



March 24, 2017

Lindsay Hagan
 Senior Planner
 Community Development Department
 City of Mountain View
 500 Castro Street
 Mountain View CA, 94039

RE: East Whisman Precise Plan EIR, Scope Amendment Request

Hello Lindsay --

Recently Mountain View City Council asked staff to study a project alternative to the East Whisman Precise Plan, but with a level of detail above that included in our original scope of work. The EIR will evaluate, as the proposed project, the larger of two Precise Plan alternatives, including 5,000 multi-family housing units and 2.9 million square feet of office space (the additional 1.2 million square feet of office would be located in the area south of SR 237). A second alternative to be evaluated will include 5,000 multi-family housing units and 1.7 million square feet of office space. The EIR alternative analysis will be at a sufficient level of detail to provide meaningful comparison of impacts and mitigation requirements for the two development scenarios and to allow the City Council to adopt either alternative.

Based on this, we have prepared this request for an amendment to our existing contract to prepare CEQA environmental review for the East Whisman Precise Plan. This request is based on the additional analysis required by DJP&A, *Fehr & Peers* (Transportation), *Illingworth & Rodkin* (Greenhouse Gas Emissions, Air Quality, and Noise), and *Schaaf and Wheeler* (Utilities and Water Supply).

Fehr & Peers

The **program-level analysis** will evaluate the General Plan amendment for the two Precise Plan alternatives under Year 2030 General Plan Conditions. *Fehr & Peers* will conduct a program-level transportation analysis for two Project Alternatives to account for the net amount of proposed development in the East Whisman change area compared to what was included in the 2030 General Plan. The scope amendment to conduct the program-level analysis (original scope plus amendment) will be based on an updated City model, as discussed under “Additional Tasks.”

For the **project-level analysis**, the following tasks would be included:

- Estimating a second set of project traffic volumes,
- Conducting a second set of intersection level of service calculations for Existing with Project, Background with Project, and Cumulative with Project conditions,
- Conducting a second set of freeway segment analyses,
- Conducting a second set of VISSIM runs for the US 101/Ellis Street interchange for all “with Project” scenarios,
- Identifying a second set of mitigation measures, and
- Expanding the documentation.

Additional Fehr & Peers Tasks: The following tasks have been scoped by Fehr & Peers following coordination with the City, and are in addition to the alternatives analysis.

- Identifying Key Priority Transportation Improvements

Identifying key priority transportation improvements for the Precise Plan would be completed as part of the project-level transportation impact analysis (TIA). The added work includes modifying the Traffix network used to create traffic forecasts and evaluate intersection operations, running the Traffix model to evaluate up to eight packages of improvements, and summarizing the results in a memorandum. The transportation improvements will be grouped based on characteristics such as location, type, mode, and ease of implementation.

- Updating the Program-level Analysis to 2017 Conditions.

This task would conduct new roadway segment counts, use them to update the roadway segment level of service analysis, and update the Existing Conditions Setting. The City may also want to revise the Future Year land use data to match the most recent ABAG projections to provide consistency with the VTA model.

Illingworth & Rodkin

Illingworth & Rodkin will analyze and assess both Precise Plan alternatives quantitatively.

- For **noise**, the additional work would include calculating traffic noise levels under the second project scenario, assessing impacts from the second project scenario, and identifying mitigation as necessary. Two separate traffic noise impact discussions would be prepared. Future noise contours would be drawn for the worst-case (Project Precise Plan) only.
- Additional **air quality and greenhouse gas emissions** analyses for the second project alternative include additional CalEEMod modeling and Clean Air Plan consistency analysis based on population and VMT increases.

Schaaf & Wheeler

Schaaf & Wheeler requests a scope amendment to provide a detailed analysis and documentation of the two Precise Plan alternatives, as they relate to the City's wet utility systems. The additional work request includes an existing conditions report.

David J. Powers & Associates

We estimate that approximately 116 hours of DJP&A in-house time, including Principal Project Manager, Project Manager, and Graphic Artist time is required to provide review and coordination of the revised technical reports and a detailed analysis of the second Precise Plan alternative.

Cost Estimates for Contract Amendment

As requested by the City, the following two cost estimate tables reflect two scope amendment scenarios:

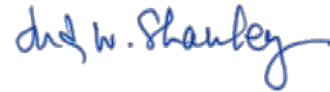
1. Full analysis of a 2nd project alternative with analysis of priority transportation improvements, and
2. Analysis of priority transportation improvements only.

<i>Option 1: Full Analysis of a 2nd Project Alternative (Including Analysis of Priority Transportation Improvements):</i>	
Consultant/Subconsultant*	Budget Request
<i>DJP&A, Labor and Expenses</i>	\$18,880
<i>Fehr & Peers, Transportation</i>	
• Program-Level Analysis	\$24,150
• Project-level Transportation Impact Analysis (TIA)	\$64,055
• Priority Transportation Improvements	\$24,150
• Updating to 2017 Conditions	\$44,735
• Revise future year land use data to recent ABAG 2030 projections	\$7,015
Total Fehr & Peers:	\$164,105
<i>Illingworth & Rodkin, Noise</i>	\$4,025
<i>Illingworth & Rodkin, Air Quality/GHG</i>	\$3,450
<i>Schaaf & Wheeler, Utilities</i>	\$4,922
Total Subconsultants	\$176,502
Total Scope Amendment Request	\$195,382
Existing Contract	\$590,769
<i>Existing 10% Contingency</i>	\$59,077
Total Existing Plus Contingency	\$649,846
Total Scope Amendment Requested	\$195,382
<i>10% Contingency on Amendment</i>	\$19,538
Total Amended Contract	\$864,766
Note: Subconsultant and expenses include a 15% administrative fee.	

<i>Option 2: Analysis of Priority Transportation Improvements Only.</i>	
Consultant/Subconsultant*	Budget Request
<i>DJP&A, Labor and Expenses</i>	\$4,000
<i>Fehr & Peers, Transportation</i>	
• Program-Level Analysis	\$0
• Project-level Transportation Impact Analysis (TIA)	\$0
• Priority Transportation Improvements	\$24,150
• Updating to 2017 Conditions	\$44,735
• Revise future year land use data to recent ABAG 2030 projections	\$7,015
Total Fehr & Peers:	\$75,900
<i>Illingworth & Rodkin, Noise</i>	\$0
<i>Illingworth & Rodkin, Air Quality/GHG</i>	\$0
<i>Schaaf & Wheeler, Utilities</i>	\$0
Total Subconsultants	\$75,900
Total Scope Amendment Request	\$79,900
Existing Contract	\$590,769
<i>Existing 10% Contingency</i>	<i>\$59,077</i>
Total Existing Plus Contingency	\$649,846
Total Scope Amendment Requested	\$79,900
<i>10% Contingency on Amendment</i>	<i>\$7,990</i>
Total Amended Contract	\$737,736
Note: Subconsultant and expenses include a 15% administrative fee.	

We look forward to continuing to work with you on this project. Please let me know if you have any questions about this budget request, or need any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Judy W. Shanley". The signature is written in a cursive style with a long, sweeping tail on the "y".

Judy Shanley
President

Job #15-097