

ATTACHMENT B

SCOPE OF WORK FOR A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH BAYSHORE PRECISE PLAN – HOUSING REVISIONS

David J. Powers & Associates (DJP&A) proposes to prepare a Subsequent Environmental Impact Report (EIR), which will address potential changes to the adopted North Bayshore Precise Plan, in accordance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City of Mountain View standards. The Subsequent EIR will provide an objective determination of the environmental impacts resulting from an amendment to the 2030 General Plan and rezoning of the North Bayshore Precise Plan to accommodate residential uses.

Background

It is our understanding that the City Council has directed staff to revise the North Bayshore Precise Plan to allow development of residential uses. *Raimi + Associates*, under separate contract to the City, will lead the public process to develop a new land use plan, and will revise the North Bayshore Precise Plan based on the results of this process. The revised North Bayshore Precise Plan will serve as the project description for the CEQA review process.

The following Scope of Work was prepared based upon the information gathered to date through meetings and conversations with City staff, a site visit, consultation with appropriate technical experts, and DJP&A's past experience with the North Bayshore area. The specific tasks included in this Scope of Work are outlined below. We understand that this scope may require modifications in the work plan as it proceeds. We have tried to incorporate some flexibility in the scope to allow us to meet the City's needs and priorities as the process evolves.

The following firms will team with DJP&A to provide technical analysis for this scope of work:

- Fehr & Peers (Transportation and Traffic)
- Todd Engineers (Water Supply Assessment)
- Cornerstone Earth Group (Hazardous Materials)
- Illingworth & Rodkin (Air Quality and Noise)
- Holman & Associates (Cultural Resources)

1.0 Precise Plan Revisions -- Project Description Development

The City Council has requested the study of residential uses in North Bayshore, and could request the study of increased office space in North Bayshore, in addition to or instead of housing. The amount of housing (and/or increased office space beyond that already approved) could vary greatly. The final land use plan and proposed changes will be defined through a series of public workshops or other methods of defining the project, which will be led by *Raimi + Associates* on an accelerated

schedule, with the assistance of the original project team from the preparation of the North Bayshore Precise Plan.

1.1 *David J. Powers & Associates*

DJP&A will assist the Precise Plan team in defining the changes to the North Bayshore Precise Plan during this phase of the project. We have included time and budget to coordinate with the Precise Plan team on the development of the project description, and to identify any environmental issues that may have an effect on the land use plan.

It should be noted that it will not be feasible to proceed with updating the CEQA document until the Precise Plan land use changes are defined.

1.2 *Subconsultants*

1.2.1 **Fehr & Peers, Transportation**

Fehr & Peers, under contract to DJP&A, will provide transportation support to the Precise Plan team and the City during this phase of the project, in two phases, as follows.

1.2.1.1 Phase I: Precise Plan Transportation Support

Task 1 Assist the Planning Team with Optimizing the Project Description

Task 1A: Identify Optimal Residential Land Use Mix: The addition of residential uses into the North Bayshore Precise Plan area has the potential to reduce vehicle demand as compared to the land uses envisioned in the 2014 North Bayshore Precise Plan. There has been much discussion about how to determine the right amount of residential uses that would achieve the City of Mountain View's goals. The balance between different types of land uses has an effect on several important transportation characteristics, such as:

- Total vehicle trip generation
- Trips that remain internal to the plan area
- Likelihood of trips shifting to other modes (walking, bicycling, transit)
- Vehicle miles traveled

Fehr & Peers has developed a web-based tool called “MainStreet”¹ that captures the interactions between different land uses and produces robust estimates of trip generation differences between land use scenarios. *Fehr & Peers* will work with the planning team to evaluate up to eight (8)

¹ Mixed-use developments (MXDs) generate fewer vehicle trips than similarly-sized developments where the land uses are segregated. There has been much research in recent years by the Institute of Transportation Engineers (ITE) and others to quantify these reductions. *Fehr & Peers'* surveys of over thirty MXDs indicate that conventional ITE trip generation methods overestimate MXD traffic by 35 percent. *Fehr & Peers* has developed the MainStreet web app to conduct an MXD analysis at any location in the United States. MainStreet allows for more accurate estimates of a site's trip generation characteristics than traditional industry standards.

project land use scenarios to assist the team in determining the optimal mix of land use types to achieve the City's transportation goals. *Fehr & Peers* anticipates that the land use scenarios will be defined to answer questions about the optimal proportion of retail uses to serve the local residents and employees, the appropriate mixture of residential use types, and the percent of North Bayshore workers who also live in North Bayshore.

Task 1B: Coordination with Project Team to Select Sensitivity Scenarios: In addition to the investigation of the optimal land use mix, it is also important for the project team to explore the changes in the local transportation network and the likely effects on the gateway capacity. *Fehr & Peers* will work with the project team to develop two sensitivity scenarios that evaluate a mix of land use and possible local street network modifications. These sensitivity scenarios may include the optimized land use mix and the preferred land use mix scenario.

Task 1C: Gateway Distribution Sensitivity Tests: The gateway capacity will be affected by the land use mix, location of future development, and possible changes to the street system (such as the potential bridge over Stevens Creek). Trip generation for the two sensitivity scenarios will be estimated using MainStreet and the trip generation results will then be distributed to the roadway system. The distribution of project traffic to each gateway will be summarized in a distribution matrix at the gateways.

- **Deliverable:** MainStreet summary sheets for each alternative showing estimates of: 1) vehicle trip generation and reductions (relative to NBPP trip cap), 2) external active mode trips (walking and bicycling), 3) external transit trips, and 4) daily VMT for a typical weekday. A matrix summarizing the effects of the land use and roadway system changes on vehicle trips and on the capacity at each gateway.

Task 2 Project Meetings and Coordination

Fehr & Peers will prepare for and attend three (3) project meetings (two project meetings can be combined for a workshop) related to the project development. In general, meetings will be attended by one *Fehr & Peers* staff person. These meetings will be with the project team and Mountain View staff discussing transportation elements of the North Bayshore Precise Plan project description and environmental document scoping. Up to three (3) conference calls to coordinate and discuss specific transportation aspects with the project team are included in *Fehr & Peers*' scope.

1.2.1.2 Phase II: Precise Plan Implementation Support

Task 1: Shoreline Boulevard Corridor Analysis Coordination: As a separate project, the City is sponsoring a traffic operations analysis of potential future Shoreline Boulevard transportation improvements, such as cycle tracks along Shoreline Boulevard, a reversible transit only lane, re-alignment of the US 101 northbound off-ramp, and local street reconfigurations. The purpose of the analysis is to inform the integrated design of transit, bicycle, and pedestrian improvements along Shoreline Boulevard in North Bayshore. *Fehr & Peers* will provide up to 10 hours of staff time to coordinate analysis inputs and conclusions with the Shoreline Boulevard

corridor study team. (Note: The *Fehr & Peers*' scope (Attachment C) assumes that the revised transportation analysis for the North Bayshore Precise Plan environmental document, which is described as Phase III of the scope, will use the same traffic operations approach as the October 2014 TIA, in which Shoreline Boulevard was evaluated in its existing configuration. If the City determines that a different configuration of Shoreline Boulevard needs to be evaluated in the revised TIA, that may trigger the need for additional effort if that determination is made after the work on the revised TIA is already underway.)

Task 2: Traffic Assignment Review: Vehicle traffic to and from the North Bayshore area will use one of the three major gateways (San Antonio Road, Rengstorff Avenue, or Shoreline Boulevard) depending on; 1) regional destination outside of the North Bayshore area, 2) ease and convenience of access to the North Bayshore gateways, and 3) parking location and driveway configurations at the destination/parcel within North Bayshore. Using a select zone analysis, the travel model has the ability to track every trip to and from specific sub-areas within the larger North Bayshore area.

With the level of detail available in the City travel model street network, it will be possible to show the distribution and assignment of trips between each of three sub-areas (listed below) and each major gateway. This will be done for both the morning and evening peak hours under Cumulative with Project Conditions.

- West area between San Antonio Road and Rengstorff Avenue
- Central area between Rengstorff Avenue and Shoreline Boulevard
- East area between Shoreline Boulevard and Stevens Creek

The results of this select zone analysis will be provided to City staff for review. After staff review and concurrence, the results will serve as the basis of the detailed intersection-level forecasts for the revised NBPP transportation analysis (described in Phase III, TIA, below) and for the City of Mountain View's on-going Shoreline Corridor study.

If more geographically fine-grained traffic assignments are desired in order to support detailed design decisions along the Shoreline Boulevard corridor, there are two potential methods that could be used. The first potential method would involve adding a substantial amount of detail to the City's travel model; please see Optional Tasks A and B for further description of this method. The second potential method would be to develop a corridor-specific operational model that would allow for detailed simulation of the interactions between users at each individual intersection. Development of this type of model is outside the scope of this effort, but could be discussed with staff if desired.

1.2.2 Other Subconsultants

Since new residential uses could be introduced into the North Bayshore area, additional technical studies will be required to study the existing environmental conditions in the area. These technical studies include analysis of air quality, noise, and hazardous materials conditions in the North

Bayshore area. Since these reports will also be utilized in the Subsequent EIR analysis, they are described in more detail below in Section 2.0.

This scope assumes that the following reports prepared by or under contract to *Raimi + Associates* will be provided to DJP&A for use in preparing the Subsequent EIR in Section 2.0:

- Revised North Bayshore Precise Plan (*Raimi + Associates*)
- Updated biological resources report (*H.T. Harvey & Associates*)
- Updated utilities memoranda (*Schaaf & Wheeler*)
- Transportation Demand Management and Mobility Plans (*Nelson\Nygaard*)

2.0 Preparation of a Subsequent Environmental Impact Report (EIR)

Based on the proposed Precise Plan changes, and analysis of the environmental work already completed, DJP&A proposes a Subsequent EIR (CEQA Guidelines Section 15162) to analyze the proposed changes to the General Plan/GGRP and Precise Plan (i.e., a General Plan/GGRP Amendment and Rezoning). A Subsequent EIR will address the anticipated changes to the General Plan, GGRP, and Precise Plan that would allow residential uses in North Bayshore. DJP&A will incorporate as much of the previously completed analysis as possible, and will focus the Subsequent EIR on the impact areas that will require the most changes, based on the introduction of residential uses.

Residential uses will require more detailed study and more sensitive thresholds in impact areas including noise, air quality, and hazardous materials; will require amendments to the traffic, biological resources, water supply, and utilities reports; and would potentially require revised discussion in additional sections, such as hydrology and aesthetics.

2.1 *Preliminary Project Scoping and Research*

DJP&A will attend a Subsequent EIR kick-off meeting with the City of Mountain View and appropriate subconsultants to discuss the project, further refine the Subsequent EIR scope as needed, identify alternatives, and coordinate the scheduling and preparation of the Subsequent EIR. This scope of work also includes a portion of the labor costs incurred for the scoping and project initiation activities that have taken place since DJP&A was first contacted by the City about revisions to the North Bayshore Precise Plan to include residential uses. These activities include:

- Attendance by DJP&A at a preliminary scoping meeting with the City and project team at City Hall, and
- Conference calls between the City, DJP&A, Precise Plan consultants, and subconsultants,

3.0 Notice of Preparation

DJP&A will prepare the EIR Notice of Preparation (NOP), for circulation by the City to Responsible Agencies and others, in accordance with CEQA and City of Mountain View guidelines. The NOP will include a brief project description, project location map, and discussion of the likely

environmental effects of the project. The text of the Administrative Draft Subsequent EIR will incorporate significant and relevant issues raised in the responses to the NOP received during the 30-day NOP circulation period.

DJP&A will submit an electronic copy of the draft NOP to the City and revise it per the City's comments. After revisions are made, DJP&A will send an unbound copy and/or electronic version of the NOP to the City for duplication and distribution. DJP&A can also duplicate and transmit the NOP to the State Clearinghouse, if requested to by the City.

4.0 Prepare Administrative Draft Subsequent EIR

DJP&A will prepare an Administrative Draft Subsequent EIR (ADEIR) that will describe the significant environmental impacts from the proposed Precise Plan revisions and addition of housing. DJP&A will prepare the ADEIR in a format suitable to meet the requirements of the CEQA Guidelines and the City's standards for environmental documents. The ADEIR will include a cover sheet, table of contents, preface/introduction, and executive summary. The ADEIR will describe the existing environmental setting in appropriate detail and will include a discussion of the project's environmental impacts.

The ADEIR will also identify policies and other program-level mitigation measures (such as ordinances, laws, regulations, and adopted policies) to reduce significant impacts, as appropriate, which will be summarized at the end of each chapter. Since this EIR will tier from the 2030 General Plan Final EIR, it will rely most heavily on the General Plan and Greenhouse Gas Reduction Program, where possible. Since the project proposes a General Plan amendment, the proposed change to the General Plan land use diagram and any revised General Plan policies will also be described, along with the proposed changes to the adopted North Bayshore Precise Plan.

Specifically, the ADEIR will include the following sections.

4.1 *EIR Executive Summary*

The EIR will include an executive summary section consisting of a concise description of the proposed project and a summary table of the environmental impacts and proposed or feasible mitigation measures. The summary will also describe any known areas of public controversy and will summarize the alternatives to the project.

4.2 *Introduction*

The EIR will include an introduction and preface explaining why an EIR is being prepared. The EIR will also include a cover sheet and table of contents.

4.3 *Project Description*

The EIR will describe the proposed Precise Plan, expanding on the description of allowed land uses and policies from the adopted *Mountain View 2030 General Plan*. Based on relevant General Plan

and Precise Plan policies, the EIR will explain the amount of development anticipated within the Precise Plan area.

This scope assumes that one development scenario is the “proposed project” and other scenarios are evaluated as alternatives generally in qualitative terms. If the City would like two or more alternatives evaluated equally, the scope can be modified.

The EIR will also describe maximum building heights and densities, proposed public improvements, and any capital projects required to support the anticipated development and/or mitigate impacts. The project description will also include a brief summary of utility services, alignments, and capacity issues in the plan area.

In accordance with CEQA Guidelines Section 15124, the EIR will identify the project objectives, and will describe the intended uses of the EIR. The discretionary actions, required permits/approvals necessary for implementation of the Precise Plan (such as local, state and federal permits/approvals), and the City’s planning process will be listed.

The EIR will also include a description of the relationship between the proposed project and other applicable general plans and regional plans, including those prepared and managed by the Regional Water Quality Control Board, the Bay Area Air Quality Management District, the Santa Clara County Congestion Management Agency, and other agencies, as appropriate. This section will also address the coordination required with utility agencies, including the Palo Alto Regional Water Quality Control Plant, and the Santa Clara Valley Water District.

Master plans and other planning documents prepared by the City of Mountain View, such as the Shoreline Transportation Study, will be discussed in the appropriate subject area section, as described below.

Graphics, including maps, illustrative/conceptual site plans, tables and charts, will be provided to illustrate the project, as appropriate.

4.4 *Environmental Setting, Impacts, and Mitigation Measures*

In accordance with CEQA Guidelines Section 15125, the EIR will clearly describe the development history and environmental setting for the Precise Plan and surrounding areas, and will emphasize any particularly sensitive environmental characteristics. The EIR will identify the thresholds of significance for each technical subject area, using either Appendix G of the CEQA Guidelines or thresholds adopted by the City of Mountain View in conformance with Section 15064 of the Guidelines, or both (since it is assumed that the City’s thresholds are consistent generally with Appendix G). This section of the EIR will evaluate the consistency of the Precise Plan with the City of Mountain View’s 2030 General Plan policies, the Shoreline Transportation Study, and other standards and programs.

The EIR will assess any significant impacts likely to result from implementation of the revised North Bayshore Precise Plan project. All environmental impacts from the project will be identified and

illustrated graphically where appropriate (CEQA Guidelines Section 15126.2). The EIR will primarily rely on General Plan and Precise Plan policies (including development and/or design standards), regulations, ordinances, and laws for avoidance or mitigation of impacts resulting from implementation of the Precise Plan. The Precise Plan EIR will rely, to the extent appropriate, on the EIR completed in 2012 for the 2030 General Plan, and will tier from that analysis whenever possible.

The EIR will contain maps, photographs, tables, and other graphics to illustrate and summarize the information presented in the EIR. The EIR will address all issues required by CEQA and the City of Mountain View, including the following subject areas.

4.4.1 Land Use

The project site is an existing office and light industrial area in the northernmost sector of the City of Mountain View. The Mountain View 2030 General Plan was adopted on July 10, 2012, and designates the area as a “Change Area” – one of the locations within Mountain View where substantial change could occur over the life of the new General Plan. The Precise Plan is the recommended method for implementing the changes envisioned by the 2030 General Plan. This section of the EIR will evaluate the impacts to the existing 2030 General Plan and North Bayshore Precise Plan from the addition of more housing into the area.

The EIR will describe the historic and existing land uses within the Precise Plan boundary and in the project area, in addition to the current General Plan and zoning designations. The EIR will describe the purpose and goals of the proposed Precise Plan, including the types and intensity of planned changes in land uses, development intensity and form, and the interrelationships of the uses planned for the area.

The EIR will describe any constraints to future development posed by the existing conditions in the area, including sources of incompatibility that might render existing businesses at risk. Mitigation measures will be identified, as appropriate, for significant land use impacts.

The revised Precise Plan will describe planned additional housing growth and indirect housing growth in Mountain View and the region as compared to existing conditions. This section of the EIR will also describe the project’s impact upon population and housing in the City and whether the proposed Precise Plan could result in significant environmental impacts as a result of changes to the City’s current jobs/housing imbalance, and the secondary effects of that imbalance on the County and the region. Program-level mitigation measures, including General Plan and Precise Plan policies will be identified, as appropriate.

4.4.2 Traffic and Transportation

Fehr & Peers, under contract to DJP&A, proposes the following work for the North Bayshore Precise Plan Subsequent EIR. (This work is described in *Fehr & Peers* scope, Attachment C, as Phase III, Transportation Impact Analysis.)

4.4.2.1 Task 1: Project Select Zone Analysis to Define Study Area

This scope assumes that the study area will be the same as the one from the October 2014 Transportation Impact Analysis (TIA). Once a preferred project description is selected, *Fehr & Peers* will use the City of Mountain View travel demand model to confirm this assumption. Using the model, *Fehr & Peers* will conduct a distribution (select zone) analysis to illustrate the distribution of project traffic, for all of the North Bayshore area. This distribution analysis will be used to identify intersections and freeway segments where the project contributes at least two percent of the total traffic (this is similar to the 10 trips per turn lane rule from the Santa Clara Valley Transportation Authority (VTA) TIA Guidelines). This analysis will be done for both the “Existing with Project Conditions” and “Cumulative with Project Conditions” to confirm the selection of the study intersections and freeway segments.

The study locations identified from the distribution analysis will be compared to the study locations from the October 2014 TIA and submitted to the City for approval. If the distribution analysis shows that the study area will need to change from our previous assumption, the scope of the TIA would need to be modified accordingly.

- **Deliverable:** *Fehr & Peers* will produce “Existing With Project” and “Cumulative With Project” distribution (select zone) maps for the AM and PM peak hours showing the potential study locations.

4.4.2.2 Task 2: Analysis Assumptions and Methods Summary

Since the completion of the October 2014 TIA, the VTA Congestion Management Program adopted its new Transportation Impact Analysis Guidelines (October 2014). These updated guidelines include detailed expectations for transit delay analysis and bicycle/pedestrian quality of service analysis. For the purposes of this scope, it is assumed that this new TIA will use the same methods as were used in the October 2014 TIA.

However, the City of Mountain View may want to consider updating the analysis to address the new items contained in the new VTA guidelines. *Fehr & Peers* will prepare a memorandum discussing the following items and how the approach would differ if the new VTA guidelines were applied:

- Selection of the study area
- Defining the baseline
- Travel forecast methods
- Analysis scenarios
- Traffic operations analysis methods (e.g., intersections and freeway segments LOS for near-term scenarios and daily roadway segment volume-to-capacity and global measures of effectiveness for the cumulative scenarios for the General Plan Amendment purposes)
- Multimodal analysis
- Significance thresholds

If the City decides to apply the new VTA guidelines in one or more of these areas, then this scope and budget will need to be modified accordingly.

- **Deliverable:** Technical memorandum will be prepared to describe the transportation analysis methods used in the October 2014 TIA and potential changes resulting from the new VTA guidelines.

4.4.2.3 Task 3: Evaluate Existing Conditions

The Existing Conditions analyses will be taken directly from the October 2014 TIA. No new work will be completed under this task.

4.4.2.4 Task 4: Evaluate Existing with Project Conditions

Once the preferred land use program has been defined for the North Bayshore area, we assume that the relevant land use information reflecting that plan will be transmitted to *Fehr & Peers* in a format that can be directly incorporated into the City's travel demand model. *Fehr & Peers* will use the model to estimate traffic volume changes due to the project. The City's travel demand model has a base year of 2009 and a horizon year of 2030, thus reflecting 20 years of growth in the City of Mountain View and surrounding region. Intersection level of service calculations will be conducted to estimate the LOS of the study intersections and arterial analysis during the AM and PM peak hours after completion of the proposed project. The AM and PM peak hour freeway segment calculations will also be completed.

This scope assumes that the preferred land use plan will be provided by the Precise Plan team, and that only a single preferred land use plan will be evaluated in the EIR. The land use alternatives will have been evaluated qualitatively during the Precise Plan process. If it is desired that the EIR should quantitatively address land use alternatives other than the preferred plan, an amendment to this scope would be required.

4.4.2.5 Task 5: Evaluate Year 2030 General Plan without and with Project Conditions

Fehr & Peers will evaluate intersection, arterial, and freeway segment operations under 2030 General Plan Conditions without and with the proposed North Bayshore Precise Plan. Year 2030 traffic volumes will be based on forecasts from the Citywide traffic model with anticipated development and roadway improvements to the year 2030 based on reasonably foreseeable transportation networks improvements and the Mountain View 2030 General Plan land designations (adopted in July 2012). "Year 2030 General Plan without Project Conditions" will be taken directly from the October 2014 TIA. Project Conditions with the project will be reflected by applying the 2030 travel demand model with the project information incorporated. Intersection LOS calculations will be conducted to estimate the operating levels of the study intersections and arterial analysis along the Shoreline Boulevard corridor with and without the project. The AM and PM peak hour freeway segment calculations will also be completed.

4.4.2.6 Task 6: Conduct Multimodal Evaluation

Fehr & Peers will qualitatively evaluate the pedestrian, bicycle, and transit facilities linking the Precise Plan area across US 101 and within the extents of the project. The effect of the project or required mitigation measures on pedestrian, bicycle, and transit facilities will be evaluated in terms of conflicts with existing or planned facilities. The focus of this evaluation will be on any situation that is different from what was evaluated in the October 2014 TIA.

4.4.2.7 Task 7: Identify Significant Impacts and Mitigation Measures

Significant impacts will be identified using the City's vehicle level of service standard for intersections, typical freeway level of service calculations for freeway segments, a travel time analysis along Shoreline Boulevard, and a qualitative policy conflict/consistency evaluation of transit, bicycle, and pedestrian facilities. In addition, *Fehr & Peers* assumes that other members of the Precise Plan project team will estimate the project's effects on mode split, which we will include in the environmental analysis documentation.

If additional performance measures are established as part of the revised Precise Plan, a modification to this scope may be needed to incorporate those measures into this TIA. For significant impacts, *Fehr & Peers* will propose mitigation measures that reduce the impact to a less than significant level. Each mitigation measure will identify the specific action necessary, responsibility for implementation, expected level of significance after mitigation, and feasibility. The proportion of North Bayshore traffic will be identified for: 1) transportation improvements in the North Bayshore Precise Plan area, and 2) off-site impacted locations. This information will be used to develop the infrastructure funding program.

The results of the level of service calculations for each scenario will be compared to Existing Conditions to identify impacts at the key intersections, consistent with recent CEQA case law. For Santa Clara County Congestion Management Program (CMP) consistency, evaluation of the Year 2030 with Project Conditions will be used to identify impacts. If significant impacts are identified, feasible mitigation measures will be recommended; we will first consider any mitigation measure identified in the October 2014 TIA, and will also consider whether a modification to that measure or even a different mitigation measure might be feasible to address the significant impact.

Feasible mitigation measures are those that can be constructed within the existing right-of-way or that require minimal right-of-way acquisition, such as minor intersection lane additions and restriping. Modifications to intersection operations, including installation of traffic signals and changes to signal phasing and timing, will also be considered. If some of the impacts identified in this task affect CMP facilities, *Fehr & Peers* will also prepare a brief summary of the requirements for a CMP deficiency plan and provide suggestions for how a future deficiency plan might be prepared.

4.4.2.8 Task 8: Senate Bill (SB) 743 Measures of Effectiveness

As a result of SB 743, other measures of effectiveness (MOE) may replace level of service as a CEQA significance criterion. This scope retains level of service analyses because it is likely that they will still be used during the transition period. Other MOEs will be discussed with DJP&A and City staff once the state Office and Planning and Research (OPR) publishes their final recommendations for SB 743 implementation. A contract amendment would be submitted if other MOEs requiring additional analysis are selected.

4.4.2.9 Task 9: Project Alternatives

Fehr & Peers will qualitatively evaluate up to four alternatives such as variations to the land use within the Precise Plan or alternative street cross-sections. This will include a review of any changes to the proposed transportation policies in the revised Precise Plan. *Fehr & Peers* has included 32 hours of staff time to conduct the qualitative assessment, which will be completed at the direction of City staff and other members of the project team.

4.4.2.10 Task 10: Vehicles Miles Traveled Estimates

Fehr & Peers will prepare an estimate of the vehicle miles traveled (VMT) due to the project for use in greenhouse gas (GHG) emissions estimation in the environmental document. *Fehr & Peers* will develop the average trip lengths based on a select zone analysis from the City of Mountain View travel demand model prepared in Section 4.4.2.1. The VMT estimates will be prepared in five mile per hour speed bins. These estimates will be used by *Illingworth & Rodkin, Inc.* to estimate greenhouse gas emissions (see discussion below under Section 4.4.4).

4.4.2.11 Task 11: Transportation Impact Analysis Report Documentation

Fehr & Peers will document their findings in a Transportation Impact Analysis (TIA) report, which will include text, graphics, and tables to describe the potential impacts of the proposed project and corresponding mitigation measures. This scope assumes up to 32 staff hours to respond to one written set of comments on the Administrative Draft TIA. *Fehr & Peers* will provide the Draft TIA to DJP&A in electronic format to facilitate the incorporation of the analysis results in the Administrative Draft Subsequent EIR. While DJP&A staff will prepare the transportation chapter of the ADEIR, *Fehr & Peers* staff will review the chapter to ensure that it conforms to the results of the technical transportation analysis.

4.4.2.12 Task 12: Responses to DEIR Comments

Fehr & Peers will provide written responses to transportation related comments on the Draft Subsequent EIR and finalize the TIA accordingly. This scope assumes up to 40 staff hours to respond to one written set of comments on the Draft EIR.

4.4.2.13 Meetings/Hearings

Fehr & Peers will be available to attend up to seven (7) meetings as part of the North Bayshore Precise Plan EIR process. *Fehr & Peers* anticipates the following schedule of meetings, subject to coordination with the City and the consultant team:

- Five (5) staff-level meetings (such as an initial scoping meeting or project management meetings), hearings, and/or community meetings, and
- Two public hearings with a presenting role (EPC and/or City Council).

Additional meetings or hearings can be accommodated on an as-needed basis, subject to scope and budget amendments.

4.4.2.14 Fehr & Peers, EIR Additional Services

Additional services may be needed during the course of the transportation analysis. *Fehr & Peers* will conduct additional services only upon receipt of written authorization. These may include but are not limited to:

- Preparing conceptual designs of proposed mitigation measures,
- Analyzing additional intersections or freeway segments,
- Conducting detailed traffic operational analyses (such as micro-simulation analysis),
- Attending additional public hearings or meetings, or
- Conducting the optional tasks outlined below.

4.4.2.15 Fehr & Peers, Optional Tasks

Below is a list of optional tasks that may be appropriate to complete the transportation analysis. Many of these tasks were considered as a part of the base scope of services, but were not felt to be necessary based on what is currently known about the project; as the planning process moves forward, *Fehr & Peers* can discuss these options with the City.

- **Option A: Add Detail to the Travel Demand Model in North Bayshore:** In light of the recent development application process and on-going Shoreline Corridor analysis, the City may want to add detail to the model's traffic analysis zone (TAZ) structure and include a more refined representation of the street network in North Bayshore area. This travel model refinement would assist with evaluating the distribution of vehicle traffic at each gateway by area of the North Bayshore Precise Plan.

Fehr & Peers would divide the transportation analysis zone structure into approximately 20 to 30 zones and allocate existing and future land use based on land use data provided by the project team. This step includes re-calculating the "Ds" scores and re-running the base and future travel models.

- **Option B: Alternatives Testing and Interactive Gateway Distribution Maps:** If Optional Task A is completed, then the sub-area select zone analysis of the North Bayshore area could be expanded such that it would address more than three geographic sub-areas or even could generate results at the parcel/driveway level if desired. To document these fine-grained distribution results, interactive maps of the gateway distribution could be made. These maps would allow a City staff member, member of the public, or decision maker to see how gateway distributions vary for different locations in the North Bayshore area.
- **Option C: Revised Gateway Capacity Analysis:** In order to ensure traffic demand generated by the NBPP remains within the available vehicle gateway capacity, the NBPP will establish and monitor a vehicle trip cap during the morning peak period. The trip cap will be used to assess NBPP compliance with the City's trip reduction targets. If the revised NBPP includes substantive changes to the vehicle transportation network, that might trigger the need to re-evaluate the original gateway capacity analysis results. The gateway capacity estimates would be based on existing/proposed infrastructure and vehicle demand during the peak hour and peak period reflecting the land uses in the proposed project description. As a part of the multimodal simulation analysis City staff is conducting, this gateway capacity analysis could include sensitivity testing of the potential capacity changes with implementation of future transportation improvements such as cycle tracks on Shoreline Boulevard, a reversible transit only lane, and a re-aligned US 101 off-ramp.
- **Option D: Quantitative Assessment of Project Alternative Scenarios:** If it is desired that a quantitative analysis of the transportation effects of the project alternatives be completed, then the number of alternatives and the level of desired analysis can be scoped at that time.
- **Option E. Priority Listing of Transportation Improvements.** The phasing of transportation improvements is dependent upon financial, constructability, and transportation demand factors. If desired, *Fehr & Peers* could prepare a priority list of transportation improvements in the North Bayshore Precise Plan area, and off-site impacted intersection improvements. This list would be based upon proportion of North Bayshore traffic, its location and other factors. A civil engineering firm would need to refine the priority list based on constructability factors and the feasibility of grouping particular improvements, and a financial consultant would need to further refine the prioritization based on financial feasibility considerations.
- **Option F. Deficiency Plan Preparation.** In the past, City staff has requested consideration of the development of a deficiency plan. The VTA oversees the Santa Clara County Congestion Management Program (CMP). Preparation of a deficiency plan is required by cities for CMP facilities that operate at unacceptable levels based on the CMP's standard. The purpose of a deficiency plan is to improve system-wide traffic flow and air quality. According to the VTA's Requirements for Deficiency Plans (1992), deficiency plans "allow local jurisdictions to adopt innovative and comprehensive transportation strategies for improving system wide [operations] rather than adhering to strict traffic level of service standard that may contradict other community goals." If a full deficiency plan is desired, a

detailed scope and fee would be developed upon completion of the Administrative Draft EIR when the extent of the CMP deficiencies are known.

4.4.3 Air Quality

Since new sensitive uses are being introduced into the North Bayshore area, more detailed air quality analyses will be included in the Subsequent EIR. *Illingworth & Rodkin*, under contract to DJP&A, proposes the following work for the Subsequent EIR:

4.4.3.1 Constraints Assessment

Emissions of toxic air contaminants from sources in Mountain View could constrain development opportunities for sensitive receptors that include residences, schools and daycare facilities. The 2030 General Plan included outdated policies that do not reflect the latest emissions data and modeling methods. The following work tasks will be conducted to identify buffers near sources of TACs:

- Use BAAQMD screening data to identify buffers along busy local roadways.
- Use the BAAQMD Google Earth Tool to identify stationary sources that may have significant risk beyond their boundaries. The BAAQMD distance multipliers would be applied to these sources, if appropriate, to better refine the buffers.
- U.S. 101 is a primary source affecting the plan area. BAAQMD screening data indicate that the freeway traffic affects areas out to 1,000 feet in the plan area. Therefore, refined modeling using the EMFAC emissions model and Cal3qhc dispersion model would be conducted. This method would utilize newer emissions data and site specific meteorological data to better refine the buffers.
- Tabulated buffer data with contoured maps would be developed.

4.4.3.2 Air Quality Assessment

This analysis will include the following tasks:

- **Setting.** The Subsequent EIR will discuss the Federal and State Ambient Air Quality Standards, and will summarize the ambient air quality data for ozone and Particulate Matter 10 (PM₁₀) for the project region. For the proposed implementation of the Precise Plan, the Subsequent EIR will tier off of the 2030 General Plan EIR air quality analysis that addresses the project's consistency with the Air Quality Management Plan for the Bay Area, and compares the population generated by the project with the associated increase in vehicle miles travelled or vehicle trips.
- **Community Risk Impacts.** Sensitive receptors developed as part of the Plan could be within relatively close proximity to US 101 and other sources of TACs. Exposures would be predicted using the data generated in the air quality constraints analysis. Mountain View

2030 General Plan policies for mitigating that impact state that the City will adopt procedures and standard mitigations for such impacts. The Subsequent EIR will graphically identify buffer zones where TACs from existing sources may potentially cause significant impacts.

- **Emissions Modeling.** The Subsequent EIR analysis will quantify emissions of the planned development using the CalEEMod model and plan traffic projections. The air quality analysis will discuss air quality impacts from full implementation of the Precise Plan. The BAAQMD CEQA Guidelines do not include quantitative thresholds for plans. The guidelines do include quantitative thresholds that apply to emissions from projects. The types of projects included in the Precise Plan that may have significant project-level emissions could be identified in the analysis.
- **Construction.** Project construction phase emissions, including dust and PM₁₀, will also be described qualitatively in the Subsequent EIR.
- **Mitigation.** Mitigation measures necessary to reduce significant air quality impacts will be identified, as appropriate. Measures to reduce air quality impacts would be developed in terms of Precise Plan policies or revised General Plan policies. These policies will include performance standards that could be applied to Precise Plan projects, so that smaller projects could tier off this Precise Plan air quality analysis. Larger projects may require additional air quality analysis at the time of project review, however, the intent of this air quality analysis is to provide as much information as possible to limit the amount of project-level air quality analysis. Mitigation measures to reduce TAC exposure will also be identified at a plan policy level.

4.4.4 Greenhouse Gas Emissions (GHG)

The City of Mountain View 2030 General Plan was adopted in July 2012, along with the Mountain View Greenhouse Gas Reduction Program (GGRP). The General Plan sets a broad framework for the emission reduction strategies, measures, and actions in the GGRP. The GGRP as a whole is considered an implementation measure for the General Plan. With the adoption of the GGRP, future projects are able to tier off the analysis in that document and can refer to the impacts and mitigation measures already described therein.

Since the Precise Plan would involve a General Plan Amendment, changes to greenhouse (GHG) gas emissions would be modeled by *Illingworth & Rodkin*, using CalEEMod. Modeling will be conducted for existing conditions, build-out under the 2030 General Plan, and build-out under the proposed Precise Plan. Changes in emissions will be evaluated to assess the significance. The modeling will be based on land use assumptions, traffic data and incorporation of City policies, as data are made available.

Based on this analysis, the Subsequent EIR will describe the project's consistency with the GGRP and potential GHG emissions impacts from the project. Mitigation measures will be identified for any potentially significant impacts.

4.4.5 Noise

Since new sensitive uses could be introduced into the North Bayshore area, more detailed noise analyses will be included in the Subsequent EIR. *Illingworth & Rodkin*, under contract to DJP&A, proposes the following work for the Subsequent EIR:

4.4.5.1 Noise Constraints

Ambient noise levels from sources such as U.S. Highway 101, Shoreline Amphitheatre, NASA Ames Research Center, and Moffett Federal Airfield could pose constraints on residential development opportunities within the North Bayshore Precise Plan area. The following work tasks will be conducted to identify buffers near sources of noise:

- **Review Existing Noise and Vibration Data.** *Illingworth & Rodkin* will review recent environmental noise and vibration studies, provided by the City, for applicable data that could be used to describe current noise and vibration exposure within the Precise Plan. General Plan noise data, noise data of concerts and events held at Shoreline Amphitheatre, and noise data of operations at NASA Ames Research Center and Moffett Federal Airfield would be of most interest.
- **Document Existing Noise and Vibration Conditions.** The predominant sources of noise in the plan area vicinity are local and distant vehicular traffic, concerts and events held at Shoreline Amphitheatre, and operations at NASA Ames Research Center and Moffett Federal Airfield. *Illingworth & Rodkin, Inc.* will complete a noise monitoring survey specific to the plan area. The focus of the noise monitoring survey will be to quantify ambient noise levels at areas that will be developed with noise-sensitive uses as well as at existing sensitive land uses in the project vicinity. *I&R* anticipates conducting four long-term and six to eight short-term noise measurements at representative sites within and around the plan area. These data will be used to establish the baseline noise environment that will be used in the impact assessment. An opportunities and constraints memo, including a noise contour map of existing conditions, will be prepared to assist the Precise Plan development effort.

4.4.5.2 Noise Assessment

Illingworth & Rodkin, Inc. will complete the following tasks in the program-level noise impact assessment:

- **Calculate Future Noise Levels.** Future noise levels affecting the planning area will be calculated based on future traffic volumes along adjacent roadways. These projections, in combination with noise data gathered for local noise sources, will be used to calculate future noise levels. Noise generated by the construction activities and project-generated traffic will be calculated at nearby sensitive land uses.
- **Prepare Noise Assessment for the Subsequent EIR.** The noise and land use compatibility of sensitive uses proposed as part the Precise Plan will be assessed based on adjustments to

existing noise data based on future projections. *I&R* will evaluate the Plan to identify areas of concern regarding noise conflicts with existing or proposed uses in the vicinity. The impact assessment will also evaluate the potential noise impacts resulting from the Precise Plan project over a temporary or permanent basis. *I&R* will evaluate the potential for any offsite noise impacts associated with the project (for example, construction noise impacts on existing residences or the potential for increased traffic noise levels along the common streets serving the plan area). Noise impacts will be assessed with respect to applicable City policies and appropriate CEQA significance criteria.

- **Mitigation Measures.** Mitigation measures will be developed to reduce significant noise impacts resulting from the project. If future noise levels are predicted to exceed the noise and land use compatibility standards established by the City, *I&R* will identify mitigation measures to be included into the plan necessary to reduce noise levels to acceptable levels. Mitigation will be presented to also reduce potentially significant noise impacts resulting from the construction and operation of the project.
- **Cumulative Noise Impacts.** Noise impacts resulting from cumulative development of the Plan area will be evaluated. Mitigation will be recommended to reduce significant cumulative impacts, where appropriate.

4.4.6 Hazards and Hazardous Materials

The Precise Plan area has existing soil and groundwater contamination from current and past uses in the area. The sources of contamination were primarily historic agricultural activities, accidental releases from industrial operations, and leaking underground storage tanks, especially those used for fuels.

An updated hazardous materials summary report will be prepared, identifying areas of risk for residential uses. *Cornerstone Earth Group*, using the summary database report prepared for the 2014 North Bayshore Precise Plan EIR, will prepare a map of the North Bayshore area that highlights area of significant regional groundwater contamination.

Cornerstone will also assist DJP&A by drafting appropriate program-level mitigation measures for these areas. *Cornerstone* can also attend one meeting with the City and/or the project team.

4.4.7 Cultural Resources

Since the project proposes a General Plan amendment, Native American consultation will be required, in accordance with Senate Bill 18 (Chapter 905, Statutes of 2004). In addition, the cultural resources literature reviews completed for the 2030 General EIR (from which the North Bayshore Precise Plan EIR tiered) were completed in 2009, over five years ago. Any potential action requiring Caltrans permits for infrastructure improvements will require a cultural resources survey completed within five years.

For these reasons, an updated cultural resources literature review for the North Bayshore area will be prepared by *Holman & Associates*, under contract to DJP&A. *Holman & Associates*' scope of work includes the following tasks.

- A records search will be conducted at the Northwest Information Center of the California Historical Resources Information System (CHRIS) of all cultural resources and studies within the North Bayshore Precise Plan area, and any additional resources or investigations that might be applicable. This will include an archival research and review of their maps and literature on file, as well as those on file at *Holman & Associates*.
- *Holman & Associates* will initiate Native American consultation by contacting the state Native American Heritage Commission, and sending an email or letter to those on their responding letter's contact list.
- A letter report will be prepared that will be limited to a summary of the records search results, along with applicable maps. This scope assumes there will be only one round of review. The letter report will not address field identification or evaluation of any buildings or structures that appear to be 45 years or older, and is not meant to provide clearance for any standing resources that exist within the proposed study area.

4.4.8 Biological Resources

Based in part upon an updated biological resources report to be completed by *H.T. Harvey and Associates (HTH)*, (under contract to *Raimi + Associates*), the Subsequent EIR will describe any changes to the biological resources impacts and mitigation measures described in the 2014 North Bayshore Precise Plan EIR that may result from the introduction of new residential uses into the area.

Mitigation and avoidance measures for significant impacts to birds and other wildlife resources will be included in the EIR, as necessary.

4.4.9 Hydrology and Water Quality

The hydrology and water quality discussion in the EIR will tier from the analysis completed for the 2014 North Bayshore Precise Plan EIR. The utilities summary report described in *Section 4.4.10, Utilities and Service Systems*, will also be incorporated, as appropriate.

The existing hydrologic and drainage conditions will be described, and the EIR will describe the changes in site drainage and hydrological conditions resulting from the level of intensification proposed by the revised Precise Plan. In particular, this section of the EIR will also address flooding and sea level rise, as these factors may impact the siting of the proposed residential uses.

The discussion will reflect the most current information available on the anticipated sea level rise in this area, including the *Shoreline Sea-Level Rise Study*. Mitigation for impacts associated with flooding and sea level rise will be based on existing laws, policies, and regulations.

4.4.10 Utilities and Service Systems

The EIR will describe existing and planned utilities, including supplies and/or infrastructure capacity for water and recycled water supply, stormwater and drainage, sanitary sewer and wastewater treatment, solid waste, gas, electric, telephone, and cable services to the project site area. The EIR will address impacts to these services and service delivery systems, specifically as they relate to infrastructure requirements, facilities, and capacity, based upon the 2014 North Bayshore Precise Plan EIR and any additional or different impacts that may result from the construction of residential uses.

Updated utilities memoranda will be prepared by *Schaaf & Wheeler*, under contract to *Raimi + Associates*. These memoranda will address the changes in the Precise Plan related to new residential uses, and compare these demands to the existing Precise Plan and 2014 North Bayshore Precise Plan EIR analysis. Mitigation measures will be identified to reduce any significant impacts, if warranted.

4.4.10.1 Water Supply Assessment

In June 2014, *Todd Groundwater* completed a Water Supply Assessment (WSA) for the North Bayshore Precise Plan EIR, based on the proposed office/commercial uses described in the plan. Since residential uses have different water requirements than office/commercial uses, *Todd Groundwater*, under contract to DJP&A, will revise the WSA to include modifications to the estimate of future water demand, landscaping water use, and supply and demand comparisons in normal and dry years.

In addition, *Todd Groundwater* will update the historical water use to include 2014 water usage and projects that were planned, approved, or constructed since completion of the WSA. Figures included in the original WSA will be revised to reflect the changes in proposed land use and 2014 water use.

4.4.11 Public Facilities and Services

This analysis will tier from the 2030 General Plan EIR, with updates as necessary from the City's applicable departments. The EIR will describe existing facilities and services, including police service, fire protection services and facilities, parks, libraries, and schools in the project area.

Any limitations on the capacity of the facilities to serve the project will be identified. Methods for meeting increased demands, including payment of in-lieu fees, will be identified in conformance with state and local laws. The likelihood that implementation of the Precise Plan could generate a demand that could only be met with new service facilities, particularly new schools, will be identified, and the physical impacts of any new facilities will be evaluated, in conformance with CEQA.

4.4.12 Other Impact Areas

The EIR will describe any changes to other impacts and mitigation measures described in the 2014 North Bayshore Precise Plan EIR.

Other impact areas that will be discussed in the Subsequent EIR and compared to the 2014 North Bayshore Precise Plan EIR include visual and aesthetic resources, geology and soils, and energy.

Mitigation and avoidance measures will be identified, as necessary, to reduce any new impacts resulting from the proposed residential uses.

4.5 *Cumulative Impacts*

It is presently anticipated that the EIR will rely on the 2030 General Plan EIR and the 2014 North Bayshore Precise Plan EIR for the analysis of cumulative impacts, as provided in Section 15152(f)(1) of the CEQA Guidelines, with additional analysis to address the amendment to the 2030 General Plan that may be proposed, based on the selected land use plan.

4.6 *Alternatives*

The Subsequent EIR will evaluate possible alternatives to the proposed project, based on the results of the environmental analysis. To the extent possible, this section will rely on the discussion in the 2030 General Plan Final EIR and the previous North Bayshore Precise Plan EIR. DJP&A will coordinate with the City staff to identify what, if any, alternatives should be analyzed in the Subsequent EIR. It is anticipated that alternatives to be evaluated in the EIR could include the following:

- No Project Alternative;
- Alternative Land Uses; and/or
- Reduced Residential Density; and/or
- Reduced Office-Commercial Intensity

This section will evaluate the impacts of each alternative, as required by CEQA (Guidelines Section 15126.6) and based on the “*rule of reason*.” The alternatives discussion will describe the environmental impacts and benefits of the alternatives, compared with the proposed project.

In accordance with CEQA, the Subsequent EIR will identify an environmentally superior alternative, based on the number and degree of associated environmental impacts.

4.7 *Consistency with Local and Regional Plans*

This section of the EIR will evaluate the consistency of the revised Precise Plan with the City of Mountain View’s 2030 General Plan policies, and will describe the proposed General Plan amendment to add additional housing and any inconsistency of the proposed project with the General Plan. The project’s consistency with other adopted regional and local plans and programs will also be discussed in this section.

4.8 *Other Required Sections*

The above sections describe what are currently believed to be the primary issues to be addressed in the proposed Subsequent EIR. In conformance with the CEQA Guidelines, the EIR will also include other information typically required for an EIR. These other sections include the following:

- 1) Significant Unavoidable Impacts;
- 2) Growth Inducing Impacts;
- 3) Significant Irreversible Environmental Changes;
- 4) EIR References;
- 5) Organizations & Persons Consulted; and
- 6) Lead Agency and Consultants preparing the Draft Subsequent EIR.

The technical analyses described above will be attached as appendices to the EIR.

5.0 Prepare Draft Subsequent EIR/Revise ADEIR

A total of fifteen (15) copies of the 1st Administrative Draft Subsequent EIR will be prepared and submitted to the City Staff for review and comment. The ADEIR will be revised based on comments received. After the corrections and revisions requested by City Staff are made, ten (10) copies of a 2nd Admin Draft Subsequent EIR will be submitted to the City for review and approval. Following review and revisions of the 2nd Admin Draft Subsequent EIR, a Screencheck Subsequent EIR will be prepared and provided to the City in electronic format.

Upon approval of the Screencheck EIR by the City, up to 50 copies of the Draft Subsequent EIR will be reproduced (in whatever combination of print and digital versions the City requests) and submitted to the City for circulation to the public. This Scope of Work also includes providing a copy of the Draft Subsequent EIR in PDF format, for posting on the City's website, if requested.

5.1 *Notices*

In preparing the Draft Subsequent EIR for circulation and subsequent steps in the process, DJP&A will also draft notices for the City's use. In addition to the Notice of Preparation described in Section 3.0, DJP&A will prepare a Notice of Completion to be sent to the Clearinghouse with review copies of the Draft Subsequent EIR, the Notice of Availability described in Guidelines Section 15087(c) for posting and mailing by the City, and the Notice of Determination to be posted after the project is approved.

6.0 Preparation of the Final Subsequent EIR

Upon completion of the Draft Subsequent EIR circulation period, DJP&A will prepare the Administrative Final EIR (AFEIR) in the form of an amendment to the Draft Subsequent EIR. The AFEIR will contain the following:

1. List of persons and agencies receiving the Draft Subsequent EIR;
2. List of persons and agencies commenting on the Draft Subsequent EIR;
3. Responses to comments on the Draft Subsequent EIR;
4. Revisions to the Draft Subsequent EIR text, as necessary;
5. Copies of letters or other comments received on the Draft Subsequent EIR;
6. A brief summary of the public meeting previously held on the Draft Subsequent EIR, and responses to relevant oral/verbal questions or comments that are not already responded to as written comments.

Ten (10) copies of the AFEIR will be provided to the City for review and comment. DJP&A will revise the AFEIR based upon comments received. Upon approval of the AFEIR by the City, up to 50 copies of the FEIR will be reproduced for distribution to the public. This Scope of Work includes providing a copy of the FEIR in PDF format, for posting on the City's website, if requested.

This Scope of Work includes up to 100 hours of DJP&A staff time for responding to comments and preparing the FEIR, which is based on receiving between 25-30 pages of substantive comments. We cannot, of course, predict how many comment letters will be received by the City, or if any supplemental technical analysis will be required. In the event more than 30 pages of substantive comments are received or if any comments trigger the need for additional technical analysis, this cost estimate will need to be amended. Any further work needed to prepare the FEIR can be done on a time and materials basis, in accordance with the attached fee schedule and after authorization by the City.

If requested by the City, upon conclusion of the project, DJP&A will compile the Final EIR/ Responses to Comments and the Draft Subsequent EIR into a single, integrated and comprehensive bound document. Two (2) copies of the "Integrated" Final Subsequent EIR would then be provided to the City of Mountain View Community Development Department. This Scope of Work also includes providing a copy of the Final Subsequent EIR in PDF format, for posting on the City's website, if requested.

7.0 Preparation of Mitigation Monitoring and Reporting Program (MMRP) and Draft Resolution of Findings

DJP&A will prepare a Mitigation Monitoring and Reporting Program (MMRP) for the project, consistent with the level of project information detail available. The MMRP will summarize the mitigation measures identified for all significant impacts, the responsible implementation agency, the monitoring phase, and the enforcement or monitoring agency.

This Scope of Work also includes preparation of a first draft of the Resolution of Findings. DJP&A will prepare the first draft and provide to City staff for review and completion.

8.0 Meetings and Public Hearings

This Scope of Work includes Principal Project Manager and Project Manager attendance at four public meetings and/or public hearings on the Subsequent EIR, including a public EIR scoping meeting, as required by the CEQA Guidelines. This scope also includes time for attendance at up to four meetings with City staff and/or the project team. The cost for the meetings includes travel time and preparation time. At the public hearing(s), we will be prepared to present the findings of the EIR, if requested to do so by the City staff.

Meeting and Hearing Summary

The DJP&A and subconsultant meetings and hearings included in this scope of work are summarized in the following table:

Consultant	Project/Team Meetings	Public Hearings
David J. Powers & Associates	Four (4) Project Meetings	One (1) Scoping Meeting, Three (3) Public Hearings
Fehr & Peers, Planning Process	Three (3) Project Meetings	
Fehr & Peers, EIR Process	Five (5) Project Meetings	Two (2) Public Hearings
Cornerstone Earth Group	One (1) Project Meeting	

9.0 Project Management and Contract Administration

DJP&A will provide general EIR project management, contract administration, and coordination with the City and project team throughout the EIR process for the project.

ESTIMATED SUBSEQUENT EIR SCHEDULE

A Subsequent EIR requires the same process and circulation requirements as a standard EIR. General estimates for a Subsequent EIR process are outlined below, following completion of the North Bayshore Precise Plan revision process.

Please note: When the Precise Plan revision process is completed (i.e., the project description is defined), DJP&A and subconsultants will review and update the estimated schedule shown below.

EIR Task/Product	Estimated Timeframe	Duration
Receive authorization to proceed and information, including: Revised draft Precise Plan technical reports, draft revised North Bayshore Precise Plan, and preferred alternative approved by City Council. ¹	--	Preparation of 1 st Admin. Draft Subsequent EIR: ~21 weeks
Fehr & Peers provides "Select Zone Analysis Assumptions and Methods Summary Memorandum," based on preferred alternative (+3 weeks).	Week 3	
Review and approval of Fehr & Peers assumptions summary memorandum by City staff (+2 weeks)	Week 5	
Completion of Hazardous Material Report, Cultural Resources Report, and Water Supply Assessment (+8-10 weeks)	Week 8-10	
Completion of Air Quality, GHG, and Noise Reports, following receipt of traffic information from Fehr & Peers.	Week 16	
Administrative draft revised Transportation Impact Analysis completed, following City approval of assumptions memorandum. (+13 weeks)	Week 18	
1st Administrative Draft Subsequent EIR Completed and Submitted to the City of Mountain View, following draft TIA delivery. (+3 weeks)	Week 21	
City review of 1 st ADEIR complete (+3 weeks)	Week 24	Review and revision of Admin Draft Subsequent EIR: ~ 10 weeks
DJP&A submits 2 nd Admin Draft Subsequent EIR (+2 weeks)	Week 26	
City reviews 2 nd Admin Draft Subsequent EIR (+2 weeks)	Week 28	
DJP&A completes "Screencheck" DEIR ² (+1 week)	Week 29	
City completes review of "Screencheck" DEIR ² (+1 week)	Week 30	
DJP&A submits DEIR to City for public circulation (+1 week)	Week 31	
Public Circulation of Draft Subsequent EIR (45 days)	Week 37.5	45 days, 6.5 weeks
DJP&A completes Administrative Final EIR (duration based on number of comments and extent of technical report revisions). (+3.5 weeks)	Week 41	Preparation of Final EIR: ~8-9 weeks
City review of AFEIR completed (+3 weeks)	Week 44	
DJP&A revises AFEIR, and prints FEIR for circulation ² (+2 weeks)	Week 46	
Public Circulation of Final Subsequent EIR (10 days)	Week 48	10 days, 1.5 weeks
Environmental Planning Commission	TBD	TBD
City Council	TBD	TBD
Notes: The Notice of Preparation (NOP) must be circulated for 30 days prior to the public availability of the Draft Subsequent EIR. DJP&A can prepare a draft NOP within one week following authorization and receipt of project information needed for the NOP.		
¹ Completion of technical reports will be dependent on delivery of the draft revised Precise Plan.		
² Assumes no new technical analysis and no major revisions.		