



DATE: October 18, 2016

CATEGORY: Consent

DEPT.: Community Development

TITLE: **North Bayshore Precise Plan
Amended Scope of Work**

RECOMMENDATION

1. Transfer and appropriate \$600,000 from the Shoreline Regional Park Community (Shoreline Community) Fund available balance to the existing North Bayshore Precise Plan capital improvement project (CIP No. 11-45) to fund amendments to the North Bayshore Precise Plan Environmental Impact Report (EIR) scope of work. (Five votes required)
2. Authorize the City Manager to amend the existing \$968,979 contract with David J. Powers & Associates for an increased amount not to exceed \$1,368,979 for additional transportation analysis supporting the North Bayshore Precise Plan EIR.
3. Authorize the City Manager to enter into a contract with Nelson\Nygaard for an amount not to exceed \$200,000 from the North Bayshore Precise Plan CIP 11-45 for additional multimodal transportation analysis supporting the North Bayshore Precise Plan EIR.

BACKGROUND

In April 2015, the City Council authorized \$1.2 million to amend the North Bayshore Precise Plan to allow residential uses and prepare an EIR. This amount was in addition to the \$1.6 million previously authorized to complete the North Bayshore Precise Plan and EIR, which was adopted in 2014. The cost to the City for all this Precise Plan work will be reimbursed through planning fees from new development in North Bayshore.

Following direction from the City Council at several Precise Plan Study Sessions, City staff and the transportation consultant team have been analyzing how new residential units in North Bayshore would potentially impact the local roadway network. Findings

from this preliminary transportation analysis were presented to the City Council on September 27, 2016.

ANALYSIS

Additional Transportation Analysis

The Plan's transportation analysis has required significant additional work to support the 9,850 new housing units being studied for the area. This additional work included establishing vehicle trip generation numbers based on the unique project description, conducting a preliminary gateway capacity analysis, updating older intersection volume counts, and increasing the number of study intersections based on potential impacts from the expanded residential scope. Additional costs also included additional consultant meetings and coordination with City staff. The City Council also directed additional analysis at the September 27, 2016 Study Session. This work will include additional "sensitivity" analysis of the transportation model using different trip internalization assumptions (the percentage of North Bayshore residents who also work in North Bayshore) to determine its impact on local gateway congestion. The trip internalization assumptions will be based on a review of census information for up to 10 Bay Area locations. Outputs of this modeling work will then be presented to the City Council in 2017, prior to adoption of the EIR.

Staff is, therefore, requesting \$400,000 to amend the existing City contract with David J. Powers to primarily cover transportation analysis from Fehr & Peers, transportation consultants, related air quality and noise analysis based on the revised transportation analysis, and project management support.

Multimodal Analysis

As more transportation analysis has been completed, staff and the consultant team have been discussing the benefits of additional multimodal transportation analysis. Conventional traffic analysis focuses on automobile volumes and level of service, which in the past has been appropriate for suburban areas such as Mountain View. North Bayshore is envisioned to have a much larger share of other transportation modes, including active (pedestrians and bicyclists) and transit. Conventional traffic analysis has shortcomings in this context because it does not necessarily evaluate all modes of transportation.

The scale of the Precise Plan project could result in significant pedestrian, bicycle, and bus/shuttle movements that are not well evaluated utilizing a conventional traffic

model. A “VISSIM” microsimulation model is a key tool that can help the City better understand this issue. Creating a VISSIM model was already planned as a Precise Plan implementation item. The proposed contract would move this analysis up earlier so Council would have this information before the Precise Plan is considered for adoption.

A VISSIM model would show how vehicles, transit, bikes, and pedestrians operate and interact, and would be focused on the Shoreline Boulevard and Rengstorff Avenue gateways where the greatest potential impacts exist. The VISSIM model could report vehicle delay (for transit vehicles separate from automobiles) and person delay, and could be used to test different multimodal enhancements. This would allow the City to determine the person and vehicle capacity of each multimodal improvement, describe the operational value of each improvement, and assign fair-share responsibility between each development site and improvement, which could be applied to the Bonus FAR applications and new residential development. Staff would present the results of this analysis to the City Council in 2017.

Nelson\Nygaard (with TJKM subconsultants) has already prepared a VISSIM model as part of the Shoreline Boulevard reversible bus lane project. They could build off this earlier work and adapt and update the model to support the Precise Plan multimodal analysis. Staff is, therefore, recommending that Council fund this additional VISSIM work for \$200,000.

FISCAL IMPACT

The total requested amount of \$600,000 will be funded from the Shoreline Community Fund. There are sufficient available funds in the Shoreline Community to fund the recommended additional appropriations. The cost to the City for North Bayshore Precise Plan work will be reimbursed through planning fees from new development in North Bayshore.

ALTERNATIVES

1. Do not accept the recommendation to amend the contract with David J. Powers for additional transportation analysis in support of the North Bayshore Precise Plan.
2. Do not accept the recommendation to amend the contract with Nelson\Nygaard to create a multimodal VISSIM additional transportation analysis in support of the North Bayshore Precise Plan.
3. Provide other direction.

PUBLIC NOTICING

Posting of the agenda and notice of the meeting was also announced via social media. Courtesy notices of this meeting were mailed to the City's North Bayshore Precise Plan interested parties list.

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MA/7/CAM
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Attachments: 1. Proposed Scope of Work – David J. Powers
2. Proposed Scope of Work – Nelson\Nygaard