1871 The Alameda, Suite 200 • San José, CA 95126 • Tel: 408-248-3500 • Fax: 408-248-9641 • www.davidjpowers.com

DAVID J. POWERS & ASSOCIATES, INC.
CEQA SCOPE OF WORK
EAST WHISMAN PRECISE PLAN

David J. Powers & Associates (DJP&A) is pleased to provide you with this Scope of Work to prepare a Program Environmental Impact Report (EIR) for the proposed East Whisman Precise Plan project that satisfies the requirements of the California Environmental Quality Act (CEQA) and the regulations of the City of Mountain View.

1.0 PROJECT INTRODUCTION AND EXISTING SETTING

The East Whisman Precise Plan will provide zoning and design standards for future development within the East Whisman Change Area, as identified in the Mountain View 2030 General Plan.[1] The existing uses in the East Whisman Change Area are primarily office and light industrial, with scattered commercial and retail uses. The area of the East Whisman Change Area that will be studied as part of this process is approximately 403 acres in size.

The East Whisman Precise Plan process will study the addition of new residential and commercial land uses to the area, including a "Village Center" at the intersection of North Whisman Road and East Middlefield Road, as identified in the 2030 General Plan. This area is approximately 10 acres in size.

2030 General Plan: The existing 2030 General Plan land use designation in the proposed East Whisman Precise Plan area is *High Intensity Office* in the existing East Whisman Change Area, and *Neighborhood Mixed-Use* for the proposed "Village Center" parcels west of North Whisman Road on East Middlefield Road.

Zoning: The existing zoning districts in the proposed East Whisman Precise Plan area include *Limited Industrial (ML), Limited Industrial with a Transit Overlay Zone (ML-T), Planned Community (P)* for recent development over 0.5 FAR, and *Commercial-Office (CO), Commercial/Residential-Arterial (CRA),* and *Commercial-Neighborhood (CN)* for the proposed "Village Center" parcels.

The East Whisman Precise Plan area will be included in the expanded *Plan Bay Area* Whisman Station Priority Development Area (PDA).

2.0 PROJECT COMPONENTS

The 2030 General Plan EIR analyzed an increase of 1.1 million net new square feet of commercial office and 27,000 square feet of retail uses (and no residential uses) for the 403-acre East Whisman

[1] The 17.5-acre area south of Evelyn Avenue/Central Expressway known as the *111 Ferry-Morse Way Precise Plan (P29),* which was included in the East Whisman Change Area identified in the 2030 General Plan, is not included in the currently proposed East Whisman Precise Plan.

Change Area. It is anticipated that the Precise Plan will include more intensive office uses and the addition of residential uses in the existing office and light industrial areas in the East Whisman Change Area. The addition of residential uses in the East Whisman Change Area would represent an increase in dwelling units city-wide over the adopted 2030 General Plan. In addition, an approximately 10-acre "Village Center" commercial area at the intersection of East Middlefield Road and North Whisman Road (as described in the 2030 General Plan EIR) will be included in the East Whisman Precise Plan analysis.

The East Whisman Precise Plan development process is expected to include the following actions, which will be subsequently analyzed in the EIR:

- **2030 General Plan Text and Map Amendment.** An amended General Plan land use map will identify the addition of residential uses, increased office floor area ratio (FAR), and/or increased commercial intensity in the East Whisman Change Area, and may redesignate other areas as identified during the Precise Plan development process.

- **Precise Plan Zoning and Zoning Map Amendment.** The new East Whisman Precise Plan will rezone the existing *Limited Industrial (ML)*, *Limited Industrial-Transit (ML-T)*, and *Planned Community* zoning districts in the East Whisman Change Area into a new East Whisman Precise Plan zoning district with associated standards and guidelines. The City will also study the potential rezoning and/or inclusion in the Precise Plan of the proposed "Village Center" commercial area at the intersection of East Middlefield Road and North Whisman Road.

- **Precise Plan Transportation Activities.** The proposed Precise Plan would:
  - Incorporate parking standards, complete streets planning, streetscape design standards, and multi-modal transportation planning,
  - Reduce peak-hour vehicle trips through the development of TDM strategies, regular monitoring, reporting, and penalties for noncompliance,
  - Improve access by coordinating pedestrian and vehicle circulation networks; increase pedestrian connections; and identify and improve bike connections,
  - Promote greater connections to the VTA light rail and Caltrain stations,
  - Provide new parking strategies/requirements to increase viability of commercial services and reevaluate office parking needs, and
  - Create a list of priority off-site improvements in the area.

- **Other Infrastructure Activities:**
  - Discuss expansion of the City's recycled water system to the East Whisman area.

The following Scope of Work was prepared based upon the information gathered to date through conversations with City staff, a site visit, consultation with appropriate technical experts, and DJP&A's past experience with the East Whisman area and projects of similar magnitude. The specific tasks included in this Scope of Work are outlined below.

We understand that the scope and complexity of this project may require modifications in the work plan as it proceeds. We will try to incorporate some flexibility in the scope to allow us to meet the City's needs and priorities as the planning goes forward.

The following firms will team with DJP&A to provide technical analysis for the EIR process:

- *Fehr & Peers* (Transportation and Traffic)
- *Schaaf & Wheeler* (Water and Wastewater)
- *Illingworth & Rodkin* (Air Quality, Noise, and Greenhouse Gas Emissions)
- *Cornerstone Earth Group* (Hazardous Materials)
- *Holman & Associates* (Cultural Resources)

3.0 PRECISE PLAN SUPPORT

The East Whisman Precise Plan will be prepared by a team of planning consultants under a separate City contract. It is anticipated that it will take up to two years to develop the East Whisman Precise Plan and prepare the EIR. This development process will include public scoping meetings, presentations at the Environmental Planning Commission and City Council, and reports and analysis prepared by technical specialists on the project team. The Precise Plan process will include the development of a number of land use alternatives and potential development scenarios, out of which one project alternative will eventually be selected and approved by the City Council.

The land use plan selected during this process will serve as the project description for the EIR, and will be the scenario studied in the EIR technical analysis. DJP&A's participation during this process would include coordination with the project team and management of the preparation of the technical reports describing the existing environmental conditions in the East Whisman area, including air quality, noise, hazardous materials, and cultural resources. These existing setting reports are described in more detail in the EIR impact area discussion, below.

The transportation consultants for the EIR process may also be requested to prepare various analyses for the development of the Precise Plan. This additional work could include sensitivity tests, analysis of trip generation and assignment scenarios, and alternatives analysis. These tasks will be scoped by the transportation consultants in coordination with the Precise Plan consultants, either under the Precise Plan scope or through an amendment to this EIR scope of work, at the City's direction.

4.0 PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR)

Based on the initial description of the proposed East Whisman Precise Plan, and our familiarity with the area, DJP&A proposes a Program Environmental Impact Report (EIR) to analyze the proposed project. The EIR will address the anticipated changes to the 2030 General Plan, GGRP, and Zoning Ordinance that would potentially allow residential uses and more intense office and commercial uses in East Whisman. Residential uses will require more detailed study and more sensitive thresholds in impact areas including noise, air quality, and hazardous materials.

4.1 EIR Initiation and Scoping

DJP&A will attend an EIR kick-off meeting with the City of Mountain View and appropriate subconsultants to discuss the project, further refine the EIR scope as needed, discuss alternative land use scenarios, and coordinate the scheduling and preparation of the EIR.

DJP&A will attend one public scoping meeting, which may be attended by responsible agencies, stakeholders, and/or the general public, and will assist in explaining the CEQA process and environmental issues, if requested.

DJP&A will assist the City and project team with the definition of the project scope and description, and the initiation of the environmental review process.

4.2 Notice of Preparation

Following selection of a preferred land use alternative, 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 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 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.

4.3 Preparation of the Administrative Draft EIR

DJP&A will prepare an Administrative Draft EIR (ADEIR) that will describe the significant environmental impacts from the proposed Precise Plan and potential addition of housing and increased office and commercial uses. 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 2030 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. The City may prepare a separate Greenhouse Gas Reduction Program (GGRP) update, which may be referenced and incorporated into the East Whisman Precise Plan EIR.

Specifically, the ADEIR will include the following sections.

4.3.1 *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.

4.3.2 *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.

4.3.3 *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 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.

4.3.4 *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 Municipal Zoning Code, and other standards and programs.

The EIR will assess any significant impacts likely to result from implementation of the East Whisman 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 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.

4.3.4.1 Land Use

The project site is an existing office and light industrial area in the east-central portion of the City of Mountain View. The Mountain View 2030 General Plan was adopted on July 10, 2012, and designates the East Whisman 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 East Whisman Precise Plan from the potential addition of housing and/or more office uses 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 Precise Plan will describe the proposed office, commercial, and residential uses and 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.

4.3.4.2 Traffic and Transportation

Fehr & Peers, under contract to DJP&A, would complete the transportation analysis for the East Whisman Precise Plan EIR. It is anticipated that the proposed land use changes in the East Whisman Area Precise Plan will include more intensive office uses, the addition of residential uses, and a "Village Center" commercial area at the intersection of East Middlefield Road and North Whisman Road. The Precise Plan will also incorporate parking standards, complete streets planning, streetscape design standards, multi-modal transportation planning, TDM strategies with regular monitoring/reporting/and penalties for noncompliance, improved access by coordinating and improving pedestrian and bicycle circulation, greater connections to the VTA light rail and Caltrain stations, new parking strategies/requirements, and a list of priority off-site improvements in the area.

Since the Precise Plan will include zoning changes and will require a General Plan amendment, *Fehr & Peers* has prepared scopes of work for two levels of analysis: 1) program-level and 2) project-level, based on their experience with the 2030 General Plan analysis and work in the East Whisman and North Bayshore Change Areas.

Program-Level Analysis

Fehr & Peers will conduct a program-level transportation analysis for the net amount of proposed development in the East Whisman Change Area, compared to what was included in the 2030 General Plan analysis conducted in 2012, under Year 2030 General Plan Conditions. The purpose of this analysis is to update the General Plan technical analysis and summarize performance measure changes. The impacts will be evaluated following guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

General Assumptions:

- The Existing Conditions and Year 2030 General Plan Conditions analysis from the 2012 *Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*, will be used as-is.

- The Year 2030 General Plan Conditions analysis will include land use projections for the North Bayshore Precise Plan, El Camino Real Precise Plan, and San Antonio change areas.
- Updated land use data for the East Whisman change area in both building size and employee totals by transportation analysis zone will be provided by City staff.
- The TDM reduction targets (either in terms of trips or percentages) for the East Whisman Change Area will be developed as part of the Precise Plan update.
- The TDM reduction percentage targets from the 2030 General Plan will be used for other city change areas unless new targets are provided to *Fehr & Peers*.
- The City of Mountain View travel demand model will be used to forecast roadway volumes and vehicle miles traveled under Year 2030 Conditions both with and without the revised land uses for East Whisman Change Area.
- This program-level analysis will evaluate General Plan amendments impacts using the transportation performance measures and significance thresholds included in the City of Mountain View *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report,* dated June 2012.
- The program and project-level transportation analysis will be conducted concurrently.
- Because the program and project-level analysis will be conducted concurrently, project meetings and hearing attendance and response to public comments on the draft environmental document are included in the project-level transportation analysis scope of work only.

Analysis Locations: *Fehr & Peers* will prepare citywide daily VMT per service population estimates, roadway and freeway segment level of service analysis, and adjacent jurisdiction analysis presented in the Mountain View 2012 *Draft 2030 General Plan and Greenhouse Gas Reduction Program EIR*.

This transportation analysis will evaluate the operations of 47 of the most important arterial and expressway roadway segments that affect citywide circulation within and near Mountain View, as identified in the General Plan. This study also includes evaluation of 11 freeway segments on SR 85, SR 237, and US 101.

This analysis will also prepare forecasts for the following transportation performance measures consistent with the Mountain View 2012 *Draft 2030 General Plan and Greenhouse Gas Reduction Program EIR*:

- daily citywide vehicle miles traveled (VMT),
- impacts on adjacent jurisdictions, and
- policy conflict/consistency evaluation of transit, bicycle, and pedestrian facilities.

The study locations and significance criteria will be finalized in Task 1, and *Fehr & Peers* will revise their scope and budget accordingly.

Analysis Scenarios: The operations of the study roadway segments and other transportation performance measures listed above will be evaluated for the following scenarios:

- **Scenario 1 – Existing Conditions (2009):** Existing daily roadway segment volumes obtained from counts. Citywide daily VMT and adjacent jurisdiction analysis obtained using the base year (2009) travel demand forecasting model assuming the existing land use and roadway system.

- **Scenario 2 – Year 2030 General Plan Conditions:** Year 2030 cumulative daily roadway segment volumes, citywide daily VMT and adjacent jurisdiction analysis based on Draft General Plan land use and GGRP implementation for Mountain View and the recently approved land use for San Antonio and North Bayshore Plan areas, Association of Bay Area Governments (ABAG) land use projections for adjacent jurisdictions and planned and funded transportation system improvements in the Valley Transportation Plan (VTP) 2030.

- **Scenario 3 – Year 2030 General Plan plus Project Conditions:** Same as Scenario 2, except with updated land use projections and transportation infrastructure improvements for the East Whisman Change Area.

The scope of work for the program-level analysis is discussed below.

- Task 1 – Confirm Program-Level Analysis Methods and Impact Thresholds: *Fehr & Peers* will confirm with the City that the analysis methods and impact thresholds used in previous Change Area studies would be used for this analysis. These would include using the City's Travel Demand Forecasting model to evaluate the same roadway segments analyzed as part of the General Plan, and calculating citywide vehicle miles traveled (VMT) per service population.

- Task 2 – Evaluate Existing Conditions**:** *Fehr & Peers* will use the Existing Conditions from the 2012 City of Mountain View *Draft 2030 General Plan and Greenhouse Gas Reduction Program EIR*.

- Task 3 – Evaluate Year 2030 General Plan Conditions: Fehr & Peers will develop Year 2030 General Plan forecasts incorporating the most recent citywide land use forecasts, which will include the updated land use from the San Antonio Change Area (*San Antonio Change Area: Final Transportation Impact Analysis for Subsequent General Plan EIR*, March 2014, and the North Bayshore Precise Plan with Residential Transportation Analysis, forthcoming). Fehr & Peers will conduct one run of the City of Mountain View travel demand model to calculate future year (2030) citywide daily VMT by speed bin, model to develop roadway and freeway daily volume forecasts and the adjacent jurisdiction analysis. This analysis assumes City staff will provide the land use inputs in a form that can be directly imported into the Mountain View travel demand model.

- Task 4 – Evaluate Year 2030 General Plan Plus Project Conditions: *Fehr & Peers* will use the City's Travel Demand Forecasting model to evaluate the land use changes and major transportation system changes in the GPA. This task assumes that they will use the San Antonio change area and North Bayshore area updated land use and network modifications. *Fehr & Peers* will conduct one run of the City of Mountain View travel demand model to

calculate future year (2030) citywide daily VMT by speed bin, model to develop roadway and freeway daily volume forecasts and the adjacent jurisdiction analysis. The future year (i.e., Year 2030) run would represent the anticipated buildout of the City of Mountain View with the added development in the East Whisman change area. The results will be compared to the Existing Conditions from the most recent General Plan analysis (*San Antonio Change Area: Final Transportation Impact Analysis for Subsequent General Plan EIR* at the time of this proposal).

- Task 5 – Prepare Documentation: The results of the analysis will be documented in a transportation impact analysis (TIA) report. The draft report will be submitted to the City staff for review and comment. Review comments will be incorporated into the final report and submitted to City staff. The *Fehr & Peers* fee estimate includes 40 staff hours to respond to comments and prepare a final TIA report. Responding to comments requiring additional technical analysis or requiring more than 40 staff hours will be conducted as an additional service. Responding to public comments on the environmental document is included below in the project analysis scope of work (up to 72 hours).

- Additional Services: The scope of services has been tailored to meet the requirements of the City of Mountain View and the project team. There may be some additional services needed during the course of the analysis. These would include, but are not limited to:

  - conducting roadway segment counts to update existing conditions,
  - evaluating the study segments with the updated counts,
  - analyzing additional roadway or freeway segments,
  - evaluating revised project descriptions,
  - responding to comments requiring more than 40 staff hours to finalize the TIA, or
  - conducting any optional tasks outlined below.

  Fehr & Peers will conduct additional services only upon receipt of written authorization.

  - Optional Services: Some optional services that could be conducted as a part of this transportation analysis, including:

    - Updating the Existing Conditions Analysis to 2016 conditions.
    - Additional future year study scenarios such as an alternative TDM target or land use scenario.
    - Site-specific vehicle miles traveled (VMT) estimates, used for input into greenhouse gas (GHG) emissions evaluation.

The overall schedule for the *Fehr & Peers* reports will be determined once the new East Whisman Precise Plan development intensity has been determined.

Project-Level Analysis

Fehr & Peers will conduct a project-level transportation analysis for the amount of new development envisioned in the Precise Plan. *Fehr & Peers* will discuss with the project team whether the transportation improvements in the Precise Plan should be included as part of the project description, or used to inform the mitigation measures. Once authorized, *Fehr & Peers* will submit the draft trip generation estimates, distribution pattern, and trip assignments for the proposed land use changes for City of Mountain View staff to review and approve within six weeks of the receipt of the draft Precise Plan and associated project description. The schedule for the remaining tasks will be determined at that time.

The proposed project includes the proposed land use changes and transportation improvements for the East Whisman area that will be determined as part of the Precise Plan planning process. The purpose of the transportation impact analysis (TIA) is to identify potentially significant adverse impacts of the proposed project on the surrounding transportation system and to recommend mitigation measures, if needed. The impacts will be evaluated following guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

General Assumptions:

- The final study intersections will be defined based on the amount of added project traffic.
- New traffic counts will be collected for all of the study intersections.
- Typical weekday morning (AM) and evening (PM) peak hour level of service analysis will be performed for each study intersection using the Traffix analysis software.
- The project-level TIA will focus on the elements required by the City of Mountain View and outlined in VTA's Transportation Impact Analysis Guidelines.
- Freeway analysis will be included.
- If requested, *Fehr & Peers* will coordinate with City of Sunnyvale on the transportation analysis. This will include providing the initial assumptions memorandum and draft TIA to City of Sunnyvale for review and comment.

Fehr & Peers proposes to analyze level of service at 23 study intersections in Mountain View and Sunnyvale. In addition, the TIA will study 33 freeway segments on State Routes (SR) 237 and 85, and US Highway 101. The list of study intersections and freeway segments will be refined once the magnitude and sizes of the land use changes have been determined.

Analysis Scenarios: The operations of the study intersections will be evaluated during the weekday morning (AM) and weekday evening (PM) peak hours for the following scenarios:

- **Scenario 1 – Existing Conditions**: Existing volumes obtained from counts.
- **Scenario 2 – Existing Plus Project Conditions:** Scenario 1 volumes plus traffic generated by the proposed project.
- **Scenario 3 – Background Conditions:** Existing volumes plus traffic from approved but not

yet constructed developments in the area. Per City of Sunnyvale practice, we will also add an ambient growth factor to the completion year of the project for Sunnyvale study intersections.

- **Scenario 4 – Background Plus Project Conditions:** Scenario 3 volumes plus traffic generated by the proposed project.
- **Scenario 5 – Near-Term Cumulative Conditions:** Background volumes from Scenario 3 plus traffic generated from pending developments and an intersection growth factor.
- **Scenario 6 – Near-Term Cumulative Plus Project Conditions:** Scenario 5 volumes plus traffic generated by net increase in traffic due to implementation of the proposed project.

Freeway segments will be analyzed following the guidelines of the VTA under the Existing and Existing Plus Project scenarios. Project impacts on transit, bicycle, and pedestrian facilities will also be addressed. *Fehr & Peers* will complete the following tasks to evaluate the transportation impacts of the proposed project.

- Task 1 – Finalize Scope of Work and Trip Generation Estimates: *Fehr & Peers* will develop automobile trip estimates for the proposed project using appropriate rates/equations published in the Institute of Transportation Engineers' *Trip Generation Manual, 9th Edition* (2012), rates derived from surveys of local uses, and appropriate reductions due to transit use, mixed-use interactions, and Transportation Demand Management (TDM). The trip distribution pattern will be based on travel patterns in the area, the relative locators of complementary uses, and Census and California Household Survey data. The added project trips will be assigned to the surrounding roadway network based on the directions of approach and departure developed as part of the trip distribution pattern. The results will be summarized in a memorandum and submitted for City staff review, and the study locations and project trip estimates may be refined based on City staff comments. A contract amendment would be submitted if City staff requires study intersections or other technical analyses be added to the scope of work.

  Deliverable: Technical memorandum documenting trip generation assumptions, recommended trip rates, and distribution pattern including trip assignments, study locations, and analysis methods. The memorandum will be submitted to City of Mountain View and Sunnyvale staff for review and approval.

- Task 2 – Data Collection: The data requirements for the study area are listed below:

  - Existing AM and PM peak period intersection counts (including pedestrian, bicycle, and vehicular turning movement volumes) for the study intersections,
  - Existing and planned roadway geometries and traffic controls,
  - Existing and planned transit service and facility descriptions,
  - Existing and planned pedestrian and bicycle facility descriptions,
  - Trip growth rate estimates to determine regional growth in the area (to be supplied by City),
  - List of approved and pending projects to account for local growth in the area (to be supplied by City).

Fehr & Peers will obtain available recent counts for the study intersections plus items identified above from City staff. This proposal includes counts for 22 intersections during the morning peak period (7:00 AM to 10:00 AM) and evening peak period (4:00 PM to 7:00 PM).

- Task 3 – Existing Conditions: Level of service calculations will be conducted to evaluate the existing operations of the study intersections during the AM and PM peak hours. Existing freeway segment operations will be obtained from the VTA's most recent monitoring report. Field visits will be conducted to observe intersection operations and to identify the locations of pedestrian, bicycle, and transit facilities in the area.

- Task 4 - Existing Plus Project Conditions: The project trip generation estimates, distribution pattern, and assignments developed in Task 1 will be refined to respond to comments received from City staff. Project trips will be added to the existing traffic volumes to represent Existing Plus Project Conditions. Calculations will be conducted to estimate the LOS of the study intersections during the AM and PM peak hours with the proposed project. The peak-hour signal warrant will be evaluated for the unsignalized study intersections to determine whether a traffic signal is warranted. The study freeway segments will be evaluated per the VTA guidelines to determine if there an impact due to the project trips considering the current freeway level of service (freeway segments are not analyzed under the scenarios described in Tasks 5, 6, 7, or 8).

  The effect of the proposed project on bicycle, pedestrian, and transit facilities and services will also be addressed under this task. Potential conflicts with existing or planned active and transit mode improvements will be identified. Any barriers to these modes of access to the project site will be noted.

- Task 5 – Background Conditions: Future traffic volumes from the approved (but not yet constructed and/or occupied) developments list, to be provided by City staff, will be estimated. Trips from the approved developments in the study area will be assigned to the roadways based on available traffic reports or estimated and assigned to the roadway network manually. Existing volumes will be multiplied by an annual trip growth rate (to be supplied by City staff) based on street classifications to determine regional growth in the area to the project's expected completion date. Planned and funded roadway and intersection improvements associated with the approved projects will be included in the analysis. AM and PM peak hour intersection level of service calculations will be conducted to evaluate the operating levels of service of the key intersections. Freeway segments are not analyzed under this scenario.

- Task 6 – Background Plus Project Conditions: The project trip estimates developed and refined in Task 1 will be added to the background traffic volumes developed in Task 5 to represent Background Plus Project Conditions. Intersection level of service calculations will be conducted to estimate the LOS of the study intersections during the AM and PM peak hours after completion of the proposed project.

- Task 7 – Near-Term Cumulative Conditions: The Near-Term Cumulative -- Without Project volumes will be developed based on the Background traffic volumes plus traffic from pending projects in the study area and using a growth factor consistent with other area studies (provided by City staff). Planned and funded roadway and intersection improvements associated with the cumulative projects will be included in the analysis. AM and PM peak hour intersection level of service calculations will be conducted to evaluate the operating levels of service of the key intersections.

- Task 8 – Near-Term Cumulative Plus Project Conditions: The project trip estimates developed in Task 1 will be added to the cumulative traffic volumes developed in Task 7 to represent Cumulative Plus Project Conditions. Intersection level of service calculations will be conducted to estimate the LOS of the study intersections during the AM and PM peak hours after completion of the proposed project.

- Task 9 – Estimate Vehicle Miles Traveled: *Fehr & Peers* will prepare an estimate of the project-level vehicle miles traveled (VMT) for use in air quality modeling for greenhouse gas (GHG) emissions analysis in the environmental document. Based on the project trip generation approach, the average trip lengths will be developed for the various land uses, based on data provided by the project team, and a select zone analysis from the City of Mountain View travel demand model. The VMT estimates will be prepared in five mile per hour speed bins.

- Task 10 – Identify Significant Impacts and Recommend Mitigation Measures: The results of the level of service calculations for Existing Conditions will be compared to the results for Existing Plus Project Conditions to identify project impacts under CEQA at the key locations. Similarly, the results of the level of service calculations for Background Plus Project Conditions and Cumulative Plus Project Conditions will be compared to the results for Background Conditions and Cumulative Conditions, respectively, to identify project impacts under CMP/City guidelines at the key locations and cumulative impacts.

  If significant impacts are identified, feasible mitigation measures will be recommended. 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 changes to signal phasings and timing will also be considered. As part of this task, *Fehr & Peers* will also determine if application of certain Transportation Demand Management (TDM) trip reductions would reduce impacts.

  The effect of the project or required mitigation measures for bus or light rail transit and bicycle and pedestrian facilities will be assessed qualitatively. Impacts will be identified if the project could cause conflicts with existing or planned facilities or create of hazardous conditions for transit, bicyclists, or pedestrians.

- Task 11 – Conduct Microsimulation Analysis of US 101/Ellis Street Interchange: A microsimulation analysis of the US 101/Ellis Street interchange will be conducted to account for the compound effects of intersection queues, light rail (LRT) operations, and the potential intersection improvements. The *Highway Capacity Manual (HCM)* recommends the use of simulation tools to analyze congested conditions, closely-spaced intersections or unique design features. Therefore, the VISSIM micro-simulation software package is proposed to be used to evaluate the US 101/Ellis Street interchange system operations and to visually illustrate the operations with multimodal simulations of the closely-spaced intersections and LRT operations. VISSIM not only enables a more accurate analysis method for operations and design purposes, but it also provides visual simulations that are useful for showing the public, decision makers, and agency staff how the intersections (with and without improvements) would operate for autos, bicycles, pedestrians, and transit vehicles.

  Below is a summary of the proposed micro-simulation analysis to evaluate the operational benefits of the US 101/Ellis Street interchange improvements. This analysis will include four intersections on Ellis Street: 1) Manila Drive, 2) US 101 Northbound Ramps, 3) US 101 Southbound Ramps, and 4) Fairchild Drive.

  - To the extent possible we will use available information including Existing Conditions and Cumulative Conditions intersection volumes from the TIA for the four intersections between US 101 northbound ramps and Fairchild Drive.
  - Morning and evening peak hour field observations of overall intersection operations and queuing including the effect of light rail traffic signal actuations will be conducted.
  - The VISSIM analysis will be used to determine existing AM and PM peak hour intersection delays, levels of service, and 95th percentile queue lengths. The models will be calibrated and validated to ensure they replicate field- observed conditions during the AM and PM peak hours. This step will increase confidence in the accuracy of the analysis of future conditions. Typical validation metrics include traffic volumes (i.e., simulation model volumes should match traffic counts within acceptable deviation) and vehicle queue lengths.
  - Similar to the Existing Conditions analysis, the VISSIM models will be used to estimate traffic operations under the following future vehicle volume scenarios:

    - Background with Project Conditions
      - Without mitigation.
      - With mitigation.
    - Cumulative with Project Conditions
      - Without mitigation.
      - With mitigation.

  - Up to 40 *Fehr & Peers* staff hours have been included to refine the improvements under future conditions. In addition to roadway widening, these changes may include signal optimization and volume changes/traffic re-routing.
  - A video of the simulation with and without mitigation will be prepared under either Background with Project Conditions or Cumulative with Project Conditions.

This analysis will be documented in the transportation impact analysis (TIA) report.

- Task 12 – Prepare Documentation: The results of the analysis will be documented in a transportation impact analysis (TIA) report following City of Mountain View and VTA guidelines. The draft report will be submitted to the City staff for review and comment. *Fehr & Peers* assumes that City of Sunnyvale staff will review the draft report concurrent with City of Mountain View staff. Review comments will be incorporated into the final report and submitted to City staff. *Fehr & Peers'* fee estimate includes 40 staff hours to respond to comments and prepare a final TIA report. Responding to comments requiring additional technical analysis or requiring more than 40 staff hours will be conducted as an additional service.

- Task 13 – Respond to Draft EIR Comments: This scope includes up to 72 staff hours for *Fehr & Peers* personnel to assist with the administrative draft and draft environmental documentation preparation and to respond to public comments on the draft environmental document. Providing responses to public comments on the environmental document that require additional technical analysis or that require more than 72 staff hours will be conducted upon authorization as an additional service.

- Task 14 – Conceptual Intersection Layouts: Using available aerials exhibits, conceptual designs of the improvements will be presented for each intersection to an approximate scale. The existing right-of-way and as-built drawings will be provided by City Staff. These conceptual intersection layouts will include vehicle travel lane widths, storage pocket lengths, bicycle lane widths and treatments, locations of pedestrian curb ramps and crosswalks, and median refuge island treatments. Once the intersection impact analysis is complete and the number of intersections known, the final scope and cost of this task will be scoped and a fee budget prepared.

- Additional Services: There may be some additional services needed during the course of the analysis. These would include, but are not limited to:

  - conducting peak-period intersection traffic counts at more than 23 intersections,
  - analyzing additional intersections or freeway segments,
  - evaluating revised project descriptions,
  - evaluation of construction impacts,
  - conducting detailed traffic operational analyses (such as queuing analysis), responding to comments requiring more than 72 staff hours to finalize the TIA,
  - attending more than two public hearings or more than four project-level meetings, or
  - conducting any optional tasks outlined below.

  Fehr & Peers will conduct the following additional services only upon receipt of written authorization.

- Optional Task – Conduct Local Trip Generation Surveys: Trip generation surveys of nearby similarly sized office buildings, residential developments, and other project land uses can assist the Precise Plan team in developing more accurate vehicle trip estimates that reflect local travel behavior and land use patterns near the project site and can be used to establish local baseline (without TDM) trip generation rates. Vehicle trip generation surveys identify the number of vehicles entering and exiting a specific land use for various purposes (employee and visitor trips for office uses and employee and guest trips for hotel uses) during a selected time period. Typical time periods are the morning peak hour of the adjacent street, morning peak hour of the survey site, evening peak hour of the adjacent street, and evening peak hour of the survey site on a typical weekday. The results are divided by an independent variable (1,000 square feet of building area and the number of employees in the office buildings, and number of units in residential developments) to determine trip generation rates that can be used to estimate traffic volumes for comparable future uses.

  For the trip generation surveys, *Fehr & Peers* will collect data at local sites (for each land use type. Data collection will be completed using both manual and machine traffic counts at the driveways for the selected properties. *Fehr & Peers* will work with City staff to identify those sites.

  Fehr & Peers will conduct the driveway counts, determine the number of inbound and outbound vehicles for the selected peak travel periods, and divide the results by the associated building sizes (occupied space), hotel rooms, or the current number of employees (headcount) assigned to the buildings to develop the trip generation rates. Data summaries that will be generated by the analysis will include:

  - Morning and evening peak one-hour trip generation
  - Daily trip generation

  Deliverable: A technical memorandum with text and figures that summarizes the methods and results (vehicle trip generation and rates for the surveyed sites).

4.3.4.3 Air Quality

Since new sensitive uses are potentially being introduced into the East Whisman area, an air quality analysis will be included in the EIR. *Illingworth & Rodkin*, under contract to DJP&A, proposes the following work for the project:

Air Quality 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 Cal3qhcr 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.

Air Quality Assessment

This analysis will include the following tasks:

- **Existing Setting.** The 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 (PM_{10}) for the project region. For the proposed implementation of the Precise Plan, the 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 EIR will graphically identify buffer zones where TACs from existing sources may potentially cause significant impacts.

- **Emissions Modeling.** The 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 PM_{10}, will also be described qualitatively in the 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 polices 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.

4.3.4.4 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 will include 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. The City may prepare a separate Greenhouse Gas Reduction Program (GGRP) update, which may be referenced and incorporated into the East Whisman Precise Plan EIR.

Based on this analysis, the 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.

4.3.4.5 Noise and Vibration

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

Noise Constraints

Ambient noise levels from sources such as U.S. Highway 101, State Route 237, VTA light rail, local roadways, NASA Ames Research Center, and Moffett Federal Airfield could pose constraints on potential residential development opportunities within the East Whisman 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.

- **Document Existing Noise and Vibration Conditions**. The predominant sources of noise in the plan area vicinity are local and distant vehicular traffic, light- and heavy-rail trains, 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. Vibration contours along Caltrain and the VTA light rail will also be provided.

Noise and Vibration 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. Future vibration levels would be calculated.

- **Prepare Noise Assessment for the 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, as well as, due to the generation or exposure to groundborne vibration.

- **Cumulative Noise Impacts.** Noise impacts resulting from cumulative development of the Precise Plan area will be evaluated. Mitigation will be recommended to reduce significant cumulative impacts, where appropriate.

4.3.4.6 Hazards and Hazardous Materials

The Precise Plan area has existing soil and groundwater contamination from current and past uses in the area, including the source sites of the Middlefield-Ellis-Whisman (MEW) Superfund site. The sources of contamination were primarily historic agricultural activities, releases from industrial operations from decades past, and leaking underground storage tanks, especially those used for fuels.

To provide an overview of the hazardous materials contamination incidents in the Precise Plan area, a Screening Level Phase I Environmental Site Assessment will be prepared by *Cornerstone Earth Group,* under contract to DJP&A.

Cornerstone will acquire two reports from a firm specializing in the search of readily available environmental agency databases to help establish the presence and type of contamination incidents reported in the site vicinity. The first report will only show facilities within the site boundary; the second will additionally show facilities within a one-mile radius of the site. *Cornerstone* will review the results of the database search and attempt to identify those facilities that appear likely to have significantly affected the plan area, based on inferred groundwater flow direction and proximity.

Cornerstone will review on-line databases and review readily available documents for up to ten (10) facilities. Based on these reviews, a figure will be prepared that will show the reported and the more significant groundwater contamination plumes within the plan area boundaries. To help develop a history of the previous uses of the site and adjacent area, the study will include a review of aerial photos, if available.

Based on readily available public information, and *Cornerstone's* local experience, a brief summary of anticipated site hydrogeology will be prepared, including approximate depth to groundwater and flow direction. *Cornerstone* staff will make a brief site visit from public rights-of-way to observe existing conditions and note readily observable indications of past or present activities that could possibly cause significant site contamination.

Based on this report and other available information, the EIR will include a discussion of the impacts to the proposed uses on site from hazardous materials contamination, and will identify program-level mitigation measures. This scope includes approximately 20 hours of *Cornerstone* staff time to assist DJP&A and the City in the formulation of mitigation measures for the known hazardous materials concerns.

This scope includes approximately 20 hours of *Cornerstone* staff time to coordinate and meet with oversight agencies as well as attend meetings with DJP&A and the City. Any additional time could be added on a time and materials basis.

4.3.4.7 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 Mountain View 2030 General EIR 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, a cultural resources literature review for the East Whisman 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 East Whisman 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.

4.3.4.8 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.

This section will also include a discussion of the energy impacts of the Precise Plan project, as required by the CEQA Guidelines. The EIR will address impacts to these services and service delivery systems, specifically as they relate to infrastructure requirements, facilities, and capacity.

The discussion in the EIR will be based in part on two separate standalone utilities reports, to be prepared by *Schaaf & Wheeler,* under contract to DJP&A.

The **Water and Sewer Utility Impact Study** will analyze the impact of proposed land use changes within the Precise Plan boundaries on the City's water and sewer infrastructure. The City's current hydraulic computer models will be utilized for the analyses. *Schaaf & Wheeler's* engineers will perform hydraulic modeling for two system conditions: Existing with the Precise Plan and Future

Cumulative with the Precise Plan, to determine the suitability of the City's infrastructure to serve the proposed land uses under City performance criteria. Schaaf & Wheeler will work with City staff to determine impacts of the development on planned capital improvement projects, the new development's contributing ratio to required improvements, and the general timing of existing capacity exceedance to assist City staff in planning future infrastructure improvement implementation. The study will also include a sensitivity analysis for up to two land use alternatives within the Precise Plan area.

The Water Supply Assessment (WSA) will be prepared in accordance with SB 610 (2001) for the analysis of the Precise Plan project. WSA's are intended to give City decision-makers the needed information regarding suitability of the water supply to be able to serve new development within its service area. The WSA will use the City's 2015 Urban Water Management Plan (UWMP) (anticipated to be adopted in 2016) as the basis for the analysis and will include the following topics:

- documentation of wholesale water supply,
- documentation of water supply, based on the UWMP,
- project water demand analysis,
- documentation of dry-year water supply and demand, and
- determination of water supply sufficiency for the project, and procuring additional supply if needed.

Meetings and project management are separated as an independent task and estimated effort is based upon the assumption that conducting all studies in parallel will provide for efficiencies with project management and administration. Special meetings and coordination for specific agency input are included within each project's scope.

The EIR will utilize these reports, and additional information available as necessary to prepare the Utilities and Service Systems section of the EIR. Any impacts will be described, and mitigation measures will be identified to reduce any significant impacts, if warranted.

4.3.4.9 Hydrology and Water Quality

The East Whisman Precise Plan area does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 0.4 miles west of the project site. Stevens Creek flows north toward the San Francisco Bay, which is located approximately 1.5 miles north of the project site.

The East Whisman Precise Plan area is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the area, the project site is located within Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less

than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood."[2]

The hydrology and water quality discussion in the EIR will tier from the analysis completed for the Mountain View 2030 General Plan, in addition to other reports prepared by *Schaaf & Wheeler* for the City. The existing hydrologic and drainage conditions in the plan area will be described, and the EIR will describe any changes in site drainage and hydrological conditions that may result from the intensification proposed by the Precise Plan.

This section of the EIR will also address sea level rise, reflecting the most current information available, including the *Shoreline Sea-Level Rise Study*. Mitigation for any potential impacts associated with flooding and sea level rise will be based on existing laws, policies, and regulations.

4.3.4.10 Public Facilities and Services

This analysis will tier from the 2030 General Plan EIR, with updates as necessary from the City's applicable departments and the Precise Plan planning team. 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.

4.3.4.11 Other Impact Areas

Other impact areas that will be discussed in the EIR include biological resources (particularly Heritage trees), visual and aesthetic resources, agriculture and forestland, and geology and soils.

Mitigation and avoidance measures will be identified, as necessary, to reduce any impacts resulting from the implementation of the proposed East Whisman Precise Plan.

4.3.4.12 Cumulative Impacts

It is presently anticipated that the EIR will rely on the 2030 General 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. Any additional development in the City or area not addressed in the 2030 General Plan (as amended) will be included in the cumulative analysis, as appropriate. The

[2] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0045H*. Map. Effective Date: May 18, 2009.

discussion of cumulative impacts will be included in each impact section, rather than as a separate discussion.

4.3.5 *EIR Alternatives*

The 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. DJP&A will coordinate with the City staff to identify which alternatives should be analyzed in the EIR. It is anticipated that alternatives to be evaluated in the EIR could include the following:

- No Project Alternative;
- Office/Commercial Alternative;
- Alternative Land Uses (based on results of the Precise Plan process)
- 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 EIR will identify an environmentally superior alternative, based on the number and degree of associated environmental impacts.

4.3.6 *Consistency with Local and Regional Plans*

This section of the EIR will evaluate the consistency of the East Whisman Precise Plan with the City of Mountain View's 2030 General Plan policies, and will describe the proposed General Plan amendment to add housing and/or additional office uses 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.

4.3.7 *Other Required Sections*

The above sections describe what are currently believed to be the primary issues to be addressed in the proposed 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 EIR.

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

4.4 Revision of the ADEIR, Preparation of the Draft EIR

A total of fifteen (15) copies of the 1st Administrative Draft 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 EIR will be submitted to the City for review and approval.

Following review and revisions of the 2nd Admin Draft EIR, a Screencheck 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 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 EIR in PDF format, for posting on the City's website, if requested.

4.5 Preparation of the Final EIR

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

1. List of persons and agencies receiving the Draft EIR;
2. List of persons and agencies commenting on the Draft EIR;
3. Responses to comments on the Draft EIR;
4. Revisions to the Draft EIR text, as necessary;
5. Copies of letters or other comments received on the Draft EIR;
6. A brief summary of the public meeting previously held on the Draft 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 EIR into a single, integrated and comprehensive bound document. Two (2) copies of the "Integrated" Final 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 EIR in PDF format, for posting on the City's website, if requested.

4.6 Preparation of Notices, MMRP, and Draft Resolution of Findings

4.6.1 *Notices*

In preparing the Draft 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 NOP and Draft 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.

4.6.2 *Mitigation Monitoring and Reporting Program (MMRP)*

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.

4.6.3 *Draft Resolution of Findings*

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.

5.0 MEETINGS AND PUBLIC HEARINGS

This Scope of Work includes DJP&A Principal Project Manager and Project Manager attendance at **four (4)** public meetings and/or public hearings on the EIR, including a public EIR scoping meeting, as required by the CEQA Guidelines. This scope also includes time for attendance at up to **four (4)** 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.

Fehr & Peers' proposed budget anticipates attendance at **four (4)** project meetings (such as an initial scoping meeting or project management meetings), and/or community meetings, and attendance at **two (2)** public hearings (Environmental Planning Commission and City Council meetings).

Meeting attendance beyond these five proposed by *Fehr & Peers* could be provided as an additional service, subject to coordination with the City and the consultant team.

Schaaf & Wheeler's scope of work includes meeting and coordination time, including approximately **four (4)** in-person meetings with City staff and/or the project team.

Cornerstone' scope of work includes meeting and coordination time, including approximately **four (4)** in-person meetings with City staff and/or the project team.

The 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, Transportation	Four (4) Project Meetings	Two (2) Public Hearings
Schaaf & Wheeler, Utilities	Four (4) Project Meetings (Approximately)	
Cornerstone Earth Group, Hazardous Materials	Four (4) Project Meetings (Approximately)	

6.0 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.

7.0 INFORMATION REQUESTED FROM THE CITY

This scope assumes that the following information will be provided by the City of Mountain View to DJP&A, for use in the EIR:

- Location of existing residential uses, if any.
- Identification of existing square feet of land uses.
- Project objectives of the City of Mountain View.
- Location of any archaeological, paleontological, or historic resources identified by the City in the East Whisman area.
- List of any planned infrastructure improvements.

Fehr & Peers has requested the following information for their transportation analysis:

- Existing AM and PM peak period intersection counts (including pedestrian, bicycle, and vehicular turning movement volumes) for the study intersections,
- Existing and planned roadway geometries and traffic controls,
- Existing and planned transit service and facility descriptions,
- Existing and planned pedestrian and bicycle facility descriptions,
- Trip growth rate estimates to determine regional growth in the area (to be supplied by City),
- List of approved and pending projects to account for local growth in the area (to be supplied by City).

Schaaf & Wheeler has requested the following data or information for preparation of their reports:

- Land use information in GIS format, including building type and square footage per parcel.
- Previous studies related to infrastructure within the Precise Plan area.
- The historic water use from the existing connections for at least the past five years.

This scope assumes that the following reports prepared by or under contract to the planning team will be provided to DJP&A for use in the EIR:

- Draft East Whisman Precise Plan, including text and graphics.
- A quantified transportation demand management (TDM) plan.

8.0 ESTIMATED EIR SCHEDULE

General estimates for the EIR process are outlined below, following completion of the East Whisman Precise Plan development process. Please note: When the Precise Plan 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, preparation of existing settings reports for Air Quality, Noise, Cultural Resources, and Hazardous Materials.	During Precise Plan Process	
Draft East Whisman Precise Plan completed, preferred alternative approved by City Council.[1] Precise Plan and land use info provided to DJP&A. *DJP&A begins preparation of draft Notice of Preparation (NOP).*[2]	--	Preparation of 1st Admin. Draft EIR: ~19 weeks
Noise surveys completed. Native American consultation initiated. *NOP approved by City, 30-day NOP circulation begins.*	Weeks 2-4	
Fehr & Peers prepares study assumptions/trip generation, distribution, and assignment memorandum for review by the City.	Week 6	
Review and approval of Fehr & Peers memorandum by City staff (+2 weeks)	Week 8	
Completion of Water Supply Assessment and Water & Sewer Utility Impact Study (+8-10 weeks). *NOP circulation completed.*	Weeks 8-10	
Completion of Air Quality, GHG, and Noise Reports, following receipt of traffic information from Fehr & Peers.	Week 16	
Administrative draft Transportation Impact Analysis completed, following City approval of trip generation memorandum. (Approximately +12 weeks)	~Week 16	
1st Administrative Draft EIR Completed and Submitted to the City of Mountain View, following draft TIA delivery. (+3 weeks)	**Week 19**	
City review of 1st ADEIR complete (+3 weeks)	Week 22	Review and revision of Admin Draft EIR: ~ 10 weeks
DJP&A submits 2nd Admin Draft EIR (+2 weeks)[3]	Week 24	
City reviews 2nd Admin Draft EIR (+2 weeks)	Week 26	
DJP&A completes "Screencheck" DEIR[2] (+1 week)	Week 27	
City completes review of "Screencheck" DEIR[2] (+1 week)	Week 28	
DJP&A submits DEIR to City for public circulation (+1 week)	Week 29	
Public Circulation of Draft EIR (45 days)	**Week 35.5**	**45 days, 6.5 weeks**
DJP&A completes Administrative Final EIR (duration based on number of comments and extent of technical report revisions).[3] (+3.5 weeks)	Week 39	Preparation of Final EIR: ~8-9 weeks
City review of AFEIR completed (+3 weeks)	Week 42	
DJP&A revises AFEIR, and prints FEIR for circulation[2] (+2 weeks)	Week 44	
Public Circulation of Final EIR (10 days)	**Week 45.5**	**10 days, 1.5 weeks**
Environmental Planning Commission	TBD	TBD
City Council	TBD	TBD

Notes: [1] Completion of technical reports will be dependent on delivery of the draft Precise Plan.
[2] The Notice of Preparation (NOP) must be circulated for 30 days prior to the public availability of the Draft EIR. DJP&A can prepare a draft NOP within one week following authorization and receipt of project information needed for the NOP.
[3] Assumes no new technical analysis and no major revisions.