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September 17, 2021
Project No: 21-11654

Edgar Maravilla, Senior Planner
City of Mountain View
Planning Division
500 Castro Street, PO Box 7540
Mountain View, California 94039-7540
Via email: Edgar.Maravilla@mountainview.gov

**Subject: Proposal to Prepare CEQA and NEPA documentation for the
1265 Montecito Avenue Residential Project**

Dear Mr. Maravilla:

Rincon Consultants, Inc. is pleased to submit this proposal to prepare the required California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation for the 1265 Montecito Avenue Residential Project. This proposal includes: (1) our understanding of the project; (2) our proposed work scope; (3) a schedule for completion of the work program; (4) our cost estimate to complete the proposed work program; (5) brief company qualifications; and (6) our proposed lead and support personnel for this project.

Project Understanding

The project site encompasses approximately 1.04 acres on a single assessor's parcel in the City of Mountain View. The site is located at 1265 Montecito Avenue, which is located on the southwest corner of the intersection of Montecito Avenue and N. Shoreline Boulevard. The relatively flat, generally trapezoid-shaped site is currently developed with a two-story, approximately 12,300 square-foot office building with surface parking and landscaping, including trees. The site is surrounded primarily by existing residential and commercial development. The project site is in the Neighborhood Commercial land use designation and is in the Commercial-Neighborhood (CN) zoning district.

The proposed project would involve the demolition of existing development on the site and the construction of a new multi-family residential building. The proposed building would be five stories with four stories of residential units above a one-story ground-level parking structure with common areas and utility spaces also on the ground floor. Eight-five residential units would be provided in the building, consisting of 84 affordable dwelling units and one manager unit. An additional 44 surface parking spaces would be provided on-site, outside of the proposed building. The proposed project would require a General Plan amendment to change the land use designation to High-Density Residential and rezoning to change the zoning district to High-Density Residential (R-4).

The City of Mountain View is seeking a consultant to complete CEQA and NEPA documentation for the proposed project. The City has preliminarily determined that an IS-MND will likely be the appropriate level of documentation for CEQA. Based on this understanding of the project, Rincon has preliminarily determined that an Environmental Assessment (EA) will likely be the appropriate level of documentation for NEPA.



Scope of Work

Our scope of work and cost estimate anticipate preparation of an IS-MND for CEQA and an EA for NEPA. However, in the event that our analysis indicates that a significant and unavoidable impact may occur, Rincon will notify the City immediately to discuss the appropriate course of action, which could include additional costs for preparation of a focused EIR and/or an EIS.

Task 1: Project Mobilization and Kickoff Meeting

Rincon Consultants staff will visit and photo-document the site's existing conditions and context, obtain and review available project and site information, and mobilize our staff to begin the CEQA process and analysis. If desired by City staff, Rincon will prepare for and attend a kickoff call or video conference with City staff and the applicant team. The meeting will serve to discuss the expectations of stakeholders; identify concerns and issues; and review information needs, work products, and schedule. The meeting will also offer a forum to review and confirm study objectives and establish an operational protocol. Rincon will use this opportunity to collect any relevant studies and information not already transmitted.

Task 2: CEQA Compliance

Task 2.1: Administrative Draft IS-MND

Rincon will prepare an internal review (Administrative) Draft IS-MND. The IS-MND will be prepared using the City's preferred environmental checklist format and will address each checklist item. All environmental checklist findings will be supported by data and analysis. The documentation will use existing data and analyses to the extent appropriate and practical. Where appropriate, impacts will be quantified in relation to established thresholds of significance. A determination of significance will be made for each issue area and mitigation measures will be provided as necessary for identified significant effects. Rincon will submit electronic copies of the Administrative Draft IS-MND in both PDF and Word format.

Issue areas requiring particular attention on the IS-MND are anticipated to include biological resources, cultural resources, transportation, and utilities and service systems; an overview of our approach to these issues follows.

Biological Resources

Considering the project site is currently developed with an existing office building and parking lot, biological resources consisting of special status species and their habitat, riparian vegetation, and wetlands are not issues of concern or detailed analysis for the IS-MND. However, the project site contains trees, including some large redwood trees, that would require removal for construction of the proposed project. Therefore, this section of the IS-MND will focus on the impacts of the proposed tree removal and consistency with the City's Heritage Tree program. This section will rely on the applicant's conceptual landscape plans for the project. Mitigation will be provided as necessary. An example of mitigation that could be required, as applicable, is a requirement for additional tree planting beyond what is proposed in the conceptual landscape plan. Another example could be mitigation requiring nesting bird surveys and avoidance prior to tree removal.



Cultural Resources

To address potential impacts to historical and archaeological resources and potential effects to historic properties, Rincon will prepare a cultural resource study to support compliance with CEQA and Section 106 of the National Historic Preservation Act (Section 106). The study will include the delineation of an area of potential effects (APE), background research, a field survey, interested party outreach, and the recordation and evaluation of one property for historical resources and historic property eligibility.

The APE will be delineated in consultation with the City of Mountain View, the project's Responsible Entity (RE). Rincon assumes the APE will be limited to the direct project footprint and will not include any adjacent properties. Rincon will additionally coordinate with RE to identify the appropriate consulting parties for the project. Consulting parties may include organizations such as historical societies in addition to Native American Tribes as identified by the Native American Heritage Commission and/or the Office of Environment and Energy Tribal Directory Assessment Tool. The background research effort will include a search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) at Sonoma State University and a search of the (NAHC) Sacred Lands File (SLF). The purpose of the CHRIS search is to identify previously recorded cultural resources known to exist within the project site and a 0.5-mile radius surrounding it, and to reveal the nature and extent of cultural resources work previously conducted in the area. Additionally, the SLF search will determine the presence of NAHC-listed sacred lands in the vicinity of the project site. Rincon assumes that the CHRIS search will be performed in-house by the NWIC at a maximum direct expense of \$800. The current turnaround time for CHRIS searches is variable and may take up to six weeks.

Rincon understands that the project site is fully developed and includes a two-story commercial building constructed in 1975. The California Office of Historic Preservation encourages the collection of data about resources that may become eligible for historic designation within the planning period (i.e., those over 45 years of age). Therefore, Rincon will record the property that comprises the project site on California Department of Parks and Recreation 523 series forms (DPR forms) and evaluate it to determine if it qualifies as a historical resource under CEQA or as a historic property under Section 106. The evaluation will consist of a field survey, archival research, and evaluation of the property for listing in the National Register of Historic Places, California Register of Historical Resources, and Mountain View Register of Historic Resources. Efforts undertaken by Rincon as part of the cultural resources study will be summarized in a cultural resources technical study with attached DPR forms. Rincon assumes that the study will be negative for archaeological resources and that only one property will require recordation and evaluation. The results of the background research and field survey will be summarized in a technical report which will include the DPR forms as an attachment. For the purposes of this scope and cost estimate, Rincon assumes the report will be submitted in a digital format and finalized following one round of review by the City.

Under AB 52, the City, as the lead agency, is required to begin consultation with California Native American tribes that are traditionally and culturally affiliated with the project area prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under this task, Rincon will assist the City with consultation for AB 52 by preparing letters for the City to mail to the tribal contacts. The letters will inform contacts about the project and offer the opportunity for consultation. Rincon will additionally provide the City with information on best practices to ensure meaningful consultation in accordance with AB 52 and a tracking table to document consultation efforts. This task does not include costs for distribution of AB 52 consultation letters, meetings, outreach, or additional consultation by Rincon.



Transportation

The analysis of impacts related to transportation will be based primarily on a Multimodal Transportation Analysis (MTA) Analysis prepared by TJKM. TJKM's scope of work will be as follows.

Existing Conditions

This section will include a brief description of the surrounding uses in the vicinity of the project site, existing uses on the project site, and a summary of the project. A graphical representation of the project area, schools, and parks within the vicinity of project location will be provided. TJKM will verify existing field conditions in the project area and provide the following:

- Discussion of existing pedestrian and bicycle circulation conditions in the area.
- Discussion of existing transit service.
- Discussion of on-street parking conditions.

The Existing Conditions section of the report will have graphical representation through figures and tables.

City Policy Conformance

TJKM will discuss all applicable policies including the General Plan. Projects located downtown or in Precise Plan areas would be evaluated based on requirements in the respective plans.

Intersection Level of Service (LOS)

Data Collection

TJKM will collect new and existing vehicular, pedestrian, and bicycle counts for the weekday a.m. (7:00 a.m. to 10:00 a.m.) and p.m. peak periods (4:00 p.m. to 7:00 p.m.). TJKM proposes to study the following one study intersection:

1. Shoreline Boulevard/Montecito Avenue-Stierlin Road

Due the Covid-19/Coronavirus global pandemic, TJKM can utilize existing available traffic counts provided by the City of Mountain View. Per the draft MTA, TJKM will work with City staff to identify a baseline intersection to serve as a comparison between pre-pandemic conditions and estimate an "adjustment rate" to apply to all the volumes collected for the project. If existing data is available to use, TJKM will use the existing traffic counts.

Existing Conditions

Based on the data collected, TJKM will verify existing field conditions in the project area and provide the following:

- Roadway information such as intersection lane geometry, turn pocket lengths, and other information pertinent to the traffic analysis.
- Intersection Level of Service (LOS) conditions for the study intersection.
- Discussion of existing queues at the intersection.

Level-of-service (LOS) traffic operations analysis will be conducted using Traffix/Synchro traffic operations software for the weekday a.m., midday, and p.m. peak hours at the study intersection for all scenarios. The Existing Conditions section of the report will have graphical representation through figures and tables.



Background Conditions

Background conditions LOS are typically described as existing intersection traffic volumes with any approved but not yet built projects added to establish the LOS at the study intersections with pending development. The background conditions provide an LOS assessment of conditions where multiple projects are being proposed. Since measuring intersection LOS is no longer a CEQA measure, this requirement may only apply to certain projects.

Project Conditions

TJKM will evaluate any impacts associated with the Project by performing intersection level of service analysis.

- TJKM will develop project trip generation assumptions in accordance with City of Mountain View and Santa Clara Valley Transportation Authority (VTA) MTA guidelines and consistent with ITE rates. TJKM will also take into account the existing site trip generation and apply reduction to determine the net increase in traffic from the proposed development.
- The project trip distribution and assignment for each relevant land use of the proposed project will be developed based on TJKM's knowledge of the study area, existing traffic patterns and input from City staff.
- If significant impacts are identified, mitigation measures will be recommended. Measures could include physical improvements, such as adding lanes to intersections and installing traffic signals, signal interconnect upgrades, or methods to modify the traffic demand of the project, such as reducing the size of the project. Conceptual sketches of mitigation measures are an additional service and will be conducted with written authorization. TJKM will first consider mitigations consistent with the City programmed improvements before recommending mitigations beyond these established improvements.

Traffic Calming and Neighborhood Intrusion

TJKM will review the project for any neighborhood impacts. TJKM will review collected data from the previous tasks and field observations to provide potential measures such as enhanced pedestrian crossings at Shoreline Boulevard/Montecito Avenue-Stierlin Road that will provide enhanced safety for motorists, pedestrians, and cyclists. TJKM will refer to the City's Neighborhood Traffic Management Program (NTMP) in regards to implementation.

Pedestrian Quality of Service (PQOS) Map Evaluation

TJKM will evaluate the project's impacts to the pedestrian network. These include Americans with Disabilities Act (ADA) compliance, consistency with current City adopted plans and policies, proposed or needed improvements, and Pedestrian Quality of Service (PQOS).

PQOS is a metric that evaluates the project and routes between the project and key destinations within one-half mile. The project will refer to the City's PQOS map and/or the VTA MTA guidelines to provide a suitable metric for evaluation. For small and medium size projects, the PQOS maps (ref: MTA items- Appendix F) will be used to establish existing PQOS scores for Mountain View streets. The evaluation will consider whether the project will add vehicle trips to key corridors within the pedestrian sphere with a PQOS score of 3, 4, or 5.



Bicycle Level of Traffic Stress (BLTS) Map Evaluation

TJKM will evaluate bicycle safety and access and any potential impacts with the proposed project. This would include consistency with adopted plans and policies, evaluation of to and from the project, safety, and Bicycle Level of Traffic Stress (BLTS).

BLTS methodology includes the evaluation of the project adjacent roadway and intersections for: street width and through lanes, posted speed limit or prevailing vehicle speeds, bicycle facility, traffic signals, crossings, and conditions of intersecting segments. A BLTS score ranges from 1 to 4 with LTS being 1 and 2 being “low stress”, and 3 and 4 being “high stress.”

For small and medium size projects, BLTS analysis will assess whether the project is adding vehicle trips to bike routes having an existing BLTS of 3 or 4. This analysis may utilize the existing conditions BLTS (ref: MTA items- Appendix C) in order to identify a project’s adverse effects on streets with BLTS scores of 3 or 4 within the project’s bicycle study area.

Transit Operations

TJKM will evaluate the project in regard to a potential impacts to planned or existing transit facilities and services or needed transit improvements.

Site Access and Circulation

TJKM will evaluate site access and circulation based on the proposed project site plan. This section will evaluate any potential conflicts with the public right-of-way and any impacts on local roadways due to on-site circulation. The following items will be addressed:

- Proposed project conditions
 - Vehicle access and circulation, including driveway operations along Montecito frontage
 - Left turns into/out of driveway
 - Driveway across street
 - Potential drop-off along Montecito frontage (entry plaza)
 - Loading areas, garbage, moving vans, delivery
 - Nearest schools and parks

Parking

TJKM will review the proposed vehicle and bicycle parking in relation to the requirements of the City’s municipal code. Should the project have a deficiency of parking spaces, TJKM will recommend a Transportation Demand Management Plan to encourage multimodal transportation and/or review opportunities for shared parking.

Report Preparation

TJKM will prepare a draft Multimodal Transportation Analysis report consistent with City of Mountain View MTA guidelines that summarizes analysis findings and recommendations for City review and feedback. If necessary, comments from City regarding this study will then be incorporated into a final MTA report. The report will be summarized in the IS-MND as it relates to the City’s General Plan policies pertaining to level of service and to the Congestion Management Plan. However, because traffic delay results in no physical environmental impacts and is no longer a significant environment impact pursuant to CEQA Guidelines Section 15064.3, the results of the MTA will be summarized only for informational purposes and not to determine potential environmental impacts of the project pursuant to CEQA.



VMT analysis Scope of Work

Figures 10 and 11 in the City's Multimodal Transportation Analysis Handbook version 1.0 show Mountain View VMT per capita and per employee. The heat maps also indicate the baseline and threshold VMT for Mountain View for residential projects and employment projects. Based on the map-based screening, VMT analysis is required for projects located in a high VMT area. The proposed project is located in an area where VMT is less than 25 percent below mean VMT. The project is not in a high VMT area. Therefore, the analysis of VMT impacts in the IS-MND will be based on the map screening of less than significant and will not be included in the MTA.

Utilities and Service Systems

The analysis of impacts related to utilities and service systems will be based on a utility impact study prepared by Schaaf & Wheeler.

Schaaf & Wheeler will provide hydraulic computer modeling analyses for two of the City's wet utility systems: Potable Water and Sanitary Sewer. Two conditions will be studied to support the CEQA process: Existing and Future Cumulative. Each condition will develop project-specific water/sewer demands and be analyzed for pre-project and post-project deficiencies to determine project impacts to the City's infrastructure. Deficiencies will be based on City adopted performance criteria for each wet utility system.

Schaaf & Wheeler anticipates preparing one draft report and one final report. The UIS report will summarize project water demands/sewage generation, hydraulic modeling results including existing capacity and future capacity with CIPs, and project fair-share contribution to future required infrastructure improvements. Schaaf & Wheeler's scope of work is attached to this proposal.

Task 2.2: Public Review Draft IS-MND

Rincon Consultants will respond to City comments on the Administrative Draft IS-MND and format the document as a Public Review Draft IS-MND to be distributed for the required CEQA public review period. One electronic copy of the Public Review Draft IS-MND and up to 10 bound paper copies will be provided, if needed. We will also provide a second Administrative Draft and a screencheck version of the Public Review Draft IS-MND prior to publication. Rincon will prepare a Notice of Intent to Adopt a Negative Declaration and transmit the required forms and copies of the IS-MND to the State Clearinghouse (if necessary) and County Clerk. We have assumed that the City will be responsible for mailing copies and notices to responsible agencies, if any, as well as other noticing required under CEQA or the City's procedures, including posting at the site, sending to neighboring or nearby property owners or residents, newspaper noticing, and/or sending to interested parties.

Task 2.3: Final IS-MND/Response to Comments

Upon receipt of public comments on the Public Review Draft IS-MND, Rincon will prepare draft responses for City review. If City staff determines that preparation of a Final IS-MND is necessary, upon receipt of City comments on the draft responses to comments, we will incorporate changes (if applicable) and prepare the Final IS-MND. Otherwise, the Responses to Comments document will be provided as a standalone document to accompany the Draft IS-MND. This scope of work assumes that up to five comment letters will be received, including one lengthy (over five pages) and/or substantive letter, that can be adequately responded to in a maximum of 20 professional staff hours. The actual level of effort required to respond



will depend on the length, detail, and sophistication of the comments, in addition to the number of letters received. We reserve the right to reevaluate the effort level and request a scope amendment upon close of the public comment period.

This task also includes the preparation of the Mitigation Monitoring and Reporting Program (MMRP), if required, formulated as a table listing all mitigation measures and indicating what monitoring actions are required, which department(s) will be responsible for monitoring, and when monitoring is to occur. After City screencheck review of the Final IS-MND and Responses to Comments, we will provide one electronic copy and up to 10 bound paper copies, if needed. If the project is approved, Rincon will prepare a Notice of Determination (NOD) for the City or applicant to file with the County Clerk. The City or applicant will be responsible for payment of County Clerk and California Department of Fish & Wildlife CEQA fees.

Task 3: NEPA Compliance

Rincon will prepare an EA as well as supporting documentation and analyses that address issues required by 24 CFR Part 58 and CEQ regulations. Rincon will use existing analyses and background material as available to aid in development of supporting documentation for the EA, including analyses completed for CEQA as part of Task 2 above.

Task 3.1: Administrative Draft EA

The EA will be prepared in accordance with NEPA and U.S. Department of Housing and Urban Development (HUD) requirements as outlined in 24 CFR Part 50, 24 CFR Part 58, and 36 CFR Part 800. As part of this analysis, all items on the Statutory and Environmental Assessment Checklists will be assessed in accordance with HUD standards. Issues to be addressed include, but are not limited to, air quality; biological resources; archaeological and paleontological resources; noise and vibration; transportation; and siting of HUD-assisted projects near hazardous operations. Existing information will be used to the extent feasible and will be augmented with technical modeling and studies where needed, potentially including project-specific air quality and noise modeling and cultural/historic resources evaluation. Alternatives to the proposed action, including the required no action alternative, will be developed and reviewed. Rincon will submit one electronic copy in either PDF or Word format and one paper copy of the administrative draft EA (with supporting documentation). Currently, it is assumed a separate traffic study will not be necessary to respond to the Transportation and Accessibility section, but that a qualitative urban planning analysis will suffice supported with the Multimodal Transportation Analysis report prepared for CEQA, described above for Task 2. Likewise, the cultural resources study completed as part of Task 2 for CEQA will also be used to support the cultural resources analysis component of the EA document.

The Contamination and Toxic Substances section will address potential risk to the health and safety of project occupants. The analysis will include a site reconnaissance, a review of environmental documents provided by the City, and a review of files available on the California Department of Toxic Substances Control (DTSC) online EnviroStor database. Additionally, Rincon Consultants will prepare a Phase I Environmental Site Assessment (ESA) to identify potential impacts from hazardous materials and wastes associated with the Project Site. This study will include an examination of potential hazards associated with the existing site that may affect the proposed project. The Phase I ESA will be generally consistent with ASTM Standard E1527-13: *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* and will include a site reconnaissance, environmental database search, regulatory records review, interviews with property owners (as available) and regulatory agencies, and historical records review to identify areas of past industrial or hazardous material land uses onsite or in the vicinity.



Specific information regarding Cortese sites, landfills, hazardous material pipelines, per- and polyfluoroalkyl substances (PFAS), and California Geologic Energy Management Division (CalGEM) oil well records will be included. Rincon will document the information and findings of the research conducted as described above using the most recent HUD Contamination and Toxic Substances Partner Worksheet for Multifamily and Non-Residential Properties, addressing each checklist item. All environmental checklist findings will be supported by data and analysis.

Task 3.2: Public Review Draft EA

After receiving comments on the Administrative Draft EA, Rincon will produce the Draft EA for public and agency review. Within two weeks of receipt of comments on the Administrative Draft EA, Rincon will provide one digital copy (PDF and/or MS Word) to the City. If requested, Rincon will also prepare a combined finding of no significant impact (FONSI) and notice of intent of request for release of funds (NOIRROF) using the current HUD-recommended format. The FONSI/NOIRROF will be sent to individuals and groups known to the City to be interested in the proposed project; the appropriate tribal, local, State and Federal Agencies; and the EPA Regional Offices. Rincon assumes that the City will be responsible for publication in a newspaper of general circulation.

Task 3.3: Final EA

Within two weeks of receipt of public comments on the Draft EA, Rincon will prepare written responses and submit them to the City for review. The Final EA will be provided in digital format (PDF and/or MS Word) within two weeks of receipt of all comments regarding the responses. After responses to comments are completed, if requested, Rincon will prepare a request for release of funds and environmental certification (RROF/EC) for submittal. It is assumed that comments on the EA will be able to be adequately addressed in 24 staff hours. If the level of effort to respond to comments exceeds this amount, Rincon will provide an estimate of time required to respond to the comments and can provide an additional services request to complete this work.

Task 3.4: Response to Objections

Rincon will assist the City with addressing any objections to HUD regarding the project. It is assumed that these objections will be able to be addressed in 24 staff hours. If the level of effort to respond to comments exceeds this amount, Rincon will provide an estimate of time required to respond to the comments and can provide an additional services request to complete this work.

Task 4: Public Hearings

Rincon will attend two public hearings on the project. At the City's request, we will also prepare and deliver a presentation that summarizes the CEQA and NEPA processes and the findings of our analysis. We are happy to attend additional hearings as needed for an additional cost.

Schedule

Rincon Consultants has an excellent reputation for adhering to schedules and meeting milestones. Based on our understanding of the project and the analysis required, Rincon proposes to adhere to a schedule that allows for completion of the CEQA process in approximately six to nine months depending on timing of our



receipt of necessary background and project information and City review times. Key steps in the CEQA process and the time intervals for each are listed in the table below.

Step	Interval
Project Mobilization and Kickoff Meeting	Rincon will schedule the kick-off meeting, if one is needed, within one week of Notice to Proceed per City staff availability
Administrative Draft IS-MND	Schaaf & Wheeler will complete the utility impact study within six weeks of Notice to Proceed and receipt of requested data TJKM will submit the MTA within 12 weeks of Notice to Proceed and receipt of requested data Rincon will submit the Administrative Draft Initial Study in electronic form within approximately three to four weeks after City approval of the utility impact study and MTA
City Review of Administrative Draft IS-MND and Technical Reports	City staff will provide Rincon with comments on the Administrative Draft IS-MND, including technical appendices, within three weeks of receipt of the Administrative Draft.
Screencheck Draft IS-MND	Rincon will address City comments and submit the Screencheck Draft Initial Study and the draft MMRP in electronic form within two weeks after receipt of City comments on the Second Administrative Draft
City Review of Screencheck Draft IS-MND	City staff will provide Rincon with comments on the Screencheck Draft IS-MND and the draft MMRP within one week of receipt of the Screencheck Draft
Public Review Draft IS-MND	The Public Review Draft IS-MND and the draft NOI will be completed within one to two weeks of receipt of City comments on the Screencheck Draft Initial Study
Final IS-MND/Response to Comments	The Administrative Draft Final IS-MND/Response to Comments Document will be completed within two to four weeks after receipt of written comments received during the review period, depending on the number and complexity of comments. We will submit the Final IS-MND/Responses to Comments, including the MMRP, within one week of receipt of City comments on the draft responses and Administrative Draft Final IS-MND

Parts of the EA document will rely upon analysis completed as part of the IS-MND. Accordingly, Rincon will commence work on the EA after the City has reviewed and approved the Screencheck Draft IS-MND. We anticipate that we can complete the EA process, as outline in Task 3 above, within approximately 6 to 8 months after commencing work on the EA, assuming compared City review times as listed above for the IS-MND.

Cost

Rincon can complete the proposed work program for a cost not to exceed **\$161,718**. Costs will be charged on a time and materials basis, commensurate with work completed. If Rincon does not need all the time that has been budgeted, we will only bill for the time spent completing the work. The table below provides a breakdown of the proposed budget by major work item.



RINCON CONSULTANTS, INC.
 City of Mountain View - 1265 Montecito Avenue Project

Cost Estimate

Tasks	Rincon Labor Classification →		Principal I	Supervisor I	Professional IV	Professional II	Senior GIS Specialist	Production Specialist	Clerical
	Labor Cost	Hours							
Task 1: Project Mobilization and Kickoff	\$1,773	9	2	4	2				1
Task Subtotal	\$1,773	9	2	4	2				1
Task 2: CEQA Compliance									
Task 2.1 Administrative Draft IS-MND (3 Drafts)	\$898	8					2	6	
Biological Resources	\$1,220	7	1	2		4			
Cultural Resources (Including AB 52 support)	\$11,090	66	2	6	50		6		2
Transportation (Rincon Labor Only)	\$2,174	13	2	2	1	8			
Utilities and Service Systems (Rincon Labor Only)	\$1,603	10	1	1	2	6			
Other Environmental Factors (17)	\$12,034	75	7	8	16	44			
Task 2.2 Public Review Draft IS-MND	\$4,540	28	4	2	6	12	2	2	
Task 2.3 Final IS-MND/Reponse to Comments	\$3,206	20	2	2	4	12			
Task Subtotal	\$36,765	227	19	23	79	86	10	8	2
Task 3: NEPA Compliance									
Task 3.1 Administrative Draft EA	\$1,588	10	4					6	
Project Description, Purpose and Need	\$3,518	20	2	2	12		4		
EA Checklist	\$10,934	72	2	6	16	46	2		
Phase I ESA/Contamination and Toxic Substances	\$6,350	40	4	6	6	26	3		1
Task 3.2 Public Review Draft EA	\$4,930	30	2	4	10	12	2		
Task 3.3 Final EA	\$3,862	24	2	2	8	12			
Task 3.4 Response to Objections	\$3,862	24	2	2	8	12			
Task Subtotal	\$35,044	220	18	22	54	108	11	6	1
Task 4: Public Hearings (2)	\$2,720		4	8					
Task Subtotal	\$2,720		4	8					
Project Management	\$7,320	40	8	20					12
Task Subtotal	\$7,320	40	8	20					12
Subtotal Cost	\$ 83,622	\$ 496	\$ 12,750	\$ 16,555	\$ 22,140	\$ 26,190	\$ 3,255	\$ 1,372	\$ 1,360

Direct Cost Detail	
Vehicle Costs	\$ 248
Phase I Environmental Site Assessment	\$ 4,600
NWIC Fee	\$ 920
Printing and Production (10 draft copies; 10 final copies)	\$ 1,200
Schaaf & Wheeler Utility Impact Studies	\$ 33,074
TJKM Transportation Analysis	\$ 38,054
Subtotal Additional Costs	\$ 78,096

Summary	
Professional Fees Subtotal	\$83,622
Direct Costs Subtotal	\$78,096
Total Project Budget	\$ 161,718

Professional Services - are based on Rincon's standard fee schedule and labor classifications. The above is provided as an estimate of Rincon's effort per task. Rincon may reallocate budget between staff and tasks, as long as the total contract price is not exceeded.

Annual Escalation - Standard rates subject to 3% escalation annually

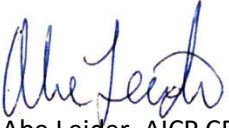
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This proposal is valid for a period of 60 days and is fully negotiable to meet your needs. We can proceed with our proposed work program upon receipt of written authorization.

We appreciate the opportunity to assist with this project. Please let me know if you have any questions about this proposal or need additional information.

Sincerely,
 RINCON CONSULTANTS, INC.


 George Dix
 Project Manager
 (831) 440-3889


 Abe Leider, AICP CEP
 Principal
 (510) 671-0175

enclosed: Schaaf & Wheeler's and TJKM's Scopes of Work and Cost Estimates

Schaaf & Wheeler

CONSULTING CIVIL ENGINEERS

1171 Homestead Rd., Ste. 255
Santa Clara, CA 95050-5485
408-246-4848
FAX 408-246-5624

July 6, 2021

Mr. Abe Leider, AICP CEP
Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, CA 94612

**Subject: Proposal to Prepare Utility Impact Studies for the Proposed Residential Development –
1265 Montecito Avenue, Mountain View, CA**

Dear Abe:

Schaaf & Wheeler, Consulting Civil Engineers is pleased to submit this proposal to provide technical engineering support to Rincon Consultants for the City of Mountain View's 1265 Montecito Avenue Residential Development.

Scope of Services

A. Utility Impact Study (Water/Sanitary Sewer)

Schaaf & Wheeler will provide hydraulic computer modeling analyses for two of the City's wet utility systems: Potable Water and Sanitary Sewer. Two conditions will be studied to support the CEQA process: Existing and Future Cumulative. Each condition will develop project-specific water/sewer demands and be analyzed for pre-project and post-project deficiencies to determine project impacts to the City's infrastructure. Deficiencies will be based on City adopted performance criteria for each wet utility system.

Schaaf & Wheeler anticipates preparing one draft report and one final report. The UIS report will summarize project water demands/sewage generation, hydraulic modeling results including existing capacity and future capacity with CIPs, and project fair-share contribution to future required infrastructure improvements.

Schedule

The draft UIS will be completed six (6) weeks after Notice-to-Proceed and all required information is received by Schaaf & Wheeler. Final UIS will be completed four (4) weeks after all review comments are received.

Cost of Services

Schaaf & Wheeler will provide these services on a time and materials basis for a not-to-exceed amount as identified below. Schaaf & Wheeler's charge rates that will apply to this project are attached.

A. Utility Impact Study (Water / Sanitary Sewer) \$28,760

If you have any questions or comment feel free to contact me at (408) 246-4848.

Sincerely,
Schaaf & Wheeler



Leif M. Coponen, PE
Vice President

**1265 Montecito Ave Residential Project
Schaaf & Wheeler Fee Proposal, July 2021**

Utility Impact Study - Supporting CEQA Effort

		<i>Project Manager</i>	<i>Assistant Engineer</i>	<i>Schaaf & Wheeler Subtotal</i>
		<i>Hourly Rate</i>	<i>Hourly Rate</i>	
		\$240	\$175	
Task 1	Water Model	22	52	\$ 14,380
1.1	Existing Conditions Model	3	12	\$ 2,820
1.2	2030 GPU + Dev Model	3	12	\$ 2,820
1.3	Development Contribution	4	12	\$ 3,060
1.4	Tech Memo and Figures	4	16	\$ 3,760
1.5	Coordination	8		\$ 1,920
Task 2	Sewer Model	22	52	\$ 14,380
2.1	Existing Conditions Model	3	12	\$ 2,820
2.2	2030 GPU + Dev Model	3	12	\$ 2,820
2.3	Development Contribution	4	12	\$ 3,060
2.4	Tech Memo and Figures	4	16	\$ 3,760
2.5	Coordination	8		\$ 1,920
	TOTAL	44	104	\$ 28,760

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS

1171 Homestead Rd., Suite 255
Santa Clara, CA 95050-5485
408-246-4848
Fax 408-246-5624

Hourly Charge Rate Schedule

Personnel Charges

Charges for personnel engaged in professional and/or technical work are based on the actual hours directly chargeable to the project.

Current rates by classification are listed below:

<u>Classification</u>	<u>Rate/Hr</u>	<u>Classification</u>	<u>Rate/Hr</u>
Principal Project Manager	\$240	Construction Manager	\$225
Senior Project Manager	\$225	Senior Resident Engineer	\$200
Senior Engineer	\$210	Senior Scientist	\$200
Associate Engineer	\$190	Associate Scientist	\$180
Assistant Engineer	\$175	Resident Engineer	\$180
Junior Engineer	\$165	Assistant Resident Engineer	\$165
Designer	\$155		
GIS Analyst	\$150		
Technician	\$150		
Engineering Trainee	\$120		

Litigation Charges

Work done in preparation for litigation and other very high level-of-expertise assignments is charged at \$350 per hour. Court or deposition time as an expert witness is charged at \$450 per hour.

Materials and Services

Subcontractors, special equipment, outside reproduction, data processing, computer services, etc., will be charged at 1.10 times cost.

Effective 1/1/21



July 28, 2021

Abe Leider, AICP CEP,
Principal
Rincon Consultants
Environmental Scientists| Planners| Engineers
aleider@rinconconsultants.com

Subject: Proposal to Conduct Multimodal Transportation Analysis (MTA) for the Proposed Development project located at 1265 Montecito Avenue in the City of Mountain View.

MTA SCOPE OF WORK

Task 1 Existing Conditions

This section will include a brief description of the surrounding uses in the vicinity of the project site, existing uses on the project site, and a summary of the project. A graphical representation of the project area, schools, and parks within the vicinity of project location will be provided. TJKM will verify existing field conditions in the project area and provide the following:

- Discussion of existing pedestrian and bicycle circulation conditions in the area.
- Discussion of existing transit service.
- Discussion of on-street parking conditions.

The Existing Conditions section of the report will have graphical representation through figures and tables.

Task 2 City Policy Conformance

TJKM will discuss all applicable policies including the General Plan. Projects located downtown or in Precise Plan areas would be evaluated based on requirements in the respective plans.

Task 3 Intersection Level of Service (LOS)

3.1 Data Collection

TJKM will collect new and existing vehicular, pedestrian, and bicycle counts for the weekday a.m. (7:00 a.m. to 10:00 a.m.), and p.m. peak periods (4:00 p.m. to 7:00 p.m.). TJKM proposes to study the following one study intersection:

1. Shoreline Boulevard/Montecito Avenue-Stierlin Road

To note: due to the Covid-19/Coronavirus global pandemic, TJKM can utilize existing available traffic counts provided by the City of Mountain View. Per the draft MTA, TJKM will work with City staff to identify a baseline intersection to serve as a comparison between pre-pandemic conditions and estimate an "adjustment rate" to apply to all the volumes collected for the project. If existing data is available to use, TJKM will use the existing traffic counts.

3.2 Intersection Operations

3.2.1 Existing Conditions

Based on the data collected, TJKM will verify existing field conditions in the project area and provide the following:

- Roadway information such as intersection lane geometry, turn pocket lengths, and other information pertinent to the traffic analysis.
- Intersection Level of Service (LOS) conditions for the study intersection.
- Discussion of existing queues at the intersection.

Level-of-service (LOS) traffic operations analysis will be conducted using Traffix/Synchro traffic operations software for the weekday a.m., and p.m. peak hours at the study intersections for all scenarios. The Existing Conditions section of the report will have graphical representation through figures and tables.

3.2.2 Background Conditions

Background conditions LOS are typically described as existing intersection traffic volumes with any approved but not yet built projects added to establish the LOS at the study intersections with pending development. The background conditions provide an LOS assessment of conditions where multiple projects are being proposed. Since measuring intersection LOS is no longer a CEQA measure, this requirement may only apply to certain projects.

3.2.3 Project Conditions

TJKM will evaluate any impacts associated with the Project by performing intersection level of service analysis.

- TJKM will develop project trip generation assumptions in accordance with City of Mountain View and Santa Clara Valley Transportation Authority (VTA) MTA guidelines and consistent with ITE rates. TJKM will also take into account the existing site trip generation and apply reduction to determine the net increase in traffic from the proposed development.
- The project trip distribution and assignment for each relevant land use of the proposed project will be developed based on TJKM's knowledge of the study area, existing traffic patterns and input from City staff.

- If significant impacts are identified, mitigation measures will be recommended. Measures could include physical improvements, such as adding lanes to intersections and installing traffic signals, signal interconnect upgrades, or methods to modify the traffic demand of the project, such as reducing the size of the project. Conceptual sketches of mitigation measures are an additional service and will be conducted with written authorization. TJKM will first consider mitigations consistent with the City programmed improvements before recommending mitigations beyond these established improvements.

Task 4 Pedestrian Quality of Service (PQOS) Map Evaluation

TJKM will evaluate the project's impacts to the pedestrian network. These include Americans with Disabilities Act (ADA) compliance, consistency with current City adopted plans and policies, proposed or needed improvements, and Pedestrian Quality of Service (PQOS).

PQOS is a metric that evaluates the project and routes between the project and key destinations within one-half mile. The project will refer to the City's PQOS map and/or the VTA MTA guidelines to provide a suitable metric for evaluation. For small and medium size projects, the PQOS maps (ref: MTA items- Appendix F) will be used to establish existing PQOS scores for Mountain View streets. The evaluation will consider whether the project will add vehicle trips to key corridors within the pedestrian sphere with a PQOS score of 3, 4, or 5.

Task 5 Bicycle Level of Traffic Stress (BLTS) Map Evaluation

TJKM will evaluate bicycle safety and access and any potential impacts with the proposed project. This would include consistency with adopted plans and policies, evaluation of to and from the project, safety, and Bicycle Level of Traffic Stress (BLTS).

BLTS methodology includes the evaluation of the project adjacent roadway and intersections for: street width and through lanes, posted speed limit or prevailing vehicle speeds, bicycle facility, traffic signals, crossings, and conditions of intersecting segments. A BLTS score ranges from 1 to 4 with LTS being 1 and 2 being "low stress", and 3 and 4 being "high stress".

For small and medium size projects, BLTS analysis will assess whether the project is adding vehicle trips to bike routes having an existing BLTS of 3 or 4. This analysis may utilize the existing conditions BLTS (ref: MTA items- Appendix C) in order to identify a project's adverse effects on streets with BLTS scores of 3 or 4 within the project's bicycle study area.

Task 6 Transit Operations

TJKM will evaluate the project in regard to a potential impacts with planned or existing transit facilities and services or needed transit improvements.

Task 7 Site Access and Circulation

TJKM will evaluate site access and circulation based on the proposed project site plan. This section will evaluate any potential conflicts with the public right-of-way and any impacts on local roadways due to on-site circulation. The following items will be addressed:

- Proposed project conditions
 - Vehicle access and circulation, including driveway operations along Montecito Frontage
 - i. Left-turns into/out of driveway
 - ii. Driveway across street
 - Potential Drop-off along Montecito frontage (entry plaza)
 - Loading areas, garbage, moving vans, delivery
 - Nearest schools and parks

Task 8 Parking

TJKM will review the proposed vehicle and bicycle parking in relation to the requirements of the City's municipal code. Should the project have a deficiency of parking spaces, TJKM will recommend a Transportation Demand Management Plan to encourage multimodal transportation and/or review opportunities for shared parking.

Task 9 Traffic Calming and Neighborhood Intrusion

TJKM will review the project for any neighborhood impacts. TJKM will review collected data from Task 3.1 and field observations to provide potential measures such as enhanced pedestrian crossings at Shoreline Boulevard/Montecito Avenue-Stierlin Road that will provide enhanced safety for motorists, pedestrians and cyclists. TJKM will refer to the City's Neighborhood Traffic Management Program (NTMP) in regards to implementation.

Task 10 Report Preparation

TJKM will prepare a draft Multimodal Transportation Analysis report consistent with City of Mountain View MTA guidelines that summarizes analysis findings and recommendations for City review and feedback. If necessary, comments from City regarding this study will then be incorporated into a final MTA report.

SCHEDULE

Based on our estimated level of effort for the project, we anticipate to deliver Draft MTA Report within twelve weeks from Notice-to-Proceed. Upon receipt of comments on the Draft MTA Report, we will incorporate the comments and submit the Final MTA Report within three weeks from receipt of comments.



LEVEL OF EFFORT

Based on our estimated level of effort for the project, our estimated cost to complete the above referenced Scope of Work is not to exceed amount of \$33,090.

Thank you for considering TJKM again for your transportation consulting needs in the City of Mountain View. If you have any questions concerning our proposal, please feel free to call me at (925) 264-5034 or via email at jspuller@TJKM.com. We look forward to working with you.

Sincerely,

TJKM Transportation Consultants

A handwritten signature in blue ink, appearing to read 'Janice Spuller', is written over a light blue rectangular background.

Janice Spuller, Project Manager