

CITY COUNCIL AGENDA

MAYOR AND COUNCIL WORKSHOP

March 29, 2017
2:00 p.m.

ADJOURNED MEETING

City Council Chambers
300 North Coast Highway

CALL TO ORDER
PLEDGE OF ALLEGIANCE
ROLL CALL

WORKSHOP ITEMS:

1. Receive update on the Coast Highway Corridor Study including:
 - Development Incentives and Overlay areas.
 - Alternative Coast Highway road designs to be evaluated in the Environmental Impact Report (EIR).
 - Approve Amendment 2 in the amount of \$112,270 to the Professional Services Agreement (PSA with Environmental Science Associates (ESA) for a revised contract amount of \$520,965 to complete additional tasks outside of the original scope of work with an additional contingency to ensure completion of the Oceanside Coast Highway Corridor Study; and authorize the City Engineer to execute the amendment.
 - A) Report by Peter Weiss, Interim Development Services Director
 - B) Discussion
 - C) Recommendation – receive the update and approve the amendment
2. Public Communication on City Council Matters (off-agenda items)

ADJOURNMENT

Adjourn to a Mayor and Council Workshop at 2:00 p.m. on Tuesday, April 4, 2017 regarding Proposition 64: Marijuana Legalization

AGENDA POSTING AND MATERIALS

The agenda has been posted at least 72 hours prior to the meeting at the Civic Center Plaza, 300 North Coast Highway. The agenda may also be inspected at the City Clerk's Office at 300 North Coast Highway. Persons requiring assistance or auxiliary aids in order to participate may contact the City Clerk at 300 North Coast Highway, Oceanside, CA, telephone (760) 435-3000 at least 24 hours prior to the meeting.



DATE: March 29, 2017

TO: Honorable Mayor and City Councilmembers

FROM: Public Works and Development Services Departments

SUBJECT: **UPDATE ON COAST HIGHWAY DEVELOPMENT INCENTIVE OVERLAY CEQA ALTERNATIVES AND ALTERNATIVE COAST HIGHWAY ROAD DESIGNS TO BE ANALYZED IN THE DRAFT ENVIRONMENTAL IMPACT REPORT; APPROVAL OF AMENDMENT 2 TO PROFESSIONAL SERVICES AGREEMENT WITH ENVIRONMENTAL SCIENCE ASSOCIATES FOR THE COAST HIGHWAY CORRIDOR STUDY**

SYNOPSIS

Staff recommends the City Council hold a workshop to receive an update on the Coast Highway Corridor Study including:

1. Development Incentives and Overlay areas.
2. Alternative Coast Highway road designs to be evaluated in the Environmental Impact Report (EIR).
3. Approve Amendment 2 in the amount of \$112,270 to the Professional Services Agreement (PSA) with Environmental Science Associates (ESA) for a revised contract amount of \$520,965 to complete additional tasks outside of the original scope of work with an additional contingency to ensure completion of the Oceanside Coast Highway Corridor Study; and authorize the City Engineer to execute the amendment.

Following the workshop, the EIR will be released for public review and comment. The project will then be scheduled for Economic Development and Planning Commission review with the goal of Council action in summer 2017.

BACKGROUND

The Coast Highway Vision and Strategic Plan was adopted by the City Council in 2009. The Vision Statement reads:

“As part of a comprehensive, bold and compelling vision that seeks to revitalize Coast Highway, the corridor is transformed into Oceanside’s foremost gathering place- a first class address to live, work, play and visit. Reborn as a great urban space with a memorable sequence of authentic and vibrant community places and tourist destinations where a mix of uses converge, Coast Highway celebrates and reflects the City’s ocean-side location, culture, diversity, community spirit and prospers.”

On August 21, 2013, the City embarked on the implementation portion of the Coast Highway Corridor Plan including traffic modeling, environmental technical studies, land use policies, and community and steering committee meetings. The Coast Highway Corridor study includes significant land use policies beyond the “road diet” that has been the primary focus of concern.

It is important to note that the Vision for Coast Highway is a long-term transformation projected over a 15 to 25 year period. In order to promote revitalization of the corridor, the study includes a Development Incentive Overlay that would offer an optional bundle of zoning concessions in exchange for additional public benefits provided by development projects. The Incentive Overlay also provides for streamlined entitlement review for projects that conform to specific “form-based” development standards.

ANALYSIS

1) Land Use – Development/Zoning Incentives and Overlay

In conjunction with the road diet, zoning incentives for developers are proposed to revitalize and enhance the Coast Highway Corridor. The 2009 Coast Highway Vision and Strategic Plan recommended that the City develop and prepare a development incentives policy.

The proposed Incentive Overlay would offer an optional bundle of zoning regulations including extra density and height in exchange for additional public benefits provided by development projects. The Incentive Overlay also provides for streamlined entitlement review for projects that conform to specific and objective “form-based” development standards.

The Incentive Overlay organizes the corridor into high-intensity “Nodes” separated by “Avenue” areas, and also provides for lower intensity “Commercial Village” segments; see Attachment 1.

The “Nodes” include the Transit Center, Sprinter Station and a small portion of South O and would provide for:

1. Mixed-Use projects only, with a pedestrian orientation;
2. Density up to 63 units per acre (current maximum is 43 units per acre);
3. Average height with portions up to 65 feet (current maximum is 45 feet);
4. Additional public parking, open space, extra commercial square footage or a public improvement fee, in exchange for added density or height.

The “Avenues” lie between the “Nodes” and would provide for:

1. Lower intensity Mixed-Uses projects;
2. No increase in density or height (current maximum is 45 feet);
3. Commercial-only projects (including auto related);
4. Residential-only projects.

There are also “Commercial Villages” included along Wisconsin Street and in South O that would provide for:

1. Mixed-Use or commercial-only projects;
2. No increase in density or height;
3. No residential-only projects;
4. Additional public improvements.

These represent the maximum density/intensity of development and the projected development is a mix of uses and intensity that will develop over the next 15 to 25 years.

The Vision Plan contemplates an increase in the intensity and densities of various uses along the Coast Highway corridor. A summary of these is shown in the table below:

Land Use	Existing	Vision Plan
Residential	621 dwelling units	5871 dwelling units
Retail	1.2 million sf	2.9 million sf
Office	320,000 sf	604,000 sf
Medical	12,000 sf	166,000 sf
Hospitality	425 rooms	3074 rooms

2) Road Designs Evaluated in the EIR

City staff and the project team conducted six community meetings and held four steering committee meetings to obtain input on current traffic patterns, parking, and the two-lane roadway concept detailed in the 2009 Coast Highway Vision and Strategic Plan. Three roadway alternatives were developed based upon the public input and oversight from the Steering Committee.

1. Keep Coast Highway as a four-lane roadway with signalized intersections, (Baseline-existing conditions);
2. Convert Coast Highway to one-lane in each direction with roundabouts, bicycle lanes with buffers, mid-block crosswalks, and landscaped medians; and
3. Convert Coast Highway to one-lane in each direction with roundabouts, bicycle lanes with buffers, mid-block crosswalks, landscaped medians north of Oceanside Boulevard and maintain four lanes from Oceanside Boulevard to south City limits (“South O”).

The environmental impacts of the three alternative designs will be evaluated in the EIR.

3) PSA Amendment

The request for Amendment 2 (Attachment 2) is due to the additional work effort necessary on Task 9 Land Use Policy Amendments, additional coordination meetings, development and analysis of an additional roadway alternative (four lanes on Coast Highway south of Oceanside Boulevard), changes to the project description, and additional time spent working on the project (originally an 18 month schedule).

FISCAL IMPACT

Amendment 2 for ESA is in the amount of \$112,270. The current available funds in the Coast Highway Corridor Study/EIR account (902131200212.5326.10100) are approximately \$1,794. Additional funds will be required to cover the cost of the PSA amendment. \$60,000 will be appropriated to the Coast Highway Corridor Study/EIR account (902135500212.5326.10100) from Transnet Fund 212 and includes an additional \$10,000 for contingencies. The additional funding source for the remaining will be from Neighborhood Traffic Safety Improvements (902135500212.5326.10100) which has a current available balance of \$56,000. Therefore, sufficient funds are available.

INSURANCE REQUIREMENTS

Does not apply.

COMMISSION OR COMMITTEE REPORT

Does not apply.

CITY ATTORNEY'S ANALYSIS

The referenced documents have been reviewed by the City Attorney and approved as to form.

RECOMMENDATION

Staff recommends the City Council hold a workshop to receive an update on the Coast Highway Corridor Study including:

1. Development Incentives and Overlay areas.
2. Alternative Coast Highway road designs to be evaluated in the EIR.
3. Approve Amendment 2 in the amount of \$112,270 to the PSA with ESA for a revised contract amount of \$520,965 to complete additional tasks outside of the original scope of work with an additional contingency to ensure completion of the Oceanside Coast Highway Corridor Study; and authorize the City Engineer to execute the amendment.

PREPARED BY:



Peter Weiss
Consulting Assistant

SUBMITTED BY:



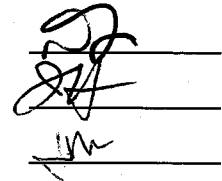
Michelle Skaggs Lawrence
City Manager

REVIEWED BY:

Deanna Lorson, Assistant City Manager

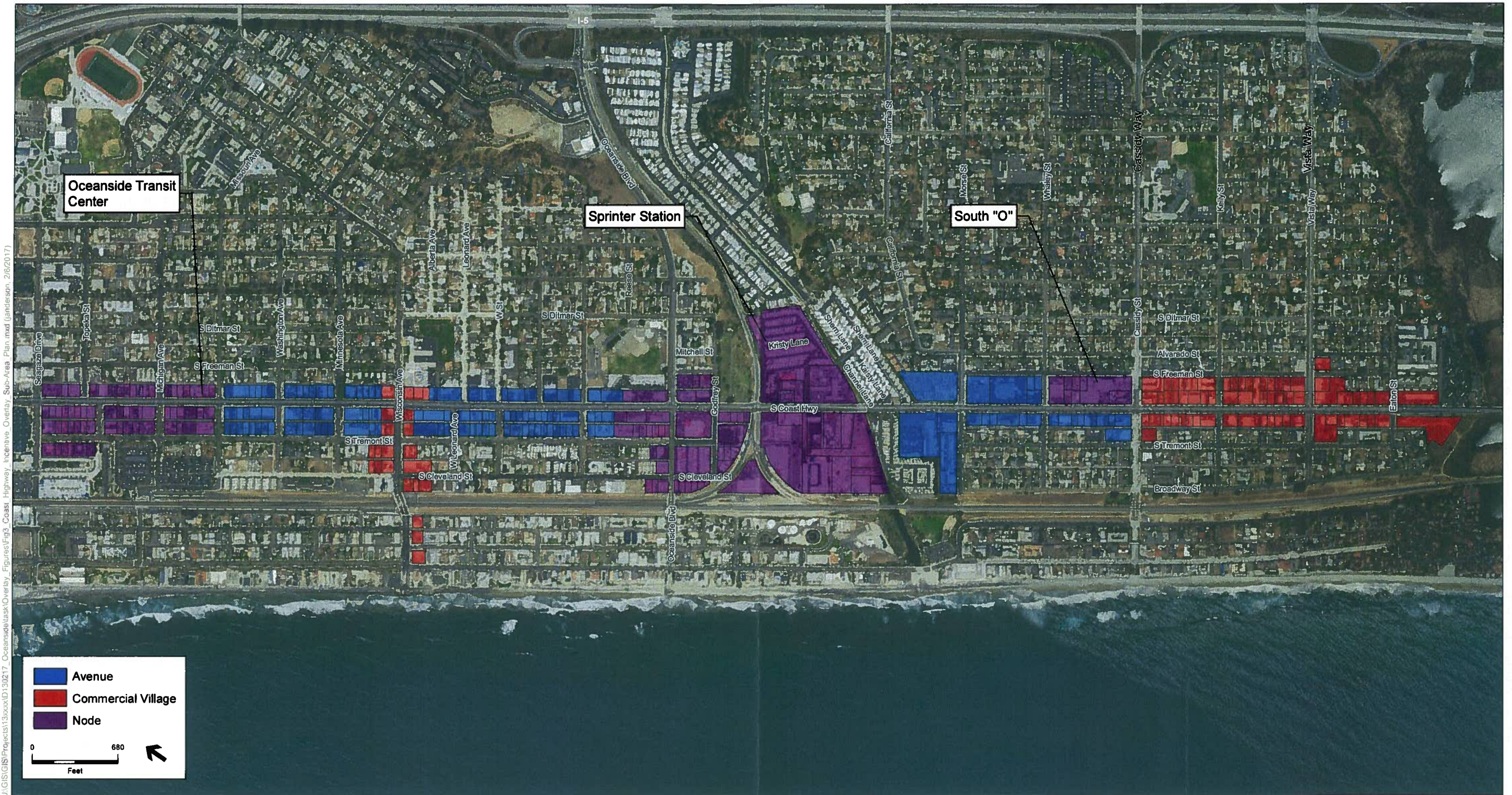
Jeff Hunt, City Planner

Jane McPherson, Financial Services Director



ATTACHMENTS:

1. Coast Highway Incentive Overlay Map
2. Amendment 2 and Scope of Work



SOURCE: ESA, 2016; City of Oceanside, 2016; NAIP, 2014

City of Oceanside Coast Highway Corridor Stud. 130217

**Coast Highway Incentive Overlay
Sub-Area Plan**

CITY OF OCEANSIDE

PROFESSIONAL SERVICES AGREEMENT

**PROJECT: The Coast Highway Corridor Study and Environmental Impact Report
(902131200212)**

THIS AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT (hereinafter "Amendment"), dated March 15, 2017, for identification purposes, is made and entered into by and between the CITY OF OCEANSIDE, a municipal corporation, hereinafter designated as "CITY", and Environmental Science Associates (ESA), hereinafter designated as "CONSULTANT."

RECITALS

WHEREAS, CITY and CONSULTANT are the parties to that certain Professional Services Agreement dated June 26, 2013, and Amendment 1 thereto (dated March 15, 2015), hereinafter referred to as the "Agreement", wherein CONSULTANT agreed to provide certain services to the CITY as set forth therein;

WHEREAS, CONSULTANT services are necessary for the successful completion of additional work associated with the project Incentive Zoning and Environmental Impact Report.

WHEREAS, the parties desire to amend the Agreement to provide for changes and/or modifications to the Agreement.

AMENDMENT

NOW, THEREFORE, as set forth herein, the parties hereto do mutually agree that the Agreement shall be amended as follows:

1. Section 1, SCOPE OF WORK, shall be amended to reflect the following additional work (more particularly described in Scope of Work, Exhibit A):
 - a. General Plan – Land Use & Zoning Amendments;
 - b. Open House Workshop;
 - c. Third Draft Overlay;
 - d. Coordination Meetings;
 - e. Project Description;
 - f. Traffic Analysis Revisions;
 - g. Extended Schedule;
 - h. New Project Alternative Development and Analysis;
 - i. CEQA Review; and
 - j. Contingency Tasks.

**The Coast Highway Corridor Study Amendment 1
(902131200212)**

Consultant's proposal (Exhibit A) is attached hereto and incorporated herein by reference.

2. Section 8, COMPENSATION, is hereby amended by adding a lump sum fixed fee amount not to exceed \$112,270 for all work performed in accordance with this Amendment, for a total compensation under the Agreement not to exceed \$520,965.
3. Section 9, TIMING REQUIREMENTS is hereby amended to add the following: All work, described in this Amendment shall be completed in every detail to the satisfaction of the City Engineer within 6 months.
4. Except as expressly set forth in this Amendment, the Agreement shall remain in full force and effect and is hereby ratified and reaffirmed.

SIGNATURES. The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Amendment on behalf of the respective legal entities of the CONSULTANT and the CITY.

IN WITNESS WHEREOF the parties hereto being duly authorized on behalf of their respective entities to execute this Amendment, do hereby agree to the covenants contained in the Agreement, including this Amendment, and have caused this Amendment to be executed by setting hereunto their signatures on the dates set forth below.

ENVIRONMENTAL SCIENCE ASSOCIATES

CITY OF OCEANSIDE

By: _____
Bobbette Biddulph, Vice President

By: _____
Steve Strapac, City Engineer

Date: _____

Date: _____

By: _____
Greg Thornton, Chief Financial Officer

APPROVED AS TO FORM:

Date: _____

John Mullen, City Attorney

94-1698350
Employer ID No. 94-1698350

NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.

G:\ADMIN\Admin Docs - Specs and Staff Reports\Professional Services Agreements\03-18-15 Amend 1 ESA Coast Hwy Corridor.doc



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January 18, 2017

City of Oceanside
John Amberson, Transportation Planner
300 North Coast Highway
Oceanside, CA 92054

RE: Amendment #2 to Professional Services Agreement with Environmental Science Associates for the Coast Highway Corridor Study

Dear Mr. Amberson:

As we have discussed, ESA is requesting Amendment #2 to the Professional Services Agreement between the City of Oceanside and ESA to address additional work efforts outside of our contracted scope of work and provide additional contingency to ensure our contracted scope of work will allow completion of the project. In particular, the additional efforts within this contract amendment request would augment Tasks 3, 9 and 10 of ESA's contract.

Contract Summary

ESA's original contract for the Coast Highway Corridor Study is dated June 26, 2013 (Oceanside Document No. 13-D0567-1). At that time, ESA's scope of work was limited to a review of the City's land use policies and zoning and preparation of an Environmental Impact Report (EIR) for the final Corridor Study pursuant to the California Environmental Quality Act (CEQA). The contract specified a schedule of 18 months and only provided limited support efforts (e.g., community participation and meeting attendance). The total contract value was \$256,100.

On March 18, 2015 the City Council approved Amendment #1 in the amount of \$152,595 to expand the scope of work originally contemplated for Task 9 in the 2013 contract. With this amendment, the total contract value was increased to \$408,695, the current contract value.

Proposed Contract Amendment

The first section of this proposed amendment (Base Scope of Work) outlines work that has been completed, is underway, or is known to be necessary to complete the Overlay and CEQA documentation. In addition, this contract amendment attempts to anticipate all additional work efforts required for ESA to complete the Overlay district and the CEQA documentation for the Coast Highway Corridor Study and additional contingency tasks that have been discussed with City staff; these are included in the second section of this proposed amendment.

Base Scope of Work

Task 9: Land Use Amendment(s)

ESA's current contract includes a detailed scope of work for Task 9 which was prepared following several meetings between City staff and the consultant team. Subsequent to approval of the detailed scope



Mr. John Amberson
City of Oceanside
January 18, 2017
Page 2

of work and current contract, ESA and Torti Gallas + Partners met with City staff to review draft work products and obtain direction on a number of issues relative to the TDR Program and the Overlay district (August 6, 2015). After additional conference calls and internal staff meetings, ESA received an email from staff (November 4, 2015) confirming that modifications should be made to the work program. In summary the modifications that were agreed to were as follows:

- Maintain the TDR work program, but adjust it to ensure it addresses the transfer of densities, not just height. As part of this process, IBI was to review the land use table in the regional traffic model to ensure that the assumed land use densities, specifically those related to the residential assumptions for the C2 zone match those identified in the Coast Highway Vision and Strategic Plan.
- Ensure the work program included the precise/parcel based mapping of the nodal areas and sending/receiving areas. This includes preparation of a base map that staff could use to assist ESA in establishing appropriate nodal boundaries and sending/receiving areas.
- Eliminate the General Plan Amendment work task. City of Oceanside Planning Department staff would be responsible for preparing any necessary general plan amendment text from this point forward.
- Reassign remaining hours in the General Plan Amendment task to cover additional staff and team meetings.
- City Staff would be responsible for addressing expedited processing/streamlining of the permit process and provide any necessary text to be incorporated into the Overlay Zone.
- Staff would be responsible for addressing any additional density bonus provisions and providing any necessary text to be incorporated in the Overlay Zone.

In March 2016, KMA and ESA met with City staff to review the initial findings of the TDR market feasibility analysis prepared by KMA as well as the TDR inventory mapping and data assembly prepared by ESA. The initial results of that analysis raised significant questions about the success of a TDR program in the Corridor due to the current versus long term development economics combined with the voluntary nature of the Overlay and competing zoning provisions. The entire consultant team met with city staff on April 14, 2016 to review and confirm a change in direction and approach to the Task 9 Land Use Amendments. At this meeting, staff directed the consultant team to suspend all work on the TDR Program and to refocus efforts on building the "additional incentives" including expedited processing/permit streamlining and residential density bonus provisions, tasks that had been previously assigned to staff. The ESA team committed to doing everything they could to work within the remaining budgets to cover this additional change in direction and the reassignment of work back to the consultant team. However, ESA pointed out at that time that this would require flexibility to reassign remaining



Mr. John Amberson
City of Oceanside
January 18, 2017
Page 3

budgets across tasks and additional changes in direction, additional versions, additional meetings and other such items could require a reevaluation of the scope and budget.

After March 2016, ESA and the subconsultants completed the following tasks under Task 9:

- V1, V2 and V3 of the Design Guidelines (Torti Gallas)
- Principal Review (v.1) Coast Highway Incentive Overlay (ESA)
- Screencheck (v.2) Coast Highway Incentive Overlay (ESA)
- Developer Meeting (August 8, 2016) - (ESA and KMA)
- Coastal Commission Meeting #1 (August 2, 2016)- (ESA)
- Parking Management Strategies – (IBI)
- Staff meetings/conference calls – approximately ten meetings/conference calls compared to the November contract allocation of four meetings at two hours each.

The above tasks have expended approximately 86 percent of the Task 9 budget. It will be necessary to amend our contract value to complete the remaining tasks necessary for completion of the Overlay.

Remaining tasks under the contract include:

- Public Review Draft (v.3) Coast Highway Incentive Overlay
- Community Workshop
- Developer Meeting #2
- Coastal Commission Meeting #2
- Staff meetings/conference calls
- Educational Brochure

The following sections summarize the additional work that is necessary under Task 9 that is not covered by our current contract.

Open House Workshop

In the original scope of work, the workshop was described as a meeting wherein ESA would prepare a PowerPoint presentation with assistance from Torti Gallas + Partners on graphics and illustrations and the focus was on sharing information on the Overlay and answering questions as necessary regarding provisions of the Overlay Zone. Deliverables were to include a PowerPoint presentation with associated graphics and illustrations, an agenda, sign in sheet and meeting notes.

The City has requested an open house format for the workshop. This type of workshop requires additional staffing, preparation of additional materials including exhibit boards, more coordination and collaboration with participating team members, and generally more labor and production costs, some of which has already occurred or is occurring in preparation for the workshop scheduled for January 17, 2017.



Mr. John Amberson
City of Oceanside
January 18, 2017
Page 4

ESA is working with Torti Gallas + Partners and Arellano and Associates to share in the required work to most efficiently cover the work and costs for this workshop using their current allocated budgets. However, our current contract is not adequate to cover this change in approach.

Open House Workshop Subtotal: \$5,700

Third Draft Overlay

ESA's contracted scope of work assumed two versions of the Draft Coast Highway Incentive Overlay, the Administrative Draft Overlay and Draft Overlay (public review). ESA has prepared two administrative versions of the Overlay in order to respond to the comments as received and to move the Overlay process forward in accordance with the EIR schedule. In addition, subconsultant Torti Gallas + Partners has expended their contracted scope in support of the Overlay. A Draft Overlay (public review) version following the Open House Workshop will still be required to complete the process. The result is ESA and subconsultant Torti Gallas + Partners need to prepare at least one additional version of the Overlay than the contracted scope of work assumes.

Third Draft Overlay Subtotal: \$7,500

Coordination Meetings

ESA has spent a considerable amount of project management and project team coordination time over the past several months. Tasks include numerous meetings and conference calls with the project team including City staff, IBI, Torti Gallas + Partners, and internal staff to discuss project issues including, but not limited to changes in project direction, Overlay boundaries and sub-area boundaries, meeting and workshop strategy discussions, developer meeting follow up, parking management strategies and parking standards, changes to the incentive program and program refinements, Overlay working session, and land use assumptions.

ESA requests additional project management time to continue coordination with the consultant team and City staff. The following provides an allowance for attendance at 2 in-person meetings (assumed at 2 hours each) and 5 conference calls (assumed one hour each). This also includes costs to prepare agendas and meeting summary notes.

Task 9 Coordination Meetings Subtotal: \$3,200



Mr. John Amberson
City of Oceanside
January 18, 2017
Page 5

Task 10: CEQA Review

The following additional tasks are required to complete the technical analyses for CEQA review, specifically the EIR for the project.

Project Description – Land Use Assumptions

For purposes of the EIR, an estimate of development for the Proposed Project is necessary in order to disclose the difference between the baseline or General Plan land use conditions and the future with project land use conditions. ESA's original contract assumed that the project description, including the land use assumptions, would be provided by other members of the consultant team or by the City of Oceanside. For this reason, a task to prepare this data was not included in ESA's EIR scope of work.

The land use data/assumptions provided in the TIA are shown in vehicle trips. The TIA also includes a study area that covers everything west of the I-5 freeway. In order to accurately disclose the amount of assumed development resulting from implementation of the Overlay, it requires the data to be more refined. The data needs to generally match the land area covered by the Overlay and the projected development needs to be translated into dwelling units for residential development and square footage for non-residential development. ESA will be required to take part in several discussions and coordination meetings/calls, provide maps and data layers, and review initial data tables provided by IBI, some of these activities which have already occurred. While ESA originally thought we may be able to absorb these additional costs within our current contracted value the level of effort is far exceeding the amount of effort originally hoped for. This task is outside our contract. The timely delivery of this material is important in meeting the overall schedule for the EIR. We anticipate additional meetings, coordination with IBI and City staff, and some data manipulation in order to complete the development of these land use assumptions. While we have explored other means to reach these conclusions with the City, it has become apparent that ESA is in the best position to deliver the body of work necessary to complete the description of land use assumptions necessary for completion of the EIR.

Land Use Assumptions Subtotal: \$8,400

Traffic Impact Analysis Revisions

The Traffic Impact Analysis (prepared under separate contract between the City and IBI) has undergone several revisions. Because of the need to attempt to adhere to the project schedule, ESA was directed to initiate our air quality, greenhouse gas, and noise assessments based on the prior versions of the Traffic Impact Analysis. Because the revisions have resulted in changes to the project and corrections to study intersections, ESA was required to complete modeling and technical report revisions to update our technical analyses. In addition, the most recent changes in study intersection results will require revisions to several tables and reconsideration of the conclusions for the air and noise technical reports. This reworking of the air quality, greenhouse gas, and noise reports is outside of the current contract. With this amendment, ESA will perform the noise modeling and amend the technical reports.



Mr. John Amberson
City of Oceanside
January 18, 2017
Page 6

Traffic Impact Analysis Revisions Subtotal: \$7,410

Extension of Schedule

The original contract anticipated a schedule of 18 months, with completion of the Final EIR and CEQA process in early 2015. However, as the project has developed and been refined delays have occurred outside of ESA's control. Currently the CEQA process is anticipated to conclude in July 2017, more than two years beyond the original project schedule. The causes for the delay have included the need to re-run the SANDAG model to account for different traffic scenarios and/or configurations, delays in selecting a preferred alternative, delay in specification of land use assumptions and changes in the direction of the planning components of the project. While many of these schedule delays were well managed by ESA (with the CEQA team's work going on hiatus for several months at a time), unanticipated costs have occurred as a result of changes to the EIR project description, the need to re-introduce technical team members to the project given the length of the times at which the project was on hold, and continued monitoring and attendance at conference calls and other project interactions. Much of the cost of the schedule delays has been absorbed by the ESA team. However, we are requesting that the City amend our contract to account for a portion of these costs.

Extension of Schedule Subtotal: \$17,660

Alternatives – Additional Technical Analysis

ESA's original scope of work includes the preparation of an alternatives analysis pursuant to CEQA Guidelines Section 15126.6, which only requires that the alternatives analysis provide a comparative analysis of alternatives (which can be provided in less detail than the proposed project). Because CEQA does not require it, the original scope of work assumed that the alternatives analysis would not include quantification (and would only be qualitative and comparative). However, it has become clear that the City of Oceanside would like the flexibility to allow the City Council to adopt the City identified and IBI analyzed "Project Alternative" scenario. In order to allow this flexibility, the Alternatives Analysis of the EIR will be supplemented with the quantification necessary to provide full-disclosure of the environmental effects of the Project Alternative scenario. Because many of the impacts analyses would not require additional quantification, this augment would only address additional work efforts for the following technical analyses within the Alternatives Analysis: Air Quality, Noise, and Transportation and Traffic. This additional effort focused on these topical areas will provide for an Alternatives Analysis that will allow adoption of the Project Alternative scenario should the City Council so choose.

Alternatives Analysis Subtotal: \$7,550



Mr. John Amberson
City of Oceanside
January 18, 2017
Page 7

Contingency Tasks

Task 3: Community Involvement

ESA's original scope of work included a general task for community involvement which was intended to generally cover the attendance of ESA's Project Director (Bobbette Biddulph) to meetings and hearings for the Corridor Plan. This task included attendance of up to 6 meetings. This scope of work was previously expended through attendance at various public and planning meetings by the ESA CEQA Project Manager, Planning Project Manager, and Project Director at various points in the planning process. In addition, the current scope of work does not include ESA's planning team's participation in study sessions or attendance at public hearings.

Our proposed additional contingency includes attendance of ESA's Planning Project Manager (Kimiko Lizardi) at a City Council Study Session. ESA could assist the City to prepare the PPT presentation and up to two boards for a City Council Study Session, but City staff will be responsible for the costs to produce the exhibit boards. ESA's Planning Project Manager could also be available to attend two public hearings to answer questions about the project.

As well, it is anticipated that ESA's Project Director should attend an additional three public meetings (Draft EIR Public Hearing, and two Final EIR/Project Approval Public Hearings). This additional scope of work also includes some costs for coordination with City staff prior to the public hearings, but does not include costs for ESA to prepare any presentation materials for the public hearings. We have also provided an additional contingency for a subconsultant (e.g., Torti Gallas + Partners) to attend a future public meeting.

Community Involvement Contingency: \$12,850

Task 9: Land Use Amendment(s)

The City may want to add additional scope of work to prepare a Final Draft version of the Overlay prior to public hearings. This version may include changes in response to public comment received during the public comment period on the Draft EIR or additional changes resulting from internal reviews by staff. However, it should be stated that the budget estimate below assumes reasonable revisions/refinements to the Overlay and does not include wholesale changes that would impact land use assumptions, mapping, or major restructuring of the Overlay ordinance. It should also be noted that significant changes to the Overlay could have implications for the Draft EIR.

Fourth Draft Overlay Contingency: \$5,000



Mr. John Amberson
 City of Oceanside
 January 18, 2017
 Page 8

Task 10: CEQA Review

Once the mandatory 45-day public circulation period for the Draft EIR has ended, ESA current contract provides for ESA to prepare the responses to comments document, which will be submitted to the City for review. ESA is also contracted to make any required revisions to the Draft EIR and to include the responses to comments in the Final EIR, assuming no additional technical analyses are required. ESA's current contract assumes up to twenty (20) comment letters will be received on the Draft EIR. However, based on discussions with City staff, it is highly likely that more than 20 comment letters will be received. In order to anticipate the potential for greater interest in the project, this contract amendment provides for an additional 80 letters received on the Draft EIR requiring response. As well, a small contingency of \$5,000 is provided to address minor technical issues that might arise which will require retooling and re-running of model analyses. It should be noted that this is a very limited contingency, but should avoid the requirement to amend the contract during the Final EIR stage.

Final EIR Contingency: \$37,000

Summary of Contract Amendment Request

The contract amendment described herein totals **\$112,270** as summarized in the table below. With this amendment, ESA's total contract value would be increased to **\$520,965**, which would include a \$54,850 contingency.

Task Description	Base Scope of Work	Contingency	Total
Task 3 Community Involvement		\$ 12,850	\$ 12,850
Subtotal	\$ -	\$ 12,850	\$ 12,850
Task 9 Land Use Amendment			
Open House Workshop	\$ 5,700		\$ 5,700
Additional Versions of Overlay	\$ 7,500	\$ 5,000	\$ 12,500
Coordination Meetings	\$ 3,200		\$ 3,200
Subtotal	\$ 16,400	\$ 5,000	\$ 21,400
Task 10 CEQA Review			
Project Description - Land Use Assumptions	\$ 8,400		\$ 8,400
Traffic Impact Analysis Revisions	\$ 7,410		\$ 7,410
Extension of Schedule	\$ 17,660		\$ 17,660
Alternatives - Additional Technical Analysis	\$ 7,550		\$ 7,550
Final EIR		\$ 37,000	\$ 37,000
Subtotal	\$ 41,020	\$ 37,000	\$ 78,020
Total	\$ 57,420	\$ 54,850	\$ 112,270



Mr. John Amberson
City of Oceanside
January 18, 2017
Page 9

Schedule Summary

The following is a summary of the schedule for the remaining work efforts under this contract:

Milestone	Date
Administrative Draft EIR Submittal to City Staff	February 13, 2017
City Review/Comment on Administrative Draft EIR	March 3, 2017
Release of Public Review Draft EIR and Overlay	March 20, 2017
CEQA 45-Day Review Period	May 5, 2017
Final EIR Publication (estimate)	Late-June 2017
City Council Consideration of Project and EIR	July 2017

ESA appreciates your review and consideration of Amendment #2 to ESA's Professional Services Agreement. We look forward to continued work on this important project.

Sincerely,

ESA

Bobbette Biddulph
Senior Vice President