



October 7, 2016

Martin Alkire, Principal Planner
Community Development Department
City of Mountain View
500 Castro Street
Mountain View, CA 94039-7540

**Re: Scope Amendment Request, Additional Transportation Analysis
North Bayshore Precise Plan, Housing Revisions, Subsequent EIR**

Dear Mr. Alkire:

Attached please find our scope amendment request to our approved contract to prepare an Environmental Impact Report (EIR) for the North Bayshore Precise Plan project

This scope amendment addresses the additional work by *Fehr & Peers, Transportation Consultants*, which was requested by City staff. Based on this update to the project's traffic existing conditions, updates to the existing conditions reports for air quality and noise will also be required, and the extended schedule has resulted in additional work by DJP&A and Raimi + Associates.

If this request is acceptable to you, the attached scope of work can serve as an attachment to our existing agreement.

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

Sincerely,

Judy Shanley
President

Job #11-086, Phase 3
Attachment A: DJP&A Scope Amendment Request
Attachment B: Fehr & Peers Scope of Work

SCOPE AMENDMENT REQUEST NORTH BAYSHORE PRECISE PLAN EIR

David J. Powers & Associates

With the proposed *Fehr & Peers* scope amendment (described below), DJP&A anticipates additional coordination and project management time that was not anticipated in our original scope of work from 2015. The update of the Existing Conditions scenario, the delivery of the TIA in segments, the addition of numerous study intersections and freeway segments, additional meetings and conference calls, and other factors will require DJP&A labor time beyond what could have been anticipated during the original scoping.

Fehr & Peers, Transportation Consultants

Below is a summary of the additional transportation scope tasks for *Fehr & Peers*. Please refer to Attachment B for additional information on each task.

- **Task 1: Refine Trip Generation Model for Different Parking Rates** – Refine the MainStreet trip generation model to be sensitive to the “High Affordability Standard” parking rates.
- **Task 2: Trip Generation Sensitivity Tests** – Conduct trip generation sensitivity tests to refine the project description. This will also include a summary of the range of inputs needed to meet the gateway capacity and project specific VMT estimates by land use type.
- **Task 3: Gateway Capacity Evaluation** – Conduct a preliminary gateway capacity evaluation to understand how additional non-commute vehicle traffic from residential developments affects the Gateway Capacity.
- **Task 4: Supplemental Gateway Capacity Visualization and Internalization Analysis** – Summary graphics will be prepared to show how gateway capacity is calculated and how it is affected by both inbound and outbound demand. In addition, *Fehr & Peers* will conduct research on the potential maximum person internalization in similar communities around the San Francisco Bay Area and prepare graphics to summarize the findings.
- **Task 5: Update of Existing Conditions** – Compare traffic counts used in the Existing Conditions section to more recent counts and document the comparison; the assumption is that there will be a full update of the Existing Conditions section, including new intersection counts.
- **Task 6: Develop Data Needed for Existing Plus Project Scenarios** – The Existing Plus Project analysis will involve comparing the operations found in the Existing with Adopted NBPP scenario from the prior EIR to the operations analyzed in a new scenario, Existing with NBPP with Residential.

- **Task 7: Evaluate Year 2030 without Project Conditions** – Conduct operations analysis to evaluate the defined project using the individual intersection analysis methods from the 2014 NBPP TIA and update the Year 2030 without Project Conditions using the land use allocation based on the Bonus FAR/pipeline projects.
- **Task 8: Additional Study Locations** – Identify and study additional intersections and freeway segments due to the new project description.
- **Task 9: Team Coordination and Meetings/Hearings** – *Fehr & Peers* will be available to attend 12 additional meetings and two public hearings as part of the North Bayshore Precise Plan EIR process. *Fehr & Peers* has included staff time to prepare a presentation of the transportation analysis findings and present to the EPC and City Council. The purpose of these in-person meetings with the project team is to review key project description elements and analysis results. These meetings have been productive and critical to preparing the transportation impact analysis.

Illingworth & Rodkin

Noise: The Existing Conditions noise scenario from the 2014 North Bayshore Precise Plan will be updated, based on more recent traffic counts and data, as discussed in the attached *Fehr & Peers* scope. *Illingworth & Rodkin* prepared a “Noise Constraints Analysis” in July 2015, using the data from the 2014 North Bayshore Precise Plan EIR TIA. Since the Existing Conditions scenario will be updated by *Fehr & Peers*, and approximately 30 intersections will be added to the analysis, *Illingworth & Rodkin* is requesting a scope amendment to revise and update their existing noise conditions analysis. This work will be part of the noise report to be included in the North Bayshore Precise Plan Subsequent EIR.

Air Quality: In addition, *Illingworth & Rodkin* is requesting a small budget amendment to update their July 2015 “Air Quality Constraints Analysis” to reflect updated 2015 guidance from the Office of Environmental Health Hazard Assessment (OEHHA) for the preparation of Health Risk Assessments. This work will be part of the air quality report to be included in the North Bayshore Precise Plan Subsequent EIR.

Raimi + Associates

Raimi + Associates requests additional funding to account for the extended North Bayshore Precise Plan environmental review process and transportation analysis. The original process was budgeted for 22 months (April 2015 to January 2017), and the extended process is expected to add approximately six months to the timeline. This request will enable *Raimi + Associates* to continue on-going coordination with the City of Mountain View and project team members, and to incorporate any additional comments and changes to the Precise Plan that result from the environmental and transportation analysis. The budget request accounts for 30 hours for a Senior Associate and 20 hours for an Intermediate Planner.

COST OF ADDITIONAL WORK

Based on the scope prepared by *Fehr & Peers* and other subconsultants, and our additional DJP&A budget adjustment, we estimate that the total additional cost of this scope amendment will be **\$400,000**, as described previously and shown below.

Previously Authorized DJP&A EIR BUDGET:	\$968,979
 DJP&A Labor – Scope Amendment Request	 \$8,025
 Subconsultants*	
<i>Fehr & Peers, Transportation Consultants</i>	\$342,355
<i>Illingworth & Rodkin, Noise</i>	\$5,175
<i>Illingworth & Rodkin, Air Quality</i>	\$2,875
<i>Raimi + Associates, Planning</i>	\$8,568
Total Subconsultants:	\$358,973
 Total Scope Amendment Request	 \$366,998
 <i>Contingency Requested</i>	 \$33,002
 Total Scope Amendment with Contingency:	 \$400,000
 TOTAL AMENDED CONTRACT WITH SCOPE AMENDMENT:	 \$1,368,979

* Per our existing agreement, all subconsultant and expense costs include a 15% administrative fee.

This scope amendment includes the same conditions and assumptions outlined in our existing May 2013 contract with the City, as amended. All costs will be charged on a time and materials basis commensurate with work completed and in accordance with the fee schedule of our contract. In the event we can complete this work for less than the total budget, you will only be billed for time spent and work completed.

The additional cost for this work assumes that no other issues arise that would require any additional technical analysis or documentation. In the event that additional documentation or technical analysis is required, we could complete that work on a time and materials basis, upon your written authorization.