



3.22

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SACRAMENTO, CA

September 12, 1990

APPROVED
BY THE CITY COUNCIL

ADMINISTRATION
ROOM 300
95814-2987
916-449-5571

SEP 18 1990

City Council
Sacramento, California

OFFICE OF THE
CITY CLERK

ECONOMIC DEVELOPMENT
ROOM 300
95814-2987
916-449-1223

NUISANCE ABATEMENT
ROOM 301
95814-3982
916-449-5948

Honorable Members in Session:

SUBJECT: Amendment No. 1 to City Agreement No. 89061 With EBASCO
For Arden-Arcade Local Area Transportation Analysis (P89-
181) in the amount \$46,173.

SUMMARY

The City Council previously authorized EBASCO Services to prepare the Arden-Arcade Local Area Transportation Analysis, including preparation of the transportation analysis portion of the EIR's for the Expo Center and J.C. Penney/Arden Mall projects. Since that time, the Scope of the study has been expanded to include the proposed California Plaza project, additional alternatives, and an expansion of the level of detail to be contained in the study. It is recommended that Amendment No. 1 to the EBASCO Services Agreement with the City be authorized for an amount not to exceed \$46,173.00. This contract is funded from developer's deposits and will have no net effect on the General Fund. This item was reviewed by the Budget and Finance Committee on September 11, 1990.

BACKGROUND

On October 3, 1989, the City Council adopted Resolution 89-764 authorizing execution of Agreement 89061 with EBASCO Services for completion of the Arden-Arcade Local Area Transportation Analysis. The concept behind an area wide traffic study is that it will provide comprehensive and consistent traffic data for the entire Arden Arcade Traffic area. In the past, multiple overlapping traffic studies by different consultants have produced conflicting and confusing traffic data. The EBASCO traffic study is designed to remedy this problem. At the end of the study the City will own an up-to-date Arden-Arcade area traffic model that can be kept

current by the Traffic Engineering Division. The model will cover portions of District 1 and 3 traffic zones. Ultimately, this type of areawide model will be applied Citywide to give staff the necessary site specific detail required by CEQA but unavailable through any other source; even SACOG cannot supply this level of detail.

Recently an application has been filed with the City for the California Plaza project located at Harvard and Arden Way just west of Business 80 (USAA/Hilton Hotel area). The City has determined that the project should be included in the EBASCO Traffic Study and that an EIR is required. In addition to the amendment required by the California Plaza project, the two previous projects included in the EBASCO Study are being revised to update/expand the alternatives analysis to meet the intent of CEQA. As the Study has evolved it has been necessary to analyze additional alternatives and conduct additional analysis.

POLICY CONSIDERATIONS

The contracting for consultant services to provide studies is consistent with adopted City policy. The City Council recently approved budget authorization for the City Traffic Engineer to expand the City's capability to conduct these types of project level and sub-area traffic studies. However, the Arden-Arcade Local Area Transportation Analysis predates this action, and it is desirable for EBASCO to complete the Study and turn the data over to the Transportation Engineer Division.

MBE/WBE CONSIDERATIONS

EBASCO is not a City certified MBE/WBE vendor. No MBE/WBE transportation consultants have requested listing with the City. However, as a part of an ongoing outreach program the Division continues to solicit proposals from MBE/WBE firms.

FINANCIAL INFORMATION

The total amount requested for Amendment No. 1 is \$46,173.00. This will bring the total EBASCO authorization to \$118,686.00. The total cost of this Study has been, and will continue to be, financed from applicants with projects on file with the City in the Point West/Arden Mall area. No appropriation of City funds is required.

Responsibility for payment of the \$46,173 cost for Amendment No. 1 will be as follows:

<u>APPLICANT</u>	<u>AMOUNT</u>
California Plaza	\$30,556
Expo Center	12,617
J.C. Penney/Arden Mall	3,000
TOTAL	\$46,173

RECOMMENDATION

It is recommended that the City Council approve the adoption of the attached Resolution providing authorization for Amendment No. 1 to Agreement 89061 with EBASCO Services.

Respectfully submitted,

Michelle Basulto (Admin. Analyst)
for Carol L. Branan
Manager, Environmental Services

Recommendation Approved:

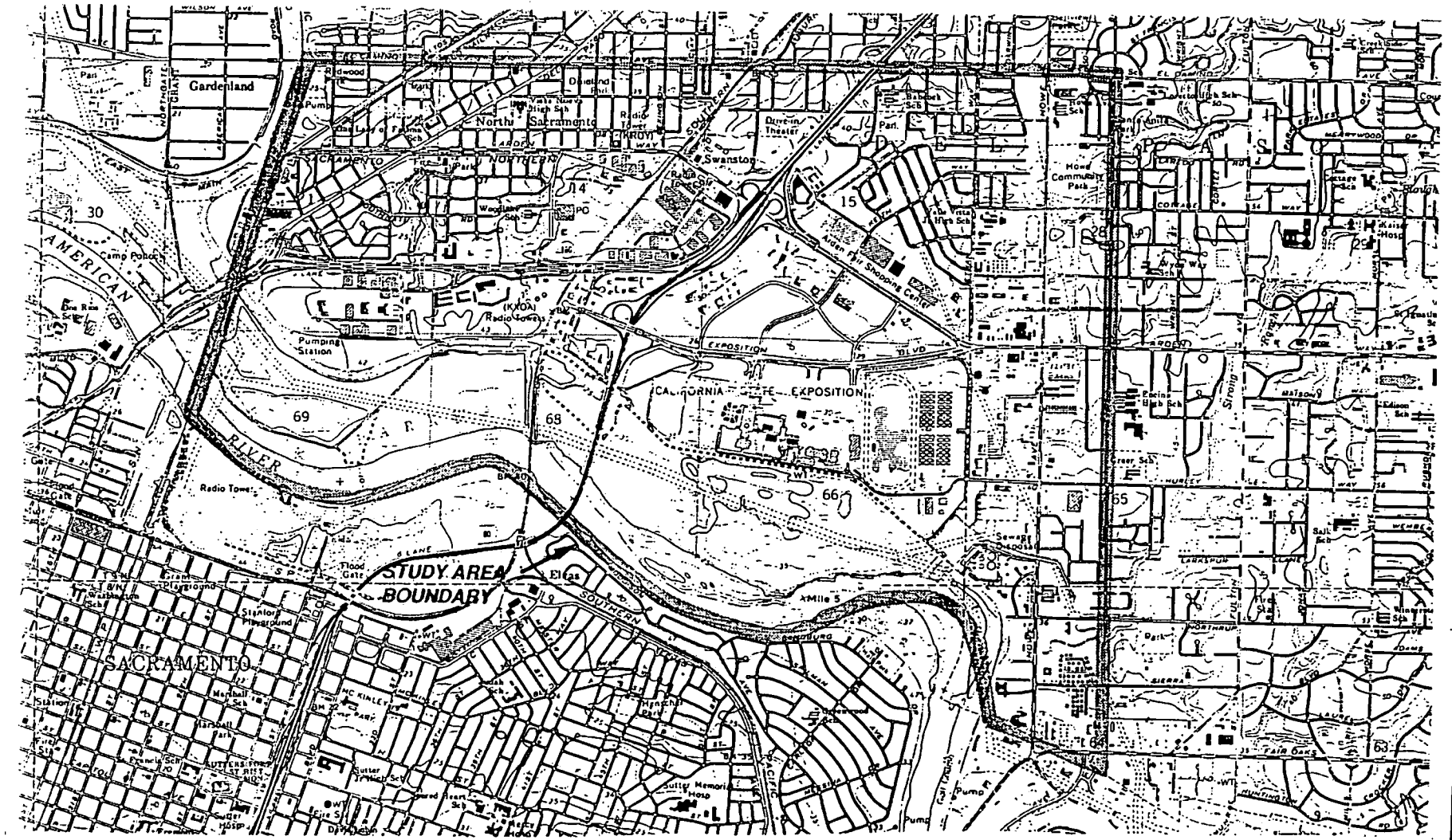
Walter J. Slipe
WALTER J. SLIPE
City Manager

Approved:

Michael M. Davis
MICHAEL M. DAVIS
Director, Planning and Development

Persons to contact:
Carol Branan 449-2037

September 18, 1990
District 1 and 3



0 ————— Scale 1:24,000 ————— 1 Mile



STUDY AREA LOCATION
 Local Area Transportation Study

RESOLUTION NO. 90-785

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

APPROVED
BY THE CITY COUNCIL

SEP 18 1990

OFFICE OF THE
CITY CLERK

A RESOLUTION AUTHORIZING THE
AMENDMENT OF THE ARDEN-ARCADE LOCAL
AREA TRANSPORTATION ANALYSIS
PROFESSIONAL SERVICES AGREEMENT NO.
89061 WITH EBASCO SERVICES, INC. IN
AN AMOUNT NOT TO EXCEED \$118,686.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

The City Manager and City Clerk are hereby authorized and directed to execute on behalf of the City of Sacramento an AMENDMENT to City Agreement No. 89061 with EBASCO Services, Inc. to prepare the Arden-Arcade Local Area Transportation Analysis for an amount not-to-exceed \$118,686.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

3.22

APPROVED
BY THE CITY COUNCIL

SEP 18 1990

OFFICE OF THE
CITY CLERK

AMENDMENT NO. 1

CITY AGREEMENT 89061
EBASCO SERVICES, INC.

This AMENDMENT to City Agreement 89061 is made at Sacramento, California on July 20, 1990 by and between the City of Sacramento (CITY), Municipal Corporation and EBASCO Services, Inc. (CONSULTANT). The parties agree to amend the above referenced agreement as stated in Exhibits A and B to this AMENDMENT.

CITY OF SACRAMENTO
A MUNICIPAL CORPORATION

EBASCO SERVICES, INC.

BY _____
WALTER J. SLIPE, CITY MANAGER

BY _____

APPROVED AS TO FORM:

ATTEST:

BY _____
DEPUTY CITY ATTORNEY

BY _____
CITY CLERK

EXHIBIT A

Amends Exhibit A of the original Agreement as highlighted on the attached pages. All other sections of Exhibit A remain unchanged.

EXHIBIT A

CONSULTANT AND PROFESSIONAL SERVICES AGREEMENT

REPRESENTATIVES AND SERVICE TO BE PROVIDED

BY EBASCO SERVICES, INC

1. Representatives:

The City Representative for this Agreement is:

<u>Michael M. Davis</u>	<u>Director</u>	<u>(916) 449-5571</u>
(Name)	(Title)	(Telephone)

All consultant questions pertaining to this agreement will be referred to the above named person, or the representative's designed.

The Consultant Representative for this Agreement is:

<u>David deRosier</u>	<u>Manager</u>	<u>(916) 442-5253</u>
(Name)	(Title)	(Telephone)

All City questions pertaining to this Agreement will be referred to the above name person. all correspondence to the City will be address to:

City of Sacramento
Planning and Development Department
1231 "I" Street, Room 302
Attn: Michael M. Davis

2. Services to be provided are specified below:

Title: Arden-Arcade LATA

Amendment No. 1 Summary:

Consultant is to provide the same level of detail and scope of effort for the California Plaza project as identified for the Traffic Impact studies contained in the existing Scope of Work. The intent of this Amendment is to include California Plaza at the same level of impact analysis as the Exposition Center project and Arden Fair project. The basic work tasks and methodology will therefore be the same as has emerged for the Exposition Center project and Arden Fair project. The services to be provided that are unique to the California Plaza shall be highlighted.

TASK 1.0 Study Organization & Program Definition

This task will require the city staff and consultant staff to meet and review basic problem definition, study goals, objectives, and base data availability. The technical assumptions, technical methodologies, work task definitions, and assumptions as to products will be jointly established with City of Sacramento staff. The level of city staff involvement in decision making, review of on-going work effort, and mechanisms for study coordination will be established. The results of this tasks will be summarized in a study "guidelines" memorandum to city staff.

In addition, with regards to the California Plaza project, this task will require coordination and review of the project plan and site specific study requirements. The project site location and the definition of alternatives will be reviewed and tasks developed and refined to reflect the project requirements. Some of the general task areas regarding background data collection and existing conditions for the Arden-Arcade and South Natomas area have already been developed. Site specific data will however still be required for the traffic impact study.

TASK 2.0 Data Collection and Study Area Research

This task will address the gathering, organization, and evaluation of necessary base data, existing conditions information, and related transportation/land use projections affecting the study area.

Sub-tasks include:

- 2.1 Contact appropriate governmental agencies and collect relevant traffic base data, transportation studies, and physical transportation system data for the study area.
- 2.2 Existing city and regional traffic models will be reviewed for applicability of modeling characteristics, zone system design, street and highway network design, and trip table adaptability.
- 2.3 The physical transportation system will be inventoried, including field inspection and as-built or maintenance record plans to determine street system dimensions, traffic control devices, striping, intersection configurations, bikeway system facilities, transit (bus & light rail) any special traffic flow conditions, and parking supply on-street, off-street, and structured.
- 2.4 Traffic counts for both the AM and PM peak hour periods will be conducted at the following key intersections:

- o Exposition Blvd./Arden Way/Ethan Way
- o Alta Arden/Ethan Way
- o Arden Way/Alta Arden
- o Arden Way/Challenge Way
- o Arden Way/Heritage Lane/Keith
- o Arden Way/Point West Way
- o Arden Way/Business-80 - Ramp Intersection
- o Arden Way/Harvard Street/Blumenfeld Drive
- o Exposition Blvd./Challenge Way
- o Exposition Blvd./Heritage Lane
- o Exposition Blvd./Response Road
- o Exposition Blvd./Business-80 - Ramp Intersection
- o Heritage Lane/Response Road
- o Exposition Blvd./Tribute Road
- o Silica Avenue/Harvard Avenue
- o Auburn Blvd./Van Ness Avenue
- o El Camino Avenue/Van Ness Avenue
- o El Camino Avenue/Lexington Street
- o El Camino Avenue/Evergreen Street

2.5 Twenty four (24) hour machine counts are anticipated at key street segments for both EIR project analysis and the calibration of the LATS computer traffic model. An estimate of 5 - 10 street segment counts are included in this sub-task including the following:

- o Harvard Street S/O Silica Avenue
- o Harvard Street N/O Arden Way
- o Auburn Blvd. between El Camino and Frientza Avenue
- o Auburn Blvd. N/O Frientza Avenue
- o Arden Way between harvard Street & SR-51 Ramps

2.6 Inventory parking spaces as necessary for each EIR project site.

TASK 3.0 Prepare Base Year (Existing Conditions) Transportation/Circulation System Setting

The existing conditions setting will describe and quantify existing land use, traffic flow patterns, street system striping, number of lanes, ROW dimensions, intersection configurations, signal system, and any special traffic control conditions. Committed land development projects and special environmental criteria will be documented. Existing levels of public transit, TMS programs, and bikeway usage will be addressed and quantified. The following sub-tasks will be included in this major task areas.

3.1 Organize existing conditions base data for traffic analysis zone (TAZ) and network refinement for LATS model development to reflect all projects.

- 3.2 Organize existing conditions data for inclusion in Exposition Center Traffic Impact Study and existing conditions analysis.
- 3.3 Organize existing conditions data for inclusion in Arden Fair Fourth Anchor Tenant Traffic Impact Study and existing conditions analysis.
- 3.4 Prepare outline of existing conditions/Base year section of traffic model development report.
- 3.5 Organize existing conditions data for inclusion in the California Plaza Traffic Impact Study and existing Conditions EIR Analysis
- 3.6 Prepare outline of Existing Conditions/Base Year section for California Plaza inclusion in Existing Conditions Report.

TASK 4.0 Prepare Traffic Forecast Impact Model and Traffic Base Year Assignment

In conjunction with the Traffic Engineering staff of the City of Sacramento the specific computer model and its application will be defined. The street system network, Zone System, buffer area boundaries trip generation rates, assignment algorithm, number of iterations, and peak hour methodology will be selected and refined. The basic modeling assumptions will have been discussed in Task 1.0 along with the options as to models to be used and base data availability. These options will now be clearly exercised and choices made. The pre-load model recommended (see "Modeling Approach", Section 2.5) will create the base year assignment from existing traffic volumes.

Specific sub-tasks include:

- 4.1 Design of TAZ and network systems to incorporate analysis of EIR projects.
- 4.2 Coding of the network and specific detailing of freeway interchanges to facilitate operational analysis.
- 4.3 Evaluation of centroid location and centroid connection to the network to ensure as realistic network loading and assignment as possible.

TASK 5.0 Prepare Base Year (Existing Conditions) Traffic Impact and Mitigation Analysis

The base year traffic volumes (ADT, AM and PM peak hours) will be

evaluated for impacts on the street system and intersections. Mitigation measures including existing programmed capital and non-capital improvement actions to address significant traffic impacts will be identified. Impact criteria from TASK 1.0 will be applied to traffic volumes to establish significance of impacts and possible mitigation measure effectiveness. Information from this task will be included in the preparation of project EIRs and the documentation of the Arden-Arcade community LATS.

Specific sub-tasks include:

- 5.1 Analysis of key intersections and street segments for the LATS study area including the California Plaza study area based on circular 212 icu and v/c ratio methodologies; and appropriate street system improvements.
- 5.2 Specific organization of existing conditions analysis data for each ~~of the two~~ project EIR Traffic Impact studies.
- 5.3 Identification of mitigation measures and actions which should be incorporated into the Cumulative Horizon Year Traffic forecast Analysis and are required from base year impacts.

TASK 6.0 Prepare Future Traffic Demand Forecasts For Proposed Projects and EIR Alternatives

This task will address the development of the proposed project related traffic volumes will be compared with the existing conditions alternative and later reduced to a "best" and "worst" case scenario for cumulative impact analysis.

Specific sub-tasks include:

- 6.1 Refine and quantify the EIR land use alternatives for each project.

The ~~two~~ projects are:

Exposition Center Alternatives

- o Proposed Project
- o Point West P.U.D. - Buildout
- o Decreased Office: 50% of Proposed Project
- o Mixed Use Project including a residential component
- o Office use moved to CBD site
- o Alternative site: Fong Ranch, South Natomas
- o Alternative site: Southern Pacific RR
- o No project (existing conditions)

Arden Fair Fourth Anchor Tenant Alternatives

- o Proposed project
- o Major tenant and garage relocated to face Arden Way
- o Cinema relocated to convenience shops
- o Cinema relocated to northwest corner of mall site
- o No project (existing conditions)

California Plaza Alternatives

- o Proposed Project
- o No Project-Vacant
- o Transit based/Reduced Parking Supply
- o Mixed Use Project

- 6.2 Prepare trip generation forecast based on city approved rates for ADT, AM and PM peak hour periods for site and adjacent neighborhood impact analysis.
- 6.3 Prepare street system network reflecting internal site access system, external site access points, and major access routes impacted by proposed projects.
- 6.4 Develop distribution and assignment factors for each project site; distribute and assign proposed project trips to supporting street system and internal access system on a daily (ADT) AM and PM peak period basis.
- 6.5 Distribute and assign trips for EIR alternatives to supporting street system on a daily (ADT) AM and PM peak period basis for each project site.

TASK 7.0 Identify Traffic Impacts for Proposed Projects and EIR Alternatives

Traffic impacts and mitigation measures for each proposed project and alternatives will be evaluated and compared with the existing conditions analysis.

The project analysis alternatives are:

Exposition Center

- o Existing + Proposed project
- o Existing + Point West P.U.D. buildout
- o Existing + Decreased office: 50% of proposed project
- o Existing + Mixed Use Project
- o Existing with CBD office site
- o Existing with Fong Ranch site
- o Existing with Southern Pacific site

Arden Fair Fourth Anchor Tenant

- o Existing + Proposed project
- o Existing + Relocated project to Arden Way
- o Existing + Cinema relocated to convenience shops
- o Existing + Cinema relocated to NW corridor of mall

California Plaza

- o Existing + Proposed Project
- o Existing + Transit Based/Reduced Parking Project
- o Existing + Mixed Use Project

Specific sub-tasks include:

- 7.1 Determine levels of service (LOS) for key intersections and street segments on a daily, AM and PM peak hours basis for each proposed project and alternatives.
- 7.2 Identify traffic impacts and level of significance for each project and EIR alternatives.
- 7.3 Prepare traffic volume tables and graphics suitable for Air Quality and Noise Impact Analysis.
- 7.4 For the Exposition Center (Fong Ranch Site Alternative):
 - a. Review existing conditions data from City for project site access system.
 - b. Identify access routes which will serve the site, including street segments and intersections.
 - c. Field review site and access routes.
 - d. Calculate existing conditions LOS based on v/c ratios and circular 212 icu methodology.
 - e. Calculate available capacity on access system and evaluate site in terms of viability as alternative to Exposition Center site in Point West PUD.
- 7.5 Once task 7.4 is complete, and IF the alternative site is viable, complete the following upon written authorization by the City to do so:
 - a. Based on trip generation, trip distribution and trip assignment of proposed project, prepare existing plus project traffic forecast.
 - b. Calculate LOS for existing plus project for street segments and key intersections.
 - c. Identify project related traffic impacts and mitigations, if required.
 - d. Evaluate Fong Ranch alternative in comparison with other on-site alternatives based on mitigation required, level of impact, and availability of non-auto access.
 - e. Prepare appropriate Traffic Report sections for

inclusion in Traffic Study and EIR circulation element.

7.6 For the Exposition Center (Southern Pacific RR Site Alternative):

- a. Review existing conditions data and previous CBD traffic studies to establish base year conditions.
- b. Identify access routes which will serve the site, including street segments and key intersections.
- c. Field review site and access routes.
- d. Calculate LOS based on v/c ratios and circular 212 icu methodology.
- e. Review existing transit and parking studies and information related to present and projected conditions.
- f. Estimate available capacity on access system which serves site.
- g. Evaluate transportation related opportunities which site provides and possible impacts of project.
- h. Evaluate constraints which site has associated with it relative to transportation and access.
- i. Compare site in general terms with on-site alternatives for Point West PUD site.
- j. Prepare written report sections for Traffic Study and EIR circulation element.

7.7 For the Arden Fair Fourth Anchor Tenant Project expand the existing conditions analysis not related to Project Traffic Impact Studies as follows:

- a. Collect intersection description and turn-move volumes for the following intersections:
 - o Ethan Way/El Camino Ave
 - o Albatross Ave/El Camino Ave
 - o Northgate Blvd/Del Paso Blvd
 - o Cormorant Way/Sacramento Inn Way
 - o Wooley Way/Albatross Ave
- b. Collect 24-hour machine count data for the following street segments:
 - o Sacramento Inn Way N/O Arden Fair Parking exit onto Sacramento Inn Way
 - o Sacramento Inn Way S/O Silica Ave
 - o Albatross Ave S/O El Camino Ave
- c. Prepare base map revisions to include the new intersections and the Sacramento Inn access route between Arden Way at Arden Fair Driveway Number 1 and El Camino Ave at Albatross Ave.

- d. Develop 24-hour volumes for street segments to be added to the base maps.
- e. Calculate LOS values for intersections and street segments, based on circular 212 icu and v/c ratios.
- f. Revise tables and text of existing conditions report to reflect additions to street system.

TASK 8.0 Traffic Impact Analysis and Mitigation Development

Evaluate traffic impacts, and, if appropriate, identify measures which mitigate impacts on the existing conditions where significant impact mitigation is required based on LOS and other impact criteria. The focus of this analysis will be on site related impacts on the immediately adjacent street system.

TASK 9.0 Prepare Combined Project Impact and Mitigation Evaluation

This task will address the combined impacts of both the proposed projects on the existing circulation system. The involvement of the city staff will be required to provide a reasonable combination of project alternatives for analysis. The combined projects will include:

- o Exposition Center
- o Arden Fair Fourth/Fifth Anchor Tenant
- o California Plaza

9.1 The impact and mitigation analysis of each project and alternatives will be reviewed in light of transportation, land use, economic and other environmental criteria and a "best" case and "worst" case scenario selected for each site.

9.2 A combined forecast and analysis will be prepared for the following cases:

- o Existing + "best" case scenario for each site
- o Existing + "worst" case scenario for each site

Note: An underlying assumption is made here that each site and potential developer will be treated exactly the same in terms of the possible scenario selected for implementation.

9.3 Determine the traffic impacts and mitigation measure effective of the combined project impacts under the two scenario conditions.

- 9.4 Refine the "best" case and "worst" case scenarios for inclusion in the LATS Horizon year traffic forecasts. This may include the development of alternative land use and circulation conditions other ~~that~~ than those identified in the EIR alternatives description.

TASK 10.0 Evaluate Site Access and Parking Structure Design

The effects of parking structure location and site access points will be evaluated. The relationship of parking structure and proposed project uses will be evaluated for effects on both internal access systems and external access points.

Specific sub-tasks include:

- 10.1 For the exposition center site the effects of parking structures on AM and PM peak hour traffic on access streets will be evaluated; the parking structures relationship to other parking facilities in the immediate site area will also be evaluated.
- 10.2 For the Arden Fair Fourth anchor tenant site the effects of the parking structure on internal mall traffic patterns and external access points will be evaluated. This will include the analysis of entrance and exit designs in relationship to the internal road system and other parking facilities in the immediate project vicinity.
- 10.3 For both the project sites the parking structures will be evaluated for safety elements in access design, pedestrian safety, service vehicle use of the structures, queuing effects, and the general adequacy of planned parking facilities.
- 10.4 The size and operational service level of the internal road systems will be evaluated and deficiencies identified as appropriate.
- 10.5 For the California Plaza site the effects of parking structures on AM and PM peak hour traffic on access streets will be evaluated; the parking structures relationship to other parking facilities in the immediate site area will also be evaluated.

TASK 11.0 Parking Demand Analysis

The task will involve the review of parking demand factors and city requirements. Appropriate parking demand rates will be established and compared with existing parking usage and supply levels in each project's site area. The adequacy of existing and proposed parking

supply will be evaluated. This task will be coordinated with the separate analysis of reduced parking strategies to reduce congestion and improve air quality.

The following sub-tasks are included:

- 11.1 Project future parking demands for each proposed project and alternatives.
- 11.2 Determine total future parking demand based on current use levels plus proposed projects and alternatives.
- 11.3 Compare projected parking demand levels with existing plus proposed parking and identify parking deficiencies for each alternative evaluated.
- 11.4 Evaluate the combined parking demand and supply relationships for both the projects using the "best" case and "worst" case scenarios.
- 11.5 If necessary develop parking mitigation measures which would include additional parking supply; enhanced alternative transportation mode to the automobile; and TSM measures (Ride Sharing for employees, intercept parking and shuttle service, van pools, etc.). Mitigation measures will be site specific and study area specific where shared implementation is possible.
- 11.6 For the California Plaza site prepare a Feasibility Analysis on a pedestrian bridge connection over railroad ROW to Swanston LRT Station.
 - 11.6.a Review bridge design, location, and cost estimate data.
 - 11.6.b Develop usage estimate based on potential service area, adjacent land use activities and transit service schedules.
 - 11.6.c Evaluate the potential effectiveness of pedestrian structure as par of non-auto mitigation measures based on direct and indirect vehicle trip reduction responsibility.
 - 11.6.d Evaluate opportunity costs associated with pedestrian structure implementation, (ie. what are other mitigations which could be funded with equivalent mitigation potential specifically would a shuttle bus system be more effective?)

- 11.6.e Prepare a cost/benefit matrix for pedestrian bridge and other alternative non-auto mitigations which specifically address California Plaza area impacts.
 - 11.6.f Investigate, develop, and evaluate alternative pedestrian bridge designs and location which would either lower cost or increase mitigation effectiveness.
 - 11.6.g Make recommendations to City staff and RTD staff regarding pedestrian bridge implementation.
 - 11.6.h Prepare evaluation discussion for inclusion in Traffic Impact Study and EIR documentation. Appropriate text, graphics and tables will be developed.
- 11.7 For the Exposition Center and California Plaza projects complete an alternative parking strategies analysis including the following:
- 11.7.a Evaluate the alternative parking supply levels interims of associated reductions in single occupancy vehicles generated by site assuming original supply represents parking demand equilibrium, as proposed by project developers.
 - o Exposition Center
 - 1 space per 500 sq. ft.
 - 1 space per 350 sq. ft.
 - Original @ 1 space per 250 sq. ft.
 - o California Plaza
 - 1 space per 500 sq. ft.
 - Original @ 1 space per 250 sq. ft.
 - 11.7.b Using reduction in single occupancy vehicles to transit/TSM usage curves (see proposal methodology) calculate the level of non-auto transportation demand (or necessary supply) to support the reduced auto parking.
 - 11.7.c Compare existing and projected levels of service for each site including:
 - o Bus Transit
 - o LRT Transit
 - o Pedestrian Access
 - o Car Pooling

- o Van Pooling
- o Shuttle Services
- o Bicycling Access

with the required supply levels

- 11.7.d Identify deficits in non-auto transportation for each site and evaluate mitigation measures which would increase supply of services.
- 11.7.e Based on the relationship of required non-auto transportation services and the estimated supply of services, estimate the short-term and long-term impact of reduced parking on congestion non-site parking supply, air quality and noise impacts.

TASK 12.0 Prepare Existing Conditions Mitigation Program for Each Project

This task will outline specific mitigation measures associated with each site separately and in combination for traffic impacts requiring mitigation within the immediate site vicinity and adjacent street system providing project access.

Measures will include but not be limited to:

- o Road and Street Widening and improvements
- o Traffic signal installation
- o Intersection improvements
- o Installation of traffic control devices, signing and land striping modifications.
- o Enhanced bikeway facilities
- o Enhanced public transit facilities
- o TSM measures
- o Parking supply facilities
- o Specific remote parking and intercept parking facilities combined with TSM and public transit access (light rail and bus system access via shuttle or van pool system).

Order of magnitude costs for mitigation measures considered in the program will be developed. The cost estimates will depend on the level of improvements or action definition and availability of reliable cost factors. The purpose of this level of cost quantification is to provide a general indication as to mitigation measure feasibility and comparison with possible funding sources.

TASK 13.0 Prepare Mid-Range and Cumulative Horizon Year Traffic Forecasts for Arden-Arcade-LATS

The validated Traffic Forecasts model will be applied to both land

use and network alternatives for the LATS study area. The base for the model will be the 2010 buildout condition as provided by the city general plan update transportation model runs with and without Arden-Garden and SR-160 connection street improvements. A peak hour forecast, as well as the ADT forecast, as well as the ADT forecast will be prepared.

California Plaza input data will be prepared for inclusion in Mid-Range and Cumulative Horizon Year Traffic Forecasts for Arden-Arcade LATS. The site plan(s) and local access system will be received and converted to TAZ and NETWORK data for inclusion in the traffic forecasts.

The alternatives for traffic forecasting include the following:

Land Use

- o Mid-Range Cumulative - existing plus committed development
- o General plan buildout (2010)
- o General plan buildout plus "worst" case scenarios from each traffic impact analysis
- o General plan buildout plus "best" case scenarios from each project traffic impact analysis

Network

- o Existing conditions
- o General plan buildout (2010):
 - Will require additional city-wide model run.
- o General plan buildout with:
 - SR-160/Exposition Blvd. connector
 - No Arden/Garden connector
- o General plan buildout with:
 - No SR-160/Exposition Blvd. connector
 - Arden/Garden connector
- o General plan buildout with:
 - R-160/Exposition Blvd., connector
 - Arden/Garden connector

The existing condition network with and without the two connector projects will be used with the mid-range cumulative land use alternative. The general plan buildout network with both the connectors will be used with the general plan buildout plus "worst"

case and "best" case project scenarios. The result of the forecasts will be used to evaluate impacts and mitigation measures for each alternative tested.

Horizon year traffic volumes will be prepared and provided to the air quality and noise consultants in appropriate formate for their use.

TASK 14.0 Prepare Horizon Year and Mid-Range Cumulative Traffic Impact and Mitigation Analysis for Specified Land Use and Circulation System Alternatives

The traffic volumes from the computer forecasts for each alternative tested will be analyzed to determine traffic impacts on street segments and intersections for the 24 hour (ADT) period, AM and PM peak hour periods. Where cumulative significant traffic impacts are identified, mitigation measures will be developed. The draft mitigation program for the project EIR existing conditions impacts will be reviewed for each project site and combined impacts. Capital and non-capital improvements and actions will be recommended.

Specific sub-tasks include:

- 14.1 Conversion and/or evaluation of computer forecast ADT volumes and AM/PM peak hour volumes for each alternative.
- 14.2 Evaluation of street segments, freeway mainlines and ramps, street intersections using LOS, and delay criteria.
- 14.3 Determination of significant impacts and level of changes in traffic patterns caused by projects and potential circulation system improvements.
- 14.4 Development and organization of mitigation measures based on comparison and evaluation of differences in the existing conditions, existing conditions plus projects, mid-range cumulative, general plan buildout, and general plan buildout with both projects and streets system improvements (connectors).
- 14.5 Cumulative level mitigation measures for the traffic impacts which emerge from Sub-tasks 14.3 and 14.4 will be developed and defined for feasibility and effective-ness evaluation.

TASK 15.0 Prepare Draft Cumulative Mitigation Measures Program

The cumulative mitigation program will incorporate the mitigation improvements and actions identified from the analysis of both the mid-range and horizon year (2010) traffic forecast volumes.

Because of changes in the land uses and the street system (Arden/Garden and SR-160/Exposition Blvd., connectors) the shifts in traffic patterns may indicate impacts and mitigations different from the existing conditions base analysis. Cumulative mitigations will include similar measures as the existing conditions and existing plus projects but with different locations and priorities.

For purposes of air quality and noise impact analysis and mitigation, the two "connectors" are assumed included in the Horizon Year Transportation system.

These measures may include:

- o Intersection and roadway improvements
- o Traffic signal installation
- o Roadway signing and traffic control
- o Freeway access improvements
- o Public transit opportunities
- o TSM measures
- o Non-motorized facilities
- o Parking program actions

Generalized cost estimates for cumulative mitigation measures will be prepared as appropriate to the level of mitigation measure definition. Where possible the effectiveness of each measure in mitigation of traffic impacts will be estimated.

Specific sub-tasks include:

- 15.1 Identification and organization of mitigation measures into categories necessary for cost and effectiveness analysis.
- 15.2 Identification of mitigation measures associated with the project "best" case and "worst" case scenarios at the buildout cumulative level.
- 15.3 Identification of mitigations which are required by the buildout land uses and regional/city wide demand.
- 15.4 Using transit usage estimate methodology, prepare estimates of potential "market" capacity for public transportation mitigation measures.
- 15.5 Development of cost factors appropriate to level of detail for different mitigation measures categories.
- 15.6 Prepare cost estimates and organize data and mitigation measure descriptions into draft program document.

TASK 16.0 Review Regional and Local Area Public Transportation Improvement Programs

The effectiveness and feasibility of public transit, TSM measures, and alternative parking strategies depend on both the short range and long range plans and programs of transit agencies; and regional, local and state funding programs. This task will evaluate the non-auto mitigation measures in light of existing planning and program projections of those agencies responsible for public transportation programs in the study area. Where feasible, public-private opportunities for programs in these categories will be identified. The reality of diverting auto trips by these measures will be addressed in conjunction with cost comparisons with other mitigation measures. Private sector involvement is often a critical element in the implementation and effectiveness of TSM measures, transit access enhancement, and encouragement of public transit expansion of service.

The result of this task will provide input to the final report and comprehensive transportation program recommendations.

TASK 17.0 Prepare Traffic Impact Analysis Report for Exposition Center and Arden Fair Fourth Anchor Tenant and California Plaza Projects

The traffic impact analysis reports are a necessary element in providing the required documentation for the transportation/circulation section of the EIR for each project. The reports typically serve as a technical appendix to the EIR document. The Traffic Impact Analysis Report will provide the basis for the preparation of the EIR discussion of Transportation/Circulation Impacts.

Specific sub-tasks include:

- 17.1 Prepare screen check draft reports (8) with appropriate text, tabulate and graphical exhibits and appropriate documentation.
- 17.2 Revise screen check Traffic Impact Report (8) based on review from city staff.
- 17.3 Prepare final traffic report with inclusion of all revisions from city staff, developer representatives, and other designated reviewers.
- 17.4 Submit final traffic report to city staff for inclusion in EIR appendices.

TASK 18.0 Prepare Traffic/Circulation Discussions for Inclusion in Projects EIRS

The traffic impact reports for the two projects will be reviewed by both transportation and environmental services staff of EBASCO and appropriate discussion with tabular and graphic exhibits developed

for the two EIRs. CEQA requirements and City of Sacramento guidelines will be followed in the preparation of the EIR discussion. The specific format desired by the city will be followed to ensure compatibility with other EIR sections. The Arden-Arcade LATS will also provide necessary input to the EIR discussion.

Specific sub-task will include:

- 18.1 Prepare Draft EIR Summary Discussion of Traffic/Circulation Impacts, appropriate text, tables, and graphics for inclusion in each EIR based draft (screen check) Traffic Impact Report(s).
- 18.2 Submit draft discussion section to city staff for review and comment.
- 18.3 Revise draft discussion section for EIR based on city staff comments and final Traffic Impact Report(s).
- 18.4 Prepare Final Transportation/Circulation discussion sections with revisions based on input from city staff and other designated reviewers. Submit final documents to city for inclusion in project EIR.

TASK 19.0 Prepare Final Report for Arden-Arcade Local Area Transportation Study

The working papers, technical notes and memoranda, traffic model inputs and results, cumulative traffic impact analysis records, and EIR, will be organized into a draft final report. This report will summarize the cumulative impacts of the buildout land uses and Transportation/Circulation System and the impacts of the two EIR projects within the LATS horizon year analysis.

The report will be designed to provide the city with a framework to evaluate future specific development projects in the study area and to determine the effectiveness and feasibility of future transportation recommendations.

The report will provide both descriptive information and technical tools for city staff use.

The specific sections of the final report will include:

- o Existing conditions description of Transportation System and level of service.
- o Transportation base model description and input data documentation

- o Traffic model forecast, results, analysis
- o Recommended Transportation plan and program
- o Program implementation requirements discussion
- o Technical documentation and appendices

The review and comments of city staff will be incorporated into revisions to the draft report. The final report will be provided in ten (10) copies to the city within one week of receipt of final comments and revision.

TASK 20.0 Attend Public Hearings, Community Planning Meetings and City Staff Coordination Meetings

In addition to the normal staff coordination meetings and contact with city and other agency personnel, special public hearings and unscheduled presentations before Planning Commission, City Council, or community citizen groups are anticipated. The public review period for the EIRs for the Arden Fair Fourth Tenant Project and the Exposition Center Project can be expected to produce comments which will require written responses.

The city RFP and our experience with these studies suggest the following sub-tasks:

- 20.1 ~~Five~~ **Seven** public hearings at which the consultant will be in attendance at the discretion of the city staff.
- 20.2 ~~Two~~ **Four** additional presentations of study results and findings to regional or community planning citizen groups.
- 20.3 Preparation of written response to comments from public review and public hearings of project EIR transportation/circulation section or LATS report.
- 20.4 One day of training for city staff on the assumption, inputs and procedures for traffic model operation.

TASK 21.0 Additional Tasks

The Director of Planning and Development may, by written request, authorize the Consultant to render additional and unanticipated service beyond the scope of services or change the scope, methodology, time limits, and deletion of tasks contained in this Exhibit. This may include attendance at additional meeting, provision of additional information, and preparation of additional materials, as may be requested by the City Attorney's Office. These additional requested services shall be authorized by amendments to the Contract, which will identify the scope of work

to be performed, cost, manner of payment, and the not-to-exceed charges as identified in Exhibit B of this Contract.

EXHIBIT B

Amends Exhibit B of the original Agreement as highlighted on the attached pages. All other sections of Exhibit B remain unchanged.

EXHIBIT B

CONSULTANT AND PROFESSIONAL SERVICES AGREEMENT

WITH EBASCO SERVICES, INC.

FEE SCHEDULE/MANNER OF PAYMENT

1. The City shall pay Consultant a total sum not-to-exceed ~~\$73,513~~ **\$118,686** for services pursuant to the Agreement. Payment shall be limited to a maximum of 75 percent of the cost estimated for each task below, until such time as that task is completed. Payment beyond 75 percent will be made after acceptance of the completed task. Consultant shall submit monthly progress reports along with an itemization of time, material, and other expenditures by an invoice, and shall also tabulate total staff hours and costs by task for the current billing period, as well as accumulative totals of hours and costs to date.

	<u>TASK</u>		
1.	Study Organization	\$ 3,337	2,770
2.	Data Collection	3,867	4,425
3.	Base Year Setting	3,903	5,112
4.	Traffic Forecast Model	3,354	3,354
5.	Base Year Impact Analysis	3,266	4,644
6.	Traffic Forecast for Proposed Projects and EIR Alternatives	3,779	4,126
7.	Traffic Impacts for Proposed Projects and EIR Alternatives	1,718	16,269
8.	Traffic Analysis and Mitigation Development	2,806	4,139
9.	Project Impact and Mitigation Evaluation	2,904	4,068
10.	Site Access and Parking Structure Design	2,235	3,297
11.	Parking Demand Analysis for each Site and Combined Conditions	1,463	8,536
12.	Existing Conditions Mitigation Program	3,516	5,182
13.	Mid-Range and Cumulative Traffic Forecasts	4,154	5,100
14.	Traffic Impact and Mitigation Analysis for Land Use and Circulation System Alternatives	2,783	4,174
15.	Draft Cumulative Mitigation Measures Program	2,665	4,052
16.	Transportation Improvement Program Review	2,609	4,231
17.	Traffic Report for Exposition Center and Arden Fair Fourth Anchor Tenant	2,658	4,710
18.	Traffic/Circulation Discussion for Project EIRs	1,811	2,828
19.	Final Report for Arden-Arcade LATS	5,525	5,525
20.	Attend Meetings and Hearings	<u>5,168</u>	<u>7,002</u>
	Total	\$60,421	103,544
	Original 10% Contingency		\$6,592

The City acknowledges that the effort and resources required to complete the specific tasks is dependent on a number of factors beyond the consultant's control. If the City determines a need to transfer resources between tasks, a contract amendment will be executed. Funds cannot be transferred between tasks without a contract amendment.

PROFESSIONAL FEES

2. Compensation for labor shall be made based on actual salaries in accordance with the following hourly rate range schedule. Employees identified in the Consultant's proposal by classification shall not be replaced or moved to a higher classification without prior approval of the City.

<u>Name</u>	<u>Billing Rate Per Hour</u>
L. Wright	\$64.70
D. DeRosier	78.48
N. Ivanoff	87.05
T. Ehrlich	83.40
P. Lai	77.23
J. Yeager	54.21
T. Marshwinski	58.55
J. Little	80.70
K. Vick	62.50
Support	45.00

3. In addition to professional fees identified in Section 2 of this Exhibit, the City will reimburse the Consultant for direct costs. The estimated direct costs are show below. These costs may be modified by contract amendments to allow for price variations and changes in the work program.

A. Direct Materials

1. Traffic Counts	\$4,500 6,700
2. Word Processing, Printing Graphics Production	<u>1,000 1,850</u>
Total	\$5,500 8,550

4. **Method of Payment.** Consultant shall submit a monthly billing statement to the attention of the agreement administrator. Such invoices shall indicate in detail the services rendered and the amount of time devoted to the rendition of such services, and the amount claimed for both services and

expenses, and shall include receipts for said expenses. Subject to approval of the billing statement by the agreement administrator, the City of Sacramento shall make payment within thirty (30) days after receipt of the billing statement. Consultant shall, at its sole discretion, have the right to suspend work on the services performed hereunder, if client has any monthly statements more than 60 days past due. Consultant shall recommence work upon payment of all statements then past due.

Request for payment shall be sent to:

City of Sacramento
Planning and Development Department
1231 "I" Street, Room 302
Attn: Ruth Gregory

5. The Consultant shall retain payroll, employees time distribution and payment information that supports submitted invoices and shall allow the city access to these records at the City's request during normal working hours of Consultant.