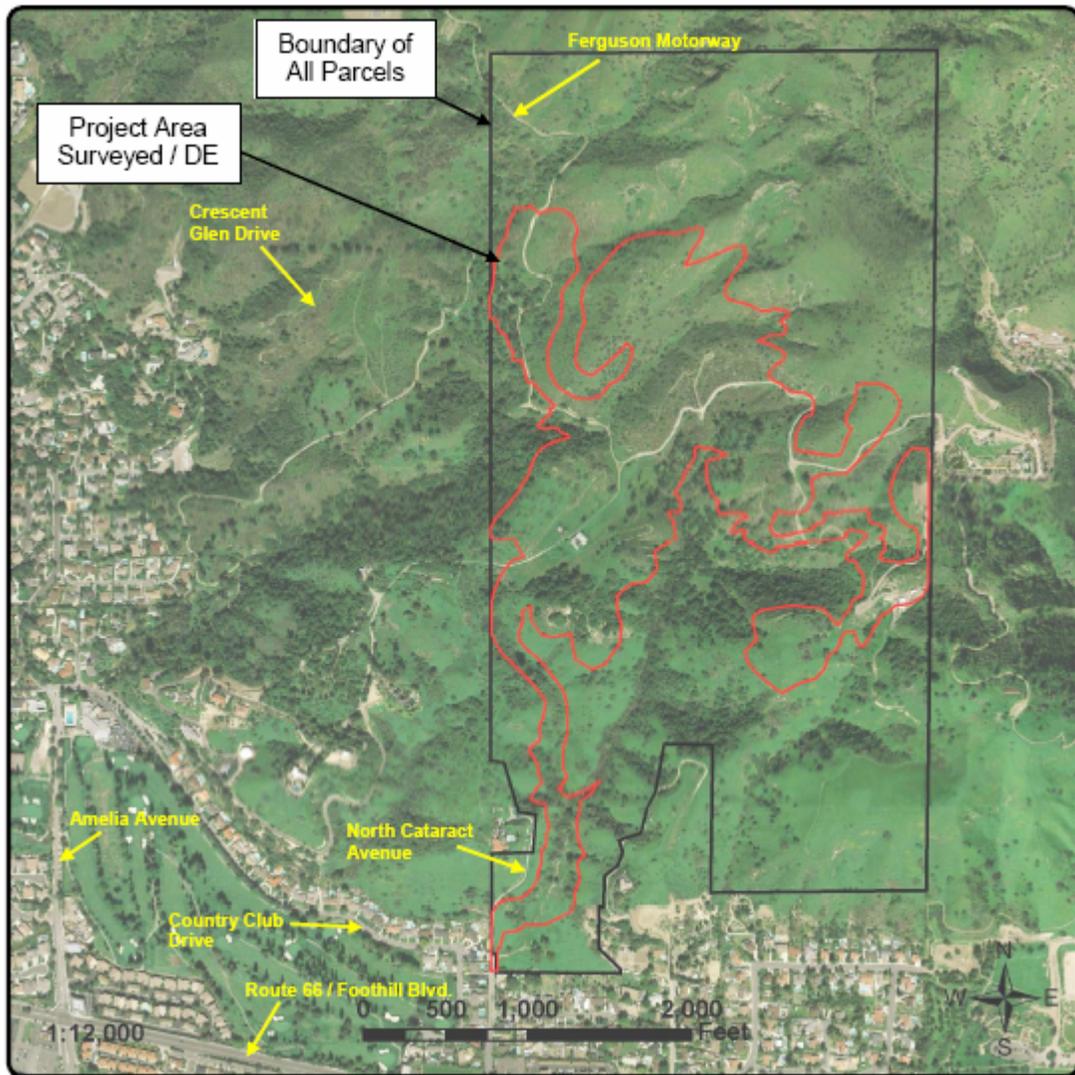
Most of the Northern Foothills is still undeveloped. Utilities, paved roads and infrastructure have not been extended throughout these undeveloped areas; however, utilities, paved roads and infrastructure do exist in some locations that are adjacent to the City's urban boundary, including up Sycamore Canyon and Terrebonne Roads to serve Camp Glenn Rocky, the Terrebonne Tract, the San Dimas Canyon Golf Course, Horsethief Canyon Park and San Dimas Canyon Park. The undeveloped areas of the Northern Foothills are primarily served by a series of dirt roadways that have been historically used and maintained by Los Angeles County Fire Department. The topography of the Northern Foothills can be generally characterized as rolling hills, interspersed with steep hillsides and valleys. Adjacent property to the south is developed with residential uses. Likewise, residential and recreation uses exist to the east, primarily within the vicinity of Foothill Boulevard and San Dimas Canyon Road.

PROPOSED TENTATIVE TRACT MAP



NOTE: Above Tract map from project proponent submittal.

AERIAL MAP



Note: Above map from L & L Environmental report.