



October 25, 2017 (revised November 8, 2017)

Aarti Shrivastava, Assistant City Manager
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

Sent via email: AartiS@cupertino.org; PiuG@cupertino.org

Re: Vallco Specific Plan Environmental Review – Preliminary Proposal (revised)

Dear Ms. Shrivastava:

David J. Powers & Associates, Inc. (DJP&A) is excited for the opportunity to assist the City of Cupertino with the environmental review for a Specific Plan for the approximately 58-acre Vallco Shopping District Special Area (Vallco). DJP&A has proudly provided environmental consulting services in the Bay Area for 45 years. We have a strong and experienced project team that has knowledge of the site and its history.

It is our understanding the City is initiating a Specific Plan process that will likely result in several Specific Plan scenarios. We propose to prepare an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) and City of Cupertino standards that will evaluate the Specific Plan scenarios and provide tiering and other CEQA streamlining opportunities for future development proposals.

As exemplified in our attached proposal, DJP&A has the expertise, experience, and familiarity with the Vallco Specific Plan area to successfully execute and complete quality environmental review.

We thank the City for considering our firm for this work. If you have any questions about the attached proposal, please feel free to contact me or our Senior Project Manager, Kristy Weis (direct: 408-454-3428, email: kweis@davidjpowers.com).

Sincerely,

Judy Shanley
President
Direct: (408) 454-3431
Email: jshanley@davidjpowers.com

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A. Firm Qualifications



Our services include preparation of:

California Environmental Quality Act (CEQA)

- Environmental Impact Reports
- Initial Studies/Negative Declarations
- Categorical Exemptions
- CEQA - Plus

National Environmental Policy Act (NEPA)

- Environmental Impact Statements
- Environmental Assessments
- Categorical Exclusions
- HUD Environmental Assessments

Project Analyses

- Opportunities and Constraints Analyses
- Alternatives Analyses

Regulatory Agency Permits/Consultation

- U.S. Army Corps of Engineers
- Regional Water Quality Control Board
- California Department of Fish and Wildlife

"Quality Environmental Review Makes a Difference"

David J. Powers & Associates, Inc. (DJP&A) has proudly provided professional consulting services to public agencies and private developers in all areas of environmental planning in the Bay Area for 45 years. Our extensive experience with urban development and transportation includes environmental review of:

- General Plans, Specific Plans, and municipal ordinances;
- Mixed-use developments and intensification and redevelopment projects;
- Parks, trails, and public facilities (including schools, universities, health facilities, and community centers); and
- A wide range of infrastructure and transportation projects.

Uncompromising quality is the foundation for everything we do. Our professional employees are specialists in the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), applicable laws and regulations, and applicable case law. We honor a philosophy of providing our clients with objective and thorough research, accurate identification of project impacts, and a carefully written analysis of those impacts with appropriate mitigation, and we are known for providing these services for complex projects with critical time schedules, requiring strong management, and organizational control.

Notable large, complex mixed-use project we successfully completed environmental review for include:

- Main Street Cupertino, Cupertino;
- North Bayshore Precise Plan, Mountain View; and
- Diridon Station Area Plan, San José.

DJP&A is a California-certified woman-owned Underutilized and Disadvantaged Business Enterprise (UDBE and DBE), a VTA certified Small Business Enterprise (SBE), and a Santa Clara County certified Green Business.

B. Project Understanding

The City of Cupertino is initiating the planning process to develop a Specific Plan for the Vallco Shopping District Special Area (Vallco). The project being considered is the adoption and implementation of a Vallco Specific Plan.

The approximately 58-acre Vallco Specific Plan area consists of 15 parcels (APNs 316-20-080, -081, -082, -088, -092, -094, -095, -099, -100, -101, -103, -104, -105, -106, and -107), located at the intersections of North Wolfe Road and Stevens Creek Boulevard and North Wolfe Road and Vallco Parkway in the City of Cupertino. The Specific Plan area is currently developed with a regional shopping center, including a cinema, a gym, bowling alley, restaurants (including one with banquet facilities), and parking areas. The Specific Plan area also includes a new hotel, which is currently under construction on the northeastern corner of the Specific Plan area (Hyatt House, APN 316-20-092).

The Specific Plan area is surrounded by residential, commercial and retail uses, and Interstate 280 (I-280). The Specific Plan area is currently identified as the Vallco Shopping District Special Area in the City's Community Vision 2040 General Plan (General Plan). A large portion of the site is zoned Planned Development-Regional Shopping Center and the rest is zoned Planned Development-General Commercial.

It is our understanding the owner of most of the property within the Specific Plan area is considering redeveloping their property and has requested the City develop a Specific Plan, as required by the General Plan.

Through the City-initiated Specific Plan planning process, several Specific Plan scenarios will be developed and considered. Possible Specific Plan scenarios could be similar to those evaluated in the 2016 Elections Code 9212 reports (9212 reports), including assuming Vallco as an enhanced mall and/or with 2016 occupancy. It is possible General Plan amendments would be required. The Specific Plan scenarios will be used to define the project description for the Environmental Impact Report (EIR).



C. Project Approach and Team

Project Approach

David J. Powers & Associates, Inc. will serve as the primary environmental consultant responsible for the completion of the EIR for the City. The EIR will have a dedicated Senior Project Manager, Kristy Weis, who will serve as the primary point of contact for the City.

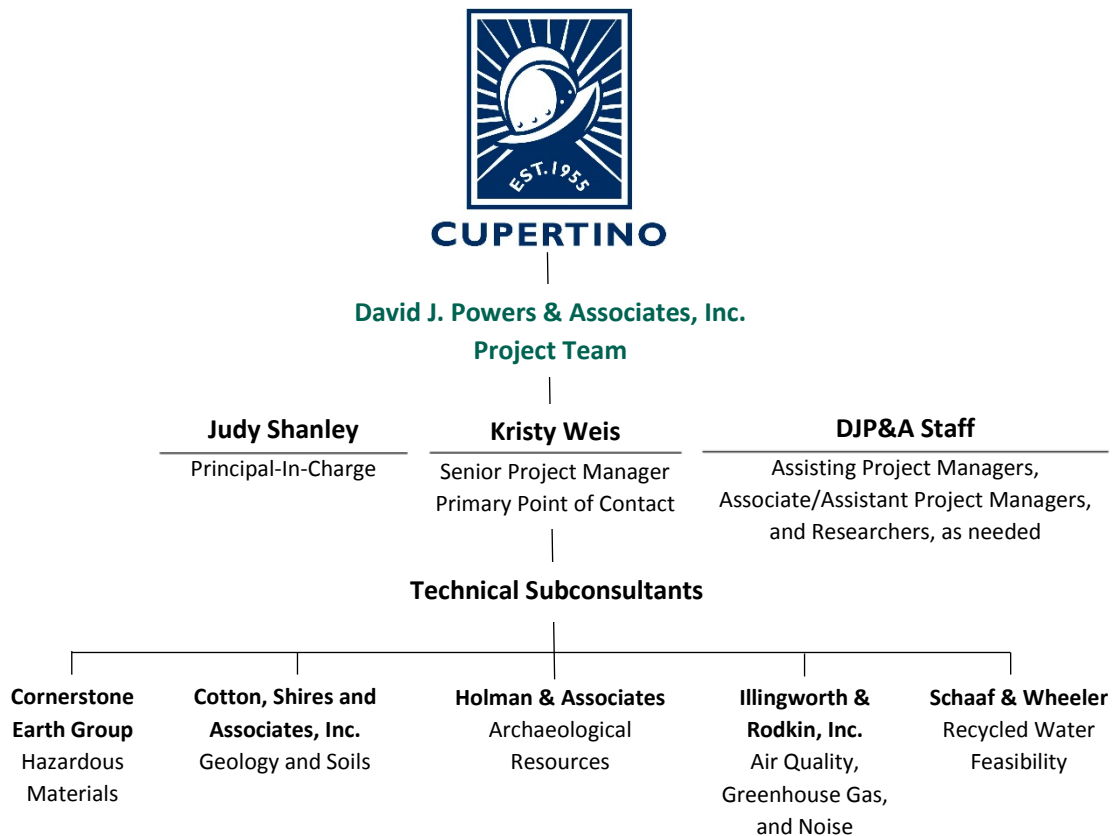
Primary Point of Contact: Kristy Weis
Senior Project Manager
1871 The Alameda, Suite 200
San José, CA 95126
Direct: (408) 454-3428
kweis@davidjpowers.com

Our dedicated Project Manager will be responsible for preparing the environmental document and ensuring that all facets of the project's environmental review are completed in a timely and efficient manner. Having a single Project Manager is a fundamental element of our quality assurance and quality control process because it ensures the person writing the document is fully aware of all the environmental issues associated with the project, which is critical to the quality of the analysis given the interrelated nature of environmental issues. It also vastly reduces the potential for inconsistencies in analysis, grammar, and style.

Given the complexity of the project and the potential time constraints, it is anticipated that other DJP&A staff members will assist Ms. Weis as need. DJP&A and our subconsultants have the availability and staff to complete the necessary work and deliver quality environmental review, as well as provide superior service to the City. Details about the DJP&A project team are provided in the following pages.

Project Team

David J. Powers & Associates, Inc. has assembled a dedicated team of experts to complete the appropriate technical analyses and environmental review on the project. We have selected the best technical subconsultants for the job, based on their familiarity with the Specific Plan area and their ability to deliver. An organizational chart of our project team is shown below.



DJP&A Key Team Members

Judy Shanley will serve as the Principal-In-Charge and Kristy Weis will be the Senior Project Manager for the project. Ms. Shanley and Ms. Weis have worked closely together at DJP&A for 14 years. They have completed numerous environmental documents together for a variety of clients and project types.

A brief description of the roles and experience of Ms. Shanley and Ms. Weis is provided below.



Judy Shanley
Principal-In-Charge
Direct: (408) 454-3431
jshanley@davidjpowers.com

Ms. Shanley is the President of DJP&A and will serve as the Principal-In-Charge. Ms. Shanley will oversee the environmental review for this project and assist with key environmental issues during preparation of the EIR. Ms. Shanley will also review and approve the EIR prior to submittal to the City and prior to public circulation. Ms. Shanley will attend key project meetings and hearings.

Ms. Shanley has over 28 years of experience in the environmental field and has served as the Principal for many highly complex and controversial mixed-use development proposals. Ms. Shanley is familiar with the Vallco Specific Plan area and is familiar with community concerns through her involvement in the preparation of 9212 reports.



Kristy Weis
Senior Project Manager
Primary Point of Contact
Direct: (408) 454-3428
kweis@davidjpowers.com

Ms. Weis will serve as the Senior Project Manager for this project. As Senior Project Manager, Ms. Weis will be involved in all aspects of the project and will be the primary point of contact for the City. Ms. Weis will be responsible for daily project coordination and administration, as well as overall preparation of the EIR. Ms. Weis will maintain close communication with City Staff and the project team, manage the technical subconsultants, and participate in meetings and hearings on the project.

Ms. Weis has 14 years of experience preparing and managing environmental documents for a wide variety of development proposals. Ms. Weis is very familiar with the Vallco Specific Plan area given her involvement with The Hills EIR and the 9212 reports.

Additional DJP&A staff, including Project Managers, Associate Project Managers, Assistant Project Managers, and Researchers, will assist Ms. Weis with the research and preparation of the EIR, as needed.

DJP&A Technical Subconsultants

The following technical subconsultants are on the DJP&A team:

- Cornerstone Earth Group (hazardous materials)
- Cotton, Shires and Associates, Inc. (geology and soils)
- Holman & Associates (archaeology)
- Illingworth & Rodkin, Inc. (air quality, greenhouse gas, and noise)
- Schaaf & Wheeler (recycled water feasibility)

These firms were specifically selected for the technical work for the EIR due to their expertise, experience, and familiarity with the City of Cupertino and the Vallco Specific Plan area.

The DJP&A Advantage

The DJP&A project team has institutional knowledge of the Vallco Specific Plan area given our previous work on The Hills EIR and the 9212 reports. We have forged good working relationships with City Planning and Public Works Staff and have established relationships with the staff at local responsible agencies, including California Water Service (CalWater) and the Cupertino Sanitary Sewer District.

DJP&A has a history of successfully executing and delivering work products for complex projects within a fast-paced timeline, including the recent 9212 reports in 2016. We are familiar with community concerns and issues given our work on the Main Street Cupertino project, The Hills EIR, and the 9212 reports. We are cognizant of the community's concerns regarding aesthetics, biological resources (specifically trees), land use compatibility, public services (including police and fire protection and schools), traffic, and utility capacity with the redevelopment of the Vallco Specific Plan area.



D. Scope of Work

DJP&A proposes to prepare an EIR, in accordance with CEQA and City of Cupertino standards. The EIR will provide program-level analysis of up to five proposed Specific Plan scenarios and project-level transportation-related analyses (i.e., project-level traffic, traffic-related operational air quality and greenhouse gas impacts, and traffic-related noise impacts). Each of the Specific Plan scenarios would be analyzed at an equivalent level of detail throughout the EIR. The analysis in the EIR will provide for tiering and streamlining opportunities for future development projects.

The following scope of work was prepared based upon our meeting with City Staff, consultation with City Staff and appropriate technical experts, past knowledge of the Specific Plan area, and DJP&A's experience with projects of similar magnitude.

Task 1: Background Research

DJP&A and technical subconsultants will research and review pertinent background information provided by the City about the project and Specific Plan area at the onset of the process. Information to be reviewed could include previous technical work completed for the site and recordings of the City's 2017 Speaker Series. This work will also include coordination with our subconsultants to begin their technical analyses for the EIR (e.g., measuring existing noise conditions), as appropriate.

Task 2: Administrative Draft EIR

A critical step in the environmental review process is to ensure, as early as possible, that all team members understand the project and are in agreement about the scope of the work. To accomplish this goal, DJP&A proposes the following subtasks described below.

EIR Kick-off Meeting

At the initiation of the EIR process, DJP&A will attend an EIR kick-off meeting with City Staff and the project team (as appropriate) to discuss the project and key environmental issues, and to confirm the approach for the technical studies. The list of required project data/information required to prepare the EIR (see the Section G. Estimated Schedule) will also be reviewed at the kick-off meeting.

Scope Refinement and Data Collection

DJP&A will refine the EIR scope (if needed), based on the work completed as part of Task 1 and in response to the City's feedback during the kick-off meeting. As part of this subtask, DJP&A will ensure that all information required to complete the technical reports and EIR has been obtained and/or requested.

Project Description

Based on up to five proposed Specific Plan scenarios provided by the City, DJP&A will draft a detailed description of the proposed project, including the physical characteristics (land use locations, maximum office and retail square footage, residential units, maximum building height, setbacks, grading and drainage, landscaping and hardscape, circulation, etc.) for each of the proposed scenarios. The draft project description will be submitted to the City for review and comment. Based on comments received, DJP&A will finalize the project description.

Notice of Preparation and EIR Scoping Meeting

After finalizing the project description, DJP&A will prepare the EIR Notice of Preparation (NOP), which will formally notify the public that an EIR will be prepared for the project. DJP&A will prepare the NOP, in accordance with the CEQA and City of Cupertino guidelines. The NOP will include a brief project description, project location map, and an overview of the anticipated environmental impacts. DJP&A will submit a draft NOP to the City for review and comment. Based on comments received, DJP&A will finalize the NOP and provide it to the City for public circulation. DJP&A will submit the NOP to the State Clearinghouse for distribution. The text of the EIR will incorporate significant and relevant issues raised in the responses to the NOP received during its 30-day circulation period.

It is anticipated that the City will hold a public scoping meeting for this project. DJP&A will attend and assist with preparing materials and/or presenting an overview of the EIR process and issues to be analyzed in the EIR at this meeting.



Administrative Draft EIR

DJP&A will then prepare an Administrative Draft EIR (ADEIR). The ADEIR will include an introduction, summary, description of the project (up to five Specific Plan scenarios, including a “No Project” scenario), environmental setting, in-depth discussion of possible environmental impacts, and identification of mitigation measures to reduce impacts. Cumulative impacts, alternatives to the project, and other sections required by the CEQA Guidelines will also be included. The main sections of the EIR are described below.

Introduction

The introduction to the EIR will provide a general overview of the CEQA process and describe the public participation process and opportunities for input. It will also contain an outline of the contents of the EIR.

EIR Summary

A summary of the EIR will be prepared, including a brief description of the proposed project. The summary will be prepared in tabular form and will identify the impacts of the project and proposed mitigation measures. The summary will also describe the project alternatives discussed in the EIR, and address any known areas of public controversy.

Project Description

The project description (described previously) will be included in the EIR. The project description section will also include a list of the project objectives to be provided by the City, necessary discretionary actions, and decision-making agencies. Maps and graphics will be provided to illustrate the text.

Existing Setting, Impacts, and Mitigation Measures

The EIR will provide: 1) a detailed description of the existing project setting, based on conditions that exist at the time the NOP is released; 2) impacts that may result from implementation of the proposed project; and 3) feasible mitigation measures to avoid or reduce the impacts to a less than significant level. The EIR discussion will reflect information from technical analyses prepared by DJP&A’s subconsultants, as well as information provided by the City Staff and responsible agencies. In each technical section of the EIR, a discussion of the project’s consistency with applicable plans will be discussed. Particular attention will be given to inconsistencies, if any are identified, and the likelihood that such inconsistencies might result in significant adverse environmental effects.

The anticipated environmental resources to be discussed in the EIR are described below. The impacts discussed will focus on impacts from the project on the existing environment. The project, as described previously, will consist of up to five Specific Plan scenarios. Each scenario will be analyzed with equal consideration and detail in the EIR. Program-level mitigation measures (including existing regulations, policies, and guidelines, and proposed policies and guidelines from the draft Specific Plans), and project-level mitigation measures where applicable, will be identified for significant impacts.

- **Aesthetics** – The EIR will describe the existing visual character of the Specific Plan area and the projected changes resulting from implementation of the project. Visual issues resulting from the implementation of the project could include adverse environmental effects resulting from future building mass and height, lighting, and possible glare to adjacent land uses. The EIR will also evaluate the project’s visual compatibility with adjacent properties.
- **Agricultural and Forestry Resources** – The Specific Plan area is located in an urban and developed area. The EIR will describe the project’s impact (if any) on existing farmland, forest land, and timberland.
- **Air Quality** – The EIR will describe the regional air quality conditions of the San Francisco Bay Area and evaluate air quality impacts from implementation of the proposed project (in conformance with criteria identified by the Bay Area Air Quality Management District) based on an air quality analysis to be prepared by Illingworth & Rodkin, Inc. The primary air quality issues with the project are operational criteria air pollutant emissions and community health risks from sources of toxic air contaminants near the site (including stationary sources and nearby roadways). Impacts from temporary construction emissions on the existing nearby sensitive receptors will be discussed in a qualitative manner. The project’s consistency with the *2017 Bay Area Clean Air Plan* will also be discussed.
- **Biological Resources** – The project site is developed and contains ornamental trees and associated landscaping. The EIR will describe the type, size, health and condition of on-site trees, based upon an arborist report and peer review to be provided to DJP&A by the City. The EIR will also describe the potential for future development to result in impacts to sensitive wildlife species, including migratory birds.
- **Cultural Resources** – The EIR will describe the project’s potential to impact historic resources, buried cultural resources, and tribal cultural resources. The site is designated a City of Cupertino Community Landmark (Cultural Resource Site 68) in the City’s General Plan and the Vallco freeway-oriented sign is designated as a Landmark Sign in the City’s Municipal Code (Chapter 19.104); these designations do not, however, qualify as historic resources under CEQA. The buildings on the Specific Plan area were constructed in the mid-1970s and are not considered historic resources. There is, however, a potential for unknown buried cultural resources to be encountered during future ground disturbance.

Holman & Associates, under contract to DJP&A, will prepare an updated literature search and records review at the Northwest Information Center of the California Historical

Resources Information System to identify all cultural resources and relevant studies near the Specific Plan area. Holman & Associates will also complete a sacred lands search to determine if there are documented tribal cultural resources on-site. DJP&A will draft SB 18 and AB 52 tribal consultation letters for City use, if needed.

- **Geology and Soils** – The EIR will describe the existing soils and geological hazards on and near the Specific Plan area and the potential for future development to result in geologic hazards, based upon a geotechnical feasibility report prepared by Cotton, Shires & Associates, under contract to DJP&A.
- **Greenhouse Gas Emissions** – The EIR will discuss the project’s consistency and conformance with applicable plans, policies, and/or regulations adopted for the purpose of reducing greenhouse gas emissions including Senate Bill 375, Association of Bay Area Governments and Metropolitan Transportation Commission 2013-2040 Regional Transportation Plan/Sustainable Communities Strategy, and the City’s Climate Action Plan. The project’s operational (e.g., traffic-related) greenhouse gas emissions will be quantified by Illingworth & Rodkin, Inc., under contract to DJP&A.
- **Hazards and Hazardous Materials** – The EIR will evaluate the potential for hazardous materials contamination on and near the Specific Plan area, which could be affected by future construction and development activities, based upon a Phase I Environmental Site Assessment to be completed by Cornerstone Earth Group, under contract to DJP&A.
- **Hydrology and Water Quality** – The EIR will describe the existing hydrologic and drainage conditions in the Specific Plan area. The Specific Plan area is not within a 100-year flood hazard zone. Potential changes to site drainage and hydrologic conditions resulting from implementation of the proposed project and water quality impacts during and post-construction will also be discussed.
- **Land Use** – The Specific Plan area is developed with a regional shopping center including a cinema, gym, bowling alley, restaurants, banquet facility, and parking areas. A new hotel is under construction at the northeast corner of the Specific Plan area (Hyatt House). The EIR will describe the existing land uses within the Specific Plan area and surrounding area, and will describe the current General Plan and zoning designations. The Specific Plan area is currently identified as the Vallco Shopping District Special Area in the City’s General Plan. A large portion of the site is zoned Planned Development-Regional Shopping Center and the rest is zoned Planned Development-General Commercial.

The EIR will evaluate the proposed project and the environmental effects of implementing the project on surrounding land uses, specifically the height, mass, scale, and setback of future development in relation to the surrounding development.

- **Mineral Resources** – The EIR will describe the existing mineral resources within the City. Although not expected, the EIR will determine whether the implementation of the proposed project would result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site.
- **Noise and Vibration** – The predominant noise sources in the Specific Plan vicinity include traffic on I-280, Stevens Creek Boulevard, and Wolfe Road. The EIR will describe the existing noise and vibration conditions in the Specific Plan area and address noise and vibration impacts from implementation of the project (including noise from project-generated traffic) based on a noise and vibration assessment to be completed by Illingworth & Rodkin, Inc., under contract to DJP&A.
- **Population and Housing** – The EIR will describe the existing population and housing conditions within the City. The EIR will discuss whether implementation of the proposed project would induce substantial population growth in the area, displace substantial numbers of existing housing units, or displace a substantial number of residents.
- **Public Services** – The EIR will describe the available public services (e.g., fire and police protection, schools, parks, and other facilities) in the Specific Plan area and the potential for implementation of the project to require the expansion or construction of those facilities. The discussion of school impacts will be based on a school capacity study to be provided to DJP&A by the City.
- **Transportation** – The EIR will describe the traffic and circulation impacts resulting from the proposed project based on a Transportation Impact Analysis (TIA) to be prepared by the City-selected transportation consultant.
- **Urban Decay** – The EIR will discuss whether adverse physical impacts are likely to result from economic impacts of the proposed project on existing and future competitive commercial facilities, pursuant to CEQA Guidelines Section 15131(a). This section will be based on available information and information provided by the City.
- **Utilities and Service Systems** – The EIR will describe the existing sanitary sewer, storm drain, water, and solid waste services for the Specific Plan area. The EIR will address impacts to these services, specifically as they relate to infrastructure requirements, facilities, and capacity based on information provided to us by the City, Cupertino Sanitary Sewer District, and CalWater. DJP&A will draft a Water Supply Assessment (WSA) request for the City's use. It is our understanding that preparation of the WSA will be directed and contracted by CalWater.

In the event recycled water service is identified as part of the project, a recycled water feasibility study will be completed by Schaaf & Wheeler under contract to DJP&A. The study will evaluate the feasibility and sizing of a recycled water main extension to the Specific Plan area. The potential recycled water demand for the project and the hydraulics (e.g., sizing

and pressure) of a new main extension necessary to provide adequate capacity and pressure to the Specific Plan area will be calculated as part of this analysis.

- Cumulative – The EIR will include a discussion of cumulative impacts from the project in combination with other past, pending, and reasonably foreseeable future development in the area, in conformance with CEQA Guidelines Section 15130. The EIR will analyze and describe the significant cumulative impacts to which the project would contribute, based on a list of pending projects to be provided to DJP&A by the City of Cupertino and neighboring jurisdictions.
- Alternatives to the Project – The EIR will describe alternatives to the project that would avoid or reduce significant impacts, while still achieving the primary objectives of the project to be defined by the City. Alternatives will be identified in consultation with City Staff, and may include reduced development alternatives and alternative land uses, in addition to the “No Project” alternative required by CEQA. This proposal assumes the City-selected traffic consultant will provide technical assistance with trip generation analysis for alternatives (if required).
- Other Required Sections – The EIR will also include other sections required by the CEQA Guidelines, including a Table of Contents or Index, Growth Inducing Impacts, Significant Unavoidable Impacts, References and Organizations and Persons Consulted, EIR Preparers and Lead Agency, and appendices (which will include copies of technical reports).

Upon completion of the ADEIR, DJP&A will submit up to five copies to City Staff for review and comment. An electronic copy of the ADEIR text will be emailed to the City to facilitate and convey City comments/edits.

Task 3: Draft EIR and Notice of Completion

Draft EIR

DJP&A will revise the ADEIR, based upon the comments and revisions received from City Staff and prepare a 2nd ADEIR and then a “Screencheck.” The 2nd ADEIR and the Screencheck Draft EIR will be submitted in electronic format to the City Staff for review and final approval. This final document will constitute the Draft EIR, and DJP&A will provide copies of the Draft EIR to the City for public distribution.

This proposal includes providing the City with up to 30 hard copies and five CDs of the Draft EIR for public distribution, a PDF of the document for posting on the City’s website, as well as 15 hardcopies of the executive summary and 15 CDs of the entire document for submittal to the State Clearinghouse.

Notice of Completion

DJP&A will prepare the Notice of Completion (NOC), in accordance with the CEQA and City of Cupertino guidelines. The NOC will include a brief description of the project, the project location, and will state where copies of the Draft EIR are available for review. The public review period will also be noted. DJP&A will submit an electronic draft of the NOC to the City for review and comment. DJP&A will revise and finalize the NOC based on City comments. DJP&A will transmit the NOC and required copies of the EIR to the State Clearinghouse on behalf of the City.

Task 4: Final EIR, Mitigation Monitoring and Reporting Program, and Other Related Items

Final EIR/Responses to Comments

Upon conclusion of the Draft EIR 45-day circulation period, DJP&A will prepare the Final EIR. In conformance with CEQA Guidelines Section 15132, the Final EIR will consist of the following items:

- Revisions to the Draft EIR text, as necessary;
- List of individuals and agencies commenting on the DEIR;
- Responses to comments received on the DEIR, as directed by the City Staff,
- Copies of letters or records of verbal comments received on the DEIR; and
- Summary records of public hearings, if requested.

All responses to written comments will be answered in accordance with the CEQA Guidelines Section 15088. This proposal includes 200 hours of DJP&A staff time to respond to comments on the Draft EIR and prepare the Final EIR. This scope assumes that no comments are received that require additional technical analysis. If additional time or technical analysis is required to respond to the comments, it can be provided as an extra work task, on a time and materials basis, in accordance with the charge rates outlined at the end of this scope.

Up to five hard copies and an electronic version of the administrative version of the Final EIR will be submitted to the City for review. The Final EIR will be revised per the comments received, and a “Screencheck” Final EIR will be prepared and submitted electronically to the City for review. Once the City approves the “Screencheck” Final EIR, DJP&A will reproduce up to 30 hard copies of the Final EIR for delivery to the City for distribution. A copy of the Final EIR will also be provided to the City in PDF format for posting on the City’s website.

Response to Comments Memos

If comments on the Draft EIR are received after the close of the public review period and are not incorporated into the Final EIR document, DJP&A will assist the City in preparing response to comment memos. Preparation of up to four response to comments memos are included in this proposal. This proposal assumes the comments received are straightforward and require a maximum one to two page response. It is estimated that additional one to two page response memos can be provided for a per memo cost of approximately \$2,000.

Mitigation Monitoring and Reporting Program

As required by CEQA, DJP&A will prepare a draft Mitigation Monitoring and Reporting Program (MMRP) for the project. The MMRP will identify the mitigation measures required for all significant impacts, responsible implementation entity, monitoring schedule, and enforcement or monitoring agency. DJP&A will submit an electronic copy of the draft MMRP to the City prior to the Environmental Review Committee Meeting.

Findings

Although we are not attorneys and do not prepare legal findings, DJP&A will assist City Staff and the City Attorney in compiling information from the EIR for findings required under CEQA Guidelines Section 15091, if requested to do so.

Notice of Determination

DJP&A will prepare a Notice of Determination (NOD), in accordance with CEQA and City of Cupertino guidelines. The NOD will include the project name, State Clearinghouse identification number, project location, brief project description, lead agency and date of project approval, determination of the project's environmental effects, statement that the EIR was prepared and certified in accordance with CEQA, mitigation measures and conditions of approval, statement that the MMRP was adopted, a statement whether overriding considerations were adopted, and the address of where the Final EIR and record of project approval may be examined.

DJP&A will submit an electronic copy of the draft NOD for the City's review. Based on comments received from the City, DJP&A will revise and finalize the NOD. DJP&A will file the final NOD along with the California Department of Fish and Wildlife and County filing fees at the State Clearinghouse and County Clerk.

Integrated EIR

After completion of the Final EIR, a "clean" version of the entire EIR will be prepared and provided to the City. This version will incorporate all corrections and changes made as a result of comments received in a Final Integrated version of the EIR. One hard copy and one electronic version will be provided to the City.

Task 5: Team Meetings and Public Hearings

Project Team Meetings

It is assumed that DJP&A will participate in weekly project team meetings for the duration of the work (estimated to be 12 months). This task also includes meeting preparation time and travel time. This proposal also includes the participation of DJP&A subconsultants Cornerstone Earth Group, Cotton, Shires and Associates, Inc., Illingworth & Rodkin, Inc., and Schaaf & Wheeler at up to three project team meetings.

Public Meetings and Hearings

This proposal includes DJP&A attendance at up to eight public meetings or hearings. This task assumes up to eight hours per public meeting and includes meeting preparation time and travel time. The DJP&A Senior Project Manager and/or Principal will be available to describe the environmental review process, summarize the environmental issues, and respond to questions about the environmental document at hearings. If requested, additional hearings/meetings will be attended on a time and materials basis in accordance with the attached charge rates. A per public hearing attendance by the DJP&A Senior Project Manager would be approximately \$1,950 and attendance by the DJP&A Principal would be approximately \$2,500.

This proposal includes attendance by DJP&A subconsultants Cornerstone Earth Group, Cotton, Shires and Associates, Inc., and Illingworth & Rodkin, Inc., at up to four public meetings/hearings.

Task 6: General Project Management, Coordination, and Communication

This scope includes DJP&A time for general project management and regular coordination and communication between our subconsultants and City Staff for project management, administration, ongoing project updates, etc.

Summary of Deliverables by Task

A summary list of the primary deliverables/work products by task is provided below.

Task	Deliverables/Work Products
Task 1: Background Research	Not applicable
Task 2: Administrative Draft EIR	<ul style="list-style-type: none">• List of required project information• Refined EIR scope (if needed)• Electronic Word copies of the EIR project description draft and final• Electronic Word copies of the NOP draft and final• Presentation and handouts for the EIR scoping meeting• Five hard copies and one electronic Word copy of the ADEIR
Task 3: Draft EIR and NOC	<ul style="list-style-type: none">• An electronic Word copy of the Screencheck• 30 hard copies and a CD of the Draft EIR for public distribution• 15 hard copies of the executive summary and 15 CDs of the EIR for submittal to the State Clearinghouse• Electronic Word copies of the NOC draft and final
Task 4: Final EIR, Mitigation Monitoring and Reporting Program, and Other Related Items	<ul style="list-style-type: none">• Five hard copies and one electronic Word copy of the Administrative Draft Final EIR• An electronic Word copy of the Screencheck• 30 hard copies and a CD of the Final EIR for public distribution• Electronic Word copies of Response to Comment memos• Electronic Word copies of the MMRP draft and final• Electronic Word copy of EIR information for findings• Electronic Word copies of the NOD draft and final• One hard copy and a CD of the Integrated EIR
Task 5: Team Meetings and Public Hearings	<ul style="list-style-type: none">• Electronic copy of project status and schedule, as needed• Presentation materials for hearings

E. Project Management and Quality Control

Project Management

DJP&A employs a multi-faceted approach to ensure that our projects are performed in a timely and cost efficient manner. Our project management techniques include:

- Setting appropriate expectations and deadlines through scoping with the client;
- Attending kick-off meetings and mapping out the project schedule with the City and project team;
- Maintaining regular communications and updates; and
- Bringing potential problems and possible solutions to the project team's attention as soon as possible.

These techniques reinforce our commitment to our clients and our work, and have produced timely, accurate environmental review.

Quality Control

At DJP&A, we believe that "Quality Environmental Review Makes a Difference." The quality of environmental review documents we prepare is paramount to the success of DJP&A and we take it very seriously. Our quality assurance/quality control (QA/QC) process has effectively resulted in our completion of quality environmental documents for 45 years. DJP&A's QA/QC process includes the following main components:

1. Define and confirm the project work plan and schedule
 - Review the project scope and schedule
 - Send a list of issues/questions to the City and acknowledge receipt of project materials
2. Draft the project description
 - Complete the draft project description based upon City-provided information and completes internal QA process
 - Submit the draft project description to the City and requests any additional information
3. Meet on a regular basis to internally discuss project status, progress, and any outstanding issues
4. QC/QA of environmental documents
 - Complete internal QA of the entire document, including technical reports
 - Submit the document to the City for review
 - Revise the document based on comments and submit subsequent draft(s), if needed
 - Upon receiving approval from the City, finalize the document and reproduce copies as needed

F. Cost Estimate

Based on our understanding of the project and technical reports that will be made available to DJP&A, the cost for preparation of the EIR is estimated not to exceed **\$502,500**, based upon the breakdown below.

All costs will be charged on a time and materials basis, commensurate with work completed, in accordance with the attached charge rates. If DJP&A does not need all the time that has been budgeted, we will only bill for the time actually spent completing the work.

This scope is valid for 90 days and assumes that no issues that arise will require any additional technical analysis or documentation. In the event that additional technical analysis is required, we can complete that work on a time and materials basis, upon City authorization. Project description changes after the EIR analysis has begun will have budget and schedule implications.

David J. Powers & Associates, Inc.

- | | |
|---|-----------|
| • In-House Staff time | \$368,000 |
| • Reimbursable expenses (printing, mileage, CDs, etc.)* | \$13,000 |

Subconsultants*

- | | |
|---|----------|
| • Cornerstone Earth Group (hazardous materials) | \$17,100 |
| • Cotton, Shires and Associates, Inc. (geology and soils) | \$12,600 |
| • Holman & Associates (archaeology) | \$4,200 |
| • Illingworth & Rodkin, Inc. (air quality, greenhouse gas, and noise) | \$75,600 |
| • Schaaf & Wheeler (recycled water feasibility) | \$12,000 |

TOTAL	\$502,500
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*Subconsultants (with the exception of the transportation subconsultant) and expenses include our standard 15 percent administrative fee. It is anticipated that the City-selected transportation consultant will ultimately be under contract to DJP&A and the cost estimate for their services will include a 10 percent DJP&A administrative fee.

G. Estimated Schedule

DJP&A proposes the following optimum schedule for preparation of the EIR for the Vallco Specific Plan project. DJP&A can commit to maintaining the schedule in the areas which are within our control. Completion of the EIR, as described in this schedule on the following page, is based upon receipt of all necessary project information on schedule. A preliminary list of project information required is provided below. Delays in receiving requested information or responses by others will result in at least day-for-day delays in the overall schedule.

Task	Timeframe
Receipt of signed contract to proceed	November 2017
Task 1: Background Research	November 2017
Task 2: Administrative Draft EIR, assuming finalization of the project description and completion of the TIA in January 2018.	November 2017 – June 2018
Task 3: Draft EIR and NOC	July 2018 – August 2018
Task 4: Final EIR, MMRP, and other Related Items	August 2018 – September 2018
Public Hearings (ERC, Planning Commission, City Council)	September/October 2018

The schedule assumes that the project description will not substantially change once we receive a notice to proceed and begin preparing the EIR, and that no comments are received during the circulation of the EIR that require additional technical studies.

Our proposal is based on the assumption that DJP&A will receive the project details listed below at the onset in order to maintain the optimum schedule outlined below. Delays in receiving any of the information listed below will result in at least day for day delays to the overall project schedule.

Specific Plan Details

- ☐ Proposed land use plan(s) showing limits of residential and other sensitive uses
- ☐ Proposed maximum building height plan(s)
- ☐ City project objectives
- ☐ Infrastructure improvements

Technical Studies

- ☐ Arborist report and peer review
- ☐ School capacity study



Charge Rate Schedule¹

<u>Title</u>	<u>Hourly Rate</u>
Senior Principal	\$ 275.00
Principal Project Manager	\$ 250.00
Senior Environmental Specialist	\$ 220.00
Senior Project Manager	\$ 195.00
Environmental Specialist	\$ 180.00
Project Manager	\$ 170.00
Associate Project Manager	\$ 145.00
Assistant Project Manager	\$ 120.00
Researcher	\$ 105.00
Draftsperson/Graphic Artist	\$ 110.00
Document Processor/Quality Control	\$ 100.00
Administrative Manager	\$ 100.00
Office Support	\$ 85.00

Materials, outside services and subconsultants include a 15% administration fee.

Mileage will be charged per the current IRS standard mileage rate at the time costs occur.

Subject to revision July 1, 2018.

¹ David J. Powers & Associates, Inc. provides regular, clear and accurate invoices as the work on this project proceeds, in accordance with normal company billing procedures. The cost estimate prepared for this project does not include special accounting or bookkeeping procedures, nor does it include preparation of extraordinary or unique statements or invoices. If a special invoice or accounting process is requested, the service can be provided on a time and materials basis. Any fees charged to DJP&A for Client's third-party services related to invoicing, insurance certificate maintenance, or other administrative functions will be billed as a reimbursable expense.

Proposal: Vallco Specific Plan Transportation Impact Analysis



Submitted to:



CITY OF
CUPERTINO

Submitted by:

FEHR & PEERS



October 27, 2017

Aarti Shrivastava, Assistant City Manager
City of Cupertino
10300 Torre Ave
Cupertino, CA 95014

Subject: Proposal to Prepare the Transportation Impact Analysis for the Vallco Shopping District Specific Plan

Dear Ms. Shrivastava:

Fehr & Peers is pleased to submit this proposal to work with the Project team and prepare the transportation impact analysis (TIA) for the Vallco Shopping District Specific Plan Project in Cupertino. The site, commonly known as Vallco Shopping Mall, has a long history and has transitioned from a successful indoor shopping destination in the 70's and 80's to now being essentially vacant. It is ideally located to create a mixed-use center with direct regional access and to capitalize on the City's multimodal infrastructure investments. The potential redevelopment of the mall affords the City the opportunity to develop a plan that takes advantage of the site's opportunities and to work with the community to provide a comprehensive understanding of the trade-offs between plan alternatives and to overcome the previous controversy regarding the site's 2016 ballot initiatives.

Fehr & Peers is looking forward to assisting the City to not only assess the proposed specific plan's impacts and identify mitigation for the surrounding transportation system, but to work with you to minimize its effect on the nearby neighborhoods and to create effective Transportation Demand Management (TDM) and parking management plans to minimize traffic and parking intrusion. We have been involved in transportation studies in the City of Cupertino for over 20 years and have served as a trusted advisor to the City on projects such as:

- Initial TIA for the Vallco Shopping District Specific Plan (2016)
- Traffic analysis for the Wolfe Road/I-280 interchange improvement project (current project)
- TIA for expansion of The Hamptons (2016)
- TIA for Apple Park (Apple Campus 2) Environmental Impact Report (2013)
- TIA and shared parking program for Main Street Cupertino (2013)

Through these projects, we have a wealth of experience that will allow us to streamline the TIA. For example, we already have a well-developed TRAFFIX model that we can easily update for this study. We also have a VISSIM model for the Wolfe Road corridor that we can use to quickly evaluate

operations of intersections and proposed driveways along the mall. Plus we bring an in-depth understanding of SB 743 and effective technical approaches to develop VMT estimates for complex projects.

Should you have any questions, please call Franziska Church, our Project Manager, at (408) 645-7014. We look forward to working with you and the project team to refine the study approach and our scope of work to deliver a successful project. We appreciate the opportunity to submit this proposal and look forward to working with you on this project.

Sincerely,

FEHR & PEERS



Jane A. Bierstedt, PE
Principal

P17-3298-SJ



Our mission is to empower every employee to develop effective and innovative transportation solutions that
improve communities

Proposal: Vallco Specific Plan Transportation Impact Analysis

**Prepared for:
City of Cupertino**

October 27, 2017

P17-3298-SJ

FEHR  PEERS

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Project Understanding & Approach

About Fehr & Peers

Fehr & Peers is a multimodal transportation planning and engineering firm with a local office in San José that has served Cupertino for over 20 years. Fehr & Peers currently has over 260 professionals located in 15 offices in the United States. We have over 85 professionals in our four Bay Area offices, ensuring a deep bench of experienced professionals readily available to serve the City's needs.

We offer our clients the right combination of leading-edge technical skills and extensive knowledge of the communities in which we work to deliver comprehensive solutions and superior client service.

Commitment to Success

Fehr & Peers is committed to providing excellent service and quality work to our clients. We are selective regarding the projects we choose to pursue to continually deliver high quality work products on time and within budget. Fehr & Peers prioritizes opportunities to work with the City of Cupertino and is committing staff members with extensive Cupertino experience for this project.

Recent Relevant Projects

Fehr & Peers has recently worked on numerous projects in the vicinity of the project area, including the Apple Park, The Hamptons, and the I-280/Wolfe Road interchange. Our breadth of project experience in Cupertino serves as a basis for our understanding of the work necessary to meet the project scope and schedule.

We will bring in-depth local experience to this project with Franziska Church as the Project Manager and Jane Bierstedt as the Principal-in-Charge.

Fehr & Peers Services

- Land Use & Transportation Planning (Specific Plans, Precise Plans, General Plans)
- Transportation Impact Analysis
- Multi-modal Simulation
- Travel Demand Forecasting
- Transportation Demand Management (TDM) Plans
- Bicycle/Pedestrian Planning and Design
- Transit Planning
- Complete Street and Streetscape Projects
- Traffic Engineering Design
- Signing & Striping Design
- Traffic Operations & ITS
- Traffic Signal Design & Coordination
- Conceptual Engineering & Feasibility Assessments
- Traffic Calming and Neighborhood Intrusion
- Parking Analysis
- Curbside Management
- Emerging Technologies and Autonomous Vehicles



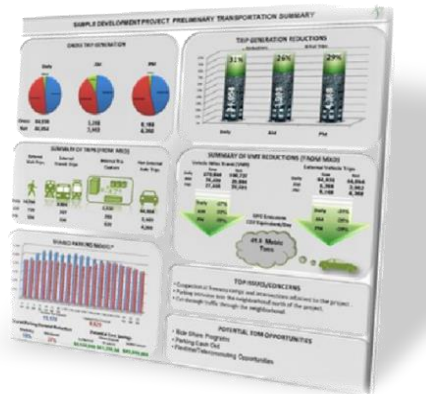


Relevant Expertise

Transportation Analysis and Environmental Review



Fehr & Peers has prepared hundreds of transportation sections for all types of California Environmental Quality Act (CEQA) documents. Our motivation to be the best transportation planning and engineering firm results in our extensive involvement in the development and interpretation of legal and policy thresholds that establish the defensibility of environmental documents. Unlike many firms that complete the transportation analysis and then simply hand it over to the environmental consultant, we work closely with the CEQA experts to ensure that the analysis is based on technical rigor and clearly communicates the study findings and potential impacts to agency staff, the general public, and decision-makers.



The most recent example of this is the technical and policy advisory role that Fehr & Peers has undertaken with the State Office of Planning & Research for SB 743. This landmark legislation will change the CEQA study methodology and mitigation for land use and transportation projects by eliminating the use of level of service and establishing other pertinent automobile-based thresholds such as vehicle miles of travel (VMT). We fully understand the difference between required CEQA studies and those deemed necessary by the local jurisdiction and have been communicating this concept during the development of the SB 743 methodology.

Transportation Impact Analyses

Preparation of Transportation Impact Analyses (TIAs) is one of the core services provided by Fehr & Peers. We have completed hundreds of studies for public, private, and institutional clients to evaluate new land developments (e.g., an office park), redevelopment sites, changes to the street system (e.g., widening of a street), changes in circulation policies, and other actions that affect the transportation system. Examples of our recent TIAs in Cupertino and nearby jurisdictions include:

- Apple Park (Apple Campus 2)
- The Hamptons
- Santa Clara Square
- Main Street Cupertino
- City Place Santa Clara
- Moffett Park Drive



Analysis Tools - MainStreet

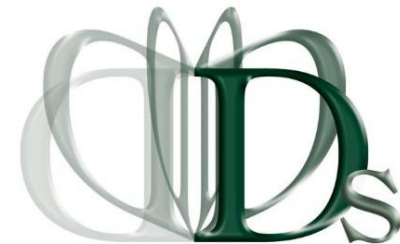
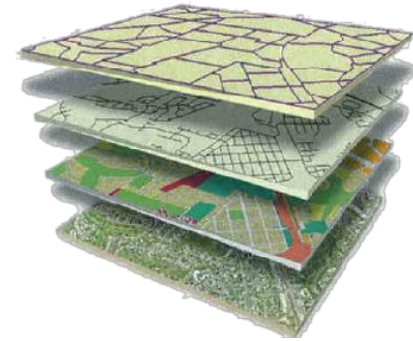
We thrive on challenging assignments in controversial environments and focus on providing innovative, yet practical solutions to complex problems. We have developed numerous analysis tools to enable us to quickly prepare technically accurate calculations that incorporate the latest transportation research. One of the tools that we will use for this project is MainStreet that incorporates MXD, the mixed-use trip generation model.

The MXD model uses a series of site context variables, also known as the “D” variables, to account for vehicle trip reductions for project-specific application. The MXD reductions are based on surveys at 239 sites throughout the United States, and provide a much more defensible process for estimating trip reductions for mixed-use sites than standard traffic engineering methods. With MainStreet, we can develop accurate traffic estimates for the numerous Vallco Specific Plan alternatives and their various land use combinations.

Fehr & Peers has developed a process, known as the “Ds” of smart growth, which has been defined as key sustainability metrics in providing the building blocks for improving mobility for all modes of travel:

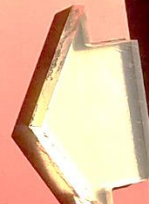
- **Density**
- **Diversity**
- **Design**
- **Destinations**
- **Distance to Transit**
- **Demographics**
- **Development Scale**
- **Demand Management**

The Ds process was developed by Fehr & Peers to account for Vehicle Trip Reductions and associated reductions in Vehicle Miles of Travel associated with the variables. We have implemented our Ds process into a variety of travel demand forecasting applications throughout the country.



Vallco

SHOPPING MALL





Proposed Project Approach

The purpose of this transportation impact analysis (TIA) is to identify potentially significant adverse impacts of the proposed Vallco Specific Plan alternatives on the surrounding transportation system and to recommend mitigation measures, if needed. The impacts will be evaluated following guidelines of the City of Cupertino and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

It is our understanding that the transportation impact analysis (TIA) will evaluate four to five Specific Plan project alternatives, which will include:

- No Project Alternative: Existing 1.2 million-square foot shopping mall at full occupancy
- General Plan Buildout Alternative: Buildout of the area according to the General Plan land use designations, primarily including office land uses, with additional commercial and residential uses
- 2 to 3 Land Use Alternatives: Two to three project alternatives that would be developed as part of the Specific Plan

Analysis Context

In December 2014 Cupertino's City Council adopted its *Community Vision 2040*, which amended the City's General Plan. In response to Senate Bill (SB) 743, which requires alternatives to automobile level of service (LOS) for evaluating transportation impacts, the updated General Plan no longer includes a LOS standard for intersection operations. Rather, the Mobility Element of the *Community Vision 2040* includes guidance to balance the needs of all modes of transportation through measures such as vehicles miles traveled (VMT) and multi-modal analysis methods. Although SB 743 has been adopted at the State level, the Office of Planning and Research (OPR) does not anticipate releasing their final guidelines on how to implement it until late 2017 or early 2018; therefore we propose applying a hybrid approach that maintains the previous level of service standard thresholds for City intersections, providing a focused analysis on transit, bicycle, and pedestrian access, and preparing vehicle miles of travel (VMT) estimates.

Study Area and Scenarios

The preliminary study area and scenarios for the scope of work are described below. We will work with the City and Project Team to finalize the study area and scenarios during the Project initiation state.

Analysis Locations

The Scope of Work and associated Fee are based on evaluating preliminary lists of intersections and freeway segments.

Study Intersections

Per VTA TIA Guidelines, intersections where the project is anticipated to add more than ten trips per lane should be included in the analysis. Based on previous efforts, are scope and fee are based on 50 study intersections, which include Intersections in the City of Cupertino, and in the adjacent jurisdictions: the Cities of Sunnyvale, San Jose, and Saratoga and Santa Clara County. Nineteen are VTA Congestion Management Program (CMP) intersections are included.

Freeway Segments

Per VTA TIA Guidelines, freeway segments where the project is anticipated to add more than one percent of the segment's capacity should be included in the analysis. Our scope and fee includes a total of 30 freeway segments, of which nine freeway segments are on SR 85, fifteen segments on I-280, four segments on I-880, and two freeway segments on SR 17.

Analysis Scenarios

The operations of the 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 each of the proposed Specific Plan alternatives. This scenario also includes roadway modifications proposed by the alternatives.

Scenario 3: Background Conditions – Existing volumes plus traffic from “approved but not yet built” and “not occupied” developments in the area and their required transportation system improvements.

Scenario 4: Background Plus Project Conditions – Scenario 3 volumes plus traffic generated by each of the proposed Specific Plan alternatives plus their proposed roadway modifications.

Scenario 5: Cumulative No Project Conditions – We will run VTA’s 2040 travel demand forecasting model to develop future volumes for the Year 2040.

Scenario 6: Cumulative Plus Project Conditions – Scenario 5 volumes plus traffic generated by each of the proposed Specific Plan alternatives plus their proposed roadway modifications.

Per VTA guidelines, we will also evaluate transit vehicle delay, left-turn, and ramp queuing, and project impacts on bicycle and pedestrian facilities.

Study Tasks

Fehr & Peers will complete the following tasks to fully evaluate the transportation impacts of the Specific Plan alternatives.

Task 1. Prepare Initial Trip Generation and Finalize Scope of Work

Under this task, we will develop initial project trip generation estimates. While Institute of Transportation Engineers (ITE) rates are used to estimate vehicle trips for many projects, VTA's TIA Guidelines specifically state that this may not be the most appropriate method for all projects and that the lead agency should consider using alternative methods in cases such as:

- When the **land use context**, such as high-density infill or development adjacent to transit, is not addressed by the ITE manual;
- When the project includes a mix of land uses (**mixed-use development** type).

The Vallco Plan area meets these criteria so we propose to use one of the methods identified by VTA, the NCHRP 8-51 method which is integrated into our MainStreet tool (asap.fehrandpeers.com/mainstreet).

The directions of approach and departure will be estimated based on the locations of complementary land uses, existing travel patterns in the area, and previous studies conducted in the area. The project vehicle trip generation estimates, distribution pattern, and trip assignments will be submitted to the City for review and comment and will be refined to respond to comments received from City staff. The VTA Auto Trip Reduction Statement (Appendix C in the VTA TIA Guidelines) will be completed and provided as an attachment to the transportation study.

Task 2. Collect Intersection Data

This proposal assumes that new AM (7:00 to 10:00 AM) and PM (4:00 to 7:00 PM) intersection counts (including pedestrian, bicycle, and vehicular turning movement volumes) and field observations will be collected for all 50 study intersections.

Apple Park is located immediately north of the specific plan area. Its construction is mostly complete but it is only minimally occupied. We will discuss timing of the traffic counts with City staff and estimate the amount of traffic that would be added by full occupancy of the campus based on the occupancy rate at the time of the counts.

Task 3. Conduct Background Research and Analysis

The Fehr & Peers staff members assigned to this study are very familiar with the history, politics, physical attributes of Vallco, and development patterns in the surrounding communities through our previous work at the site, Apple Park (Apple Campus 2), and the I-280/Wolfe Road improvement project. We will continue to review recent studies, conduct research, and communicate with City staff to ensure that we are fully apprised of these issues.

Task 4. Evaluate Intersection Operations

We will use the level of service (LOS) method approved by VTA, which is currently based on the 2000 Highway Capacity Manual, to analyze the operations of the study intersections. Operations of the study intersections will be evaluated for mid-week AM and PM peak hours with level of service calculations using TRAFFIX analysis software for all analysis scenarios outlined in above.

The analysis for Existing and Existing Plus Conditions will be based on recent counts collected as part of Task 2 and the trip estimates from Task 1.

For the Background scenario we will use traffic projections for approved developments in Cupertino and surrounding jurisdictions to account for local growth in the area. Planned and funded roadway and intersection improvements will be included in the analysis.

For the Cumulative analysis we will run VTA's travel demand model to develop Year 2040 forecasts. If, however, VTA wants to run the models themselves, this could delay schedule and we would work with the City to develop an alternative approach for Cumulative forecasts. This could include developing a growth rate and/or including pending developments in our volumes.

Task 5. Evaluate Freeway Operations

Existing freeway segment operations will be obtained from the most recent CMP monitoring report and evaluated for Existing and Existing plus Project Conditions.

Under Background and Cumulative Conditions, traffic impacts on CMP freeway segments in Santa Clara County will be identified when the addition of traffic causes a freeway segment's volume-to-capacity (V/C) ratio to exceed one (1.0) and the proposed project increases traffic demand on that segment by an amount equal to one percent or more of the segment capacity.

This scope of work assumes that VTA will provide Fehr & Peers Year 2040 model projects for the study freeway segments.

Task 6. Conduct Other Operational Analysis

We will use the TRAFFIX analysis from Task 4 to evaluate the following project effects on the transportation system:

- Transit Vehicle Delay (Existing, Background and Cumulative Conditions)
- Left-Turn Queuing Analysis (Existing and Background Conditions)
- On-ramp queuing at the Wolfe Road/I-280 interchange (Existing, Background and Cumulative Conditions)

Task 7. Estimate VMT

Fehr & Peers will prepare estimates of the vehicle miles traveled (VMT) due to the project for use in greenhouse gas (GHG) emissions estimation and in response to SB 743. We will develop the average trip lengths based on a select zone analysis from the City of Cupertino travel demand model. The VMT estimates will be prepared in 5 mile per hour speed bins. These estimates would be used by another consultant to estimate GHG emissions.

Task 8. Conduct Neighborhood Intrusion Analysis

The proposed project has the potential to add traffic to the residential streets in adjacent neighborhoods, including the area north of Stevens Creek Boulevard between Blaney Avenue and Wolfe Road as well as Miller Avenue just south of Stevens Creek Boulevard. The amount of project traffic potentially added to these areas and measures to reduce it will be addressed in the TIA.

Task 9. Assess Pedestrian, Bicycle, and Transit Access

We will evaluate how each of the project alternatives impacts pedestrian and bicycle access. Specifically, we will evaluate if the alternative would potentially disrupt existing pedestrian and bicycle facilities, eliminate existing pedestrian and/or bicycle facilities, interfere with planned pedestrian and bicycle facilities, increase conflicts between drivers, pedestrians, and/or bicyclists, or create inconsistencies or conflicts with adopted pedestrian and bicycle system plans, guidelines, policies, or standards. Similarly, for transit we will evaluate if proposed alternatives conflict with existing or planned transit facilities, generates potential transit trips in excess of



available capacity, substantially increases transit delay, or do not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

Task 10. Evaluate Parking Supply

The proposed parking supply will be evaluated in comparison to City Code requirements. The projected demand will be evaluated using ITE rates and shared parking, where appropriate. The potential for parking demand spillover to adjacent streets and neighborhoods will be evaluated.

Task 11. Identify Significant Impacts and Recommend Mitigation Measures

The results of the level of service calculations for Existing Conditions would be compared to the results for Existing Plus Project Conditions to identify project impacts under CEQA. Similarly, the results of the level of service calculations for Background and Cumulative Plus Project Conditions will be compared to the results for the appropriate No Project Conditions to identify project and cumulative impacts under City and CMP guidelines.

Mitigation measures will be identified for locations with significant impacts. These will include capacity enhancements such as lane additions and lane reassignments. Modifications to intersection operations, including changes to signal phasing and timing, will also be considered. If more substantial capacity enhancements are needed, they will be identified, and the project's fair share contribution (in terms of peak hour traffic volumes) will be calculated. Measures to reduce the project's traffic demand, such as through Transportation Demand Management (TDM) measures or land use changes, will also be identified.

The effect of the project (or identified mitigation measures) on transit and bicycle and pedestrian facilities will be evaluated in terms of conflicts with existing or planned facilities or creation of hazardous conditions for bicyclists or pedestrians. Measures to improve site access for pedestrians, bicyclists, and transit riders will be identified.

Task 12. Prepare Documentation

We will document the findings in a TIA report that will include text, graphics, and tables to describe study analysis methods and results, the potential transportation impacts of the proposed project, and corresponding mitigation measures. We will submit the Administrative Draft TIA in electronic format for review by the City and the environmental consultant. We will respond to comments on the Administrative Draft TIA report and prepare the Draft TIA.

Fehr & Peers will submit the Draft TIA in electronic format for review by the City, VTA, Environmental Consultant, and other agencies as applicable. Once responses to the comments have been incorporated, we will produce a Final TIA and submit an electronic for inclusion in the Draft Environmental Impact Report.

Task 13. Prepare Responses to Public Comments

One of our key attributes is the preparation of adequate and legally defensible responses to transportation-related comments on EIRs. We will work with the City and EIR consultant to determine which comments require master responses and which comments require individual responses and submit the responses in a memorandum. We will also submit changes to the Draft EIR language based on the comments for including in the Final EIR.

We will also prepare four additional responses to comments memoranda for comments that are received after the close of the public review period.

Task 14. Coordinate Study and Attend Meetings

Constant communications with City staff, the EIR consultant, and the Specific Plan team will be key to ensuring that the study is focused and stays on schedule. Therefore the scope of work includes attendance at a kick-off

meeting, 20 conference calls, and six in-person meetings. Per the RFP, the fee also includes attendance at up to eight public hearings and preparation of staff reports, or portions thereof.

Optional Tasks

The scope of work proposed above outlines an approach to fully evaluate the project alternatives and satisfy VTA and CEQA requirements. However, there are some optional tasks that the city might want to consider to provide additional detail to the public and decision makers about operational considerations for the Specific Plan, including the requested Transportation Demand Management (TDM) plan. The optional tasks outlined here are not included in our fee estimate.

Optional Task A - Prepare Transportation Demand Management (TDM) Plan

We will prepare a TDM Plan to reduce the amount of traffic generated by the development envisioned under the Specific Plan alternatives. The Plan will identify attributes of the site context, nearby transportation services, and site design measures that will reduce traffic. It will also identify programmatic measures and strategies that can be implemented by property managers and future employers to encourage employees to travel by ridesharing, transit, bicycling, and walking. The City could consider creating a Transportation Management Agency (TMA) to provide area wide measures. We will use our TDM+ tool to estimate the TDM reductions that could be achieved.

Optional Task B: Evaluate Saturday Intersection Operations

Saturday peak hour intersection analysis is not included in our initial scope of work, since only retail uses would primarily add trips to the roadway network during this time period (i.e., office and housing uses have relatively low Saturday peak hour trip generation rates). Additionally, the surrounding roadway network generally has greater available capacity on weekends to accommodate added retail traffic. As an optional task, Fehr & Peers can conduct a focused analysis of weekend operations for intersections along Wolfe Road (Homestead Road to Stevens Creek Boulevard) and Stevens Creek Boulevard

(Perimeter Road to Lawrence Expressway) using TRAFFIX analysis software for the “No Project” and “Plus Project” scenarios under Existing and Background Conditions. This task would require additional data collection to capture existing Saturday peak period traffic volumes.

Optional Task C.1: Conduct Corridor Analysis along Wolfe Road and Evaluate Site Access

To effectively evaluate access to the site and balance the needs of all modes (pedestrians, bicyclists, transit users, and vehicles), Fehr & Peers will update the VISSIM microsimulation model to evaluate operations of the Wolfe Road corridor between the Homestead Road and Stevens Creek Boulevard and the Vallco Parkway corridor between Wolfe Road and Tantau Avenue under Background plus Project Conditions. We will use the model to evaluate roadway operations, to assess the effects of the proposed driveways on Wolfe Road and Vallco Parkway, and to identify improvements to reduce congestion and bottlenecks. Improvements may include signal timing and phasing changes, added lanes, lane reassignments, turn pocket extensions and other geometric changes.

Using the results from the VISSIM model, we can also conduct a site access and circulation assessment to ensure safe and efficient circulation of vehicles, including delivery vehicles, bicycles and pedestrians around the Project site and on the roadways adjacent to the Project site, including:

- Site access and interface with roadway network
- Delivery vehicle access/circulation and loading zone design
- Parking garage access and circulation
- Emergency vehicle access and circulation
- Vehicular circulation and roadway sizing within the site
- Pedestrian access and circulation within and adjacent to the site
- Bicycle access and circulation within and adjacent to the site

- Transit access to the site
- Pedestrian access to and from transit stops

Optional Task C.2: Conduct Corridor Analysis along Stevens Creek Boulevard

As an optional task we will expand the corridor analysis to include the Stevens Creek Boulevard between Perimeter Road and Lawrence Expressway

Optional Task D: Evaluate Construction Traffic Impacts

As an optional task we will evaluate construction traffic impacts using the estimated number of trucks and construction workers that will be on site on a given day and the rerouting of traffic that may occur with road detours or staging. Construction parking will also be evaluated based on the number of workers and construction phasing. If construction impacts are identified, mitigation measures such as a construction traffic management plan will be listed and will ultimately include truck routes and construction hours.



Key Staff

Proposed Project Team

The proposed Fehr & Peers team is composed of passionate planners and engineers with the expertise and knowledge necessary to work with Cupertino staff, the EIR consultant, the Specific Plan team, City decision makers, and the community to create a technically accurate Transportation Impact Analysis on an accelerated schedule. Our team members are specialists in TIAs and have numerous years of experience in Cupertino.

Franziska Church, AICP, Project Manager

Franziska Church, AICP, will be the Project Manager. She has an excellent working relationship with City staff through previous work on the site and was the author of the transportation chapter of the Apple Park (Apple Campus 2) EIR. Franziska has proven an effective project manager and planner, and her ability to address clients' needs has led to the successful completion of numerous transportation impact studies, environmental impact reports, parking studies, and traffic calming and traffic engineering studies.



Jane Bierstedt, PE, Principal-in-Charge

Jane Bierstedt, PE, will be the Principal-in-Charge. Jane has been involved in transportation projects in Cupertino for over 30 years, including studies for Vallco Fashion Park expansions, Apple's headquarters, Apple Park, and Main Street Cupertino. Ms. Bierstedt has 35 years of professional experience in transportation planning and engineering. She is well-versed in the relationship between land uses and transportation and parking demand and specializes in Specific Plans and the transportation and circulation sections for their environmental documents.



Ashley Brooks, PE, Project Engineer

Ashley Brooks will be the Project Engineer. Ashley has conducted traffic operations analysis in the vicinity of the site and is the Project Engineer for the I-280/Wolfe Road interchange upgrade project. Ashley has substantial experience in transportation planning and engineering studies. She has served as Project Manager or Project Engineer on numerous Transportation Impact Analysis Reports and Environmental Impact Reports.







Proposed Fee & Schedule

Proposed Fee

Our cost estimate to conduct our preliminary scope of work is summarized below. This fee is based on our assumptions outlined in the analysis approach and we are happy to discuss the final scope and associated fee with City staff to ensure we are meeting the analysis objectives.

Task	Cost
Data Collection (50 intersections)	\$33,500
Impact Analysis	179,900
Documentation	\$40,000
Meetings and Team Collaboration	\$37,000
Total	\$290,400

Preliminary Project Schedule

We understand that schedule is an imperative aspect of the project and that the City seeks to develop the Specific Plans and complete the EIR by Fall of 2018. To meet this ambitious goal, there are several key milestone for the TIA that would need to be met, which are outlined below.

	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Data Collection												
Scope Negotiations												
No Project Analysis												
Project Analysis												
Response to comments/EIR												
Approve Project												