

STAFF REPORT

DATE: November 5, 2019

TO: City Council

FROM: Ashley Feeney, Assistant City Manager
Sherri Metzker, Principal Planner

SUBJECT: Aggie Research Campus Supplemental EIR Contract

Recommendation

Staff recommends that the City Council:

1. Approve the attached Resolution authorizing the City Manager to enter into a contract with Raney Planning & Management, Inc. to prepare the Supplemental EIR; and;
2. Approve the attached Budget Adjustment appropriating \$239,566.00 for the Aggie Research Campus Project Supplemental Environmental Impact Report (SEIR) and California Environmental Quality Act (CEQA) Addendum.

Council Goals

This action does not directly relate to a current City Council goal.

Fiscal Impact

The contract amount totals \$239,566.00. This includes \$189,571.00 for the estimated SEIR costs, plus a previous contract to prepare CEQA Addendum is \$49,995.00. All SEIR and CEQA-related costs will be covered by the applicant. . The total cost will cover the impact evaluation of the changed conditions on all sections of the 2017 EIR, including but not limited to traffic, air quality, greenhouse gases, health risk assessment, noise, and biology.

Background

On September 19, 2017, the City Council adopted Resolution 17-125, certifying the Final Environmental Impact Report (“EIR”) for the Mace Ranch Innovation Center project (“MRIC”). The planning applications related to the EIR were subsequently put on hold. On June 11, 2019, the City received a letter from the property owners of the MRIC project site (Buzz Oates, Reynolds & Brown, and Ramco Enterprises) requesting the City recommence with processing of their innovation center application, which has been renamed as the Aggie Research Campus (“ARC”). On September 30, 2019, the applicant submitted a project description and a number of other exhibits related to their application that are under review and are included as informational attachments to this staff report. On October 8, 2019, staff brought an ARC application update and a request to establish a City Council subcommittee for the project.

The October 8, 2019 staff report can be found at <http://documents.cityofdavis.org/Media/Default/Documents/PDF/CityCouncil/CouncilMeetings/Agendas/20191008/05E-ARC-Application.pdf>.

Additional project information and updates can be found on the City website at: <https://www.cityofdavis.org/city-hall/community-development-and-sustainability/development-projects/aggie-research-campus>.

Raney Planning & Management was the consultant that prepared the EIR for the MRIC project, which included a mixed-use alternative. The applicant team has chosen the mixed-use alternative as the version of the project to be brought before the decision-makers for their consideration. The mixed-use version of the project was evaluated in the certified EIR at a level equal to that of the proposed project. The proposed MRIC project consisted of a Planned Development (PD), which included 1,580,000-square feet (sf) of research/office/research and development uses, 884,000 sf of manufacturing/research uses, 40,000 sf of ancillary retail uses, and 150,000 sf of hotel/conference uses. Eventual development of the proposed MRIC project, totaling 229 acres, would have required annexation of the 212-acre MRIC site, which included the 25-acre City owned parcel, and the 16.48-acre Mace Triangle, into the City of Davis. The certified MRIC EIR also included an equal weight analysis of a Mixed-Use Alternative in Chapter 8. The Mixed-Use Alternative provided the same non-residential square footage and land uses as the proposed MRIC project, but included up to 850 residential units intended to support the innovation center's employee-generated demand for housing, residential and retail square footage of 324,162 square feet, not including the parking structure, results in a floor area ratio of 0.90.

The currently proposed version of the mixed-use alternative, known as Aggie Research Campus (ARC), is in substantial conformance with the Mixed-Use Alternative version evaluated in the 2017 certified EIR. Relatively minor differences consist of eliminating the City-owned 25-acre parcel from the proposed development area, although this property would still be included in the proposed annexation limits. The proposed 194-acre research campus would consist of 36.7-acres of research and development offices and retail uses, 65.2-acres of research and development manufacturing offices, as well as approximately 850 mixed-use units on 27.4-acres. The project would also include 10.9 acres dedicated to a park and greenway, as well as 22.6 acres of agricultural buffer along the perimeter of the site consisting of multi-use trails and greenways. Other minor differences consist of revisions to the on-site infrastructure and roadways to improve circulation within the project site. As was originally the case, the proposed mixed-use alternative would still include annexation of the "Mace Triangle" area, south of CR 32A, to avoid creation of a County island, upon annexation of the ARC. The Mace Triangle site consists of three parcels (APN 033-630-006, -11, -012) totaling 16.48-acres, located directly southwest of the ARC site and north of Interstate 80. The project applicant is currently seeking City approval of the following program-level entitlements for ARC:

- General Plan Amendment;
- Pre-Zoning (Preliminary P-D);
- Development Agreement; and
- Baseline Project Features (for Measure R vote).

Subsequently, and in order to allow physical site development, the project will require the following additional discretionary approvals:

- Final Planned Development;
- Site Plan & Architectural Review; and
- Tentative Maps.

Recommended EIR Contract

The project site is bordered by Mace Road on the west and Chiles Road on the south. Presently, the property is located within the jurisdiction of Yolo County. The property lies at the eastern entry point to the City for many vehicles, bicycles, and pedestrians and very near the Interstate 80 mainline. Mace Boulevard and Chiles Road are City arterial streets with many busy intersections in the vicinity. Potential traffic impacts will be one primary area of focus for the SEIR. Raney Planning and Management will be evaluating the impact of changed conditions on all sections of the 2017 EIR, including but not limited to air quality, greenhouse gases, health risk assessment, noise, and biology.

Since Raney Planning and Management prepared the original EIR in 2017, the City solicited and received an SEIR proposal from them. Community Development staff reviewed the proposal and recommends Raney Planning & Management as the best fit to prepare the Supplemental Environmental Impact Report for the proposed project. Raney is well qualified and has experience preparing EIRs in Davis. Additionally, they are already familiar with the project as the contract planning staff managing the original Mace Ranch Innovation Center EIR.

The EIR consultant analysis will cover the impact evaluation of the changed conditions on all sections of the 2017 EIR, including but not limited to traffic, air quality, greenhouse gases, health risk assessment, noise, and biology. Raney will be responsible for conducting peer reviews of the reports, providing analysis of other CEQA-required topics, and packaging and processing the environmental documents through public hearing. Raney will also be subcontracting for technical studies on the Noise and Transportation chapters.

Analysis

In situations when a lead agency has certified an EIR for a project, and subsequently the project is modified requiring additional environmental review, the lead agency has a few options for conducting such review. Depending on the nature of the project modifications, a lead agency may prepare an Addendum, a Supplement to the EIR, or a Subsequent EIR. According to Section 15164, a lead agency can prepare an Addendum to a previously certified EIR if some changes or additions to an EIR are necessary, but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred.

Given the relatively minor changes to the project, as evaluated in the Mixed-Use Alternative within the MRIC EIR it is anticipated that criterion of Section 15162 could be triggered. Based upon Fehr & Peers' preliminary analysis of the traffic count data included in the MRIC EIR and more recent counts conducted on key roadway segments serving the project, it is Fehr & Peers' professional opinion that the proposed ARC project may result in new significant impacts, or

substantial increase in the severity of significant impacts previously identified in the MRIC EIR. In such a case, an Addendum would not be the appropriate CEQA document to evaluate the environmental effects of the proposed project. The question then becomes whether a Subsequent EIR or a Supplement to the MRIC EIR should be prepared. Raney currently believes that a Supplement to the MRIC EIR would be the appropriate CEQA document given that the ARC project would likely necessitate minor changes to the overall analysis contained in the MRIC EIR.

Raney proposes to prepare a Supplement to the MRIC EIR that would provide an analysis of the anticipated environmental effects of the buildout of the ARC project. While the CEQA Guidelines are fairly general with respect to the scope of a Supplemental (or Subsequent) EIR once the lead agency has determined that said document is required, case law offers broad guidance. Generally, a Supplemental EIR is required to evaluate only the changes in the project, changes in circumstances, or new information that led to the preparation of the further EIR.

Analysis in the Supplemental EIR will include assessment of the individual and cumulative environmental effects of the project. Pursuant to CEQA Guidelines Section 15162, the focus will be on whether the ARC project and other MRIC project modifications would result in new significant impacts, or increase in the severity of significant impacts previously identified by the City in the MRIC EIR. Raney will also consider whether substantial changes have occurred with respect to the circumstances under which the project will be undertaken, including any changes to the environmental setting since certification of the MRIC EIR. The Draft Supplemental EIR, Final Supplemental EIR, and related work products will be prepared in accordance with the criteria, standards, and provisions of CEQA, Section 21000 et seq. of the Public Resources Code and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.), and the regulations, requirements, and procedures of the City of Davis.

The project proposal is also undergoing review by staff and various city commissions. Upon completion of the analysis by the CEQA consultant, the draft CEQA analysis will be circulated for review and final draft considered by the Planning Commission and City Council concurrently with the requested project entitlements.

Attachments

1. Resolution approving contract with Raney Planning & Management
 - a. Scope of Work, Preliminary Schedule, and Budget
2. Budget Adjustment

ATTACHMENT 1

RESOLUTION NO. 19-___, SERIES 2019

**RESOLUTION AUTHORIZING CITY MANAGER TO EXECUTE ENVIRONMENTAL
IMPACT REPORT CONTRACT WITH RANEY PLANNING AND MANAGEMENT
FOR THE AGGIE RESEARCH CAMPUS PROPOSAL**

WHEREAS, the City has received planning applications for the Aggie Research Campus proposal located at the northeast corner of Mace Boulevard and Chiles Road; and

WHEREAS, a Supplemental Environmental Impact Report (EIR) is required for the application in accordance with the provisions of the California Environmental Quality Act (CEQA); and

WHEREAS, Raney Planning and Management prepared the Mace Ranch Innovation Center Draft and Final EIRs; and

WHEREAS, Raney Planning & Management is well-positioned to perform EIR preparation services because Raney brings years of CEQA expertise in Davis that will allow for a legally-adequate EIR as part of the public review process for the applications; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Davis that it hereby approves a consultant agreement with Raney Planning & Management, not to exceed \$239,566.00 for the scope of work attached to this Resolution.

AND BE IT FURTHER RESOLVED that the City Manager is directed and authorized to execute the agreement, including any minor technical or clarifying changes as necessary.

PASSED AND ADOPTED by the _____ of the City of Davis on this ___ day of October, 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

Brett Lee, Mayor

ATTEST:

Zoe Mirabile, CMC
City Clerk

Attachment: Scope of Work

October 25, 2019

Mr. Ashley Feeney
Assistant City Manager/Director of Community and Economic Development
City of Davis
23 Russell Blvd, Suite 1
Davis, CA 95616

Re: Aggie Research Campus Supplement to an Environmental Impact Report

Dear Mr. Feeney:

On behalf of Raney, a division of Raney Planning & Management, Inc., I am pleased to submit the following proposal for the preparation of a Supplement to the certified Mace Ranch Innovation Center (MRIC) Environmental Impact Report (EIR) SCH# 2014112012. The following scope of work has been tailored based on the information provided to date and discussions with City of Davis staff. The scope of work may be further refined in coordination with you and City of Davis staff, as needed. We look forward to the opportunity to work with you on this project.

PROJECT UNDERSTANDING

Raney previously prepared an EIR for the proposed MRIC, which was certified by Davis City Council in September 2017. At the applicant's request, the EIR was brought before City Council for consideration to certify the document without concurrent consideration to approve a project. Without approval of a project, a Notice of Determination (NOD) could not be filed, thus starting the statute of limitations for legal challenge. The project applicant team has recently reengaged with the City and expressed their desire to proceed with bringing a project before the Davis decision-makers for consideration of approval. The applicant team has chosen the mixed-use alternative as the version of the project to be brought before the decision-makers for their consideration. The mixed-use version of the project was evaluated in the certified EIR at a level equal to that of the proposed project, as discussed below.

The proposed MRIC project consisted of a Planned Development (PD), which included 1,580,000-square feet (sf) of research/office/research and development uses, 884,000 sf of manufacturing/research uses, 40,000 sf of ancillary retail uses, and 150,000 sf of hotel/conference uses. Eventual development of the proposed MRIC project, totaling 229 acres, would have required annexation of the 212-acre MRIC site which included the 25-acre City-owned parcel, and the 16.48-acre Mace Triangle, into the City of Davis.

The certified MRIC EIR also included an equal weight analysis of a Mixed-Use Alternative in Chapter 8. The Mixed-Use Alternative provided the same non-residential square footage and land uses as the proposed MRIC project, but included up to 850 residential units intended to support the innovation center's employee-generated demand for housing.

The currently proposed version of the mixed-use alternative, known as Aggie Research Campus (ARC), is in substantial conformance with the Mixed-Use Alternative version evaluated in the

certified EIR. Relatively minor differences consist of eliminating the City-owned 25-acre parcel from the proposed development area, although this property would still be included in the proposed annexation limits. The 194-acre research campus would consist of 36.7-acres of research and development offices and retail uses, 65.2-acres of research and development manufacturing offices, as well as approximately 850 mixed-use units on 27.4-acres. The project would also include 10.9 acres dedicated to a park and greenway, as well as 22.6 acres of agricultural buffer along the perimeter of the site consisting of multi-use trails and greenways. Other minor differences consist of revisions to the on-site infrastructure and roadways to improve circulation within the project site. As was originally the case, the proposed mixed-use alternative would still include annexation of the “Mace Triangle” area, south of CR 32A, so as to avoid creation of a County island, upon annexation of the ARC. The Mace Triangle site consists of three parcels (APN 033-630-006, -11, -012) totaling 16.48-acres, located directly southwest of the ARC site and north of Interstate 80.

The project applicant is currently seeking City approval of the following program-level entitlements for ARC:

- General Plan Amendment;
- Pre-Zoning (Preliminary P-D);
- Development Agreement; and
- Baseline Project Features (for Measure R vote).

Subsequently, and in order to allow physical site development, the project will require the following additional discretionary approvals:

- Final Planned Development;
- Site Plan & Architectural Review; and
- Tentative Maps.

APPROACH

In situations when a lead agency has certified an EIR for a project, and then the project is modified, requiring additional environmental review, the lead agency has a few options for conducting such review. Depending on the nature of the project modifications, a lead agency may prepare an Addendum, a Supplement to the EIR, or a Subsequent EIR. According to Section 15164, a lead agency can prepare an Addendum to a previously certified EIR if some changes or additions to an EIR are necessary, but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred. The 15162 conditions are as follows:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Given the relatively minor changes to the project, as evaluated in the Mixed-Use Alternative within the MRIC EIR, it is unlikely that criterion (1) would be triggered. Rather, for reasons discussed below, it is anticipated that criterion (2) could be triggered. Based upon Fehr & Peers' preliminary analysis of the traffic count data included in the MRIC EIR and more recent counts conducted on key roadway segments serving the project, it is Fehr & Peers' professional opinion that the proposed ARC project may result in new significant impacts, or substantial increase in the severity of significant impacts previously identified in the MRIC EIR. In such a case, an Addendum would not be the appropriate CEQA document to evaluate the environmental effects of the proposed project. The question to be considered then becomes whether a Subsequent EIR or a Supplement to the MRIC EIR should be prepared. Raney currently believes that a Supplement to the MRIC EIR would be the appropriate CEQA document given that the ARC project would likely necessitate minor changes to the overall analysis contained in the MRIC EIR. According to CEQA Guidelines Section 15163 concerning a Supplement to an EIR:

- (a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
 - (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
 - (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or EIR.
- (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

Raney proposes to prepare a Supplement to the MRIC EIR that would provide an analysis of the anticipated environmental effects of the buildout of the ARC project. While the CEQA Guidelines are fairly general with respect to the scope of a Supplemental (or Subsequent) EIR once the lead agency has determined that said document is required, case law offers broad guidance. Generally, a Supplemental EIR is required to evaluate only the changes in the project, changes in circumstances, or new information that led to the preparation of the further EIR. Raney, as part of the MRIC EIR, included a *Mixed-Use Alternative* chapter to provide a detailed description of the Mixed-Use Alternative, and subsequently, an equal-weight analysis of the potential environmental impacts that may result from implementation of the Mixed-Use Alternative. The *Mixed-Use Alternative* chapter included an Introduction, detailed project description, and a Mixed-Use Alternative Analysis section which, included the same “Impact Statements” evaluated in each environmental issue chapter of the MRIC EIR. Because the applicant is proposing to proceed with the Mixed-Use Alternative project, with minor modifications, Raney anticipates the Supplement to the MRIC EIR will consist of an updated *Mixed-Use Alternative* chapter (i.e., Chapter 8) in “strike-through” underline format in order to make the previous EIR adequately apply to the project in the changed situation (see CEQA section 15163(a)(2)). However, as the *Mixed-Use Alternative* chapter is prepared, if Raney discovers it is difficult to follow in a “strike-through” underline format, Raney will coordinate with City staff to determine a more user-friendly approach. Additionally, Raney will incorporate recent updates to the CEQA Guidelines into the *Mixed-Use Alternative* chapter under a “Changes to the CEQA Guidelines” header. Raney also anticipates updating the *Introduction*, *Executive Summary*, and *References and Authors* chapters, as necessary. It should be noted that Raney assumes that the Alternatives are still valid. For the purposes of this scope, Raney will be referring to the document as a “Supplemental EIR.” While all impacts from the MRIC EIR will be evaluated, Raney anticipates that the primary environmental issues of concern for the proposed project are Air Quality and Greenhouse Gas (GHG) Emissions, Biological Resources, Noise, and Transportation.

Analysis in the Supplemental EIR will include assessment of the individual and cumulative environmental effects of the project. Pursuant to CEQA Guidelines Section 15162, the focus will be on whether the ARC project and other MRIC project modifications would result in new significant impacts, or increase in the severity of significant impacts previously identified by the City in the MRIC EIR. Raney will also give consideration to whether substantial changes have occurred with respect to the circumstances under which the project will be undertaken, including any changes to the environmental setting since certification of the MRIC EIR. The Draft Supplemental EIR, Final Supplemental EIR, and related work products will be prepared in accordance with the criteria, standards, and provisions of CEQA, Section 21000 et seq. of the Public Resources Code and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.), and the regulations, requirements, and procedures of the City of Davis.

It should be noted that, CEQA Guidelines Section 15163, regarding a Supplement to an EIR, does not explicitly require a lead agency to issue a Notice of Preparation (NOP) for a Supplement to an EIR. Based on Raney’s experience, and input from CEQA attorneys, a NOP is not required to be released for a Supplement, and it is up to the lead agency as to whether or not they choose to do so. For the purposes of this scope, Raney has assumed a NOP will not be released.

Raney assumes that any additional project information needed to facilitate the environmental review of the project will be supplied by the City and project team. Raney will remain objective and rely on the City to make the ultimate determination on the conclusions and mitigation measures.

Raney firmly believes that the level of coordination between the City, pertinent local and State agencies, and the local citizens is directly proportional to the success of the project. Raney intends to work closely with the City of Davis throughout the development and processing of the Supplemental EIR. Raney will remain objective and rely on the City, as the CEQA Lead Agency, to make the ultimate determination on the conclusions. The expectation of Raney is that we will serve as environmental consultants to the City and will make ourselves available to assist the City to facilitate the process. For the purposes of this scope, Raney assumes the City will handle all Native American consultation processes pursuant to AB 52 and SB 18. If the City would like assistance with these required consultation processes, Raney can amend this scope of work to include additional budget.

Available Technical Report

Raney understands that Sycamore Environmental Consultants, under contract with the applicant, is preparing an updated Biological Resources Assessment for use in the analysis.

Technical Reports Prepared by Raney and its Sub-Consultants

Raney proposes to sub-contract with Fehr & Peers to conduct a Transportation Impact Study (TIS) to determine the necessary revisions that should be made to the transportation section of the Mixed-Use Alternative analysis contained in the EIR. Additionally, Raney proposes to sub-contract with Saxelby Acoustics to review the TIS to be prepared by Fehr & Peers to determine if any new significant traffic noise impacts will occur. It should be noted that Saxelby Acoustics President Luke Saxelby served as the project manager for the original traffic noise analysis when he was still with j.c. brennan & associates.

The Air Quality and Greenhouse Gas (GHG) analysis for the project will be conducted in-house by Raney's Division Manager/Air Quality Specialist Rod Stinson, Assistant Division Manager/Air Quality Specialist, Angela DaRosa, and Senior Associate/Air Quality Technician, Jacob Byrne. All air quality & GHG studies are prepared consistent with the regulations and requirements of CEQA, Assembly Bill (AB) 32, Senate Bill (SB) 32, the North Sierra Air Quality Management District, and the CEQA Lead Agency.

TECHNICAL SCOPE OF WORK

The following scope of work has been developed based on discussions with City staff, and the information provided to date for the proposed project. The scope of work identifies each task in the preparation of the necessary documents and includes all work products associated with each task.

TASKS 1.1-1.2: PROJECT COMMENCEMENT

Tasks 1.1: Project Initiation

The objective of this task is to coordinate with the City of Davis and the project team to confirm assumptions regarding the proposed project and scope of work for the proposed project.

Raney will provide the following deliverables:

- Obtain and review available data for the project area, including project specific plans for the ARC project;
- Attend a kick-off meeting with City staff to review project schedule, and refine scope of work, if needed; and
- Conduct a site visit to take photographs and confirm existing conditions.

Task 1.2: Prepare Updated Mixed-Use Alternative Project Description

The objective of this task is to prepare an updated Mixed-Use Alternative project description in consultation with City staff. Raney has found that completing a draft of the project description during the project initiation phase greatly reduces the potential for project-related issues throughout the preparation of the environmental documents. As previously noted, the certified MRIC EIR included an equal weight analysis of a Mixed-Use Alternative in Chapter 8. The project description section of Chapter 8, which includes a full description of the Mixed-Use Alternative will be updated in “strike-through” underline format to reflect the minor modifications to the Mixed-Use Alternative proposed for the ARC project.

Raney will provide the following deliverables:

- Collaborate with City staff to build upon the project description details;
- Revise the existing Mixed-Use Alternative project description in “strike-through” underline format to reflect the ARC project, as needed;
- Submit one electronic copy of the revised project description section of Chapter 8 to the City for review and comment; and
- Submit one electronic copy of the final project description section of Chapter 8 to the City prior to incorporation into the Supplemental EIR.

TASKS 2.1-2.3: DRAFTING SUPPLEMENTAL EIR

Task 2.1: Prepare Administrative Draft Supplemental EIR

The objective of this task is to prepare an Administrative Draft Supplemental EIR for the proposed project that will provide analysis for the proposed ARC project. The Administrative Draft Supplemental EIR will provide the public and decision-makers with a legally defensible environmental analysis of the proposed project, which will be accurate, objective, and free of jargon. Pursuant to CEQA Guidelines Section 15163, the Administrative Draft Supplemental EIR will include all information necessary to make the previous EIR adequate for the project as revised, and will be circulated independent of the previous EIR.

It should be noted that Raney assumes the analysis of the remaining Alternatives within the MRIC EIR is still valid and will not require any updates. Raney proposes to include the following chapters in the Supplemental EIR in order to provide all information necessary to make the previous EIR adequate for the revised project:

2.1.1 Introduction and Executive Summary

The introduction will cite the provisions of CEQA to which the proposed project is subject. This section will identify the background to the MRIC project and its certified EIR, intended uses of the Supplemental EIR, agencies that may rely upon the Supplemental EIR, and purpose of the Supplemental EIR and statutory authority.

The Supplemental EIR will also include an Executive Summary Chapter, primarily consisting of a summary table, which will include a matrix of impacts and mitigation measures, with levels of significance of impacts before and after mitigation. The summary table will include all mitigation measures applicable to the proposed project, including those identified in the 2017 MRIC EIR.

2.1.2 Update Mixed-Use Alternative to Reflect Final MRIC EIR Revisions

As previously noted, the MRIC EIR included Chapter 8 *Mixed-Use Alternative*. Following the public review period of the Draft EIR, the MRIC EIR was formally updated as part of the Final EIR; therefore, Raney will update the *Mixed-Use Alternative* chapter to reflect the revisions that were made within the Final EIR.

2.1.3 Mixed-Use Alternative

As previously noted, the *Mixed-Use Alternative* chapter of the MRIC EIR analyzed the mixed-use alternative at an equal-level. Raney proposes to update the following sections of the *Mixed-Use Alternative* chapter to adequately analyze the changes to the project and circumstances under which the project is undertaken.

Mixed Use Alternative Description

Raney will utilize the revised project description prepared in *Task 1.2 Prepare Updated Mixed-Use Alternative Project Description*.

Mixed Use Alternative Analysis

The environmental analysis for the proposed project will focus on potential environmental impacts resulting from the changes of the proposed project. The original “Mixed-Use Alternative Analysis” section of Chapter 8 of the MRIC EIR analyzed the same Impact Statements throughout technical chapters 4.1-4.15 of the MRIC EIR. Raney anticipates that the following environmental topics will be the primary focus of the Supplemental EIR, as revisions to these sections would be necessary to make the previous EIR adequately apply to the project modifications and/or changes in circumstances (see CEQA Section 15163(a)(2)): Air Quality and GHG Emissions, Biological Resources, Noise, and Transportation. Additionally, Raney anticipates including a section to address the recent changes to the CEQA Guidelines. Statutorily required sections, including Growth Inducing Impacts, Cumulative Impacts, and Significant and Unavoidable Impacts, will also be included. It is also important to note that minor revisions are anticipated for the Public Services and Recreation section of the EIR to adjust the park requirements for the project, based upon current City regulations and methodologies.

Raney’s proposed approach to each environmental issue section is as follows:

a) *Air Quality and GHG Emissions*

Raney anticipates the need to conduct additional air quality and GHG analysis as a result of adjustments to the trip generation methodology that will be performed by Fehr & Peers, as part of their TIS. This is because air quality/GHG analysis is driven by trip generation and vehicle miles travelled. In addition, certain public comments on the MRIC DEIR required revisions to the modeling for the proposed project, which were incorporated into the Final EIR. These revisions will also need to be made for the Mixed-Use Alternative as part of the Supplemental EIR. These include, at a minimum, updated GHG modeling (construction and operation) and an updated construction Health Risk

Assessment (HRA), using Office of Environmental Health Hazards Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments. The results of the updated analyses will be incorporated into the appropriate impact statements in the Mixed-Use Analysis chapter.

b) Biological Resources

With respect to the biological resources section, Raney will rely upon the updated BRA memo prepared by Sycamore. Raney anticipates the updated BRA memo will analyze whether the condition of the site has changed over time resulting in any new impacts to plant communities, wildlife, or wetlands or increased severity of impacts already identified in the MRIC EIR. Raney will internally review the BRA memo for accuracy and adequacy. Additionally, the mitigated measures found in the MRIC EIR, specifically MM 4.4-3(b), will be reviewed to determine if any modifications are required to ensure consistency with the Yolo Habitat Conservancy Plan/Natural Community Conservancy Plan (HCP/NCCP) which was adopted after certification of the MRIC EIR.

c) Noise

With respect to the noise section, Raney proposes to sub-contract with Saxelby Acoustics to review the updated project information and the TIS to be prepared by Fehr & Peers (please see *Attachment A* for a complete scope of work). Saxelby Acoustics will evaluate increased traffic noise levels at existing sensitive receptors in the project vicinity using traffic volumes provided by the traffic analysis conducted by Fehr & Peers. Saxelby Acoustics will provide traffic noise levels for Existing, Existing Plus Project, Cumulative, and Cumulative Plus Project scenarios. Saxelby will compare traffic noise impacts to those in the MRIC EIR to determine if additional mitigation is required. In addition, Saxelby will provide a technical noise memo of their findings. Raney will internally review the memo to ensure that all CEQA issues have been adequately and accurately addressed and will incorporate the findings of the analysis into the noise section of the *Mixed-Use Alternative* chapter of the Supplemental EIR.

d) Transportation

The transportation section will evaluate potential impacts to the surrounding roadway network. The focus of the analysis will be to determine if the changes in circumstances (e.g., background traffic) would lead to new significant impacts or a substantial increase in severity of previously identified significant impacts, upon implantation of the ARC project. Raney will rely on the TIS prepared for the project by Fehr & Peers, under contract with Raney (please see *Attachment B* for a complete scope of work). Fehr & Peers will update existing transportation conditions as documented in the MRIC Draft EIR based on recent traffic counts at intersections along key roadway serving the project. Fehr & Peers will compile weekday morning (7 AM to 9 AM) and evening (4 PM to 6 PM) peak period vehicle turning movements at all intersections listed below. Locations were selected for study based on their proximity to the project site, anticipated use by project trips, and susceptibility for being affected by the project. Fehr & Peers will examine the following intersections using Synchro, which uses *Highway Capacity Manual* (Transportation Research Board, 2016) for intersection operations analysis:

- E Covell Boulevard/Pole Line Road;
- E Covell Boulevard/Birch Lane;

- E Covell Boulevard/Baywood Lane;
- E Covell Boulevard/Manzanita Lane;
- E Covell Boulevard/Wright Boulevard;
- E Covell Boulevard/Monarch Lane;
- E Covell Boulevard/Alhambra Drive;
- E Covell Boulevard/Harper Jr HS Access;
- CR 32A/CR 105;
- CR 32A/I-80 WB Ramps;
- CR 32B/I-80 EB Ramps;
- Mace Boulevard/ARC Site Access (future intersection); and
- CR 32A/ARC Site Access (future intersection).

To account for close spacing of intersections and peak period queueing, Fehr & Peers will examine the following intersections using SimTraffic microsimulation software for intersection operation analysis:

- Mace Boulevard/Alhambra Drive;
- Second Street/Faraday Avenue (Target) ;
- Mace Boulevard/Second Street;
- County Road 32A/Mace Park and Ride Entrance;
- Mace Boulevard/I-80 WB Ramps;
- Mace Boulevard/Chiles Road;
- Chiles Road/I-80 EB Ramp;
- Mace Boulevard/Cowell Boulevard; and
- Mace Boulevard/El Macero Drive.

Fehr & Peers will perform level of service (LOS) analysis for all intersections listed above using procedures described in the *Highway Capacity Manual*. Fehr & Peers will use the peak hour traffic volumes to evaluate whether any of the applicable signal warrants from the *California Manual of Uniform Traffic Control Devices* (2014) are satisfied at unsignalized study intersections. Next, Fehr & Peers will summarize information regarding existing bicycle and pedestrian facilities and activity near the project site and provide a qualitative assessment of the condition of the existing bicycle and pedestrian environments, as well as information regarding existing transit service, facilities, and ridership (i.e. Unitrans and YoloBus) in the project vicinity.

Prior to estimating the project travel characteristics, Fehr & Peers will acquire the latest project site plan, project description, and details regarding the composition and quantity of proposed on-site housing. For the housing component of the project, Fehr & Peers will determine the project's expected trip generation and travel mode split (AM peak hour, PM peak hour, and daily) based on a variety sources including the *Trip Generation Manual* (Institute of Transportation Engineers, 2017) and available local data from residential, office, and research & development sites. It should be noted that Fehr & Peers will not collect any new trip generation data as part of their scope of work. Fehr & Peers will determine mode split for the housing component from available trip generation data, US Census journey data, as well as results from the most recent version of the *UC Davis Campus Travel Survey*. The trip generation estimates will consider the potential for trip

internalization (between the proposed residential and on-residential uses) and pass-by trips. In addition, Fehr & Peers will determine the anticipated external vehicle trip distribution and assignment using the new UC Davis/City of Davis Travel Demand Model, and from current and expected travel patterns derived from the intersection traffic counts. Fehr & Peers will prepare a technical memo for review and approval by City staff that documents the trip generation, mode split, trip distribution, and trip assignment.

Fehr & Peers will assign project trips to the existing roadway network according to the project's trip generation and distribution. Fehr & Peers will analyze project impacts on the roadway, bicycle, pedestrian, and transit systems using the significance criteria to determine if any new significant impacts would occur due to changes in circulation. The intersection LOS analysis will be updated to reflect Existing Plus Project conditions.

Next, Fehr & Peers will provide an estimate of the project-generated vehicle miles of travel (VMT) on an average weekday under Existing Plus Project conditions. The project-generated VMT per capita will be compared to local and regional VMT per capita averages per the current City VMT impact analysis methodology. In addition to analyzing Existing Plus Project conditions, Fehr & Peers will analyze two cumulative (2036) scenarios: Cumulative No Project and Cumulative Plus Project. Fehr & Peers will utilize the new UC Davis/City of Davis Travel Demand Model to develop cumulative daily, AM peak hour, and PM peak hour vehicle traffic volume forecasts. Fehr & Peers will analyze roadway, bicycle, pedestrian, and transit systems under Cumulative No Project and Cumulative Plus Project conditions, and identify any new cumulatively considerable project impacts using the significance criteria. Instead of analyzing intersection operations under Cumulative conditions, Fehr & Peers will use the same approach utilized in the original MRIC EIR to analyze peak hour operations at up to 10 roadway segment locations on the local transportation system. Fehr & Peers will prepare a TIS summarizing their findings. Raney anticipates the City Engineer will assess Fehr & Peers' study for adequacy. Raney will include the analysis into the transportation section of the *Mixed-Use Alternative* chapter of the Supplemental EIR.

e) *Changes to the CEQA Guidelines*

The Changes to the CEQA Guidelines section will discuss all recent updates to the CEQA Guidelines since the certification of the MRIC EIR. For example, Raney will include discussions regarding new environmental topics identified in the updated checklist found in Appendix G of the CEQA Guidelines (e.g., Wildfire).

2.1.4 Statutorily Required Sections

The Statutorily Required Sections chapter of the Supplemental EIR will summarize significant and unavoidable, significant irreversible, and growth-inducing impacts, to the extent that such impacts are identified in the Supplemental EIR analysis. The chapter will also summarize the cumulative impact analyses, which will be provided in the Mixed-Use Analysis chapter of the Supplemental EIR.

Raney will provide the following deliverables:

- Provide the public and decision-makers with a legally defensible environmental analysis of the proposed project, which will be accurate, objective, and free of jargon;

- Prepare a Supplemental EIR that will conform to the City of Davis’s preferred format; and
- Submit one electronic copy of the Administrative Draft Supplemental EIR to the City of Davis.

Task 2.2: Prepare Screencheck Draft Supplemental EIR

The objective of this task is to edit the Administrative Draft Supplemental EIR, based on the comments received from the City’s review, to prepare a Screencheck Draft Supplemental EIR. Raney assumes City comments on the Administrative Draft Supplemental EIR will be provided in a consolidated set.

Raney will provide the following deliverables:

- Participate in conference calls, as needed, with the City staff to discuss City comments on the Administrative Draft Supplemental EIR; and
- Submit an electronic copy of the Screencheck Draft Supplemental EIR reflecting all changes made in response to City comments.

Task 2.3: Prepare Public Review Draft Supplemental EIR

The objective of this task is to edit the Screencheck Draft Supplemental EIR, based on the comments received, to prepare and distribute the Draft Supplemental EIR for public review in accordance with CEQA requirements. Raney assumes that the revisions from additional comments on the Screencheck Draft Supplemental EIR will only require editorial or other “non-substantive” changes and that the City will distribute the Notice of Availability (NOA) of the Draft Supplemental EIR. It should be noted that only the Supplemental EIR will be circulated during the Public Review period without the previous draft and final EIR pursuant to CEQA Guidelines Section 15163(d).

Raney will provide the following deliverables:

- Submit fifteen hard copies of the Draft Supplemental EIR, with technical appendices on CDs in the back cover, to the City;
- Submit one electronic copy to the City;
- Prepare the NOA, Notice of Completion (NOC), the State Clearinghouse Summary Form for Electronic Document Submittal (Form F);
- Delivery of NOC, fifteen hard copies of the Executive Summary, fifteen hard copies of Summary Form F, and fifteen CDs of the Draft Supplemental EIR to the State Clearinghouse; and
- Attendance at one public hearing during the 45-day public review period to receive comments on the Draft Supplemental EIR and review the adequacy of the Draft Supplemental EIR.

TASKS 3.1-3.3: PREPARATION OF FINAL EIR DOCUMENT AND ASSOCIATED PRODUCTS

Task 3.1: Prepare Administrative Final Supplemental EIR

The objective of this task is to respond to all comments received during the 45-day public review period and compile the comments into an Administrative Final Supplemental EIR for review by

the City of Davis. Raney assumes these comments will not raise new issues, or that new surveys or technical studies will be required to complete adequate responses. Further, Raney assumes the amount and nature of comments can be addressed within the hours shown in the budget spreadsheet. For the purposes of this scope of work, Raney's budget for this task would allow Raney to prepare responses to up to 100 individual comments that are substantive in nature. Repetitive comments do not count toward this total. For example, it is not uncommon for the public to submit a large volume of comments on a particular issue/concern. In this case, Raney will prepare a master response to address the thematic concern; and this effort would only constitute one response. Raney's budget for this task is based upon our experience preparing such documents for other similar projects. Should more time be needed to respond to additional comment letters, Raney will initiate discussions immediately with City staff to conduct this extra work.

Raney will provide the following deliverables:

- Participate in conference calls with City staff, as needed, to review all comments received and determine the appropriate written responses to the comments;
- Include a list of persons, organizations, and agencies commenting on the Supplemental EIR;
- Include all comments on the Draft Supplemental EIR, the MMRP prepared under *Task 3.2*, and any changes to the Draft Supplemental EIR text necessitated by the comments;
- Respond to up to 100 individually bracketed comments; and
- Submit one electronic copy of the Administrative Final Supplemental EIR.

Task 3.2: Prepare Updated Mitigation Monitoring and Reporting Program (MMRP)

The objective of this task is to update the Mitigation Monitoring and Reporting Program (MMRP) that was drafted for the MRIC project, but not adopted by the City, given that the project was not approved concurrent with EIR certification. The MMRP will include those mitigation measures that are still applicable to the proposed project and any new or modified mitigation measures, if needed, to be incorporated into the Final Supplemental EIR.

Raney will provide the following deliverables:

- Review the MMRP drafted for the 2017 MRIC EIR for the MRIC project;
- Incorporate any additional or modified mitigation identified in the Supplemental EIR into the updated MMRP;
- Submit one electronic copy of the draft MMRP to the City with the Administrative Final Supplemental EIR, for City review; and
- Submit one electronic copy of the final MMRP to the City of Davis with the Final Supplemental EIR.

Task 3.3: Prepare Screencheck Final Supplemental EIR

The objective of this task is to revise the Administrative Final Supplemental EIR based on the comments received and prepare a Screencheck Final Supplemental EIR using "strike-through and underline" format.

Raney will provide the following deliverables:

- Make edits based on City comments and revise the Administrative Final Supplemental EIR; and
- Submit one electronic copy of the Screencheck Final Supplemental EIR to the City of Davis prior to printing.

Task 3.4: Prepare Final Supplemental EIR

The objective of this task is to revise the Screencheck Final Supplemental EIR, based on additional comments from the City, in order to provide a thorough, responsive Final Supplemental EIR. Raney assumes all edits will only require editorial or other “non-substantive” changes in the revision of the Screencheck Final Supplemental EIR.

Raney will provide the following deliverables:

- Submit fifteen hard copies and one electronic version of the Final Supplemental EIR for the City of Davis, based on City comments; and
- Distribute the Final Supplemental EIR to agencies and persons who commented on the Draft Supplemental EIR at least ten days prior to the Supplemental EIR certification hearing.

Task 3.5: Prepare Findings of Fact, Statement of Overriding Considerations, and Notice of Determination

If new significant impacts are identified in the Supplemental EIR, Raney will prepare the required Findings of Fact (FOF) pursuant to CEQA, that incorporate information regarding the project’s significant environmental impacts disclosed in the Supplemental EIR. If any new significant impacts are determined to be significant and unavoidable, Raney will prepare a Statement of Overriding Considerations (SOC) which will identify the specific economic, legal, social, technological, or other considerations that make infeasible the mitigation measures or project alternatives identified in the final EIR. In addition, Raney will prepare a Notice of Determination (NOD) for approval by the City of Davis, as necessary. Raney will prepare FOF/SOC to provide the appropriate language to dismiss the project alternatives not selected, as well as language on the overriding considerations, if necessary, to describe the benefits of the project that may outweigh any significant and unavoidable environmental effects.

Raney will provide the following deliverables:

- Submit one electronic copy of the administrative draft FOF/SOC to City staff with the Administrative Final Supplemental EIR for the City Attorney to review and provide feedback;
- Submit one electronic copy of the final FOF/SOC to City staff with the Final Supplemental EIR with revisions made based upon comments from the City Attorney; and
- Prepare a NOD for City filing at the Yolo County Clerk Recorders Office and posting at the State Clearinghouse, should the project be approved.

Task 4: Project Management, Meetings, & Hearings

The objective of this task is to ensure close, extensive coordination and interaction with City staff, the project team, technical sub-consultants, and the public. The project management team, identified below, will be responsible for coordination with City staff and technical consultants,

handling the day-to-day activities of the Supplemental EIR preparation, and responding to staff inquiries about the EIR and process. It should be noted that Raney assumes attendance at City of Davis Planning Commission and City Council hearings, and that attendance at other commissions will not be necessary.

Raney will provide the following deliverables:

- Project Management from Senior Vice President Cindy Gnos, AICP, serving as Project Director and Vice President Nick Pappani serving as Project Manager;
- Project support from President Tim Raney, AICP, Division Manager/Air Quality Specialist Rod Stinson, Assistant Division Manager/Air Quality Specialist Angela DaRosa, as well as Associate and Administrative staff;
- Regular phone and e-mail communications with City staff, project stakeholders, and pertinent County, State, and local agencies throughout the process;
- Attendance at up to two public hearings, including Planning Commission hearing(s) and City Council hearing(s);
- Prepare any necessary noticing, materials, and/or presentations prior to the meetings, and answer questions and respond to comments as needed;
- Attendance at up to three progress meetings; and
- Attend additional meetings and hearings upon request and billed on a time-and-materials basis following Raney's standard billing rates.

SCHEDULE

The following tentative schedule is based on discussions with City staff and Raney's experience preparing similar documents. Factors that could lengthen or possibly shorten the schedule include dates of receipt of project information (including information from the applicant), AB 52 requirements, length of document reviews and unanticipated issues arising from City staff, the project team, or public review of the environmental documents.

Tentative Schedule Aggie Research Campus Supplemental EIR		
MILESTONES & CRITICAL PATH	TIMING	ESTIMATED DATE
Notice To Proceed	To Be Determined	November 6, 2019
Prepare Supplemental EIR Project Description	One Week	November 13, 2019
Receive City edits on Supplemental EIR Project Description	One Week	November 20, 2019
Prepare Final Supplemental EIR Project Description	Three Days	November 25, 2019
Receipt of Technical Reports	Nine Weeks from NTP	January 8, 2020
Submit Administrative Draft Supplemental EIR to City for Review	Two Weeks from receipt of Technical Reports	January 22, 2020
Receipt of City Comments on Administrative Draft Supplemental EIR	One Week	January 29, 2020
Submit Screencheck Draft Supplemental EIR to City for Review	One Week	February 5, 2020
Receipt of City Comments on Screencheck Draft Supplemental EIR	Three Days	February 10, 2020
Submit Public Review Draft	Three Days	February 13, 2020
Public Review Period of Draft Supplemental EIR	Forty-Five Days	February 14, 2020 to March 30, 2020
Submit Administrative Final Supplemental EIR and FOF/SOC to City for Review	2 ^{1/2} Weeks from close of Draft comment period	April 9, 2020
Receipt of City comments on Administrative Final Supplemental EIR	One Week	April 16, 2020
Submit Screencheck Final Supplemental EIR to City for Review	One Week	April 23, 2020
Receipt of City comments on Screencheck Final Supplemental EIR	Three Days	April 27, 2020
Public Review Period of Final Supplemental EIR (10 Days)	Ten Days	April 28, 2020 to May 8, 2020
Planning Commission / City Council Hearing(s)	To Be Determined	May 2020

*Extended due to Holidays

COST ESTIMATE

The cost for completion of the Supplemental EIR and associated planning services is anticipated not to exceed \$189,571. The tasks are summarized in the Technical Scope of Services of this proposal and costs by task are shown in the attached spreadsheet. These costs are based on the estimates of time for each task provided in the chart on the following page. Costs for the Supplemental EIR preparation will be billed on a not-to-exceed basis, following Raney standard billing rates included in the attached spreadsheet. It should be noted; however, that the cost for the preparation of the Final Supplemental EIR is based upon the receipt of a reasonable number of comments on the Draft Supplemental EIR. For the purposes of this scope of work, Raney has assumed up to 100 individually bracketed comments. Should the comments be excessive or require additional technical analysis, Raney would negotiate with the City immediately to determine a reasonable cost for completion of the Final Supplemental EIR.

It should be noted that Raney is already under contract with the City of Davis to prepare the CEQA documentation for the ARC project. The previous contract amount to prepare a CEQA Addendum for the proposed project was not-to-exceed \$49,995. The scope of work to prepare a Supplemental EIR will add \$189,571 to the project budget for a revised total of \$239,566.

The following assumptions were used in the calculations:

- Raney will attend meetings with the City staff and the project team, as well as public hearings as described in the scope of work. Raney assumes that the number of meetings required will be achieved within the hours allocated in the attached spreadsheet. Additional meetings and hearings are easily accommodated and will be billed on a time-and-materials basis, as directed.
- Raney costs are based on the assumption that the existing data and information for the City of Davis and the proposed project area are accurate and current and will be available for the preparation of the proposed environmental documents.
- Specific amounts of time for revisions to the Screencheck Draft Supplemental EIR, Screencheck Final Supplemental EIR, and Mitigation Monitoring and Reporting Program have been assumed. Raney expects that responding to comments will not exceed the budgeted time. If unanticipated comments result in additional time beyond that which has been budgeted, those items will need to be renegotiated.
- Raney will provide to the City of Davis with the number of copies of the documents as indicated in the technical scope of services. The cost estimate for copying is an estimate only and will be billed to the applicant at actual cost.
- Should the City need assistance with the tribal consultation pursuant to AB 52 and/or SB 18, Raney will be available to assist per request by the City. Raney would propose to amend the scope of work, schedule, and budget accordingly.
- Raney assumes that once a Notice to Proceed is issued, the preparation of the environmental documents would be a continuous process without excessive delays. Raney would propose to renegotiate the contract with respect to schedule and cost should substantial delays occur in the processing of the proposed project.

PROPOSED COST ESTIMATE								
AGGIE RESEARCH CAMPUS SUPPLEMENTAL EIR								
		Project Director	Project Manager	Assistant Division Manager	Air Quality Specialist	Air Quality Technician	Associate	Cost Per Task
Task 1.1	Project Initiation (includes meeting)	2	4					\$ 980
Task 1.2	Prepare Updated Mixed-Use Alternative Project Description	2	6	2			12	\$ 2,880
Task 2.1	Prepare Administrative Draft Supplemental EIR	4	5	6			10	\$ 3,360
Technical Sections								
2.1.1	Introduction & Executive Summary	1	3	2			12	\$ 2,230
2.1.2	Update Mixed-Use Alternative to Reflect Final EIR Revisions	1	3	2			10	\$ 2,010
2.1.3	Mixed-Use Alternative							
a1	Air Quality and GHG Emissions	2	4	2			20	\$ 3,440
a2	Health Risk Assessment (HRA)				20	30		\$ 6,900
a3	GHG Modeling				10	20		\$ 4,100
b	Biological Resources	2	4	2			20	\$ 3,440
c	Noise	2	4	2			20	\$ 3,440
d	Transportation	2	6	4			26	\$ 4,680
e	Changes to CEQA Guidelines	1	4	2			12	\$ 2,390
Other Sections								
2.1.4	Statutorily Required Sections	2	3	1			6	\$ 1,610
Task 2.2	Prepare Screencheck Draft Supplemental EIR	2	8	4			24	\$ 4,780
Task 2.3	Prepare Public Review Draft Supplemental EIR	1	5	1			8	\$ 1,980
Task 3.1	Prepare Administrative Final Supplemental EIR	4	10	6			48	\$ 8,340
Task 3.2	Prepare Updated MMRP		2	2			6	\$ 1,240
Task 3.3	Prepare Screencheck Final Supplemental EIR	2	4	2			10	\$ 2,340
Task 3.4	Prepare Final Supplemental EIR	1	2	2			6	\$ 1,410
Task 3.5	Prepare FOF, SOC, & NOD	2	4	2			16	\$ 3,000
Task 4	Project Management (includes meetings)	10	50	10				\$ 11,000
	Total Hours	43	131	54	30	50	266	
	Hourly Rate	\$ 170	\$ 160	\$ 130	\$ 150	\$ 130	\$ 110	
	Total EIR Labor	\$ 7,310	\$ 20,960	\$ 7,020	\$ 4,500	\$ 6,500	\$ 29,260	\$ 75,550
Sub-Consultant/Expenses								\$ 114,021
	Copying/Printing*						\$ 2,500	
	Misc (Travel/fax/phone)*						\$ 800	
	Sub-Consultant: Saxelby Acoustics						\$ 3,000	
	Sub-Consultant: Fehr & Peers						\$ 97,355	
	10% Administrative Fee						\$ 10,366	
Total Budget								\$ 189,571

*Estimate Only, To Be Billed at Cost

Factors that would increase the scope of work and estimated costs outlined in the proposal include: attendance at additional public meetings; printing of additional copies of reports; analysis of additional issues above those discussed in this proposal or a more detailed level of

analysis than described in this proposal; changes in the project requiring reanalysis or rewriting of report sections; collection of data required for the environmental documents beyond that described in this proposal; attendance at additional in-house meetings beyond those budgeted; and excessive comments on the environmental documents. Raney would propose to renegotiate these items, if required, or charge on a time-and-materials basis.

Thank you for the opportunity to submit our proposal for your consideration. Additional information regarding our qualifications, including resumes, is available upon request. Please do not hesitate to contact me if you have any questions regarding the scope of work or if you need any additional information. We look forward to the continued opportunity to work with you on this project.

Thank you,



Nick Pappani, Vice President
Raney Planning & Management, Inc.
npappani@raneymanagement.com

Attachment A

Saxelby Acoustics Scope of Work

Attachment B

Fehr & Peers Scope of Work

Attachment A: Saxelby Acoustics Scope of Work





October 17, 2019

Nick Pappani
Raney Planning & Management
1501 Sports Drive
Sacramento, California 95834
cindygnos@raneymanagement.com

Subject: Proposal to prepare a traffic noise review for the Aggie Research Campus project– City of Davis, California

Dear Mr. Pappani:

Based upon the information you provided, Saxelby Acoustics is pleased to provide the following scope of services for the above-referenced project located in the City of Davis, California.

Scope of Work:

Task 1 – Traffic Noise Review

1. Analysis of Traffic Noise Environment:

Saxelby Acoustics will evaluate increased traffic noise levels at existing sensitive receptors in the project vicinity. This task will be performed using traffic volumes provided by the traffic engineer. We anticipate providing traffic noise levels for existing, existing plus project, cumulative, and cumulative plus project scenarios. However, should additional scenarios be included in the traffic study, we will also evaluate those scenarios. We will also utilize the FHWA model to predict exterior and interior traffic noise levels on the proposed residential uses under future conditions. Traffic noise impacts will be compared to those in the MRIC EIR to determine if additional mitigation is required. A letter summary of our analysis will be provided.

Fee:

Saxelby Acoustics will conduct the above-described scope of work for a total fee of \$3,000, including expenses.

Timing:

We will commit to providing a completed letter report within 2 weeks of receiving traffic volumes.

Saxelby Acoustics maintains automobile, general, and professional liability insurance policies with one million dollars coverage each and two million dollars aggregate.

Thank you again for inviting our proposal, and please call or email me if you have any questions.

Sincerely,

Saxelby Acoustics LLC



Luke Saxelby, INCE Bd. Cert.
Principal Consultant
Board Certified, Institute of Noise Control Engineering

Saxelby Acoustics 2019 Fee Schedule and Consulting Terms

Item	Rate
Principal Consultant <i>Regular Rate</i> <i>Legal Rate (Depositions, court testimony, expert witness conference)</i>	 \$175/hr. \$400/hr.
Technical Staff	\$125/hr.
Administrative Staff	\$75/hr.
Mileage Rate	IRS Rate (\$0.58/mile)
Meals and Lodging	\$200/day
Sound Level Meter <i>Basic (daily)</i> <i>Basic (weekly)</i> <i>Advanced (daily)</i> <i>Advanced (weekly)</i> <i>Very Low Noise (daily)</i> <i>Very Low Noise (weekly)</i>	 \$100/day \$300/week \$150/day \$500/week \$200/day \$750/week
IIC Tapping Machine	\$500/day
Sound System for Acoustic Testing	\$200/day \$500/week

Insurance Coverage

Saxelby Acoustics LLC maintains automobile, general, and professional liability insurance policies with one million dollars coverage each and two million dollars aggregate. Certificates of insurance to our clients can be issued for no additional fee.

Request for Retainers

For new clients, a retainer of up to 50% of the contract may be required prior to beginning work on the project.

Invoicing and Terms of Payment

Saxelby Acoustics reserves the right to submit monthly invoices for services and expenses which have been incurred when the project duration is expected to exceed 30 days. Payment for professional services is due within 30 days of the invoice date, and past due thereafter. Past due invoices will incur interest at the rate of 2% per month on the balance due, unless otherwise agreed upon. We will accept bank transfer (ACH) and credit card payments for no additional fee.

Attachment B:
Fehr & Peers Scope of Work



October 21, 2019

Mr. Nick Pappani
Raney Planning & Management, Inc.
1501 Sports Drive, Suite A
Sacramento, CA 95834

Subject: Proposal for the Aggie Research Campus Project Transportation Impact Study

Dear Nick,

Thank you for contacting us regarding the proposed Aggie Research Campus project. We understand that the City seeks assistance with the preparation of a transportation impact study to evaluate the effects of the proposed project on the surrounding transportation system.

Our proposed scope of work and fee estimate are enclosed. The scope of work reflects specific items for study based on our preliminary review of the project site plan, discussions with Raney, the City, and the project applicant, and our knowledge of the surrounding transportation system.

Fehr & Peers will perform this work on a time-and-materials basis for a not-to-exceed amount of \$97,355. This fee proposal reflects cost efficiencies realized by our past work within the study area, including the prior MRIC EIR. For example, we recently developed a SimTraffic traffic operations model for the Mace Boulevard corridor that reflects roadway changes associated with the Mace Corridor Improvement Project, reducing the amount of time required to analyze intersections along that portion of Mace Boulevard.

We are prepared to deliver the following materials for this study:

- Traffic forecasts for air/noise analysis: within eight weeks of authorization
- VMT estimates for GHG analysis: within ten weeks of authorization
- Draft transportation impact study: within twelve weeks of authorization

If you have any questions or comments, please contact Bob or Greg at 916.329.7332.

Sincerely,

FEHR & PEERS



Bob Grandy, PE
Principal



Greg Behrens, AICP
Associate



Scope of Work

Task 1 – Existing Transportation Conditions

Fehr & Peers will update existing transportation conditions as documented in the Mace Ranch Innovation Center (MRIC) Draft Environmental Impact Report (DEIR) dated August 2015. Most of the existing data described in the MRIC DEIR was collected in the fall of 2014.

Study Area and Data Collection

Fehr & Peers will compile weekday morning (7 to 9 AM) and evening (4 to 6 PM) peak period vehicle turning movements at the intersections listed below. These locations were selected for study based on their proximity to the project site, anticipated use by project trips, and susceptibility for being affected by the project.

1. E Covell Blvd / Pole Line Rd
2. E Covell Blvd / Birch Ln
3. E Covell Blvd / Baywood Ln
4. E Covell Blvd / Manzanita Ln
5. E Covell Blvd / Wright Blvd
6. E Covell Blvd / Monarch Ln
7. E Covell Blvd / Alhambra Dr
8. E Covell Blvd / Harper Jr HS Access
9. Mace Blvd / Alhambra Dr
10. Second St / Faraday Ave (Target)
11. Mace Blvd / Second St
12. County Road 32A / Mace Park and Ride Entrance
13. Mace Blvd / I-80 WB Ramps
14. Mace Blvd / Chiles Rd
15. Chiles Rd / I-80 EB Ramp
16. Mace Blvd / Cowell Blvd
17. Mace Blvd / El Macero Dr
18. CR 32A / CR 105
19. CR 32A / I-80 WB Ramps
20. CR 32B / I-80 EB Ramps
21. Mace Boulevard / ARC Site Access (future intersection)
22. CR 32A / ARC Site Access (future intersection)

Note: Underlined text indicates use of SimTraffic for intersection operations analysis. Plain text indicates use of Synchro for intersection operations analysis.

Fehr & Peers will not conduct new intersection turning movement counts as part of this work plan. Instead, we will compile counts previously conducted for recent projects or under separate contract at these locations in May and October 2019. Each count location also included observations of bicycle and pedestrian activity. We will also obtain updated signal timing data from City of Davis staff.



Vehicle

Fehr & Peers will perform level of service (LOS) analysis for the intersections listed above using procedures described in the Highway Capacity Manual (Transportation Research Board, 2016). At intersections 9 through 17, analyses will be conducted using SimTraffic microsimulation software to account for the close spacing of intersections and peak period queueing. For both microsimulation models, results will be averaged from 10 runs. The models will use actual traffic signal timings and be validated against measured traffic volumes and maximum queue lengths. At intersections 1 through 8 and 18 through 20, analyses will be conducted using the Synchro software program, which uses HCM consistent methodologies.

Fehr & Peers will use the peak hour traffic volumes to evaluate whether any of the applicable signal warrants from the *California Manual of Uniform Traffic Control Devices* (2014) are satisfied at unsignalized study intersections.

Fehr & Peers will prepare an exhibit to illustrate the existing peak hour traffic volumes, lane configurations, and traffic controls at the study intersections.

Bicycle and Pedestrian

Fehr & Peers will summarize information regarding existing bicycle and pedestrian facilities and activity near the project site and provide a qualitative assessment of the condition of the existing bicycle and pedestrian environments. Fehr & Peers will prepare an exhibit illustrating these facilities.

Transit

Fehr & Peers will summarize information regarding existing transit service, facilities, and ridership (e.g., Unitrans and Yolobus) in the project vicinity. Fehr & Peers will prepare an exhibit illustrating these facilities.

Task 2 – Project Travel Characteristics

The following describes how the project's trip generation, mode split, distribution, and assignment will be studied. Prior to estimating the project travel characteristics, Fehr & Peers will acquire the latest project site plan, project description, and details regarding the composition and quantity of proposed on-site housing.

Trip Generation and Travel Mode Split

For the housing component of the project, Fehr & Peers will determine the project's expected trip generation and travel mode split (AM peak hour, PM peak hour, and daily) based on a variety of sources, including the *Trip Generation Manual* (Institute of Transportation Engineers, 2017) and available local data from similar residential, office, and R&D sites. We will not collect any new trip generation data as part of this project. Mode split for the housing component of the project will be determined from available trip generation data, US Census journey to work data, as well as results from the most recent version of the *UC Davis Campus Travel Survey*. The trip generation estimates will consider the potential for trip internalization (between the proposed residential and non-residential uses) and pass-by trips.



Trip Distribution and Assignment

The trip distribution of the project will be estimated based on current travel patterns and proximity to complementary land uses (e.g., shopping). Once the number of external vehicle trips are known, we will determine the project's anticipated external vehicle trip distribution and assignment using the new UC Davis/City of Davis Travel Demand Model, and from current and expected travel patterns derived from the intersection traffic counts. The trip assignment will consider the relative travel time/distance of competing routes that may be used to access a destination.

The trip generation, mode split, trip distribution, and trip assignment estimates for the project will be documented in a technical memorandum for review and approval by City staff.

Task 3 – Environmental Impact Analysis

Existing Plus Project Conditions

Fehr & Peers will develop thresholds of significance for transportation impacts using goals and policies established in the *City of Davis General Plan Transportation Element* for local transportation facilities, as well as applicable criteria utilized in recent City environmental documents.¹

Fehr & Peers will assign project trips to the existing roadway network according to the project's trip generation and distribution determined in Task 2. Fehr & Peers will analyze project impacts on the roadway, bicycle, pedestrian, and transit systems using the significance criteria. The intersection LOS analysis will be updated to reflect Existing Plus Project conditions. For significant impacts, Fehr & Peers will propose mitigation measures to lessen the significance of the impact. Each mitigation measure will identify the specific action necessary, responsibility for implementation, and the expected level of significance after mitigation.

Fehr & Peers will provide an estimate of the project-generated vehicle miles of travel (VMT) on an average weekday under Existing Plus Project conditions. The project-generated VMT per capita will be compared to local and regional VMT per capita averages per the current City VMT impact analysis methodology. Per the request of the City, this methodology has been utilized recently for the Lincoln40 EIR, the Davis Live transportation study, and the University Commons Project EIR.

¹ The 2019 CEQA Guidelines include revisions to comply with SB 743, most notably requiring consideration of VMT when evaluating environmental impacts and prohibiting use of vehicle delay and LOS as a measure of environmental impact (as of December 2018). However, recent direction from City staff indicates that the City prefers to continue utilizing vehicle delay and LOS for the purposes of identifying environmental impacts to transportation systems (e.g., the University Commons Project EIR). Therefore, this work plan maintains use of vehicle delay and LOS when evaluating environmental impacts to the City transportation system. Note that this work plan does not include an analysis of project impacts to traffic operations on State highway facilities, since interim guidance from Caltrans Local Development-Intergovernmental Review (LG-IDR) has been updated to comply with the revised 2019 CEQA Guidelines. Accordingly, Caltrans has directed LD-IGR staff to no longer request that lead agencies analyze project impacts to traffic operations on Caltrans facilities.



Cumulative Conditions

Consistent with other recent environmental documents prepared in the City of Davis, the following cumulative (2036) scenarios will be analyzed:

- Cumulative No Project – assumes that the site remains as-is
- Cumulative Plus Project – assumes development of the proposed project

Fehr & Peers will utilize the new UC Davis/City of Davis Travel Demand Model to develop cumulative daily, AM peak hour, and PM peak hour vehicle traffic volume forecasts. The forecasting process will involve adding the growth in traffic projected between the base year and future year versions of the model to the existing volumes to yield the traffic forecasts for each cumulative analysis scenario. The land use and transportation network changes reflected in the future year model were developed in consultation with City staff and include reasonably foreseeable local land development projects such as the UC Davis 2018 LRDP.

Fehr & Peers will analyze roadway, bicycle, pedestrian, and transit systems under Cumulative No Project and Cumulative Plus Project conditions, identify cumulatively considerable project impacts using the significance criteria, and propose mitigation measures where there are significant impacts. Instead of analyzing intersection operations under Cumulative conditions (as is proposed for Existing Plus Project conditions), this approach will analyze peak hour operations at up to 10 roadway segment locations on the local transportation system. This approach to Cumulative roadway impact analysis complies with CEQA² and was utilized in the original MRIC EIR. Each mitigation measure will identify the specific action necessary, responsibility for implementation, and level of significance after mitigation. A discussion of the project's consistency with relevant City of Davis policies regarding these travel modes will be provided.

Fehr & Peers will provide an estimate of the project-generated vehicle miles of travel (VMT) on an average weekday under Cumulative Plus Project conditions. The project-generated VMT per capita will be compared to local and regional VMT per capita averages per the current City VMT impact analysis methodology.

Task 4 - Documentation

Fehr & Peers will prepare and submit an administrative draft transportation impact study for review by the project team and City staff. Fehr & Peers has budgeted 16 hours of staff time to respond to comments on

² The CEQA Guidelines [Section 15130(b)] allow for less detailed analysis for cumulative conditions and to avoid speculation [Sections 15064 (f)(5), 15145, and 15384(a)] in the forecasts and impact analysis. Travel forecasting models are not accurate enough to reliably predict intersection turning movement volumes almost 20 years into the future and it would be speculative to perform this type of forecast without recognizing that historical measurement of forecasting accuracy at even larger physical area scales is approximately plus or minus 40 percent. As such, this scope of work relies on roadway segment analysis for the cumulative scenario to recognize the limitation of the travel forecasting models. Roadway segment analysis is sufficient to determine the probable number of through lanes on major roadways. This information is sufficient to also determining the number of turn lanes at intersections by applying a 'template' approach. The maximum number of left-turn and through lanes is controlled by the number of approaching and receiving through lanes on each roadway while exclusive right-turn lanes are limited to a single lane to avoid sight distance problems for pedestrian/bicycle crossings.



the administrative draft study and submit a draft study. This task also includes preparation of the administrative record, which includes all materials relied upon for our analysis.

Fehr & Peers will provide written responses to transportation-related comments on the Draft EIR. We have budgeted to spend up to 24 hours on this task. If responses require more time than has been budgeted or an in-depth quantitative technical response, a supplemental scope of work will be submitted.

Task 5 – Meeting Attendance

Fehr & Peers will attend up to eight meetings over the course of the study. These could include a project kick-off meeting, progress meetings with the project team and City staff, and public hearings (i.e., Planning Commission and City Council). Fehr & Peers will also be available to participate in conference calls over the course of the study.



Fee Proposal

Fee Proposal for Aggie Research Campus Transportation Impact Study

Tasks	Fehr & Peers						Labor Hours	Direct Costs	Total
	Principal \$300	Associate \$185	Sr. Planner/ Engineer \$150	Planner/ Engineer \$135	Graphics \$115	Admin \$135			
Task 1 - Existing Conditions	2	16		80	24	11	133	\$1,300	\$19,905
Task 2 - Project Travel Characteristics	4	16		24	4	4	52	\$590	\$8,990
Task 3 - Environmental Impact Analysis	8	40	16	100	24	15	203	\$2,130	\$32,615
Task 4 - Documentation	8	64		24	24	11	131	\$1,520	\$23,245
Task 5 - Meeting Attendance	16	24		8	8	4	60	\$820	\$12,600
Total Project Costs	38	160	16	236	84	45	579	\$6,360	\$97,355

Notes:

- This fee proposal is valid for a period of 90 days from the proposal submittal date.*
- Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.*
- Mileage is billed at the IRS rate plus 10% handling fee*
- All other direct and consultant expenses are billed with 10% handling fee*
- Other direct costs include computer, communications, and reproduction charges are billed as a percentage of labor*
- Rates and staff are subject to change at any time, without notice, and within the total budget shown*

CITY OF DAVIS
Request for Budget Adjustment

Agenda Item: 04B

City Council Meeting Date: 11/05/19

TO: City Manager
VIA: Finance Director

Fiscal Year 2019/20

FROM: Community Development and Sustainability

Dept. Head Ally Feunoy 5-Nov-19

Signature and Date

I request the following budget adjustments:

A. Internal Transfers of Currently Appropriated Funds:

TRANSFERS FROM PROGRAM NAME	FUND NO.	DIV/PROG.	ACTIVITY	ELEMENT/OBJECT	AMOUNT (CR)
					\$ -
					\$ -
					\$ -
TOTAL					\$ -

B. New Appropriation's Source of funding/Revised Revenue Change:

Unallocated Reserve					\$ -	
		Fund Name				
Unallocated Reserve					\$ -	
		Fund Name				
	<u>FUND NO.</u>	<u>DIV/PROG.</u>	<u>ACTIVITY</u>	<u>ELEM/OBJ</u>		<u>Project</u>
New/Revised Revenue Account	001	3222	332	2270	\$ 239,566	219056
New/Revised Revenue Account					\$ -	
New/Revised Revenue Account					\$ -	
	Revenue Account Number					
TOTAL					\$ 239,566	

C. Allocation of Internal Transfers and/or New Appropriations:

TRANSFERS TO PROGRAM NAME	FUND NO.	DIV/PROG.	ACTIVITY	ELEMENT/OBJECT	AMOUNT (DR)
	001	3222	430	4550	\$ 239,566 219056
					\$ -
					\$ -
					\$ -
TOTAL					\$ 239,566

D: Reason For Adjustment (Explain fully. Attach sheet if necessary. If new revenue, record a description on reverse side on Part VI.)

This includes \$189,571.00 for the estimated SEIR costs, plus a previous contract to prepare CEQA Addendum was \$49,995.00. All SEIR and CEQA -related costs will be covered by the applicant, see attached staff report

Finance Director

A. Funds have been appropriated & are available.

A. Approved
 Disapproved

B. Funds have been appropriated.

B. City Council appropriated funds.
 City Council informed of revised revenue estimate.

Funds must be appropriated.
[Signature]
11/5/19 City Council Meeting
Signature and Date

04B - 36

Date: 10/31/19 BA No. 031

Posted By: _____