

El Camino Real/ Downtown Specific Plan

Proposal for Services

Submitted to
Thomas Rogers, Associate Planner
Community Development Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Table of Contents

- 01 Cover Letter
- 02 Work Program
- 03 Schedule
- 04 Budget + Fees
- 05 Key Personnel
- 06 Availability
- 07 Project List
- 08 References

01 Cover Letter

EDAW Inc
150 Chestnut Street, San Francisco, California 94111
T 415.955.2800 F 415.788.4875 www.edaw.com

September 25, 2008

Mr. Thomas Rogers, Associate Planner
Community Development Department
City of Menlo Park
701 Laurel Street
Menlo Park, California 94025

Re: Proposal for Preparation of a Specific Plan and EIR for the El Camino Real/Downtown Specific Plan Area in Menlo Park

Dear Mr. Rogers:

The EDAW team is excited and pleased to submit our proposal for services to assist Menlo Park with its goal of setting a clear long-term plan for the El Camino Real and Downtown areas. The El Camino Real Corridor presents many opportunities to help enhance the built character, economic vitality, and pedestrian-orientation of downtown Menlo Park while being sensitive to the surrounding residential context. We understand that extending the momentum of the Vision Plan is an essential component of this project, and that this Specific Plan and EIR process must continue the close work of the City with the community to test and implement their collective vision. These tests will come in the form of evaluating benefits and impacts to the physical and fiscal environment that the Vision Plan proposes.

EDAW is a multi-disciplinary firm that provides expertise in urban design and community planning, landscape architecture, economics, and environmental planning. We have assembled a well-qualified team from within the ranks of EDAW, with experience executing Specific Plans and EIRs in communities with similar needs to those of Menlo Park. Preparation of the Specific Plan and EIR would include members of our community planning, urban design, economics, public participation and environmental planning staff. This mainly in-house team will allow for **seamless workflow** and provide greater levels of **project collaboration**.

Our team has a strong record of developing implementable Specific Plans based on community goals and needs, technical analyses, unique site conditions and market conditions, supported by a strong policy framework and implementation actions. We also bring significant experience working closely with both the private and public sectors, and community stakeholders, resulting in plans that are embraced and supported by a range of interests.

Our team's depth of expertise can benefit the City by developing a clear and realistic plan that:

- *Continues to use the community's collective vision to help determine the direction of future development.*
- *Integrates mixed-use and housing development within the existing Corridor/Downtown fabric while enhancing and protecting the Santa Cruz Avenue Corridor.*
- *Concurrently addresses the design, economic, and infrastructure needs of any changes to the Study Area.*

- *Keeps an eye towards implementation – testing the market, testing prototypes, and examining the full range of funding and financing strategies to help realize the Plan’s goals and policy framework*
- *Integrates urban design and environmental planning to develop a preferred alternative that protects and enhances natural resources while achieving project goals*

The EDAW team will be led by **Nick Haskell** as the Principal-in-Charge. **Corinne Stewart, AICP**, will be the Project Manager for the Specific Plan, and will lead the community planning effort. We will be assisted by **Tetsuya Yaguchi**, Urban Designer, and **Ian Griffiths**, Community Planner. **Kim Christensen**, Public Participation Specialist, will determine our public outreach strategy. **Alexander Quinn**, Director of Sustainable Economics, will be responsible for economic analysis, fiscal analysis, and public financing strategies. **Jayni Allsep**, Senior Environmental Planner, will oversee the environmental documentation portion of the project, assisted by **Rudy Calderon**, Environmental Planner.

The EDAW team is complemented by several subconsultant firms: **Fehr & Peers** will provide transportation analysis and recommendations, specializing in working with communities to improve the circulation environment. **BKF Engineers** bring extensive infrastructure and utilities expertise to the team, as well as in-depth experience and knowledge of the local planning area. **ENGEO** will be providing geotechnical and hazmat expertise to the team, to address any potential site challenges.

We feel that the EDAW team is uniquely qualified to aid the City of Menlo Park in achieving a visionary yet implementable Specific Plan and EIR due to:

- **Award Winning Work:** The EDAW team has earned many awards for its work, including honors for local Specific Plans.
- **Project Management Acumen:** EDAW routinely managed large, multi-disciplinary teams and has established mechanisms proven over time to control costs, information-sharing, and project schedule. Our integrated in-house team will further streamline these processes.
- **Senior Staff Commitment:** EDAW will commit its highest echelon of urban planning, economics and environmental planning to this important project.

We look forward to presenting our contribution to this very exciting project to the City and discussing it with you in person. Should you have any questions regarding the attached proposal, please contact me at (415) 955-2800.

Sincerely,

EDAW, Inc.



Nick Haskell
Principal/Project Director



Corinne Stewart, AICP
Associate/Project Manager

02 Work Program

Work Program

SCOPE OF WORK: SPECIFIC PLAN + EIR

This section outlines our proposed work program for all phases of the El Camino Real Specific Plan and EIR. The task-by-task descriptions that follow reflect the work outlined in the Request for Proposals, as well as our approach to data collection, alternatives development, policy formulation, environmental analysis, and preparation of the documents. We are envisioning the development of these products to be an interactive, iterative process. The EDAW team will be working closely with City staff, community members, and property owners in the Specific Plan area to ensure that the work products accurately represent the goals and vision for the Plan Area. The sequence of work, deliverables, and meetings are graphically illustrated in the Project Schedule, in Section 3 of this proposal.

PHASE I: PROJECT START-UP

The first phase of the project will focus on establishing a common understanding among all team members of the Specific Plan scope, project roles and responsibilities, and working arrangements. At this stage, the project team will also conduct an existing conditions analysis and background review to help understand the project context in terms of physical opportunities and challenges, as well as the policy and regulatory setting.

Task 1A. Project Kick-Off Meeting

As the initial task, the EDAW Specific Plan and EIR team will hold a kick-off meeting with City staff to confirm and clarify the client's goals and overall vision for the future of the site. We will refine the work program and schedule, and define the nature of communications and day-to-day project management, including protocols for technical coordination. This will also be an opportunity for the consultant team to understand the related studies and plans that apply to the Specific Plan Area, such as recent General Plan Amendments and development applications. Establishing goals, protocols, and deliverables up-front will help both the City and property owners streamline later work efforts and avoid delays.



Task 1B. Study Area Visit

EDAW and City staff members will drive, walk, and photograph the Plan Area and its surroundings to identify existing conditions relevant to the project and to gain thorough firsthand knowledge of the area. During this visit, we will be able to review the City's physical goals for the Plan Area and gain a detailed understanding of the technical issues that constrain the site.

Task 1C. Data Collection

EDAW will undertake a data gathering effort in order to assemble existing documents and maps related to the Specific Plan area. The City will provide EDAW with all relevant and available city digital data, as well as existing plans and regulations.

Documents to be collected include the City's General Plan and EIR, supporting technical analyses and working papers, the Zoning Ordinance, infrastructure and utility studies, other existing design and development standards, recent specific plans (including those in surrounding jurisdictions that may provide area context), aerial photographs in digital format, GIS or CAD data layers, license and parcel data, and other materials related to the Plan Area.



EDAW will also review development applications and General Plan amendments that have already been submitted for portions of the Plan Area. It is assumed that the City will provide this information to EDAW or that it will be available online. EDAW will prepare a base map of the Plan Area, using the City's digital GIS data as a base.

Task 1D. Policy + Land Use Review

EDAW will analyze and briefly describe the following land use and policy factors relevant to the future use of the Plan Area and its supporting context:

- Current land uses in the Study Area, and in the surrounding vicinity
- Property ownership
- Physical land use characteristics
- Urban design characteristics
- Parks and open space standards and deficiencies
- Access points, opportunities, and issues
- Relevant General Plan and Redevelopment Plan policies
- Applicable development standards, zoning codes, design guidelines, and other ordinances
- Visual characteristics of the site, and important view corridors

Task 1E. Technical Issues Review

Much of EDAW's work as part of this task will be coordinating with City staff and the consultant team to identify and thoroughly analyze technical issues related to the Specific Plan Study Area, and begin to develop technical solutions that can be implemented concurrent with development.

Task 1F. Survey

An on-line survey will be conducted by EDAW to establish community opinion, 'check-in' on community feelings about the visioning process, and solicit areas for further discussion. The results of the survey will be tabulated and posted on the project website.

Task 1G. Market Analysis

As part of the existing conditions analysis, EDAW's economic group will evaluate market conditions to determine viable land uses over the duration of the Specific Plan. The task includes research and analysis of:

- Population and household trends
- Employment and taxable sales trends
- Population, household, and employment projections
- Real estate trends for commercial and residential uses, both for sale and rent
- Competitive supply of commercial and residential uses near the project area
- Planned and proposed supply

EDAW's economic group will perform both primary survey of brokers, property representatives, and sales offices, as well as obtain secondary market data sources such as broker reports, rental housing trends data, capitalization rates, and private demographic data. If available through the City of Menlo Park, EDAW's economics group can also evaluate project area taxable sales trends and obtain property assessment records to understand local sales tax and property tax generation to the City of Menlo Park.

In addition, the market analysis will identify opportunity sites which have near term development opportunity. These will include underutilized or vacant properties as identified through a GIS analysis and site tour verification, evaluating the properties' improved value versus underlying land value.



EDAW will draft a memorandum describing market opportunities available within the project area. It will have supporting tables, methodology, maps, and assumptions, summarizing development opportunities that are suited and at the appropriate scale for the Plan Area. The memorandum will also discuss absorption of development, recognizing the area will not be developed all at once but infill over time as market opportunities arise. The results from the market analysis will support the development feasibility analysis by providing development inputs on land values, sales, prices, rents, and absorption, as well as supply service population and phasing inputs for the fiscal impact analysis.

Optional Task: Developer Forums

EDAW offers to hold two developer forums with local and national developers active in Menlo Park and the Peninsula who would be willing to share their perspectives on the Plan Area, including market opportunities, constraints, and inducers. The forum will also discuss development inputs and cost differences by parcel size.

EDAW recommends City staff to attend the forums, provide recommendations on potential participants, and submit notification to local land owners as a means to connect property owners with developers.

Task 1H. Baseline Transportation Analysis

Fehr & Peers will prepare a baseline transportation analysis, describing and quantifying existing systems and services as well as the policy framework related to streets, the Southern Pacific Railroad, access to public transit, pedestrian and bicycle systems. Fehr & Peers will review existing policies affecting the modes of transportation studied above, including policies in the current Menlo Park General Plan, the Comprehensive Bicycle Development Plan, Downtown Parking Structure Feasibility Study, the Caltrain Grade Separation Study, and other relevant planning documents.

Study Intersections

Fehr & Peers will analyze up to 15 study intersections, to be determined based on consultation with the City, and have budgeted for new AM and PM peak hour counts at all 15 intersections. They will collect the following information for transportation facilities within the Plan Area:

- Existing and planned transit service and facility descriptions
- Locations of existing and planned bicycle and pedestrian facilities
- Existing and planned roadway geometrics and traffic controls

Fehr & Peers will conduct field observations at all study intersections, as well as along El Camino Real and Santa Cruz Avenue. They will compile available parking occupancy data from other studies, and have budgeted 16 person hours to collect new parking occupancy counts. The location and time periods for parking counts will be determined in consultation with the City.

Traffic Conditions

Fehr & Peers will analyze the operations of the 15 study intersections during the AM and PM peak hour using the Synchro software package. In addition to traffic operations, Fehr & Peers will identify the existing conditions of facilities and services related to transit, bicycling, and pedestrian activity in the project area. Gaps in each system will be noted, especially connections between the downtown area and key destinations like the Menlo Park train station and Burgess Park.



Fehr & Peers will estimate the amount of traffic generated by approved developments in the project area, add the estimates to the existing volumes, and re-evaluate intersection operations for “baseline” conditions. They will investigate with the City the appropriateness of using citywide traffic model for this task.

Parking conditions will be summarized along key segments of El Camino Real, Santa Cruz Avenue, and within the city-owned parking plazas. This will include a quantitative summary of parking usage and efficiency, as well as a qualitative description of the types of uses served by the parking areas.

Fehr & Peers will prepare a report summarizing the existing transportation conditions in the project area, making liberal use of GIS-based graphics summarizing the existing transportation setting. The report will note the key transportation opportunities and constraints in the area, focusing on east-west connectivity for all modes of travel and discontinuities in the downtown pedestrian network.

Lastly, Fehr & Peers will work with the project team to develop transportation criteria to be used to evaluate the project alternatives.



Task 1I. Baseline Infrastructure Analysis

BKF will analyze the baseline utilities (sewer, water, storm drainage, gas, power, and telecommunications) as well as existing utility systems and capacities in the Plan Area. During this task, they will also identify any major infrastructure and utilities issues and additional studies that may be needed later in the process. The following tasks will provide a thorough infrastructure analysis:

- Obtain record drawings from the City of Menlo Park, Cal Water, West Bay Sanitary District, PG&E, AT&T and the cable district
- Interview each district or utility to determine what problems have been noted in the area and whether any upgrades are planned
- Perform field reconnaissance to locate all visible utility boxes, inlets, manholes, power poles and other structures
- Prepare base maps showing all existing utilities
- Outline BKF findings in writing for each of the infrastructure items identified (water, sanitary sewer, storm drain, gas, electric, telephone, cable, fiber optic) for inclusion in the Specific Plan

Task 1J. Opportunities + Constraints Memo

The culmination of this phase will be an opportunities and constraints memo, which will outline the major physical, market, and regulatory forces that will affect development of the Specific Plan Area. It is anticipated that a summary of the opportunities and constraints analysis will be included in the Specific Plan document. The opportunities and constraints will help frame the alternatives development, discussed in the next phase.





Task 1K. Staff Meetings and Working Group

Staff Meetings. EDAW anticipates holding regular meetings with the Community Development Department, as well as with the Public Works Department, Stanford University, and other interested agencies throughout the Plan process. Based on our experience, regular meetings and check-ins are necessary to ensure close and frequent communication with City staff.

Working Group. In addition to the CC/PC sessions, the establishment of a Working Group, comprised of **no more than 8 citizen volunteers**, will ensure that the interests of the community at large are represented throughout the project process. The Working Group should be comprised of Downtown property and business owners, Downtown residents, and other Menlo Park residents (living outside of Downtown).

We suggest that the Working Group operate as a focused advisory body, meeting during each key phase of work. The Working Group will not operate as a decision-making body, but will inform the process, help clarify community concerns and issues, and provide clear input to the Specific Plan process.

Some strategies that our team has found effective in the past to maximize the Working Group's sessions include:

- Carefully frame committee discussions so that the dialogue advances the planning established by the Vision Plan. Ensure committee members have printed versions of the Vision Plan.

- Meeting agendas and committee discussions should focus on planning components needing greater definition. It is important to make sure that everyone understands that the Vision Plan is the starting place and avoid opening up the fundamental decisions accomplished during the visioning phase.
- Staff should clearly convey the charge, role, and responsibilities of the committee. Are they providing feedback to the team? Or, are they making a formal recommendation? Are they partners in crafting the plan or are they more of a sounding board? This is typically established when the committee is appointed/selected.
- It is also important to consider the concept of bringing the committee along with the team's efforts, so that the committee is providing input at key milestones in the project team's work. This allows for preliminary concepts to be fine tuned with committee input before moving forward. One way to help accomplish this is to schedule committee meetings according to the team's draft working products rather than hold meetings on a regular schedule.

Anticipated Working Group meeting topics include: Vision Refinement, Alternatives Development, Alternatives Analysis, and Specific Plan Framework.

The EDAW team anticipates attending ten (10) progress meetings with City staff, three (3) City Council/Planning Commission Meetings, and four (4) Working Group Meetings. EDAW team members are available to attend additional meetings on a time and materials basis, if necessary.

Task 1L. Public Outreach Meetings/Coordination

Working with our in-house public participation team, EDAW will prepare and deliver Specific Plan presentations at various public meetings and workshops throughout the Plan development and adoption process.

The EDAW team will conduct community workshops at three critical stages during the planning process. In addition to the visioning workshop, we propose workshops at key project milestones during the alternatives and preferred Specific Plan phases. The workshops will be structured in a way that is open and inclusive, so community members can comfortably voice their opinions for Downtown in an interactive, collaborative atmosphere.

Workshop formats will vary throughout the planning process including an “open house” format, small group discussions, as well as town-hall style meetings where all participants have a chance to hear others’ thoughts and opinions. Fun and effective feedback tools such as community image surveys and “live voting” can also be provided. EDAW will keep a written record of input from these workshops to help inform the team throughout the Specific Plan process. At the final workshop, participants will have a chance to see how their input helped shape the plan, make suggestions for refinements, and celebrate their success.



EDAW will also implement our full communications toolkit, including the following:

- Compiling (or updating) a stakeholder mailing list
- Creating up to three (3) press releases
- Sending four (4) newsletters
- Sending up to three (3) email ‘blasts’
- Creating a project poster
- Making phone calls to key community leaders (10-15)
- Creating a mail/internet survey to solicit resident suggestions
- Updating the existing project website five (5) times during the process.
- ‘Draw your Plan’ Worksheets
- Three-dimensional Sketch-up model of opportunity sites for live massing exercises
- Optional Task: Live architectural sketching to facilitate ideas during workshops

Optional Task: A Diverse Range of Ideas

As the City of Menlo Park seeks a diverse range of ideas and stakeholders in this planning process, special efforts will be made to involve youth, non-English speaking residents, and other segments of the community that may not normally participate in city planning efforts. For example, we could work with a few local teachers to create a special assignment or offer students extra credit for participating in our workshops. Live translations at public meetings could be provided if needed, as could child care to encourage parents with young children to participate. EDAW will work with you to determine the right approach tailored to the City of Menlo Park to achieve broad-based community participation.



Task 1M. Ongoing Project Coordination and Management

The purpose of this task is to ensure the effective coordination of work products, communication, and overall project management. This task will also allow for conference calls, and schedule and budget updates as requested by City staff.

PHASE I DELIVERABLES

Meetings

- Kick-off meeting with City staff
- Meetings and interviews as necessary with City staff, working group, and stakeholders

Products

- Final Project Work Program & Schedule
- Plan Area Base Map
- Opportunities and Constraints Memo, including Map
- Market Opportunities Memorandum



PHASE II: VISION REFINEMENT + ALTERNATIVES DEVELOPMENT

During this phase of work, EDAW will develop up to three (3) conceptual plan alternatives illustrating the organization of land use and major circulation patterns for the Plan Area. We will also develop a land use scenario and two (2) development prototype sketches on each of the four (4) opportunity sites, as described below.

Task 2A. Specific Plan Vision + Objectives Review and Testing

Based on the results of the vision process to date, and input from City staff, working group, and other key stakeholders, EDAW will review and begin testing the established vision and objectives for the Specific Plan. This will serve as a foundation for the document, and the Specific Plan alternatives will be measured against the established goals and vision.

Task 2B. Alternatives Development

The EDAW team will develop up to three conceptual plan alternatives for the Specific Plan area. The alternatives will be likely be “bubble diagrams,” and they will focus on establishing fundamental community design frameworks, which study potential land use, important connections, adjacencies, circulation, open space, and other amenities.

Task 2C. Development Feasibility Analysis of Alternatives

This task calls for the economic evaluation of land use alternatives to:

- Determine the development feasibility under different zoning and land configurations, analyzing both small and large parcel development scenarios.
- Estimate the potential public benefit that can be realized from increased floor area and development certainty generated under the Specific Plan. The public benefit analysis will support the financing and implementation plan described later in this scope.

As described earlier, EDAW will develop a land use scenario and two (2) development prototype sketches on each of the four (4) opportunity sites to show housing and mixed-use land use options likely to be constructed based on the proposed land use and zoning changes. The first pass at the alternatives will be concept sketches in order to quickly get reactions from City staff, for testing of economic viability and calculating estimates of building massing and parking to provide inputs for the development feasibility analysis.

EDAW will evaluate the development feasibility proformas under each scenario assuming a reasonable developer return and prevailing land prices.

Upon completion of the analysis, EDAW will submit a draft memorandum summarizing the *pro forma* results and provide recommendations on parking standards and affordable housing thresholds. The development feasibility analysis will inform the potential public benefit that could be generated either through a density bonus program or through a transfer of development rights program.



Task 2D. Fiscal Analysis of Alternatives

EDAW will prepare an analysis of the fiscal impacts of the three land use alternatives to test the fiscal implications of each alternative. This will be an order-of-magnitude fiscal impact analysis to evaluate differences in revenues rather than a full 20-year fiscal analysis, which will be performed for the preferred alternative.

EDAW will develop a fiscal model that evaluates the net gain in development and the increase in local service population at buildout. Based on these assumptions, the fiscal analysis will project the incremental increase in property taxes, sales and use tax, in-lieu of vehicle license fees, vehicle license fees, property transfer tax, business license, franchise fees, and other general fund. This will be compared to the projected incremental costs to City government, including increased policing, emergency services, planning, transportation, parks, and general government costs generated under each alternative.

To complete the analysis, EDAW will contact affected City departments and project revenues to the City's General Fund. EDAW will require the cooperation of City departments to determine the net unit costs and/or the marginal increase in City services to support new development in the project area. We will rely on the project manager to inform City departments of pending inquiries.

EDAW will draft a brief memorandum accompanied by tables that describe our findings and the differences across alternatives. The tables will also be used to provide inputs for a more comprehensive fiscal analysis of the preferred alternative.

Task 2E. Transportation Analysis of Alternatives

Fehr & Peers will compare up to three project alternatives to estimate their relative intensity with regard to new vehicle trips and parking demand. They will use their new Smart Growth trip generation estimation model that refines traditional approaches by incorporating reductions associated with mixed-uses, density, pedestrian-friendly design, and proximity to transit stations. These estimates will show the extent to which complementary land uses will effectively reduce vehicle trips by encouraging non-auto trips, and which combinations of land uses minimize parking requirements by allowing for shared parking.

Parking demand will be reviewed in the context of other recent studies related to the feasibility of parking structures in the area, with the understanding that inadequate parking supply can negatively impact surrounding residential neighborhoods, but that excessive parking encourages driving and degrades the quality of the urban/village environment.

Based on this analysis, Fehr & Peers will advise the project team on the transportation-related issues as the team develops concept plans, programs, and guidelines. Fehr & Peers will address the following issues as a part of this task:

- Streetscape design features such as parking configurations, sidewalk widths, and pedestrian and bicycle facility treatments
- Transportation network connectivity such as bicycle routes, railroad crossings, crosswalk locations, and access to parking facilities
- General policies and guidelines such as parking requirements and pricing, parking in-lieu fees, and traffic calming to address neighborhood intrusion issues



Optional Task: Transit Ridership Forecasts

As an optional task, Fehr & Peers can prepare transit ridership forecasts for each of the development alternatives using direct ridership forecasting tools developed for Caltrain. These quick response tools forecast transit ridership based on the characteristics of the nearby land uses. Increased transit ridership would increase the vibrancy of the downtown area without worsening traffic, and would support Caltrain's goals for increased ridership.

Optional Task: Micro-Simulation

Fehr & Peers' scope includes an evaluation of alternative cross sections on El Camino Real using standard intersection level of service calculations. As an optional task, they will evaluate the alternatives using micro-simulation to more clearly distinguish among them by evaluating queuing and travel speeds. With micro-simulation, they will also be able to present the results as animations which are a better communication tool.



Task 2F. Preferred Alternative Development

Based on the findings from the baseline analysis, the public outreach process, review of the vision and objectives from prior processes, and input from City staff and technical subconsultants, EDAW will prepare a preferred development scenario for the Specific Plan Study Area. The preferred concept will illustrate community character, relationship between land uses, and a more refined product yield. The selection of a Preferred Alternative will create a framework within which new policy language can be developed, and the Specific Plan drafted.

The EDAW team will prepare the elements of the Preferred Alternative, containing:

- **Land Use Concept.** The land use concept will illustrate major land use strategies, revised land use designations, and detailed development strategies for opportunity sites.
- **Urban Design Framework.** The urban design framework will be based on the preferred land use program for the site, and will incorporate access points, gateway features, pedestrian amenities, and a preliminary outline of design guidelines specific to the Plan area.
- **Streetscape Framework.** The streetscape framework will establish standards and locations for landscaped medians, sidewalks, street furniture, and gateway enhancements at a Plan level (rather than at a detailed design level).
- **Circulation/Infrastructure Concepts.** A circulation plan will be developed, focusing on complete streets, pedestrian movement, and transit access. Fehr & Peers will prepare a complete traffic analysis of one preferred alternative for 15 existing intersections within the Specific Plan Area. As part of this task, a conceptual infrastructure utility plan will be developed that includes necessary utility upgrades as identified through the alternatives analysis process.
- **Detailed Opportunity Sites.** As part of the refinement of the Preferred Alternative, EDAW will develop detailed plans for up to four (4) opportunity sites, exploring massing, height, potential architectural styles and types, parking, open spaces, and relationship to the street and surrounding uses.
- **Three-dimensional Model.** Using Sketch-up, the EDAW team will construct a three-dimensional model of the four (4) opportunity sites and their surrounding context, allowing for live massing exercises during workshops.

Task 2G. Fiscal Analysis of the Preferred Alternative

Upon identification of the preferred alternative, EDAW will perform a full fiscal impact analysis of the alternative on the City's General Fund over a 20-year period. The fiscal impact analysis will project development and future service population over time, as well as estimate public benefit which can be used to support public policy goals, be it parks, community space, additional parking, or other community benefit desired by the community. Should the fiscal analysis identify a net fiscal deficit, EDAW will recommend mitigation measures to offset costs including community benefit districts, business improvement districts, or fee program directed towards new development. Note that any new fee placed on development may in fact counter overall Specific Plan goals should it impede the amount of development within the project area.

EDAW will develop a fiscal impact and financing plan report documenting its methodology and its sources and summarizing the fiscal model's findings and recommendations. The fiscal analysis model will consider the timing of public facilities and services and will escalate prices based on existing trends and employee contracts. Also, the model will estimate property turnover and appreciation by land use, taking into account the statutory limits on property tax increases under Proposition 13.

The Draft Fiscal Analysis will include a succinct executive summary that describes local fiscal trends, strategies, and policies to maximize public benefit under the Preferred Alternative. The Draft Fiscal Analysis report will be submitted to the City for review. Upon receipt of comments, EDAW will revise the document and submit a final financing plan, accompanied with the final fiscal analysis model.

Task 2H. Specific Plan Framework

The task outcome will be a Specific Plan Framework and detailed outline of the Plan document, which will reflect the technical analysis and the community's input to the development of the preferred alternative.



Task 2I. Planning Commission Check-In

At this time, EDAW will attend a Planning Commission meeting to provide an update on the Specific Plan process and outline the proposed land use program, design pattern, and technical solutions to date. This check-in will be an opportunity for the Commission to give input and provide feedback during the process, and to ensure that the City's concerns and goals are being addressed.

PHASE II DELIVERABLES

Meetings

- City staff meetings to review and provide input to alternatives
- City staff meetings to refine the Preferred Alternative
- City Planning Commission Check-in

Products

- Specific Plan Vision & Objectives Memo
- Pro Forma Memorandum; Alternatives Presentation (Includes Fiscal Impact Analysis)
- Specific Plan Framework, including preferred land use concept and detailed opportunity sites
- Draft Fiscal Analysis Executive Summary

PHASE III: DRAFT SPECIFIC PLAN + FISCAL IMPACT ANALYSIS+ DRAFT ENVIRONMENTAL REVIEW

Task 3A. Administrative Draft Specific Plan

EDAW will prepare an Administrative Draft Specific Plan for City review, in accordance with the State of California's Specific Plan Guidelines. This will be a policy-based document, with implementation measures and design guidelines to ensure that the Plan's vision and goals will be implemented. It is not anticipated that the Administrative Draft Specific Plan document would be released for public review and comment. The Plan will likely contain the following elements:

- Goals.** These goals will be the embodiment of the needs of the community, tested against the important physical and economic factors that could constrain their implementation. This section will set the tone for the remainder of the Specific Plan document.
- Description of the Planning Process.** This element will outline the previous planning processes that are the basis for this Plan, as well as the reasons and benefits for creating a Specific Plan and EIR for this area.
- Land Use.** The land use section of the Plan will include a complete summary of land uses proposed for the site and a statistical summary of each. It will include regulatory strategies, housing and commercial recommendations, and strategies for opportunity sites.
- Circulation and Transportation.** This section will contain the final streetscape framework, describing the standards and locations for streetscape improvements along El Camino Real and in Downtown.
- Open Space + Community Facilities.** The Open Space and Community Facilities element will illustrate open space improvements in the Plan Area, including downtown plaza space.
- Community Design + Design Guidelines.** This element will focus on the formative community design concepts for the site, including: transition zones, connections and linkages, pedestrian environment, location of community facilities, and preservation of natural resources. A series of policies to guide future development in the plan area will be developed, discussing massing, parking configurations, setbacks, architectural style, floor-area ratios (FAR), the relationship to the street, as well as surrounding uses.
- Parking.** This section will include an evaluation of the opportunity for shared parking, where complementary uses can use the same parking facility due to different peak demand characteristics. We will discuss the effect of the specific plan on parking in adjacent neighborhoods, and will recommend measures such as neighborhood permit parking programs to prevent parking intrusion into surrounding neighborhoods as appropriate. Additionally, this will include a review of the relevant parking policies and programs in place in the Specific Plan area, and will recommend changes such as metered parking zones, which could improve the efficiency and usability of the parking system.



- **Infrastructure + Utilities.** This chapter will include a discussion of the potential impacts of new development on water supply, storm drainage, sanitary sewer systems, gas, electric, telephone, cable and fiber optic lines in the Plan Area, based on the implementation of the preferred alternative.
- **Financing and Implementation Strategy.** This is a key chapter of the Specific Plan, as it provides the tools needed to realize the Plan's strategies. Upon completion of the fiscal impact analysis, EDAW will recommend financing strategies to help fund the requirements of the Specific Plan. These could include recommendations of the formation of local districts, application of a transfer of development rights program, and/or creation of a local development fee program. In addition, the financing strategy will identify available state and/or federal resources eligible to the project area that would finance the public improvements identified in the Specific Plan. This chapter will also contain prioritization of improvements, in order to advise the City and property owners on the next steps to take in terms of development and improvement strategies.
- **Development Incentives/Density Bonuses for Public Benefits.** This element (likely in appendix form) will use the development feasibility alternative analysis developed in Task 2C, with EDAW estimating the potential public benefit that could be generated under the preferred alternative. This could be in the form of a transfer of development rights program, a special district development fee program, or through density bonus program. Important in the analysis will be public benefit cost estimates provided by BKF, which will be linked to the increase in returns to additional public benefits (parks, parking, historic preservation, etc.)
- **Detailed Market Study.** This element (likely in appendix form) will finalize the draft Market Analysis undertaken during the technical issues review, describing available market opportunities within the project areas. This element will also discuss timing/absorption of development, recognizing that the area will not be developed all at once, but infill over time as market opportunities arise.



Task 3B. Administrative Draft Specific Plan Review + Coordination

At this point, EDAW will work with City staff and technical consultants to ensure that any outstanding issues are addressed, prior to the Draft Plan stage. EDAW proposes a working meeting to discuss any questions or concerns that are raised from the review of the Administrative Draft Specific Plan. At this working meeting, we anticipate clear direction on any changes to the Administrative Draft Specific Plan and associated technical studies in order to meet the timeline for submission of the Draft Specific Plan.

Task 3C. Screen-Check Draft

Based on comments received, EDAW will revise the Administrative Draft Specific Plan as necessary, and will produce a screen-check Draft Specific Plan for review by City staff prior to larger circulation. Level of detail regarding plan production and formatting will be discussed as the project progresses.

Task 3D. Draft Specific Plan

EDAW will produce the revised Draft Specific Plan, incorporating any City comments to the screen-check draft, for review by both the City Planning Commission and the public.

Task 3E. Development of General Plan Policies and Zoning Ordinance Amendments

As a result of the Alternatives Development and Specific Plan process, amendments to existing General Plan policies and Zoning Ordinances could occur. In anticipation of this possibility, the EDAW team will review the relevant Policies and Ordinances, comparing their content to the expressed vision of the community in the Specific Plan. Any changes that should be made as a result of this plan will be outlined in a memorandum presented with the Administrative Draft Specific Plan.



Task 3F. Draft EIR

A. Kick-Off Meeting

The EDAW EIR team will participate in the kick-off meeting and site tour with the Specific Plan team. We will review studies that have been prepared for the Specific Plan Area and will establish a timeline for EIR preparation that is synchronized with the timeline for the Specific Plan. EDAW will coordinate the schedule so that key milestones in the EIR are reached efficiently relative to the development of the Specific Plan.

B. Site Analysis and Existing Conditions

Based on our review of the project site's physical conditions, the EIR team will identify environmental constraints that will be incorporated into an opportunity and constraints map depicting the project area and its immediate surroundings.

C. Scoping of EIR

Attend EIR Scoping Meeting. Based on discussions with City staff, it is EDAW's understanding that City staff will prepare and distribute the Notice of Preparation (NOP) and conduct the scoping meeting. EDAW team members will participate in the EIR scoping meeting with City staff members and the public. The purpose of the meeting will be to obtain comments from the public related to the desired scope and content of the EIR.

D. Preparation of Administrative Draft EIR (ADEIR)

EDAW will prepare a legally adequate program-level ADEIR in compliance with CEQA and the CEQA Guidelines. The program-level ADEIR will evaluate the potentially significant impacts that would result from implementation of the Specific Plan or project alternatives,



including the No Project alternative per the requirements of CEQA. The details of the project description and the alternatives to be addressed in the ADEIR will be developed in consultation with the City. EDAW assumes that the proposed project will be evaluated quantitatively, while project alternatives will be described using more qualitative assessments.

The text of the ADEIR will be supplemented with graphics and summary tables, as appropriate, to present information in a concise and easily understood format. The ADEIR will include the following sections.

Introduction. The introduction to the EIR will describe the type and use of the EIR, environmental processes associated with the proposed plan, the organization of the EIR, the focus of the environmental analysis, other documents used in the preparation of the EIR, and identification of the lead and responsible agencies.

Summary. EDAW will prepare a summary that describes the significant conclusions of the EIR using clear and simple language, a brief history of the Specific Plan/project description, and summary of alternatives considered. Summary discussions of each environmental issue evaluated in the EIR will be provided, with a focus on the most critical issues. The summary will include a discussion of areas of known controversy to the City, including controversial issues raised by agencies and the public, as well as issues that are not resolved. A summary table will be provided to indicate each environmental impact, the significance of each impact without mitigation, recommended mitigation measures to avoid or reduce significant impacts, and the level of environmental significance after mitigation.



Aesthetics. An inventory of existing conditions will be prepared, which will include information such as the location, type, and visual characteristics of existing development, open space, and important views within the Specific Plan area.

The primary issues associated with visual resources will be the preservation or enhancement of the visual character of the Specific Plan area. Inherent issues include the Specific Plan's consistency with the City's aesthetic visual and design goals, objectives and policies. Impacts will be addressed accordingly. EDAW will also evaluate light and glare effects of development beyond the Specific Plan Area. In response to any significant impacts that may be identified, measures will be developed that would mitigate adverse effects on visual resources to a less-than-significant level. EDAW anticipates recommending design solutions to mitigate the majority of impacts. It is assumed that visual simulations would not be required.

Air Quality. Current regional and local air quality conditions in the vicinity of the Specific Plan area will be described. Meteorological conditions in the vicinity of the area that could affect air pollutant dispersal or transport will be described, if needed. However, field monitoring of meteorology and pollutant emissions is not included as part of this scope of work. The local topographic effects on pollutant dispersal will be discussed, and applicable air quality regulatory framework, standards, and significance thresholds will also be addressed.

The air quality impact analysis will include a general discussion of potential temporary short-term (i.e., construction-generated) air pollutant emissions. Construction emissions of nitrogen oxide (NOx) and particulate matter less than 10 microns in diameter (PM10) will be assessed in compliance with the most recent BAAQMD guidelines and significance thresholds. Predicted short-term increases in regional criteria air pollutant and precursor (e.g., NOx) emissions will be addressed for the proposed project using the California Air Resources Board (ARB)-approved URBEMIS 2007 Model. The modeling will consider the type and size of the proposed uses.



The EIR will include an analysis of long-term (i.e., operational) regional criteria air pollutant and precursor emissions from area-, stationary-, and mobile-sources (e.g., vehicle trips, landscape maintenance equipment) for the proposed project using BAAQMD-recommended methodologies. The URBEMIS model will also be used to determine area- and mobile-source emissions based, in part, on trip generation data from the traffic analysis to be prepared for this project and BAAQMD-recommended and default model settings for each proposed land use type and size. Proposed stationary sources of emissions will be discussed qualitatively. These modeled emissions will be assessed in compliance with BAAQMD mass emission thresholds.

Sources of toxic air contaminants (TACs) (e.g., diesel particulate matter) proposed by the project (e.g., ground disturbance activities, construction equipment, emergency generators, and truck idling at commercial uses) will be qualitatively assessed in the EIR for their potential to result in the exposure of sensitive uses to levels that exceed the recommended thresholds. In addition, EDAW will address the potential exposure of sensitive uses proposed as part of the project to TACs from the existing sources (e.g., highways and railroads).

Potential sources of odors and resultant impacts on existing and proposed sensitive receptors will also be discussed qualitatively.

Local mobile source carbon monoxide (CO) concentrations will be assessed using the BAAQMD recommended screening techniques. Where a more detailed analysis is needed, the ARB-approved CALINE4 model will be



used. Local mobile source CO concentrations are typically quantified for congested areas (i.e., level of service [LOS] E or worse) with high background CO concentrations. Air quality conditions at signalized intersections will be modeled for P.M. peak-hour traffic for the existing, existing plus project, and cumulative-plus-project scenarios (totaling up to 30 model runs for each project alternative) to determine the potential for localized “hot spots.” Intersection LOS and P.M. peak-hour traffic volumes are to be provided by Fehr & Peers from the traffic analysis prepared for this project. Modeled CO concentrations at sensitive receptors will be compared with state and federal 1- and 8-hour ambient air quality standards to determine impact significance. Mitigation measures will be included for any potentially significant or significant impacts.

With respect to global climate change, the air quality analysis will include a general summary of applicable regulations (e.g., Assembly Bill [AB] 32) and the current state of the science (e.g., the Fourth Assessment Report of the International Panel on Climate Change released February 27, 2007). EDAW will apply methodologies that attempt to quantify global warming impacts associated with exhaust emissions resulting from construction-related activities of the proposed project. The focus of the analysis will be a calculation of the project’s generation of greenhouse gas emissions (GHGs) and an assessment of whether this generation constitutes a substantial contribution to the significant adverse cumulative impact of global climate change. Although carbon dioxide (CO₂) is not the only GHG, the focus of the analysis will be on CO₂ generation. A majority of available data on GHG generation focuses on CO₂, and CO₂ can be used as a suitable indicator of overall GHG emissions.



Biological Resources. The Plan area is largely developed with suburban land uses, though there is a relatively large amount of ornamental vegetation associated with these uses, and Francisquito Creek marks the southern boundary of the plan area (the boundary dividing Menlo Park from East Palo Alto). Potential effects on biological resources that could result from implementation of the Specific Plan will be addressed in the EIR, with a focus on the San Francisquito Creek riparian area and the potential for special status species to be affected. EDAW proposes a database research using the CNDDDB and other sources, to document existing site conditions and possible constraints related to biological resources. Impacts that could result from implementation of the Specific Plan will be clearly identified, along with mitigation measures to avoid or reduce the impacts.

Cultural Resources. EDAW understands that the project requires an assessment of cultural resources situated within the project area. EDAW proposes to conduct a documentary investigation that will include a review of previous archaeological survey and excavation reports if available, archaeological site records and formal property listings on file at the Northwest Information Center (NWIC) of the California Historical Resources Information System. The collection of existing information on archaeological surveys, excavations and site records and mapped historical data for the Specific Plan Area may be supplemented with additional research if necessary. This research may include conducting documentary research at local historical organizations and societies in an effort to determine if cultural resources not formally recorded are present within the Specific Plan Area.

The cultural resources section of the EIR will also include recommendations for the management or treatment of potentially significant cultural resources, as appropriate, with a focus on mitigation measures that may be needed to avoid or reduce potentially significant impacts.

Geology and Soils. EDAW has retained the subconsultant services of ENGEO for the geotechnical evaluation that will be incorporated into the ADEIR. ENGEO will conduct a review of published geologic literature covering the Specific Plan Area, including reports and maps on file with the United States Geologic Survey (USGS), the California Geologic Survey (CGS), California Office of Emergency Services (COES), and the Association of Bay Area Governments (ABAG).

ENGEO will acquire and review up to 10 stereographic aerial photographs covering select study areas to assess geologic hazards. Generally, older photographs (flown in the 1950s) as well as relatively recent photographs are studied to review pre- and post-development conditions. A geologist will review the aerial photographs and prepare preliminary geologic maps of select study areas depicting the distribution of soil and bedrock materials, including mappable deposits of colluvium, alluvium, landslide debris, and existing excavated and filled areas. ENGEO will note geomorphic features that would be relevant for project planning, and will perform site reconnaissance for select project areas with an emphasis on field verification of the aerial photograph mapping and features that could be impacted by new development.

Also, ENGEO will prepare summary documentation of their observations and reviews, and will generally describe potential hazards including, but not limited to, landsliding, slope instability, faulting, ground rupture, liquefaction, settlement, compression, subsidence, seiches, lateral spreading, erosion, expansive soils, naturally occurring asbestos, and existing fills.

Hazardous Materials. EDAW has retained the services of ENGEO for preparation of a hazardous materials analysis that will be incorporated into the ADEIR. ENGEO will undertake the following tasks:

- Review maps and other public information that are readily available regarding the geologic setting, hydrogeologic conditions, such as groundwater depth and regional flow direction, and neighboring properties where petroleum compounds and/or hazardous material releases have been documented. ENGEO will then use the information to determine whether, for example, a plume of groundwater contamination is likely to move towards or away from select sites.
- Obtain and review readily-available historical aerial photographs of select sites for evidence of illegal disposal, hazardous material storage, and changes in topographic features. ENGEO estimates that no more than 10 sets of high elevation historic aerial photographs will be obtained and reviewed for the study.
- Obtain and review historical topographic maps for indications of historical land use and topographic features. ENGEO will attempt to establish site use at least 40 years prior. ENGEO estimates that no more than 10 sets of high elevation historic topographic maps will be obtained and reviewed for the study.
- If feasible, interview environmental regulatory agency, fire department, and city/county personnel.
- If feasible, review environmentally sensitive permits that may be on file for select areas.
- Review title documents for select sites if available.
- Review government records through the services of a government records database search firm such as Environmental Data Resources (EDR) to prepare a report for review. This report will include federal, state, county and city governmental records and databases to assist us in determining whether the site or identifiable neighboring properties are listed. ENGEO estimates that no more than 10 Sanborn maps will be obtained and reviewed for the study. They will evaluate the relevance of listed sites to the proposed land use.
- Prepare a written report documenting the services performed and the findings of the assessment with opinions, conclusions and recommendations regarding potential environmental concerns.
- ENGEO will conduct a windshield survey of select study areas to visually review property use and current conditions. They will note properties that may have potential environmental concerns related to the past or current use of the property. Due to the nature of the study area, the survey will consist of visual reconnaissance from the surface streets. The survey will not include an inspection of the interior of the buildings. If certain properties are identified as having a significant potential for having environmental concerns, ENGEO will attempt to access the property, to the extent feasible and as authorized, to document findings and take photographs.



- Hydrology and Water Quality. EDAW will describe the existing surface water systems and any flood hazards in the Specific Plan Area. The focus of the investigation will be on the potential to increase surface runoff, affecting peak runoff conditions in storm sewers and receiving waters. A planning-level analysis of impacts on runoff will be carried out as related primarily to the changes in impermeable surface and runoff that may result from land development under the Plan and changes in storm water collection systems considered in the Plan. Hydrology information to be used during preparation of the EIR's hydrology and water quality analysis will be provided by the civil engineering firm of BKF, retained by EDAW as a member of the project team.

EDAW will describe the existing water quality conditions in the area including any known sources of contaminants. The EIR will include evaluation of potential sources of water contamination as related to generic residential and commercial development. The potential effect on water quality of receiving waters, including erosion and sedimentation, will be qualitatively evaluated and considered based on Regional Water Quality Control Board objectives, and control policies, and plans.

Land Use/Policy Consistency Analysis. A Policy Consistency analysis will list the relevant goals and policies of the City's General Plan and state their application to the Specific Plan. Particular attention will be paid to land use, transportation and housing goals policies.

Noise. The EIR will include a description of the existing noise environment on and in the vicinity of the project site, based on existing environmental documentation and on-site reconnaissance data. If available from existing sources/documentation, noise contour maps associated with nearby major noise sources that could potentially affect the Specific Plan Area (e.g., highways and railroads), will be incorporated in the EIR. As part of a site reconnaissance, our noise specialists will conduct a maximum of eight short-term (i.e., 15-minute) and two long-term (i.e., 24-hour) noise measurements at various locations on and in the vicinity of the Plan Area to characterize the existing noise environment.

Nearby existing, noise-sensitive receptors and noise sources (e.g., highways and railroads) will be identified and discussed. Relevant background information, including noise fundamentals, descriptors, and applicable federal, state, and local regulatory framework, will be presented.

To assess potential temporary, short-term (i.e., construction) noise impacts, sensitive receptors and their relative exposure (considering topographic barriers and distance) will be identified. Noise levels of specific construction equipment will be determined and resultant noise levels at those receptors (at given distances from the source) will be calculated. Predicted noise levels will be compared with applicable state and local standards.

The EIR will include an assessment of potential long-term (i.e., operational) mobile- and stationary-source noise impacts. With respect to traffic noise, the EIR will include traffic noise modeling data based on average daily traffic (ADT) volumes to be provided by the traffic analysis that will be prepared for this project. A Federal Highway Administration-approved traffic noise prediction model will be used to determine roadway traffic noise levels (in day-night noise level/community noise equivalent level [Ldn/CNEL]) for existing and cumulative, no project and plus project, scenarios for up to 20 affected roadway segments. EDAW will determine if modeled increases to roadway noise levels from project implementation would adversely affect nearby existing noise-sensitive land uses. Modeled traffic noise levels and distances to noise contours for the modeled scenarios will be summarized.

The assessment of long-term noise impacts will include an analysis of stationary source noise impacts associated with the proposed project, as well as potential noise impacts to the site associated with nearby noise sources. This analysis will include an evaluation of the potential for existing stationary noise sources to affect proposed on-site land uses and of the potential for proposed on-site noise-generating land uses to affect both on-site and off-site receptors. Analysis of nearby noise sources and potential impacts to the Specific Plan Area will be based on existing environmental documentation and data obtained from the noise monitoring survey. The analysis will also address the exposure of sensitive receptors to excessive vibration levels. Mitigation measures will be developed for significant and potentially significant noise impacts.

Population and Housing. Implementation of the Specific Plan would result in the establishment of new urbanized mixed use developments in the Specific Plan Area, potentially increasing the area's residential population. EDAW will evaluate the Specific Plan's population growth effect, in light of City of Menlo Park and region-wide growth policies and projections.

Public Services. Implementation of the Specific Plan would result in the establishment of urbanized mixed use developments in the Specific Plan Area, along with improvement of circulation conditions and enhancement of public spaces. Such changes could result in a greater demand for various public services provided by the City of Menlo Park and other agencies. During preparation of the EIR, EDAW will evaluate what the Specific Plan's potential impacts on these public services would be, and if necessary, would present measures intended to mitigate these impacts.

Recreation. The EIR will include a description of existing and planned park and recreation facilities within the project area, and will assess the impact that implementation of the Specific Plan will have on these facilities. The EIR will also assess the environmental impact of any recreation facilities that may be proposed as part of the Specific Plan.

Transportation, Circulation and Parking. EDAW will work with Fehr & Peers, the team's transportation consultant, to ensure that the scope and format of the traffic analysis is complete and adequate for the purposes of CEQA. Fehr and Peers will perform traffic counts for 15 key intersections, will describe existing traffic and circulation conditions in the Specific Plan Area, and will establish future baseline traffic conditions. Tables and figures will be used to graphically document the key findings of the traffic analysis, and will be described in the text. The technical appendices will include level of service (LOS) calculations, technical assumptions, and other relevant information. Recommendations will be formulated to mitigate significant Specific Plan related impacts. These recommendations may include physical improvements, including, but not limited to, adding lanes to intersections, installing or modifying traffic signals, constructing new local roadway connections, installing bus turnouts, and/or installing bicycle lanes.



Utilities and Service Systems. It is assumed that, as part of the existing conditions analysis for the Specific Plan, an inventory of existing infrastructure for storm water and other infrastructure will be conducted and that such information will be available for use in the EIR analysis, first to characterize the existing setting, and then to evaluate impacts to existing infrastructure and services. It is expected that elements of the Specific Plan will address these services in ways that are directed to their improvement. However, in some cases, impacts may occur which would require Specific Plan refinement or mitigation to ensure that services are not significantly impaired or unbalanced by implementation of Plan.

EIR Project Alternatives. This task includes the development and analysis of alternatives for the Specific Plan, as required by CEQA. For this work task, EDAW assumes that the alternatives analysis will be limited to three alternatives, including the No Project Alternative. For each alternative, EDAW will describe the impacts that would occur, noting any differences in impact from those of the proposed project. No quantitative analysis will be conducted for the alternatives analysis. The alternatives analysis will also address the ability of each of the alternatives to meet the project objectives. EDAW will prepare a summary table showing the relative environmental benefits and liabilities of each alternative, and we will identify the environmentally superior alternative as required by CEQA.

Other CEQA-mandated topics. The impacts of cumulative development within the Specific Plan Area, effects found not to be significant, as well as any potential growth-inducing effects will be addressed in the EIR, as required by CEQA.

E. Draft EIR

EDAW staff will be available to attend one meeting with City staff to review City comments on the ADEIR. The EDAW team will incorporate comments on the ADEIR to revise and create the Draft EIR. One round of administrative review and revisions are assumed in this scope and proposed budget.

F. Preparation of CEQA-related Notices

EDAW will prepare a Notice of Completion for submittal to the State Clearinghouse and a draft Notice of Availability (NOA) for distribution by the City. It is assumed that the City will file and distribute the NOA. However, EDAW can be responsible for distribution if desired.

G. Attendance at Public Meeting

EDAW staff will be available to attend one public meeting during the Draft EIR public review period.



PHASE III DELIVERABLES

Meetings

- Meetings with City staff to review Administrative Draft Specific Plan
- Kick-Off Meeting and Scoping Meeting
- Project Team meetings if necessary during ADEIR preparation

Products

- General Plan Policies and Zoning Ordinance Amendments (10 hard copies, 1 unbound)
- Administrative Draft Specific Plan (10 hard copies, 1 unbound)
- Screen-Check Draft Specific Plan (5 hard copies, 1 unbound)
- Draft Specific Plan (50 hard copies, 2 unbound, and 10 CD-ROMs)
- High-resolution and Web-ready electronic versions of the Draft Specific Plan
- Opportunity and Constraints Map
- Administrative Draft EIR

Based on our experience producing Specific Plan documents, this proposal includes our suggestions regarding the number of Draft and Final Plan copies. We are happy to adjust these numbers to meet the needs of the City and the community. EDAW will also provide the City with high-resolution and Web-ready electronic versions of the Draft Specific Plan.

PHASE IV: DEVELOPMENT AND ADOPTION OF FINAL SPECIFIC PLAN

Task 4A. City Council/ Planning Commission Hearings

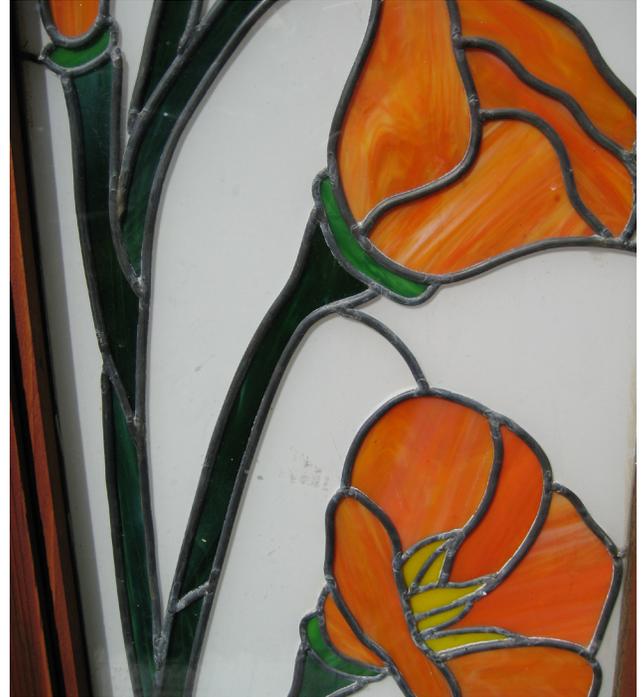
EDAW will make up to three (3) City Council/Planning Commission presentations for the adoption of the Specific Plan. EDAW will assist City staff in presenting the Specific Plan to the City decision-making bodies. It is assumed that City staff will compile all Planning Commission and Board comments and transmit them to EDAW, in preparation for Final Plan Production.

Task 4B. Screen-Check Final

EDAW will revise the Draft Specific Plan based on the comments consolidated by City staff, and will produce a screen-check Final Specific Plan for review by City staff prior to larger circulation.

Task 4C. Final Specific Plan

Following Planning Commission recommendation and Board adoption of the El Camino Real/Downtown Specific Plan, EDAW will produce the Final Specific Plan.



Task 4D. Preparation of Final EIR

Responses to Comments on the Draft EIR

(Administrative Draft Final EIR). EDAW will be responsible for responding to comments on the Draft EIR made in written form by interested agencies and individuals during the review period, as well as oral comments and questions raised during the public meeting on the Draft EIR. For budgetary purposes, it is assumed that responses will require clarification, elaboration, or explanation of the conclusions in the Draft EIR. A total of 60 staff hours is included in the budget for preparing the response to comments. If comments require more time for response or if new issues, analyses, or alternatives are required, a budget adjustment may be necessary. EDAW will compile the responses to comments and any necessary changes to the Draft EIR to create the Administrative Final EIR. EDAW will coordinate with the City, lead agency of the CEQA process, regarding any policy-related matters that are addressed in the comments on the Draft EIR.

Final EIR. EDAW will be available to meet with City staff to review City comments on the Administrative Draft Final EIR. These comments will then be incorporated into the Final EIR.

Task 4E. Mitigation Monitoring and Reporting Plan

EDAW will prepare a Mitigation Monitoring and Reporting Plan (MMRP) that will serve to specify the method by which mitigation measures are to be implemented. The MMRP will identify when each mitigation measure shall be implemented, the agency or City department responsible for assuring compliance, and the method of implementation. It is assumed that a draft and final version of the MMRP will be prepared, allowing the incorporation of the City's comments. The MMRP will be submitted with the Final EIR.

Optional Task: Water Supply Assessment

If the Specific Plan would contemplate the water demand equivalent of 500 dwelling units or more, then it would be subject to SB 610 water supply assessment requirements. In the event of this possibility, EDAW can prepare a Water Supply Assessment (WSA) pursuant to Senate Bill 610 (SB 610) (Water Code Section 10910 et. Seq., Chapter 643, Statutes of 2001)(Water Code) for the El Camino Real/Downtown Specific Plan.

PHASE IV DELIVERABLES

Meetings

- City Council/Planning Commission Presentations (up to 3)
- City staff meetings to prepare for plan adoption
 - One meeting with City staff to review comments on ADEIR
 - One public meeting
- Meeting with City staff to review City comments on Administrative Draft Final EIR

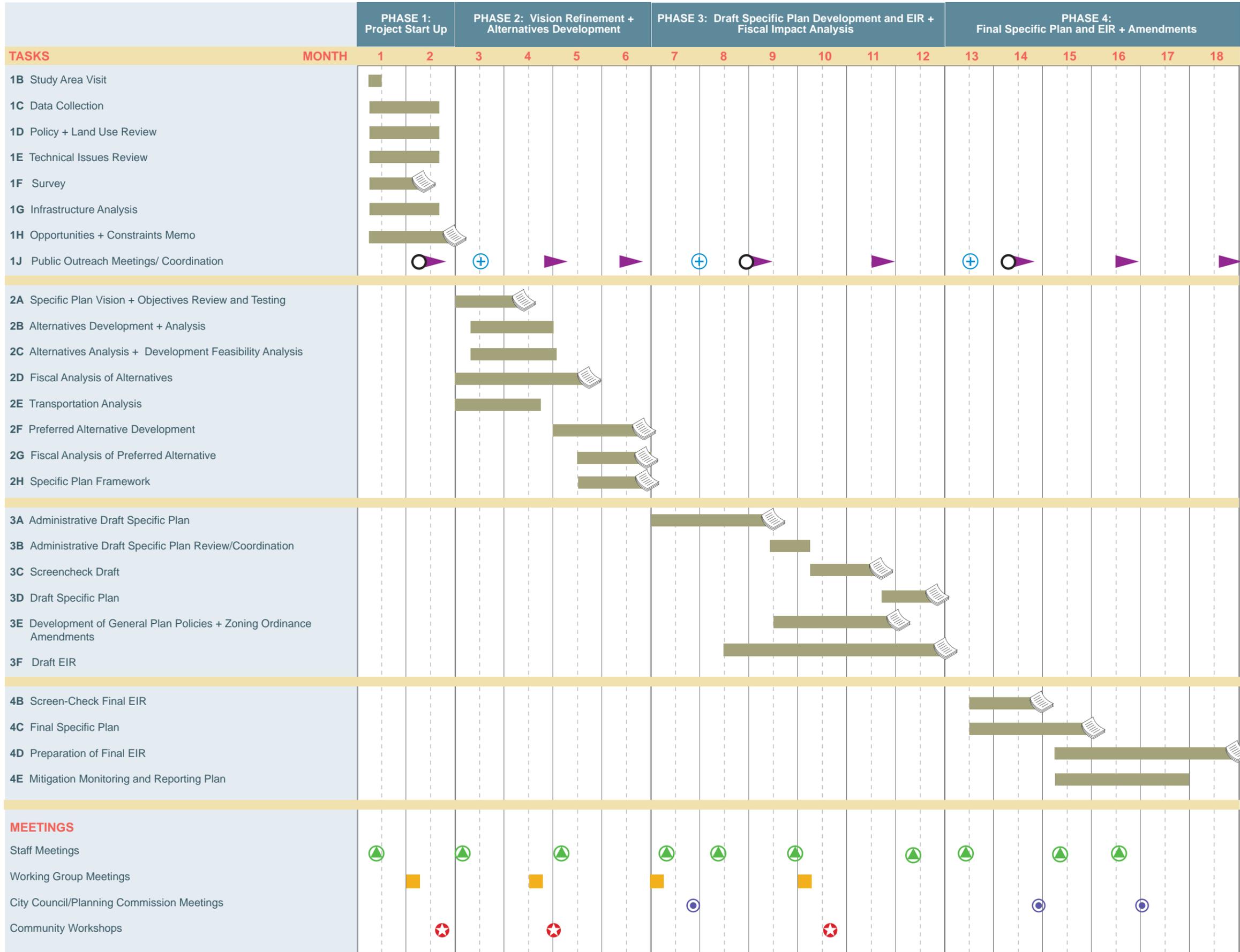
Products

- PowerPoint presentations for plan adoption process
- Screen-Check Final Specific Plan (10 hard copies, 1 unbound)
- Final Specific Plan (50 hard copies, 2 unbound, and 10 CD-ROMs)
- High-resolution and Web-ready electronic versions of the Final Specific Plan, Draft EIR, Notice of Completion and Notice of Availability
- Administrative Draft Response to Comments/ Final EIR
- Final EIR
- Mitigation Monitoring and Reporting Plan



03 Schedule

EL CAMINO REAL/ DOWNTOWN SPECIFIC PLAN: PROJECT SCHEDULE



-  Community Workshop
-  Interim or Final Product
-  Planning Commission/City Council Meeting
-  Working Group Meeting
-  Staff Meeting
-  Newsletter
-  Website Update/Email Blasts
-  Press Release

04 Budget + Fees

EDAW TASKS	PIC Haskell \$210	Project Mgr Stewart \$105	Enviro Project Mgr Allsep \$157	CEQA Advisor Winsor \$225	Urban Design Yaguchi \$105	Planner Griffiths \$75	GIS Frederico \$93	Landscape Design DuSolier \$132	Landscape Design Juliet \$95	Enviro Planner Calderon \$115	Public Participation Christensen \$150	Economics Quinn \$145	Economics Cacho \$105	Water Resource Planner \$115	Cult. Res. Historian Tomes \$87	Air/Noise Sr. Analyst Walters \$144	Air Quality Analyst Phillips \$99	Noise Analyst Weirich \$80	Biology Senior Analyst Harbin-Ireland \$140	Graphics/ Word Processing \$80	Total Hours	Total Dollars	
Specific Plan Budget																							
PHASE 1: Project Start-Up																							
1A. Project Kick-off Meeting	4	6				6					4	4									24	\$3,100	
1B. Study Area Visit	4	4			4	4		4													28	\$3,348	
1C. Data Collection		12					16					16	40							40	124	\$12,468	
1D. Policy and Land Use Review	2	16				8															26	\$2,700	
1E. Technical Issues Review																						\$0	
a. Circulation Analysis	2	8				8															18	\$1,860	
b. Infrastructure Analysis		4																			4	\$420	
c. Economic Analysis		4									20	52								28	104	\$11,020	
1F. Survey	2	22				24					4											\$5,130	
1I. Infrastructure Analysis		4																				\$420	
1J. Opportunities and Constraints Memo	4	16				20	16					20	32							24	132	\$13,688	
1K. Staff Meetings	10	30			4	18	24	4			12	8	16									\$14,420	
1L. Public Outreach Meetings/Coordination	10	20			16	20	24	12	20		50	8	16									\$23,436	
Stakeholder Mailing List		4				16					4										24	\$2,220	
Press Releases		16				16					8										40	\$4,080	
Newsletters		10				24					6										40	\$3,750	
Email 'Blasts'		6				8					3										17	\$1,680	
Project Poster		6				24					3										33	\$2,880	
Community Leader Phone Calls		8									12										20	\$2,640	
Project Website Updates		10				24					4										38	\$3,450	
Draw your Plan' Worksheets		4				12					2										18	\$1,620	
1M. Ongoing Project Coordination	4	36	0	0	24	8	80	20	20	0	112	80	176	0	0	0	0	0	0	92	1132	\$121,390	
Subtotal	42	246	0	0	24	240	80	20	20	0	112	80	176	0	0	0	0	0	0	92	1132	\$121,390	
PHASE 2: Vision Refinement + Alternatives Development																							
2A. Specific Plan Vision & Objectives Review and Testing	4	22			8	24															58	\$5,790	
2B. Alternatives Development & Analysis	10	30				40						14	40							32	166	\$17,040	
Opportunity Site Development	8	18			40	24																\$9,570	
2C. Alternative Analysis and Development Feasibility Analysis												12	24									\$4,260	
2D. Fiscal Analysis of Alternatives												8	24									\$3,680	
2E. Transportation Analysis		2																				\$210	
2F. Preferred Alternative Development																						\$0	
Land Use Concept	8	16			40	24															88	\$9,360	
Urban Design Framework	4	6			16	36		4	8												74	\$7,138	
Streetscape/Landscape Framework	4	4				16		6	32												62	\$6,292	
Circulation and Infrastructure	4	14			8	16		4	8												54	\$5,638	
Detailed Opportunity Sites	4	16			40	24	20					10	24							4	142	\$14,670	
Public Benefit Analysis		2										16	24									\$5,050	
Fiscal Impact Analysis		2										24	42								24	\$10,020	
Financing Plan-Implementation Strategy		2										12	24								16	\$5,750	
2G. Fiscal Analysis of the Preferred Alternative												16	24								24	\$6,760	
2H. Specific Plan Framework	4	24				8															36	\$3,960	
2I. Planning Commission Check-In	4	8				8															20	\$2,280	
Subtotal	54	166	0	0	152	220	20	14	48	0	0	112	226	0	0	0	0	0	0	100	1112	\$117,468	
PHASE 3: Draft Specific Plan + Fiscal Impact Analysis + Draft Environmental Review																							
3A. Administrative Draft Specific Plan	8	45			14	55		4	24			8	20							10	188	\$18,868	
3B. Admin Draft Specific Plan Review/Coordination		6										8	8								22	\$2,630	
3C. Screen-Check Draft	4	24				24							4							16	72	\$6,860	
3D. Draft Specific Plan	4	30			8	36		4	16			8	16								122	\$12,418	
3E. Development of General Plan Policies and Zoning Ordinance Amendments	4	50			8	32						6										\$10,200	
Specific Plan Subtotal	20	155	0	0	30	147	0	8	40	0	0	30	48	0	0	0	0	0	0	26	504	\$50,976	
3F. Draft EIR																						\$0	
Kick-off Meeting			6																			\$1,632	
Site Analysis & Existing Conditions			8											0	8	8	20	20	12	8		\$10,384	
Scoping of EIR			4																			\$1,088	
Admin Draft EIR		2	120	8			12					230		0	24	24	32	32	32	24		\$66,088	
Draft EIR		2	40	6								60		0		8	12	12	12	16		\$21,000	
Preparation of CEQA Related Notices			2									6										\$1,004	
EIR Subtotal	0	4	180	14	0	0	12	0	0	318	0	0	0	0	32	40	64	64	56	48	832	\$101,196	
PHASE 4: Development and Adoption of Final Specific Plan, General Plan and Zoning Amendments, FEIR																							
4A. Plan Adoption Hearings	12	24				12						16									64	\$8,260	
4B. Screen-Check Final	4	24				32							4							16	80	\$7,460	
4C. Final Specific Plan		40				28						8	10							10	96	\$9,310	
4D. Staff Meetings	12	36			4	32		4			2	8	16								114	\$12,788	
4E. Public Outreach Meetings/Coordination	6	16									60	8	16								106	\$14,780	
4C. Ongoing Project Coordination/Mgmt.	12	32				8						8	12								72	\$8,900	
Specific Plan Subtotal	46	172	0	0	4	112	0	4	0	0	62	48	58	0	0	0	0	0	0	26	532	\$61,498	
4D. Preparation of Final EIR																						\$0	
Admin, Final EIR and Response to Comments			16	4							40					8			8	20		\$11,884	
Final EIR			22	2			4				40									8		\$9,516	
4E. Mitigation Monitoring and Reporting Plan			4	1							24									6		\$4,093	
4F. Meetings and Technical Coordination																						\$0	
Staff Meetings			25								15											\$5,650	
PC and CC Meetings on Draft and Final EIR			8	4							8											\$3,076	
Ongoing Project Coordination/Mgmt.			60								40											\$14,020	
EIR Subtotal	0	0	135	11	0	0	4	0	0	167	0	0	0	0	0	8	0	0	8	34	367	\$48,239	
Specific Plan Subtotal	162																						

05 Key Personnel

Key Personnel

EDAW has thoughtfully assembled a cohesive team of planners, designers, engineers, and environmental staff for the El Camino Real/Downtown Specific Plan project. Our team includes the following firms, all of which have teamed with EDAW on other projects in the Bay Area.

SUBCONSULTANTS

Fehr & Peers

Fehr & Peers specializes in providing transportation planning and traffic engineering services to public and private sector clients. The firm emphasizes the development of creative, cost-effective, and results-oriented solutions to planning and design problems associated with all modes of transportation.

Fehr & Peers provides transportation planning and traffic engineering services to public agencies, institutions, and private companies. The firm's projects range from local traffic and parking studies to major regional transportation plans to traffic engineering design, with expertise in all forms of transportation.

Maintaining this singular focus on transportation enables us to provide the right combination of leading-edge technical skills, high-quality work, and superior service to our clients. Fehr & Peers thrive on challenging assignments in controversial environments where complex problems can only be solved with state-of-the-practice analytical techniques, innovative-yet-practical solutions, and achieving consensus amid diverging views of stakeholders.

ENGEO

ENGEO is an employee-owned firm of geotechnical and civil engineers, geologists, hydrologists and environmental professionals as well as a large construction services QA/QC team.

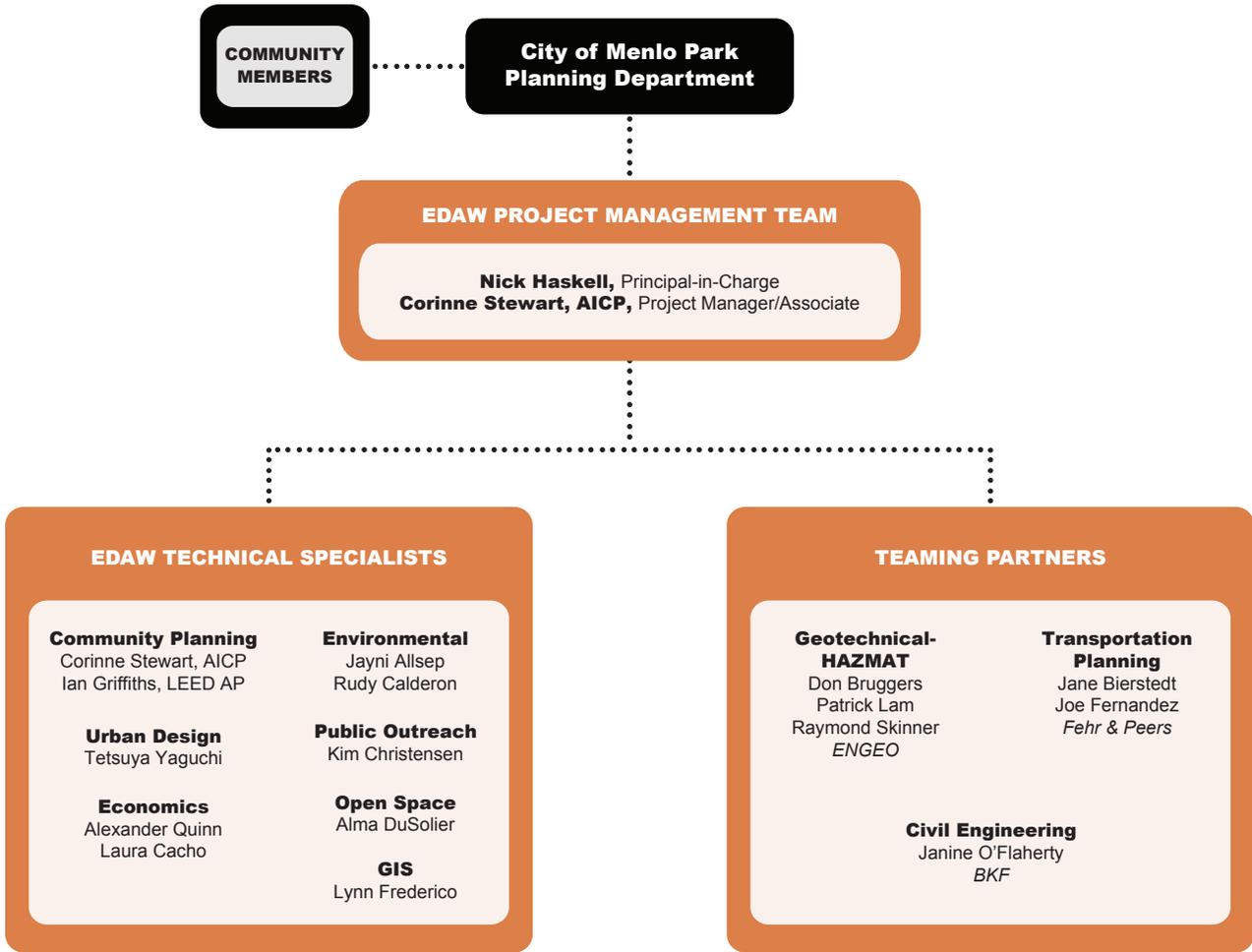
Founded in 1971, ENGEO is regularly involved in similar Environmental Impact Report and master planning projects throughout California. ENGEO is currently working with the City and County of San Francisco on the Hunters Point, Candlestick Point, and Treasure Island redevelopment projects, providing environmental and geotechnical engineering support services.

ENGEO routinely collaborates with multiple team members and stakeholders to achieve optimum success. They actively participate in many aspects of a project, including land use planning, financial analysis, and preparation of the anticipated schedule. This allows them to work with the project team to analyze existing and anticipated zoning, as well as feasibility, both technically and market driven, with respect to anticipated land use. By quantifying the costs and timing associated with land preparation from an environmental and geotechnical standpoint, they are able to provide valuable input to the team during every phase of the land planning process.

BKF

As Northern California's leading consulting firm, BKF's goal is to establish long-term working relationships with our clients by producing accurate, cost-effective work products and delivering them on schedule and within budget. With a staff of over 270 engineers, planners, surveyors and support personnel, BKF provides excellence in design services.

Organizational Chart



NICK HASKELL
Principal

EDUCATION + AFFILIATION

B.S., City and Regional Planning, California Polytechnic State University, San Luis Obispo, California, 1990

ULI Instructor, Summer 2004 - Present: ULI Real Estate Course: Transit Oriented Infill Development and Their Design: San Francisco, and Washington DC

ULI Instructor, Spring 2004: ULI Real Estate Course: An approach to Neighborhood and Community Planning: San Francisco

Member Urban Land Institute

PRESENTATIONS

Rethinking New Communities: Boise, Idaho, 2006

HONORS + AWARDS

National American Planning Association, *Lemoore Downtown Revitalization Plan*, Best Comprehensive Plan for a Small Jurisdiction, 1995

City of San Rafael, St. Vincent/Silviera Land Use Competition, Second Place, 1994

Recent EDAW San Francisco

Public Clients:

City of San Ramon

City of Livermore

City of Woodland

City of San Francisco

City of San Mateo

City of Alameda

City of Walnut Creek

City of San Jose RA

BART

Santa Clara VTA

Recent EDAW San Francisco

Private Clients:

Emaar

The Grupe Company

Lewis Planned Communities

Chadmar Development

Pulte Homes

Del Webb Communities

Pardee Homes

American Land Fund

Standard Pacific Homes

BRE

Bridge Housing Corporation

Lennar Communities

Cambridge Homes

Dunmore Communities

GMH Housing

Beztak Communities

Legacy Group LLC

Pacific Union Homes

Nick Haskell is educated as a planner with emphasis on physical planning, analysis of land use, and urban design for the public and private sectors. He has served as project director and manager on a variety of projects including specific and area plans, downtown revitalization and redevelopment plans, and new residential and commercial development projects. As a planner his role crosses several disciplines including land use planning, urban design, policy preparation and public involvement.

PROJECT EXPERIENCE

Transit Center District Plan and 4th/King Railyards Study, San Francisco, CA

Principal-in-Charge

The Transit Center District Plan builds on the City's renowned 1985 Downtown Plan, which envisioned the area around the Transbay Terminal as the heart of the new downtown. The study will produce new planning policies and controls for land use, urban form, building design, and public realm improvements for private properties as well as for properties owned by the Transbay Joint Powers Authority. Another component of this project will produce policies, conceptual site plans, and implementation mechanisms for air-rights development of the 4th and King Street Caltrain station and railyards, particularly given the need to reconfigure the facilities to accommodate the Caltrain Downtown Extension and California High-Speed Rail.

Community Specific Plan, Rancho Cordova, CA

Principal-in-Charge

CLIENT: Lewis Planned Communities

Specific Plan for a mix of residential and commercial uses, including a Village Center, on approximately 1,400 acres. In collaboration with EDAW's "Green Team", the Specific Plan includes site-specific sustainability policies and design guidelines to ensure a high quality, innovative community.

Hacienda Business Park Transit-Oriented Specific Plan, Pleasanton, CA
Project Director

CLIENT: East Bay Community Foundation and Hacienda Owners Association
Planning effort focused on reconsidering the spatial relations between uses of an 854 acre mixed use planned development. Project vision focuses on the improvement of convenient connections to transit and carefully locating the most transit supportive land uses in close proximity to the station.

City of San Ramon Northwest Specific Plan, San Ramon, CA

Principal-in-Charge

CLIENT: City of San Ramon

Prepared a Specific Plan to respond to the site's challenges and to help meet the City's General Plan policy requirements for a range of housing types and levels of affordability, public facilities, trails, and open space preservation. Due to the steep and rugged terrain, a particular challenge is designing the residential development to be compatible with the site topography. EDAW is worked with the community and with special interest groups within the City to ensure that the preferred land use alternative is a publicly accepted, supported, and implementable plan.

NICK HASKELL

El Charro Specific Plan, Livermore, CA

Project Director

CLIENT: City of Livermore

Specific plan for approximately 250 acres on the City's western edge. In its entirety, the specific plan will include site-specific policies and design guidelines to ensure high quality projects within the area.

San Mateo Rail Corridor Transit-Oriented Development Plan, CA

Project Director

CLIENT: City of San Mateo

Transit Village Plan for the land adjacent to and between two CalTrain stations, which will result in the development of approximately 3,000 housing units (densities between 35 and 50 units/gross acre), over 2.5 million square feet of office and neighborhood serving retail space, and several public parks.

Glen Park Community Plan, San Francisco, CA

Project Director

CLIENT: City of San Francisco Planning Department

EDAW led a multi-disciplinary team including Strategic Economics, Nelson/Nygaard, Alan Jacobs, Robin Chiang, and ARUP, through an intensive neighborhood planning process to establish a long range vision which includes infill housing and mixed-use development, redesign of a BART station, and extensive roadway redesign, including converting the freeway-like San Jose Avenue to a boulevard, while protecting the area's rich character.

North Main Street/Ygnacio Valley Road Specific Plan, Walnut Creek, CA

Project Manager

CLIENT: City of Walnut Creek

Design guidelines for the remodeling of several of the Plan area's auto dealerships, emphasizing the creation of a streetwall in keeping with the character of the pedestrian-oriented downtown, while enhancing their viability in an urban setting. Long range plans for the Plan Area include the potential change-out of auto dealer to mixed-use commercial and residential buildings.

Visitacion Valley Strategic Concept Plan, San Francisco, CA

Project Director

CLIENT: City of San Francisco Planning Department

EDAW conducted a week-long public involvement process to gather community input on the reuse of the 20.5-acre Schlage Lock site, located in San Francisco's Visitacion Valley area. When this process was complete, the team had achieved consensus to shape the future of the Schlage Lock Site, which included new housing, retail and office space.

Vineyard Avenue Specific Plan EIR, Pleasanton, CA

Project Designer/Environmental Analyst

CLIENT: City of Pleasanton

The plan area is a semi-rural setting, in the transition area between urban development and the semi-rural Livermore Valley. Tasks included the preparation of alternative lotting schemes implementing the "Vineyard Village" development prototype, which clusters residential development and surrounds it with vineyards, and analyzed lotting schemes for highly visible hillsides.

CORINNE STEWART, AICP
Associate, Urban Designer

EDUCATION

Master of Urban Design, University of California at Berkeley

Bachelor of Science in Landscape Architecture, University of California at Davis

CERTIFICATIONS

American Institute of Certified Planners (AICP)

PUBLICATIONS

How Cities Look to the Future: General Plans in the Sacramento Region, 1999.

The Edge City of the Future: Breaking Down a Physical and Social Monoculture by Incorporating a Fine-Grained Mix of Land Uses and Pedestrian Amenities, 2006

AFFILIATIONS

Member, American Planning Association
Member, Urban Land Institute

AWARDS

Gadsby Trudgett Scholarship, 2005

Corinne Stewart is educated in Urban Design and Landscape Architecture with an emphasis on urban infill, transit and pedestrian-oriented development, and regional growth strategies. Her experience encompasses master-planned communities, large-scale regional planning efforts, transit and pedestrian-oriented specific plans, and streetscape improvement projects. Much of her experience has a strong community participation component.

PROJECT EXPERIENCE

Strategic Plan, Vancouver Island, Canada
Project Manager

CLIENT: TimberWest Forest Corporation

Long-term Strategic Plan for 800,000 acres of land to address and establish a vision for the company's landholdings to enrich its strong history in resource extraction with real estate development operations. Planning includes thorough and comprehensive analysis and planning study of the natural and regulatory setting, as well as current and planned development in adjacent areas.

Master Planned Community, Comox Valley, BC
Project Manager

CLIENT: Sage Hills, LLC

Conceptual master plan and guidelines for the construction of an 8000-acre sustainable village in the Comox Valley of British Columbia. The community will contain the core campus for a local university and a winter sports training academy, plus a variety of housing types, and will set aside large portions of the land for conservation and recreation.

Community Specific Plan, Rancho Cordova, CA
Project Planner/Designer

CLIENT: Lewis Planned Communities

Specific Plan for a mix of residential and commercial uses, including a Village Center, on approximately 1,400 acres. In collaboration with EDAW's "Green Team," the Specific Plan includes site-specific sustainability policies and design guidelines to ensure a high quality, innovative community.

The Sanctuary Master Planned Community, Stockton, CA
Planner/Project Designer

CLIENT: The Grupe Company

Prepared conceptual master plan and documentation necessary to obtain development entitlements for a 1,700 acre community, with approximately 7,000 housing units, a dynamic Town Center Village core including Mixed Use and open space/recreational amenities, elementary, middle and high schools, over 400,000 square feet of employment center, and restoration of wetland and pre-existing natural landscapes.

Houghton Road Corridor, Tucson, AZ
Project Planner

CLIENT: Westcor

EDAW worked with Westcor to complete several policy planning documents and community design schemes for the plan area; prepared a Strategic Zoning Assessment; and developed a series of conceptual land use plans for the 12,000 acre site. The land use plan included the establishment of several new walkable neighborhoods centered around retail nodes, and preserved habitat corridors and floodplains as open space.

CORINNE STEWART

Makkah Gate Master Plan, Makkah, Saudi Arabia
Urban Designer

CLIENT: Sumou Real Estate Company

EDAW is crafting master plans for a destination/conference district, a business campus/residential district, and a large national park as part of Makkah Gate – a proposed new urban development at the entry point to Makkah, Saudi Arabia. The national park component is unique as the first urban national park in the country, and has more than 1,700 hectares (4,200 acres) of programmed area and mountainous wilderness. All master planning is based on rigorous study of Middle Eastern urban form, landscape concepts, and cultural practices.

Arroyo Vista Neighborhood Plan, Livermore, CA
Project Designer/Planner

CLIENT: The City of Livermore

Implementation of an exciting policy of the City's General Plan in realizing the opportunity to redevelop land from industrial to residential land use. The 28-acre Plan Area was well suited for this transition. It is located in very convenient proximity to two community serving retail centers, has several opportunities for easy access to existing roads, and although a channel crosses it, the site is flat, largely undeveloped, and generally regularly shaped. EDAW worked with the City of Livermore to establish a strong and attractive sense of neighborhood identity for the Plan Area.

Ms. Stewart completed the following projects prior to joining EDAW:

Master Schematic Design Plan for El Camino Real, Palo Alto, CA
Urban Planner

CLIENT: The City of Palo Alto

The objective of the project was to develop a Master Schematic Design Plan for the Palo Alto segment of El Camino Real, a designated state highway (S.R. 82) with a critical function as a regional and local north-south transportation corridor. The project explored how functional and aesthetic improvements can be made to El Camino Real in order to achieve a better balance between the needs of the automobile, bicycles, pedestrians, and transit, while reinforcing and reflecting its importance as a "main street" within Palo Alto.

East 14th Street South Area Development Strategy, San Leandro, CA
Urban Planner

CLIENT: The City of San Leandro

The objective of the project was to revitalize the corridor as the potential for infill development along the corridor provides the only major new housing opportunity within the City. The area is currently in transition from an auto-oriented retail corridor into a mixed-use urban corridor. The transition has been encouraged by the resettlement of the various automobile dealerships that once operated on the street. The design process was highly interactive, involving neighboring residents, businesses and other stakeholders.

Creating an Alternative Future for the Northeastern Mission Industrial Zone (NEMIZ), San Francisco, CA

Urban Planner

CLIENT: MCEJJ

A group of land/business owners in the Northeastern Mission Industrial Zone (NEMIZ) of San Francisco, concerned about a blanket zoning proposed by the city of San Francisco, requested an analysis of existing land uses and recommendations for appropriate zoning. A workshop was held for over 100 area stakeholders, existing land uses were surveyed to update the GIS database of San Francisco and a set of case studies were written that explored successful protection of industrial areas in other US cities.

IAN GRIFFITHS, LEED AP
Planner

EDUCATION

Master of City Planning,
University of California, Berkeley
Bachelor of Arts - Honors,
Development Studies and
Political Studies, Queen's
University (Kingston, Canada)

CERTIFICATIONS

U.S. Green Building Council
LEED-NC Accredited
Professional

AFFILIATIONS

American Planning Association
Urban Land Institute

HONORS + AWARDS

U.S.-Canada Fulbright
Scholarship, 2005
Canadian Merit Scholarship
Foundation Regional Award, 2000

Ian Griffiths is educated as a planner, having specialized in urban design, economic and regional development, and land use planning. His professional experience is both multidisciplinary and international in scope; it includes site design and analysis, open space analysis and planning, transportation finance research, and community economic development.

PROJECT EXPERIENCE

Houghton Road Corridor, Tucson, AZ
Urban Planner

CLIENT: Westcor

EDAW worked with Westcor to complete several policy planning documents and community design schemes for the plan area; prepared a Strategic Zoning Assessment; and developed a series of conceptual land use plans for the 12,000 acre site. The land use plan included the establishment of several new walkable neighborhoods centered around retail nodes, and preserved habitat corridors and floodplains as open space.

Sage Hills Master Plan, Comox Valley, British Columbia, Canada
Urban Designer

CLIENT: Sage Hills Developments, Ltd.

Master plan for over 8,000 acres of former timber land, which included planning, land use, sustainability modeling, circulation, conservation, and open space strategies. Key program components included the main campus for a new private university, and a world class sports training center run by IMG. Main project goal was to integrate education, sports, and lifestyle in a healthy lifestyle community.

Mebane Ranch, City of Bakersfield, CA
Urban Designer

CLIENT: American Land Fund

EDAW is preparing a Specific Plan for the Mebane Ranch, the first master planned community of its type in the greater Bakersfield marketplace. Clustered in villages within the site's distinctive landform zones, the community's overall character will be defined by an area-wide open space system and include a trail network linking villages to one another. Phase 1 of the project involved a complete site analysis and evaluation of existing conditions.

Policy Analysis for Private Land Owners
Urban Designer

CLIENT: Yosemite Highlands Partners

EDAW prepared an existing conditions report and land use strategy for a 300-acre property in Merced County located directly across the road from the UC Merced campus. Assisted the client by acting as a liaison with City and County staff and offering a development strategy to the client. Key to this strategy was identifying appropriate milestones of entitlement and participation in City initiated planning studies, including a Corridor Plan and General Plan Update.

Community Specific Plan, Rancho Cordova, CA
Urban Designer

CLIENT: Lewis Planned Communities

Specific Plan for a mix of residential and commercial uses, including a Village Center, on approximately 1,400 acres. In collaboration with EDAW's "Green Team," the Specific Plan includes site-specific sustainability policies and design guidelines to ensure a high quality, innovative community.

IAN GRIFFITHS, LEED AP

U.S. Olympic Training Center Conceptual Master Plan Update, Chula Vista, CA
Urban Designer

CLIENT: U.S. Olympic Committee

EDAW was retained to guide the U.S. Olympic Committee through a collaborative process to update the Master Plan for the 150-acre Olympic Training Center Campus in Chula Vista, CA, one of three major training centers for U.S. Olympians. EDAW's Conceptual Master Plan Update specified the upgrading of the Visitors Center and community amenities, the expansion of Olympic sports facilities and athlete housing within the main campus area, and conversion of underutilized campus land to a new residential neighborhood. Relevant precedents for on-site conference center facilities, building prototypes for athletes housing, and environmental sustainability guidelines were included in the plan.

Mission College Master Plan

Urban Designer

CLIENT: West Valley Community College District

EDAW is currently working with Lionakis + Beaumont Design Group to provide campus master planning services for a community college in Santa Clara, California. Facing the replacement of its seismically-challenged main academic building, the District needs a comprehensive plan that accommodates 40 years of future growth, while facilitating the immediate demolition and replacement of its core academic buildings within a complex phasing and financial schedule mandated by State and local funding considerations. In addition to the campus design, EDAW is leading efforts in open space and circulation networks, guidelines for urban design, landscape, wayfinding, and sustainability, and improved connections between Mission College and its larger regional community.

Walnut Creek Transit Village Development Plan, Walnut Creek, CA

Urban Designer

CLIENT: BRE Properties

Development Plan for the 12-acre site encompassing the Walnut Creek BART station. The Plan incorporates goals of the developer, property owner, and City of Walnut Creek to implement a high-quality, walkable, mixed-use development focusing on multi-modal access and connections to surrounding neighborhoods. The Plan incorporates land use policies and principles for public and private open spaces, environmentally sensitive design, and protection of important view corridors to Mt. Diablo.

Community Specific Plan, Rancho Cordova, CA

Urban Designer

CLIENT: Lewis Planned Communities

EDAW is working with Lewis Planned Communities to develop a Specific Plan for approximately 1,400 acres on the City's southern edge. Located about 30 minutes from Sacramento, the site offers both opportunities and challenges for a master planned green community. EDAW has been working closely with both the project applicant and the local property owners to determine the desired outcomes for the area, both in use and design, strongly emphasizing natural resources conservation and project sustainability. In its entirety, the Specific Plan will include site-specific sustainability policies and design guidelines to ensure a high quality, innovative community.

TETSUYA YAGUCHI
Senior Urban Designer

EDUCATION

Master of Urban Design, University of California at Berkeley, 2002

Master of Environmental Engineering, Tokyo Institute of Technology, 1995

Bachelor of Engineering in Architecture, Science University of Tokyo, 1993

REGISTRATIONS + AFFILIATIONS

Licensed Architect, 1st Class, Ministry of Construction, 1996

Member, AIJ since 1993

ACADEMIC POSITIONS

Instructor, University of California at Berkeley, College of Environmental Design, 2003

Tetsuya Yaguchi has 10 years of professional experience as an urban designer working on a wide range of projects for private and public clients. He has project experience in the United States, Japan, Singapore and the Philippines. Mr. Yaguchi's work includes large-scale land planning, urban and waterfront planning, downtown revitalization, campus planning and design, regional land use planning, and site-specific design for urban streets, plazas, parks and housing. Mr. Yaguchi has developed extensive skills in GIS and his AutoCAD capabilities are exceptional.

PROJECT EXPERIENCE

Makkah Gate Master Plan, Makkah, Saudi Arabia
Urban Designer

CLIENT: Sumou Real Estate Company

EDAW worked with Sumou Real Estate Company and the Municipality of Makkah, Saudi Arabia to craft several conceptual level master plans for a proposed new urban development at the entry point to the holy city. These included a destination/conference district, a business campus/residential district, and a large national park as part of Makkah Gate.

Mr. Yaguchi completed the following projects prior to joining EDAW:

Campus Planning projects, CA

Urban Designer

CLIENT: Various

Mr. Yaguchi completed several campus planning projects including the University Park and Town Center Framework Plan in Chula Vista; the University of California at San Diego Revelle/Muir Neighborhood Planning Study in San Diego; University of California at San Francisco Parnassus Campus Master Plan in San Francisco; University of California at Davis Medical Center LRDP in Davis; and the California State University, East Bay, Concord Campus Master Plan in Concord.

Waterfront, Park Design, and Streetscape Design projects, CA

Urban Designer

CLIENT: Various

Mr. Yaguchi completed several waterfront, park, and streetscape designs for projects in California including the Point Richmond Shores and Westshore Marina projects in Richmond; Ballena Isle in Alameda; and the West Alameda Streetscape in West Alameda.

Transportation and Transit Oriented Design (TOD) projects, CA

Urban Designer

CLIENT: Various

Mr. Yaguchi's project experience in transportation and TOD projects includes the American Canyon Highway 29 Corridor Revitalization Plan in American Canyon; the Warm Springs BART Area Specific Plan in Fremont; the San Leandro TOD project in San Leandro; and the Third Street Light Rail, Southern Terminal Conceptual Design in San Francisco.

ALEXANDER QUINN, MCP
Senior Economic Planner

EDUCATION

Master of City Planning, Department of City and Regional Planning, University of California, Berkeley, 1998
Bachelor of Arts in Politics, University of California Santa Cruz, 1994

AFFILIATIONS

Livable Berkeley, Board Member
American Planning Association
Urban Land Institute
Transportation and Land Use Coalition

PRESENTATIONS

Growing Cooler, Climate Change and Land Use
Urban Land Institute, 2008
Regional Sustainable Development
PenForward TV, 2008
California's Changing Climate: AB32 and Reducing Your City's Carbon Footprint
San Francisco Planning and Urban Research Association, 2008
Economic Development Strategies for San Francisco's Chinatown
Tsing Tao Radio, Ida Choy Show, 2008
What are the Carbon Costs of your Land Use Plan
California Chapter American Planning Association Conference, 2007
Planning for Child Care
California Chapter American Planning Association Conference, 2007
Developing Workforce Housing
California City Managers Conference, 2006
The Economic Impact of Light Rail on Property Values
Rail-Volution, 2006

LECTURE/TEACHING

ENGAGEMENTS

Public Finance Mechanisms for Sustainable Development
University of California, Davis Extension, Davis, 2008
Using Pro Forma Analysis to Evaluate Land Use Alternatives
Masters of Urban Design Program, University of California, Berkeley, 2007
Community-Based Planning Models
Haas Center for Public Policy, Stanford University, 2000

AWARDS

National APA Award, Federal Planning Division
USCG Sector Guam Space Utilization and Relocation Feasibility Studies, 2007

Mr. Quinn is the director of EDAW's sustainable economics practice for the Americas Region. He has over ten years of planning and economic analysis experience and specializes in sustainable development, socio-economics, and urban regeneration. His practice has focused primarily on addressing urban economic questions under a sustainability lens, be it economic development, housing, public finance, and community development. Mr. Quinn uses innovative quantitative analysis techniques to inform policy makers in planning, redevelopment, public policy, and land use strategies. These include building multivariate regression, socio-economic modeling, carbon pricing mechanisms, green premium analysis, development feasibility, economic impact, and life-cycle analysis. Mr. Quinn combines his considerable quantitative skills with an extensive background in sustainability, economic development, transit-oriented development (TOD), public finance, and affordable housing techniques.

PROJECT EXPERIENCE

Opportunity Hill Master Plan, Vacaville, CA

Economic Planner

CLIENT: City of Vacaville

Master plan developed as a smart growth vision for an antiquated industrial and commercial zone directly adjacent to Vacaville's downtown. The Master Plan calls for increase intensity with a mix of residential and commercial uses to activate Vacaville's downtown. The process included an economic evaluation of zoning alternatives that confirmed the economic viability of the land use alternatives as the City intended to partner with infill developers to build on city-owned land in the project area immediately following Master Plan adoption. The economic analysis helped to identify the preferred alternative and inform policy makers on the trade-offs associated with different parking and affordable housing standards

Walnut Creek Transit Village, Development Plan

Sustainable Economist

CLIENT: BRE Properties

Development plan outlines the size, design, sustainable elements, and impacts of the proposed transit village directly adjacent to the Bay Area Rapid Transit station. The plan includes an analysis of the fiscal impacts, a market strategy, and a sustainability policy guide that inform the placement, construction, and size of the transit village.

Japan Center Revitalization Plan, San Francisco, CA

Economic Planner

CLIENT: 3-D Investments

Development of an urban design concept to help create a world-class retail experience in the neighborhood, while remaining true to the community's cultural roots. A range of urban design schemes and concepts will address both commercial and residential land uses, and improve the streetscape, pedestrian experience, and transit access. A preliminary market and development feasibility analysis was performed prior to the community participation process, thereby confining the community discussion to economically viable development alternatives.

San Bernardino Downtown Vision Plan, San Bernardino, CA

Economic Planner

ALEXANDER QUINN, MCP

AWARDS

Northern California Chapter APA Award for Planning for Families and Children (as a Senior Associate with Bay Area Economics)

Alameda County Child Care Needs Assessment, 2005, Early Care and Education for All Plan

CLIENT: City of San Bernardino

Vision plan to reconfigure San Bernardino's Downtown as the cultural and entertainment center for San Bernardino County. The Vision plan included an extensive community participation process following up earlier work completed by the Urban Land Institute. The Vision plan evaluated viable market opportunities and recommended implementation strategies to initiate development in the City's urban core.

Chinatown Economic and Tourism Development Action Plan, San Francisco, CA

Project Manager

CLIENT: San Francisco Mayor's Office of Economic Development and Workforce Housing

Economic Action Strategy to improve community economic vitality for one of the City's historic and cultural gems. San Francisco's Chinatown still acts as a gateway for Chinese immigrants. Chinatown also is historic landmark as one of the first Chinese communities in America initiated during the California Gold Rush of 1849. While the neighborhood is a historic and cultural gem, Chinatown struggles economically as a predominantly low-income and poorly educated population. In conjunction with local community organizations, the Economic Action Plan assessed prevailing socio-economic conditions, real estate markets, visitation, and development opportunities in Chinatown. The action plan included a visitor intercept survey to identify potential physical and business improvements that would increase tourism activity in Chinatown while maintaining its unique cultural heritage. EDAW facilitated a community economic forum to determine economic development priorities, community champions, and city and local organizations to carry out community priorities. The action plan will be used both as a local economic strategy and as a mechanism to obtain additional community development funds for the physical and social improvement of Chinatown.

City of Livermore and City of Pittsburg Housing Elements

Project Manager

CLIENTS: Cities of Livermore and Pittsburg

EDAW is currently engaged with the City of Livermore and the City of Pittsburg to update their housing elements. The Pittsburg Housing Element Update includes a survey of housing conditions and the preponderance of loan defaults as home prices continue to decline in eastern Contra Costa County. For both housing element updates, EDAW will meet with HCD staff prior to submittal for an informal working session that will address any concerns from the state. The housing element updates include community meetings, working groups, and joint commission-council work sessions.

Monroe County Residential Market Analysis, Monroe County, PA

Project Manager

CLIENT: Confidential

Residential market analysis evaluating the market depth for renter and owner housing for a proposed mixed-use development near the Pocono Mountains in Pennsylvania. The market analysis determined a range of housing densities to capture a diverse range of housing markets including second-home, commuter, and local workforce housing markets. EDAW provided estimates of absorption, pricing, and unit mix. The residential market analysis also provided insight on the impact of the sub-prime finance fallout and its impact on the local housing market.

LAURA CACHO, MCP
Sustainable Economist

EDUCATION

Master of City Planning, Department of City and Regional Planning, University of California, Berkeley, 2008

Bachelor of Arts in Environmental Sciences, University of Virginia, 2002

AFFILIATIONS

American Planning Association

San Francisco Planning + Urban Research Association

U.S. Green Building Council

Urban Land Institute

HONORS & AWARDS

University of California Transportation Center Fellowship, 2006

APA/PAW Honor Award for Transportation Plans, 2004

City of Burien Pedestrian and Bicycle Facilities Plan

Harrison Undergraduate Research Award, 2001

University of Virginia Echols Scholar, 1998 - 2002

Ms. Cacho is a sustainable economist with EDAW's West Coast economics practice. A recent graduate from U.C. Berkeley's Department of City and Regional Planning, Ms. Cacho focused on urban economics, housing policy, and real estate development. Ms. Cacho complements her knowledge of economic analysis with over four years of work experience in affordable housing, redevelopment, green building, and community-based planning.

PROJECT EXPERIENCE

Walnut Creek Transit Village, Development Plan

Economic Analyst

CLIENT: BRE Properties

Development plan outlines the size, design, sustainable elements, and impacts of the proposed transit village directly adjacent to the Bay Area Rapid Transit station. The plan includes an analysis of the fiscal impacts, a market strategy, and a sustainability policy guide that inform the placement, construction, and size of the transit village.

City of Livermore Housing Element

Project Coordinator

CLIENTS: City of Livermore

EDAW is currently engaged with the City of Livermore to update its housing element. The Livermore Housing Element Update will focus on analyzing data to support the Housing Needs Assessment, describing the City's land inventory and inventory of affordable housing, addressing new requirements of state law, and developing new housing strategies and implementation ideas since the preparation of the current Housing Element. The housing element update includes community meetings, working groups, and joint commission-council work sessions.

City of Pittsburg Housing Element

Economic Analyst

CLIENTS: City of Pittsburg

EDAW is currently engaged with the City of Pittsburg to update their Housing Element. The Pittsburg Housing Element Update includes a housing market analysis, a housing needs assessment, a constraints analysis, and an overview of the City's housing goals and programs. Housing goals and policies are expected to reflect the vision and guiding principles in the General Plan, higher density development, transit-oriented development near the proposed E-BART station, mixed-use, and mixed-income development. The housing element update will include community meetings, working groups, and joint commission-council work sessions. EDAW will be responsible for the production of the draft and final housing elements.

Japan Center Revitalization Plan, San Francisco, CA

Development Feasibility Analyst

CLIENT: 3-D Investments

Development of an urban design concept to help create a world-class retail experience in the neighborhood, while remaining true to the community's cultural roots. A range of urban design schemes and concepts will address both commercial and residential land uses, and improve the streetscape, pedestrian experience, and transit access. A preliminary market and development feasibility analysis was performed prior to the community participation process,

LAURA CACHO, MCP

thereby confining the community discussion to economically viable development alternatives.

Prior to joining EDAW, Ms. Cacho worked on the following projects:

Asset Management of the City of Emeryville's Homeownership Loan Programs and Below Market Rate Units, Emeryville, CA

CLIENT: City of Emeryville

Ms. Cacho conducted an assessment of the City of Emeryville's homeownership loan programs and its annual monitoring process to determine potential violations of loan agreements and resale restrictions for below market rate homeowners and homeowners with a City loan. This included quantifying changes in loan type and expenditure, the demographics of loan recipients, and unit type and sale price over a three year time period. Ms. Cacho also determined the potential loss of affordable housing and repayment to the City's revolving loan fund through annual violations of resale restriction and loan agreements.

City of Emeryville Housing Element, Emeryville, CA

CLIENT: City of Emeryville

As part of the 2009 - 2014 Housing Element of the General Plan Update, Ms. Cacho performed a demographic analysis of the City of Emeryville's special needs populations to assess the housing requirements of these residents and to determine the stock of housing available within the city to meet their needs. Ms. Cacho also measured the City's achievement in terms of the goals, policies, and programs found in the 2001 Housing Element, such as its progress in meeting its Regional Housing Need Allocation determined by the Association of Bay Area Governments, its success at preserving its existing housing stock, and its ability to promote a variety of housing types and affordability levels.

City of Burien Pedestrian and Bicycle Facilities Plan, Burien, WA

Project Coordinator

CLIENT: City of Burien

With Pomegranate Center, Ms. Cacho co-facilitated an extensive community involvement process to determine the needs and desires of residents in developing the City of Burien's plan for non-motorized trails. She was also responsible for recording and synthesizing the comments of over four hundred participants into a format easily accessible to the larger public and useful to project's landscape architects and city planner. This plan won the 2004 APA/PAW Honor Award for Transportation Plans.

Pickering Farm Community Teaching Garden, Issaquah, WA

Project Coordinator

CLIENT: City of Issaquah

This garden is a living classroom on techniques that save water, improve water quality, preserve natural habitat, and reduce solid waste. Ms. Cacho organized numerous community workshops on green roof construction and worked with volunteers to build four green roofs on-site. She also managed the construction of garden amenities including four information kiosks, an outdoor classroom, benches, and a fence, primarily created from logs salvaged from a near-by construction site.

JAYNI ALLSEP
Senior Environmental Planner

EDUCATION

University of California, Irvine
Bachelor of Arts Social Ecology -
Environmental Analysis and Planning
University of California, Berkeley
Certificate Program - Environmental Law
and Regulation

HONORS/AWARDS

Deans Honor List, University of California,
Irvine
Outstanding Field Study - Environmental
Analysis and Planning, Hughes Aircraft
Office of Occupational Health & Safety,
Fullerton, CA

AFFILIATIONS

Association of Environmental Professionals
(AEP)

Ms. Allsep joined EDAW in 2004 as a Senior CEQA Planner. She has more than 20 years of experience in public and private sector environmental planning with expertise in CEQA, community planning, and public information and participation. She serves as the Director of CEQA Projects for EDAW's San Francisco office. Prior to joining EDAW, she was the owner and principal of Allsep Planning, providing environmental, planning and project management services to a wide range of public and private clients. Ms. Allsep also served as planning and environmental consultant for several Bay Area cities, including the City of San Rafael, City of Novato, Town of Tiburon, City of Petaluma, City of Daly City, City of Alameda, and the City of Concord. She has served as project manager for a variety of large projects requiring the preparation of EIRs, and her project experience includes hospital and medical office buildings, mixed-use developments, commercial centers, golf course and hotel developments and large residential subdivisions. Ms. Allsep also has experience with habitat conservation plans (HCP) for special status species, oak woodland mitigation plans, wetland mitigation plans and marsh restoration projects.

PROJECT EXPERIENCE

Northwest Specific Plan & Faria Preserve, EIR San Ramon, CA
CEQA Advisor

CLIENT: City of San Ramon

Ms. Allsep is the CEQA advisor for a team preparing a joint plan/project EIR for both the Northwest Specific Plan (NWSP) and the application for the development of the Faria Preserve, a property contained within the specific plan area. The NWSP presents an opportunity to provide much-needed residential development in the tri-valley region, yet it also presents many challenges in terms of the site's topography, management of natural resources, and preservation of open space and viewsheds. The proposed Faria Ranch development would construct 786 dwelling units on approximately 291 acres, comprising the majority of the NWSP project, which would construct 830 units on the approximately 354 acres of mostly undeveloped land outside of the City of San Ramon's current City limits but within the voter-approved San Ramon Urban Growth Boundary.

One Rincon Hill Residential Development EIR, San Francisco, CA

CLIENT: Rincon Ventures, LLP

Ms. Allsep is assisting with the peer review of the Final EIR for a residential development that would involve the demolition of an existing historic office building and clock tower and construction of a structure with 720 units in two towers (one 550- and one 450-foot tall). The site sits prominently atop Rincon Hill, immediately adjacent to the Bay Bridge

San Mateo Rail Corridor Transit Oriented Development Plan and Bay
Meadows Specific Plan Amendment and EIR, San Mateo, CA

Environmental Planner

CLIENT: City of San Mateo Department of Community Development

In a two-phased program, EDAW prepared the San Mateo Rail Corridor TOD Plan and integrated it with a revised development plan for the former Bay Meadows Racetrack site. The long-term development plan (2004-2020) covers 607 acres of urban/suburban land uses between El Camino Real and Highway 101 and between 16th Avenue and the San Mateo/Belmont border. The plan and the EIR addressed two development scenarios that represent a wide range

JAYNI ALLSEP

of development: 1,642 – 4,031 residential units, and 2.02 – 4.5 million gross square feet of new commercial space in the Corridor Plan Area and is considered the most significant area and project plan in recent San Mateo history. Within the Corridor Plan Area is 175 acres proposed for development by Bay Meadows Land Company, including 83 acres with up to 2.1 million gsf of office space, 1,500 residential units, 100,000 gsf retail space and 29.5 acres of open space. Buildings would range from 25-55 feet in height. Development phases also were included in the Plan and EIR.

Alameda Point Golf Course EIR, Alameda County, CA
Project Manager

CLIENT: City of Alameda Reuse and Redevelopment Authority
The City of Alameda has retained EDAW to prepare an EIR for a proposed golf course to be located on the former Alameda Naval Air Station. Previous redevelopment and feasibility studies proposed an 18-hole, World Class, links-style course and driving/practice range on a total of 162 acres in the Northwest Territories portion of Alameda Point. Since the golf course will be located adjacent to the Alameda National Wildlife Refuge and a least tern nesting site, the design of the facilities, maintenance of the golf course, and drainage of the site are critical issues to be evaluated in the EIR. EDAW is also providing design input and review to the golf course architect to develop an effective and environmentally acceptable solution.

Redwood Technology Center/Redwood Gateway Planned Development and EIR, Petaluma, CA

Project Planner/CEQA Planner

CLIENT: City of Petaluma

Ms. Allsep managed the consultant team that prepared the EIR for the Redwood Technology Center, which includes an office campus containing 262,500 gross square feet of office space in four buildings, and 166,713 gross square feet of retail and restaurant space. The environmental analysis considered the visual impacts of the development, given its high visibility from U.S. Highway 101, as well as traffic, noise, air quality, geology and hydrology impacts, and the demolition of the Petaluma Cinema building. Project alternatives focused on modifying the mix of proposed land uses and enhancing pedestrian access between office and retail components and the surrounding area. The first phase of the project is built and occupied.

Tiburon Glen Hillside Subdivision Planned Development and EIR

Project Planner/EIR Project Manager, Tiburon, CA

CLIENT: Town of Tiburon

Ms. Allsep managed the consultant team that prepared the EIR for a proposed residential subdivision located on a steep hillside property with a variety of environmental constraints. The EIR analyzed environmental impacts related to, wetlands, riparian habitat, serpentine grassland, oak-bay woodland, visual and aesthetics, landslides, erosion and considered the project's conformance with the Town's open space and ridgeline protection policies.

RUDY CALDERON
Environmental Planner

EDUCATION

University of California, Los Angeles
Master of Arts, Urban Planning, 1998

University of California, Berkeley
Bachelor of Arts, Anthropology, 1992

Mr. Calderon has skillfully managed many environmental analysis projects, and as project manager, his role has included coordinating overall schedules, budgets and technical subconsultants, as well as preparing environmental impact analyses in compliance with CEQA and NEPA. Mr. Calderon is proficient at fulfilling the needs of clients whose projects may be on a fast-track completion schedule, but nevertheless require the utmost in thoroughness and quality.

Mr. Calderon is able to use his urban planning knowledge to effectively analyze technical sources of information such as zoning regulations, land use designations, utility infrastructure data, air quality impact studies, biological impact analyses, hazardous materials analyses, cultural/archaeological resource findings, noise study results, traffic analyses and geotechnical reports, synthesizing them into effective and important parts of team-produced environmental documents.

PROJECT EXPERIENCE

Downtown Mountain View Transit Center Parking Facility Expansion Project Initial Study/Mitigated Negative Declaration, Mountain View, CA
Project Manager

CLIENT: Santa Clara Valley Transportation Authority
EDAW prepared an Initial Study/Mitigated Negative Declaration for a proposed expansion of the Downtown Mountain View Transit Center parking facility. The parking facility would serve users of Caltrain and VTA light rail transit services. Mr. Calderon served as Project Manager during preparation of the environmental document.

Benicia New Harbor Church EIR Addendum, Benicia, CA
Project Manager

CLIENT: City of Benicia
EDAW prepared an EIR Addendum evaluating potential impacts related to the construction of a proposed new religious facility. The project site posed various analytical challenges and complexities, attributable to past land uses, and existing land use compatibility issues. Mr. Calderon served as Project Manager during preparation of the environmental document.

Shasta Dam Enlargement Project EIR, CA
Environmental Planner

CLIENT: Montgomery Watson Harza
Mr. Calderon served as Environmental Planner during preparation of the EIR, preparing an impact analysis for the geology and soils component of the environmental document.

Lodi-Delta Community College EIR, Lodi, CA
Environmental Planner

CLIENT: San Joaquin Delta Community College District
Mr. Calderon served as Environmental Planner during preparation of the EIR, preparing an impact analysis for the agricultural resources component of the environmental document.

RUDY CALDERON

Mr. Calderon completed the following projects prior to joining EDAAW:

249 East Grand Avenue Project EIR, South San Francisco, CA
Project Manager

CLIENT: City of South San Francisco

Mr. Calderon managed preparation of an EIR for the proposed development of four Class-A office/laboratory buildings, ranging from three to five stories in height, totaling 534,500 square feet, a four level parking structure providing 1,529 parking spaces, and extensive landscaping and open space areas throughout the proposed campus. The buildings were to be built on the site of a former Georgia Pacific paper production plant. Key issues addressed in the EIR included traffic and circulation, hazardous materials and hydrology.

New Alameda Free Library Parking Project Property Acquisition EIR,
Alameda, CA

Project Manager

CLIENT: City of Alameda

Mr. Calderon served as Project Manager and prepared a Focused EIR for the proposed acquisition of two properties in downtown Alameda, followed by demolition of existing structures on site. These properties would have been used for a portion of the New Alameda Free Library parking lot. The project was very controversial, due to the potential historical significance of the structures located on the subject properties.

City of Sausalito Public Safety Building, Sausalito, CA

Project Manager

CLIENT: City of Sausalito

Mr. Calderon served as project manager and prepared an Initial Study/Mitigated Negative Declaration for a proposed City Public Safety Building which would integrate the Police, Fire and Public Safety Administration departments into one essential service facility. The environmental review focused on the Building's potential effects on the neighborhood's visual character and blockage of existing views.

Point Pinole Residential Development Project, Richmond, CA

Project Manager

CLIENT: City of Richmond

Mr. Calderon managed preparation of an Initial Study/Mitigated Negative Declaration for a proposed 202 unit single family residential development on a 32 acre undeveloped site. The environmental review process proved challenging, given that the site was located adjacent to an operational railroad right-of-way, industrial uses, and potentially sensitive San Pablo vole habitat. Therefore, potential noise and air quality impacts as well as biological resource issues were of particular concern.

Cost Plus Retail Development, Seaside, CA

Project Manager

CLIENT: City of Seaside

Mr. Calderon served as project manager and prepared an Initial Study/Mitigated Negative Declaration for a proposed retail development anchored by a Cost Plus store. The project involved demolition of a 27,000 square foot warehouse structure which contained asbestos materials, followed by construction of the Cost Plus store, two retail pads and 122 parking spaces. The project also involved removal from the project site of 14 mature trees.

KIM CHRISTENSEN

Environmental Planner + Public Involvement Specialist

EDUCATION

M.S., Environmental Policy and Planning,
California State University Fullerton, 1995

B.A. Art History, UCLA, 1984

PUBLICATION

Contributor to "Designing Public
Consensus: The Civic Theater of
Community Participation" book by
Barbara Faga, EDAW (Wiley 2006)

Ms. Christensen is a Senior Associate at EDAW and has 15 years of experience as a planner on high-profile environmental and urban development projects. She directs large multi-disciplinary teams conducting environmental analyses of infrastructure and community development projects, as well as open space and resource management plans. She also is a public involvement specialist, facilitating public meetings and conducting outreach campaigns to involve stakeholders in major land use plans and environmental programs.

RELEVANT EXPERIENCE

PUBLIC INVOLVEMENT + FACILITATION

Sustainable Stormwater Management Charrette, San Francisco, CA
Facilitator

CLIENT: San Francisco Public Utilities Commission

Facilitated design charrette to integrate sustainable, low impact development techniques for stormwater into the city's Wastewater Master Plan. Hosted by the San Francisco Public Utilities Commission, the charrette engaged public works and planning agencies, engineering experts on sustainable stormwater designs, consultants, community leaders, and environmental activists. GIS analyses were performed to test various scenarios and location-specific applications. Final product was a Low Impact Development Manual for San Francisco, which may also serve as a model for other cities.

Candlestick Point State Recreation Area, San Francisco, CA

Yosemite Slough Wetlands Restoration

Public Outreach Manager

CLIENT: California State Parks Foundation

Directed public outreach and involvement campaign for a wetlands restoration project in the San Francisco Bay. Facilitated public workshops in the Bayview Hunters Point community to involve and interest the neighborhood in planning a new nature park and wetlands restoration at the Yosemite Slough, which will become part of Candlestick Point State Recreation Area.

Public Outreach Programs for State Park General Plans + EIRs

Outreach Program Director

CLIENT: California Department of Parks and Recreation

Directed programs to involve public in developing General Plans and EIRs to enhance facilities and protect resources at nine California state parks including: Sinkyone Wilderness State Park, Sonoma Coast Park, Sugarloaf Ridge, Bidwell-Sacramento Riverfront Park, San Luis Reservoir, Pacheco Park, Malibu Creek Park, Taylor Yards River Park, and Doheny State Beach. Coordinating newsletters, surveys, media, websites and meeting facilitation.

Visitacion Valley Community Design Workshop

Meeting Facilitator

CLIENT: City of San Francisco Planning Department

Facilitated public involvement in a week-long community design workshop (i.e., design "charrette") to plan the future of a former industrial site in Visitacion Valley. Coordinated a series of public meetings to gather community input on neighborhood priorities, compatible land uses, transit connections, and site designs for this parcel which will be part of an intermodal MUNI-Caltrain transit station. Cantonese, Spanish and Tagalog translations were provided to encourage input from members of this diverse community. Supervisor Sophie

KIM CHRISTENSEN

Maxwell hosted the workshops in partnership with San Francisco Planning Department. EDAW served as the urban planning and design consultant.

Glen Park BART Transit Village Community Plan
Public Involvement Coordinator

CLIENT: San Francisco Planning Department
Managed public outreach, publicity and facilitated community meetings during week-long Design Charrette in the Glen Park neighborhood. Facilitated meaningful community involvement to work with urban designers, transportation engineers, transit agencies and city planners to redesign the town center and BART station, as well as develop a new neighborhood stream channel greenway.

Bay Area Regional Livability Footprint Project
Facilitator

CLIENTS: Association of Bay Area Governments (ABAG) + Design Community and Environment
Facilitated breakout groups at ABAG workshops held in 9 Bay Area counties to solicit public input on a 20-year "smart growth" management strategy for the San Francisco Bay Area. Breakout groups produced principles to guide future growth and identified specific areas where growth should be focused to support transit, promote healthy communities, preserve open space and curb sprawl.

Oakland Army Base Reuse Plan Public Participation Program, California
Program Manager

CLIENT: Oakland Base Reuse Authority
Directed program to involve the community in planning conversion of the Oakland Army Base from military to civilian uses. Outreach efforts included identifying stakeholders, conducting interviews, facilitating town hall meetings, coordinating media coverage, and distributing public information materials. The result was a reuse plan designed by EDAW that balanced a variety of interests and included room for a community development center, nonprofit facilities, light industrial and R&D space, and Port of Oakland warehouses.

Community Relations – Environmental Justice for Port of Oakland Vision 2000 Program, Oakland, California

NEPA Environmental Justice Analyst

CLIENT: Port of Oakland

Conducted analyses of environmental justice issues surrounding the Port of Oakland's Vision 2000 expansion projects undergoing CEQA/NEPA environmental review. Recommended strategies to reduce neighborhood impacts and build partnerships to support community development efforts.

Community Relations for Brownfield Redevelopment Project, Oakland, California

Project Manager

CLIENT: Crosby, Heafy, Roach and May

Managed outreach efforts to inform community about cleanup and redevelopment plans for an abandoned industrial site in East Oakland. Hosted community meeting, conducted door-to-door outreach, maintained an information hotline, and distributed newsletters to update neighbors on remediation progress and employment opportunities during construction and when new businesses open.

ALMA DU SOLIER
Senior Director, Landscape Designer

EDUCATION

B.A.(Architecture), Instituto Tecnológico y de Estudios Superiores de Monterrey, Monterrey, Mexico, 1994

M.L.A.(Landscape Architecture), University of California, Berkeley, 1999

HONORS + AWARDS

Honor Award, Tuolumne River Park Master Plan and EIR, ASLA (Northern California Chapter) 2005

Honor Award, Cruise Ship Promenade, Los Angeles Waterfront, ASLA (Northern California Chapter) 2005

ASLA Certificate of Honor for Excellence in the Study of Landscape Architecture Award, May 1999

Third Place, Thomas D. Church Award, UC Berkeley Student Design Competition, 1999

Second Place, Thomas D. Church Award, UC Berkeley Student Design Competition, 1998

PRESENTATIONS

Mario Schjetnan Dantan Memorial Lecture, "Arquitectura de Paisaje, Intervenciones Contemporáneas en Sitios Históricos"

UNAM, School of Architecture, Mexico City, Mexico, March 2001.

TEACHING EXPERIENCE

Lecturer. "Drawing Workshop for Landscape Architects", MLA Program. College of Environmental Design. University of California, Berkeley, 2000, 2002.

Visiting Scholar. "Advanced Design Studio", with Mario Schjetnan. MLA Program. College of Environmental Design. University of California, Berkeley, Spring 2002.

Lecturer. "Advanced Design Studio, Module 2", MLA Program. College of Environmental Design. University of California, Berkeley, 2008.

Alma Du Solier has extensive experience in the practice of landscape design, urban design, architecture and planning. She has been working as key designer and project manager for a wide range of projects from urban parks and streetscape projects, to large developments and golf course communities, covering the entire spectrum of tasks, from concept and master planning to detailed construction documentation and implementation. Alma employs a unique multidisciplinary design approach due to her strong background in both landscape design and architecture, and her interest on collaboration and on the meaningful integration of design with site and culture. Her experience includes significant projects in the US and in Mexico, where she is a licensed architect.

PROJECT EXPERIENCE

East Downtown Visalia Parks and Infrastructure Master Plan, Visalia, CA
Landscape Designer / Project Manager

CLIENT: City of Visalia

Open space and infrastructure master plan for a 165-acre redevelopment area. Includes creation of a new central park that providing restoration to existing Mill Creek and Jennings Ditch, and incorporating 30+ large mature Valley Oaks. Strong and *implementable* low impact development (LID) strategies are core to the philosophy of the new open space and infrastructure plan.

Loyola Marymount Campus Master Plan & Library Landscape Design, Los Angeles, CA

Lead Landscape Designer / Project Manager

CLIENT: Loyola Marymount

LMU has a historic core designed in the 1930's and an acquired edge campus overlooking the Playa Vista Community. EDAW is providing campus master planning services, entitlement review and landscape design services for the planned new Library.

Clorox Plaza, Oakland, CA

Project Manager

CLIENT: Austin AECOM, Clorox

Landscape architecture services for the renovation of Clorox Plaza, to provide access to the Clorox headquarters, public open space, and transit connections to BART and buses. The plaza will consist of approximately 20,000 square feet of primarily on-structure paved surfaces, above-ground planters, and various public realm amenities including lighting and furnishings.

Jumeirah Garden City, Dubai, United Arab Emirates

Landscape Designer

CLIENT: Meraas Development

EDAW is providing a framework for the design and development of the public realm for a new urban core at the heart of Dubai City's Jumeirah neighborhood. The project involves the redevelopment of a seven kilometer stretch of the city of Dubai, as well as the creation of six islands off the coast of Jumeirah Bay.

Government City, Zacatecas, Mexico

Landscape Designer / Project Manager

CLIENT: LL Operaciones y Servicios, Developer

Open space master plan and site-specific design for the State of Zacatecas' government campus. Thirteen new buildings designed by Arditti+RDT Arquitectos will be located on the outskirts of the capitol city of Zacatecas to

ALMA DU SOLIER

provide all State-related services to its citizens. The master plan developed by EDAW included 5 main plazas for large and mid-size events and a central connector space, linking the government buildings. As part of the landscape design, EDAW developed concepts for interpreting the local culture and incorporating the history of the State of Zacatecas in the character of the open spaces.

Makkah Gate Master Plan, Makkah, Saudi Arabia
Landscape Designer

CLIENT: Sumou Real Estate Company

EDAW worked with Sumou Real Estate Company and the Municipality of Makkah, Saudi Arabia to craft several conceptual level master plans for a proposed new urban development at the entry point to the holy city. These included a destination/conference district, a business campus/residential district, and a large national park as part of Makkah Gate.

California Indian Heritage Center Master Plan, Sacramento, CA
Project Manager / Lead Designer

CLIENT: State of California Department of Parks and Recreation

Project coordination and management, outreach/workshop coordination, lead for the Site Master Plan and Outdoor Programming tasks, cultural resources review and input in coordinating synthesis between the indoor and outdoor for the interpretive and architectural program.

Tuolumne River Regional Park Gateway Parcel, Modesto, CA
Project Manager / Lead Designer

CLIENT: City of Modesto

The Gateway Parcel is a 90-acre site located at the heart of the Tuolumne River Regional Park (TRRP). Park programs include a 3000-person "amphimeadow", a farmer's market area, an interpretive playground, and numerous pedestrian and bike trails. All these uses have been integrated with the site to achieve the project's main goal of restoring the river's edge to a healthy, seasonal system. Ms. Du Solier has lead an inter-disciplinary team of designers, biologists, and engineers to develop the Precise Plan (initial document with the park's concept), and the subsequent initial construction and permitting phases. Currently under construction are the river terraces, part of the restoration and re-vegetation program of the park. The Precise Plan document is a winner of the ASLA Northern California Chapter 2005 Honor Award.

Cruise Ship Promenade, Los Angeles Waterfront, Los Angeles, CA
Landscape Designer

CLIENT: Port of Los Angeles

Design and implementation of 7 miles of urban public waterfront adjacent to the Port of Los Angeles in San Pedro, including continuous public waterfront access, parks, plazas, open space and commercial development sites within the context of the busy working port and a major cruise ship terminal. This project is a winner of the ASLA Northern California Chapter 2005 Honor Award.

The Sanctuary Master Planned Community, Stockton, CA
Landscape Designer

CLIENT: The Grupe Company

Prepared conceptual master plan and documentation necessary to obtain development entitlements for a 1,700 acre community, with approximately 7,000 housing units, a dynamic Town Center Village core including Mixed Use and open space/recreational amenities, elementary, middle and high schools, over 400,000 square feet of employment center, and restoration of wetland and pre-existing natural landscapes.

LYNN FREDERICO
GIS Specialist

EDUCATION

A.A., Liberal Arts, Rancho Santiago Junior College, 1995

B.A., Environmental Geography, Cal. State University, Fullerton, 1998

AFFILIATIONS

Bay Area Automated Mapping Association (BAAMA)

Society for Conservation GIS (SCGIS)

PRESENTATIONS

Non-Profit GIS in the Public Interest: BAAMA, August 22, 2002

Green GIS: Protecting & Restoring the Environment

GIS in the Real World: CSUF 7th Annual All Points of the Compass, April 2003

Society for Conservation GIS and Society for Conservation Biology Integrated Conference: Peer Reviewed Cartography, Panel Facilitator, June 2006

Lynn Frederico is a cartographer and Geographic Information Systems (GIS) specialist with over seven years of experience. She has extensive training and experience in cartography, data production and analysis, database implementation and maintenance. Ms. Frederico's experience draws from a broad client base and projects ranging from land and resource conservation, child care needs, demographics studies, smart growth land planning, transportation analysis, fire prevention planning and trail network planning and maintenance.

PROJECT EXPERIENCE

Strategic Plan, Vancouver Island, Canada

GIS Analyst & Cartographic Support

CLIENT: TimberWest Forest Corporation

Long-term Strategic Plan for 800,000 acres of land to address and establish a vision for the company's landholdings to enrich its strong history in resource extraction with real estate development operations. Planning includes thorough and comprehensive analysis and planning study of the natural and regulatory setting, as well as current and planned development in adjacent areas.

SFPUC LID Charrette, San Francisco, CA

GIS Analyst & Cartographic Support

CLIENT: San Francisco Public Utilities Commission

EDAW is working with our sister company, Metcalf & Eddy, on planning a public charrette on integrating Low Impact Development, or surface stormwater management, into the city's Waste Water Master Plan.

Stewardship Council Land Conservation Plan, Central and Northern CA

GIS Analyst & Cartographic Support

CLIENT: Stewardship Council

EDAW is creating a land conservation plan to shape the future of over 140,000 acres of prime California land within 22 counties. The objective of the plan is to balance a broad range of land uses and public benefits including open space preservation, outdoor recreation, habitat protection, agriculture, sustainable forestry, and historic resource protection. EDAW has helped the Stewardship Council develop Recommended Concepts for the lands that include preservation and enhancement measures for the six public benefits listed above. EDAW will also be assisting with the land transfer process and development of conservation easements. Ms. Frederico will be responsible for data collection, analysis and display for the conservation areas, as well as on hand GIS support for EDAW staff and other Stewardship Council needs.

Land Use Analysis

GIS Analyst

CLIENT: Private Land Owner

EDAW was contracted to do a site analysis for potential development and conservation on over 500,000 acres of land. Analysis on soil types, wetland presence, vegetation types, threatened and endangered species presence and several other factors are all drivers of the site plan.

Alviso Slough Restoration Project, Santa Clara County, CA

GIS Analyst

CLIENT: Santa Clara Valley Water District

This 2-year planning study will identify and evaluate possible actions to restore

LYNN FREDERICO

the Alviso Slough, the last reach of the Guadalupe River before it enters the San Francisco Bay. The project aims to achieve a long-term solution for the Slough, balancing biological/habitat needs, recreation and boating access, and flood protection. Coordination with the South Bay Salt Ponds Restoration Project is identified as a critical component of a sustainable solution for the restoration of Alviso Slough.

South Bay Salt Ponds Restoration Project, CA
GIS Analyst

CLIENT: California State Coastal Conservancy, California Department of Fish and Game and U. S. Fish and Wildlife Service

EDAW is currently engaged in planning the restoration of 15,000 acres of salt ponds in the South San Francisco Bay as part of a large multi-disciplinary team. The goals of the project are to restore and enhance a mix of wetland habitats, provide for flood management, and provide public access and recreation opportunities. EDAW, as a sub-consultant to Phillip Williams & Associates will assist in science-based alternatives development through the design of a methodology for trying a host of alternative solutions against a range of criteria including habitat goals for several threatened and endangered species.

Projects listed below were completed prior to joining EDAW

ABAG Bay Trail, San Francisco Bay Area, CA
GIS Analyst

CLIENT: ABAG Bay Trail

GreenInfo (GIN) Network was contracted by the Bay Trail to do an extensive gap completion analysis. GIN was responsible for updating and improving an existing GIS data structure, training Bay Trail staff on GIS edits and upkeep, and creating a database to track and calculate needs for completing gaps. Ms. Frederico assisted other GIN staff with assessing the needs of Bay Trail to create a successful GIS system. She was responsible for much of the GIS training with Bay Trail staff. Several map products were also processed during the life of the project.

Bay Area Ridge Trail Council, San Francisco Bay Area, CA
GIS Analyst & Cartographer

CLIENT: Bay Area Ridge Trail

The Bay Area Ridge Trail Council is a long time client of GreenInfo Network (GIN). Ms. Frederico has supported Ridge Trail staff for a number of years on various mapping needs; ranging from presentation quality posters, graphics, and digital presentations, to planning and ground truthing analysis maps. Most recently she worked with other GIN staff to develop an elaborate trail network GIS and database structure for Ridge Trail staff. The database is used by Ridge Trail staff to track various criteria for Ridge Trail reporting needs. The database also links with a dynamic GIS database to keep detailed information on trail use, completion status, length and many other criteria.

Transportation and Land Use Coalition, San Francisco Bay Area, CA
GIS Analyst & Cartographer

CLIENT: Transportation and Land Use Coalition

The Transportation and Land Use Coalition (TALC) contracted GreenInfo Network (GIN) to provide data, statistics and basic maps for the ground-breaking report Roadblocks to Health. Ms. Frederico used the ESRI GIS extension Network Analyst to calculate travel times from selected low-income neighborhoods to healthcare facilities via public transit throughout the bay area. Analysis was also done on transportation barriers on low-income families traveling to grocery stores and recreational facilities.

EDUCATION

M.S. - Civil Engineering, Michigan State University, 1976

B.S. - Civil Engineering, Michigan State University, 1974

**REGISTRATIONS/
CERTIFICATIONS**

Registered Civil Engineer, CA:
41549; AL: 4882; WA: 0028903;
OR: 15861

Registered Geotechnical
Engineer, CA: 2094

SPECIALIZATIONS

- Deep foundation design and construction management
- Lateral earth retaining system design and construction management
- Design of soil improvement methods including wick drains and surcharging
- Pavement failure assessment
- Large-scale grading/earthwork projects
- Cold regions (Arctic) engineering

AFFILIATIONS

ASCE American Society of Civil Engineers

DFI Deep Foundation Institute

GEO Institute

Leadership San Ramon Valley

Mr. Bruggers joined ENGEO in 1996 with 15 years of diverse engineering geotechnical experience. He has managed large-scale, complex projects throughout the Western United States including Washington, Alaska, Oregon and California. His areas of expertise includes land stability assessment and mitigation; deep foundations for high-rise construction; tunneling, pier, port and marina projects; transportation and public works projects; and environmental remediation, compliance, and permitting.

Proposed 460 Grand Avenue Condominium Project, Oakland, CA

ENGEO was retained to provide a geotechnical exploration and Phase II environmental site assessment (ESA) of the approximately 29,600-square-foot vacant property—surrounded by residential and commercial parcels. Mr. Bruggers was the principal engineer leading both the geotechnical and environmental services. A podium type structure with four levels of wood-framed housing over two levels of parking with the bottom level extending below grade was planned. Geotechnical challenges included shoring and underpinning of adjacent structures.

Proposed 15th & Jefferson Condominium Project, Oakland, CA

Mr. Bruggers was Project Manager as ENGEO performed a design level geotechnical exploration and Phase Two Environmental Site Assessment of the ±15,000 square foot property. The property is currently undeveloped land surrounded by predominately commercial parcels. It was proposed to develop the site for high-density residential construction. The podium type structure will have four levels of wood-framed housing over two levels of parking with one to two levels extending below grade. Geotechnical challenges included shoring and underpinning of adjacent structures, dewatering and consolidation of the underlying soft clays. Mr. Bruggers worked with the design team to establish cost-effective retaining wall and foundation systems, assisted with the design a subsurface environmental mitigation program, and assisted in the design of a structure wide vapor barrier.

Holy Redeemer College Property, Oakland, CA

Mr. Bruggers is the Principal Engineer directing ENGEO's team that has performed fault explorations and design level geotechnical explorations for a residential development which

is situated close to the Hayward fault. Our services also included an evaluation of liquefaction hazards along with completion of two phases of fault exploration that included trenching across the main valley on site as well as trenches on the east and west sides of the valley.

Oak Knoll Naval Hospital, Oakland, CA

As Principal Engineer, Mr. Bruggers has directed our team of engineers and geologist during preliminary and design level studies of this 192-acre development that will include housing, retail, children's services and a Native American cultural center. The plan is to tear down the 225-bed hospital and create a self-sufficient community, with 800 residential, office and retail space. There will also be 37 acres of open space and recreation facilities for children and adults. ENGEO's services have included a preliminary and design level geotechnical explorations for the entire Oak Knoll site, plan review services and development of earthwork and construction cost estimates. ENGEO has evaluated potential geologic hazards at the site including seismic hazards and slope stability. We have also provided consultation regarding establishment of a Geologic Hazard Abatement District (GHAD) for the project.

Sacramento Intermodal Transit Facility and Track Relocation, Sacramento, CA

Mr. Bruggers is Principal in charge of our geotechnical design services for the Sacramento Intermodal Transit Facility which includes the relocation of active track lines as well as grade separation, roadway improvements and parking improvements. The Railyards Specific Plan Area was first developed as the western terminus of, and produced much of the rail equipment for, the Transcontinental Railroad in the early 1860s. The Central Pacific and Southern Pacific Railroads used the Railyards Specific Plan Area for railroad uses for almost 150 years, with the last railroad workers leaving the maintenance and locomotive works in 1995.

The Intermodal is a project of great regional significance. It is envisioned as a regional transportation hub that incorporates high levels of transit services and support amenities for both intercity and commuter passengers. Modes of transportation at the facility will include long distance passenger rail, regional rail, light rail transit, intercity bus, local bus, charters, rental services, bicycles, pedestrians and automobiles.

The Intermodal project will create a state of the art regional transportation facility that meets the needs of transit users and operators through the year 2025 and beyond. The track relocation will improve the mainline heavy rail capacity and reliability, both passenger and freight, by reconfiguring and relocating the main line and platform tracks through the site.

Richmond Transit Village, Richmond, CA

Mr. Bruggers led the ENGEO team in conducting a preliminary geotechnical exploration at the Richmond Transit Village. The current site development includes the Richmond BART/Amtrak Station, small park areas, parking lots, and one commercial building. The proposed development consists of approximately 218 dwelling units; a 5-story parking structure; approximately 15,000 square feet of retail space; an intermodal transit station, a performing arts center, and a police substation.

EDUCATION

M.S. Geology, 2002, University of California, Los Angeles

B.S. Geology, 2000, University of California, Los Angeles

REGISTRATIONS/CERTIFICATIONS

Registered Geologist, CA: 8129

Certified Engineering Geologist, CA: 2490

40-Hour OSHA Health & Safety
8-Hour OSHA Health & Safety

Certification (29 CFR 1910.120), 2003

Annual Certification Update, 2008

Supervisor's Certification, 2004

SPECIALIZATIONS

- Fault Studies
- Geohazard Assessments
- Environmental Assessments
- Urban Infill Development

AFFILIATIONS

American Geophysical Union (AGU)

Geological Society of America (GSA)

American Rock Mechanics Association (ARMA)

Association of Environmental and Engineering Geologists (AEG)

Mr. Lam joined ENGEO in 2004 and has been managing and coordinating complex projects throughout Northern and Southern California. He specializes in site characterization for both geotechnical and environmental engineering projects. Mr. Lam has conducted numerous geological hazard studies, including fault and landslides studies, and geotechnical review of previously published consultant reports, aerial photos, and geologic maps as part of geotechnical due diligence. Furthermore, Mr. Lam has a strong background in coordinating and executing field studies in challenging and remote areas, including Eastern California, Nevada, Mexico, and the Middle East. His representative projects include:

Prior to ENGEO

Mr. Lam executed environmental site investigations at over 40 locations throughout Southern California, including areas within the cities of Compton, South Gate, Cudahy, Gardena, Hawthorne, Carson, and Wilmington. His responsibilities included overseeing soil sampling, logging, and air monitoring during soil boring, groundwater monitoring well, soil vapor extraction well, and air sparge well installation for environmental characterization and remediation. Mr. Lam also generated numerous technical reports and regulatory correspondence for clients within agency-mandated deadlines. Reports included workplans, site assessments, site conceptual models, groundwater quality, well abandonment, and closure reports.

Masonic Homes Acacia Creek, Union City and Covina, CA

Mr. Lam is the project manager for these on-going developments, which include multiple high-density hillside institutional structures, roadways, water tanks, and other infrastructure. Challenges of both sites included conducting an exploration program within an active retirement community that has over 100 years of historical site alterations, identifying and mitigating significant quantities of non-engineered fill, and designing over 7,000 linear feet of retaining walls. In addition, a creeping section of the Hayward fault crosses the Union City property, and Mr. Lam provided credible earthquake offset estimates based upon existing literature. The size and institutional nature of these infill projects necessitated significant community outreach.

Arroyo Crossing Quarry Redevelopment, Livermore, CA

Mr. Lam is the geotechnical and environmental Project Manager for this nearly-completed project that involved a 35-acre quarry mitigation and redevelopment in Livermore. He coordinated and managed the quarry cleanup and residential development of a former gravel quarry; provided geotechnical oversight for deep dynamic compaction, geogrid installation, engineered fill placement, and fill settlement monitoring to improve geotechnical characteristics of the site; reviewed, interpreted, and ground-truthed geophysical survey data to pinpoint and overexcavate deleterious material beneath the groundwater table; reviewed environmental data for soil to determine suitability for reuse on site; and obtained regulatory case closure for the entire project. Community relations were a significant concern due to the potential for construction vibrations and dust generation during on-site concrete and soil recycling operations.

Tejon Ranch, Kern and Los Angeles County, CA

Mr. Lam coordinated and conducted field work with the efforts of several simultaneous drilling, CPT, trenching, and geophysical operations to evaluate a 22,000-acre site for future development. The goals of several on-going studies for the project are to evaluate landslide, liquefaction, fault rupture, subsidence, and collapsible soil hazards. In addition, overall site geomorphology was evaluated for appropriateness of conceptual debris flow and stormwater mitigation designs.

Private Ranch, Santa Barbara County, CA

Mr. Lam is currently managing and performing field exploration at this remote, 3,200-acre ranch which will be home to over 7 miles of new road, 14 new bridges, and appurtenant utilities. A significant component of landslide mapping and creek mapping was performed to evaluate siting of proposed improvements. Creek morphology and existing and potential scour was evaluated at the proposed bridge and road locations to determine jurisdictional and design constraints.

Newhall Ranch, Los Angeles County, CA

Mr. Lam is currently involved in an on-going geotechnical engineering study to evaluate and mitigate compressible and liquefiable soils on large portion of a 12,000-acre site. He installed automated instrumentation to monitor settlement and pore fluid pressures beneath a test fill embankment to analyze effectiveness of proposed mitigation measures. He also coordinated, logged, and sampled geotechnical borings to facilitate dynamic in-situ and laboratory testing, which was targeted at areas that exhibited surface damage during the Northridge earthquake.

Millbrae School Site, Millbrae, CA

Mr. Lam provided field logging and reporting support for a fault rupture hazard evaluation in Millbrae, California. The site is located along the crest of a roughly northwest-southeast-trending linear ridge between the San Andreas Fault zone and the western margin of the San Francisco Bay. He documented an active splay of what was previously a poorly-characterized fault. Appropriate setback zones were recommended, and the results are being prepared for peer-reviewed academic publication.

EDUCATION

B.A., Geology, University of Delaware, 1975

REGISTRATIONS

Registered Geologist, CA, #3972

Certified Engineering Geologist, CA, #1239

SPECIALIZATIONS

- Tunneling
- Geologic hazard evaluation
- Particular emphasis on landslides, faulting, slope stability
- Evaluation of construction aggregate resource potential
- Rock slope stability evaluation

Mr. Skinner is a renowned Engineering Geologist with more than 30 years of experience on a wide variety of challenging projects involving complex issues. He joined ENGEO in 2000. His vast and in-depth knowledge of Northern California geology qualifies him as an expert in many areas including fault mapping, slope stability, landslide mitigation and geologic hazards. Mr. Skinner's expertise in subsurface characterization and remedial grading procedures for hillsides is unmatched. His comprehensive understanding of fault hazards, landslides and geologic conditions has resulted in many successful projects and remedial efforts.

For example, on several projects Mr. Skinner minimized remedial grading by buttressing landslides and avoiding complete removal of massive landslides. This resulted in many millions of dollars in cost savings. On other properties, Mr. Skinner determined that several mapped fault segments did not exist, making hundreds of acres feasible for residential development.

Glen Echo Creek Restoration, Oakland, CA

Mr. Skinner was Project Manager. ENGEO performed a geotechnical exploration has been performed for the Glen Echo Creek restoration project. The creek restoration involved placement of rip-rap in selected portions of the creek bed and along the lower portions of the creek banks. Upper portions of the creek bank were improved with vegetated soil lifts (fabric encapsulated soil layers) and coir fabric slope protection. We also provided a preliminary evaluation of alternative slope retaining systems for a portion of the restoration project. A further scope of services included soil nail wall testing and observation.

Holy Redeemer College Property, Oakland, CA

Mr. Skinner is Project Manager. ENGEO has performed additional fault exploration and modified the scope of our geotechnical exploration for the development which is situated close to the Hayward fault. Our services also included an evaluation of liquefaction hazards along with completion of two phases of fault exploration that included trenching across the main valley on site as well as trenches on the east and west sides of the valley.

Oak Knoll Naval Hospital, Oakland, CA

Mr. Skinner is the Project Geologist. The 192-acre development will include housing, retail, children's services and a Native American cultural center. The plan is to tear down the 225-bed hospital and create a self-sufficient community, with 800 residential, office and retail space. There will also be 37 acres of open space and recreation facilities for children and adults. ENGEEO's services have included a preliminary geotechnical exploration for the entire Oak Knoll site, plan review services and development of earthwork and construction cost estimates. ENGEEO has evaluated potential geologic hazards at the site including seismic hazards and slope stability. We have also provided consultation regarding establishment of a Geologic Hazard Abatement District (GHAD) for the project.

Rail Line Development, San Benito County, CA

Mr. Skinner completed a geotechnical reconnaissance for upgrading of an existing rail line. Upgrading of approximately 12 miles of existing rail line for passenger trains is under consideration. Our scope of services for this preliminary evaluation included review of pertinent geologic maps and literature, reconnaissance of the existing railroad alignment by an Engineering Geologist, and preparation of a letter providing our observations and preliminary conclusions.

Alameda County Public Works Agency

Mr. Skinner reviewed geotechnical aspects of over 50 residential development projects and roadway construction projects for the County. Many projects were located in fault zones and areas of landslide prone terrain. Projects included the Vasco Road Realignment in eastern Alameda County, Five Canyons in Castro Valley, Stanton Hill in Castro Valley, Quarry Lane School located north of Pleasanton, and Alameda County Sheriffs Facility in San Leandro.

Five Canyons, Castro Valley, CA

Mr. Skinner was the project geologist for this project. The project involved about 20 million cubic yards of grading and construction of several miles of roadway in an area of hillside terrain. The project included MSE walls and tieback walls ranging up to 40 feet high and well as two highway bridges. Deep excavations required blasting prior to performing earthwork.

Silveria Ranch, Dublin, CA

Mr. Skinner was the Project Manager responsible for the geotechnical exploration followed by testing and observation services during construction. The project involved about 1 million cubic yards of grading in an area of hillside terrain.

Confidential Project, Santa Clara County, CA

ENGEEO has provided a full range of services for this 2,000-acre site, near Gilroy, California. We have provided a Preliminary Geotechnical Exploration and Fault Exploration, and a Phase One Environmental Site Assessment. Future development is in the early planning stage at the current time, focusing on identifying land plan constraints. We would anticipate that grading for development in the study area would generally involve relatively small cuts and fills of less than 10 feet for construction of roadways, building pads, and associated improvements along the valley floor. We understand cluster developments scattered on the sloping terrain may also be planned, but with limited grading to create access roads only to hillside building sites.

JANE A. BIERSTEDT, P.E.
Principal



PROJECT EXPERIENCE

Land Use / Transportation Planning

Managed and prepared transportation planning and circulation studies for specific plans and general plans. Representative projects include:

- East Gardner Specific Plan (San Jose)
- Burlingame North End Specific Plan
- Jackson-Taylor Area Cumulative Traffic Study (San Jose)
- East of 101 Area Plan and General Plan Update (South San Francisco)
- West San Carlos Street Economic Development Study

Transportation Impact Analysis

Prepared CEQA-compliant analyses to determine the transportation system impacts of developments and to identify recommended mitigation measures for both public and private sector clients. Many studies also contained the evaluation of on-site circulation and site access. Representative projects include:

- Multi-Project Traffic Study, Foster City
- The Sanctuary, Stockton
- Kaiser Medical Center, Modesto
- Genentech Expansion, South San Francisco
- Vista del Mar, Pittsburg
- Covell Village, Davis

Smart Growth Planning

Assisted design teams in preparing on-site circulation systems, pedestrian and bicycle access, and parking facility layouts and used the latest research in preparing trip and parking generation estimates for TODs and mixed-use developments.

- Pleasant Hill BART Transit Village
- South San Francisco BART Transit Village
- San Jose Civic Center Urban Design Studies
- The Crossing in San Bruno

Traffic Calming Studies

Managed neighborhood traffic studies in San Jose (Strong Neighborhoods Initiative), Menlo Park, Saratoga, and Gilroy, California.

Bicycle / Pedestrian Planning and Design

WORK EXPERIENCE

- Years of Experience – 24
- Years with Fehr & Peers – 11

EDUCATION

- Master of Science in Transportation Engineering, University of California, Berkeley, 1982
- Bachelor of Science in Civil Engineering, Drexel University, 1981

AFFILIATIONS

- American Public Works Association (APWA)
- Institute of Transportation Engineers (ITE)
- Women's Transportation Seminar (WTS)

CERTIFICATION

- Licensed Professional Civil Engineer, State of California (39414)
- Licensed Professional Traffic Engineer, State of California (1478)
- Licensed Professional Traffic Engineer, State of Oregon (14353)
- Licensed Professional Traffic Operations Engineer (247)

Representative bicycle experience includes:

- San Jose Commuter Bicycle Corridor Study
- Mary Avenue Bike/Pedestrian Bridge
- San Jose Bicycle Master Plan

Parking Studies

Managed downtown parking studies for:

- Redwood City, California
- Burlingame, California
- Sunnyvale, California

Conducted shared parking studies for:

- The Crossing in San Bruno
- North of Bayshore Area, Santa Clara
- Cupertino Town Center/Civic Park
- Sunnyvale Town Center Mall

Traffic Operations and Simulation

Conducted operational analyses in support of freeway corridor and interchange studies for:

- State Route 87 HOV lanes (San Jose, CA)
- Highway 17 (Los Gatos, CA)
- I-205 Auxiliary Lanes (Tracy, CA)

Other traffic engineering studies include evaluating the impacts of light rail transit on intersection operations with full signal preemption for the Tasman Corridor and Capitol Corridor Projects in Santa Clara County, California.

PROJECT EXPERIENCE

Transportation Planning/Impact Analysis

Responsibilities as project manager or lead analyst include technical analysis, on-site parking and circulation evaluation, application of models to forecast travel demand, and impact assessment. Projects include:

- West Broadway Specific Plan, Seaside, CA
- Stanford Medical Center Planning, Stanford, CA
- Chinatown Downtown EIR, San Luis Obispo, CA
- Laetitia Agricultural Cluster EIR, San Luis Obispo, CA
- Dominican Hospital Planning, Santa Cruz, CA
- Orcutt Area Specific Plan EIR, San Luis Obispo, CA
- Travel Demand Model Development, Paso Robles, CA
- Los Altos Retail/Office Parking Study, Los Altos, CA

Traffic Operations

Developed micro-simulation models to evaluate proposed improvements. Tasks include model development, existing conditions calibration/validation, and alternative evaluation. Projects include:

- US 101/US 84 PA/ED, Redwood City, CA
- US 101/US 84 Diverging Diamond Assessment, Redwood City, CA
- Campus Drive Widening Project, Stanford, CA
- Rosedale Highway Corridor Analysis, Bakersfield, CA
- Vineyards Geometric Review, Contra Costa, CA

Smart Growth Planning

Developed tools to evaluate the transportation effects of smart growth development alternatives. Served as project manager or lead analyst for the following projects:

- San Luis Obispo Council of Governments 4D's implementation and modeling support
- Access BART TOD Direct Ridership Forecasting
- BART A-Line Ridership Forecasting
- The Alameda Parking Study, San Jose, CA
- Circulation Element Update, Paso Robles, CA
- Ivy Drive Traffic Calming, Orinda, CA

EDUCATION

- Master of Science in Civil Engineering, California Polytechnic State University, San Luis Obispo, 2004
- Master of City and Regional Planning, California Polytechnic State University, San Luis Obispo, 2004
- Bachelor of Science in Civil Engineering, Vanderbilt University, 2002 (Magna Cum Laude)

AFFILIATIONS

- Institute of Traffic Engineers (ITE)
- American Planning Association (APA)

CERTIFICATION

- Licensed Professional Engineer, State of California (License # 70594)
- American Institute of Certified Planners (#022157)

COMPUTER SKILLS

Experience in the use of transportation analysis software including:

- Synchro
- SimTraffic
- TRAFFIX
- TransCAD
- HCS

PUBLICATIONS/PRESENTATIONS

- *Another Case Against Roadway Widening: This Time It's For Drivers*, ITE Conference Paper, 2006
- *Achieving Sustainable Results Through Public-Private Partnerships*, California APA Annual Conference, 2008



JANINE O'FLAHERTY, PE, PLS, LEED® AP

Principal/Vice President

As a Principal and Vice President, Ms. O'Flaherty is responsible for all phases of project development including master planning, schematic design, final design, subdivision and parcel mapping, contract document preparation, cost estimation, contract administration during construction and surveying. She provides coordination among clients, other professional consultants, and review agencies throughout the development process. In a supervisory role, she has been responsible for design and administration of utility, roadway, site improvement, and land surveying projects serving educational, medical, residential, commercial, industrial, research, and recreational facilities throughout the Bay Area.

BAY MEADOWS DEVELOPMENT San Mateo, California

- Master planning and civil engineering of site improvements for 90 acres of 173-acre site
- Site of the former Bay Meadows Race Course practice track adjacent to Highway 101
- 1.1 million s.f. of commercial office
- 153 single-family residential units
- 575 luxury apartment/condominium units, live/work units
- 240-room hotel
- Supermarket and retail shops 970042
- Development of the practice track and stable areas of the Bay Meadows Race Track for 90-acres of mixed-use
- Responsible for Storm Drainage Master Plan
- Sized roadway improvements adjacent to the channel in a manner that maintained spills across the roadway into a parking area at pre-project rates
- Evaluated channel improvements through an urban area to reduce need for on-site stormwater detention

SAN MATEO DOWNTOWN BEAUTIFICATION San Mateo, California

- Prime consultant responsible for downtown streetscape improvements including parking, storm drainage and utility modification plans
- Design for traffic signal and street lighting replacement plans and intersection details
- Responsible for coordination of irrigation and planting plans
- Project specifications, detailed cost estimates and bid quantities
- Involved frequent meetings between consultants, City departments, utility companies, and concerned citizens
- Project remained on schedule, within budget, and successfully met the design objectives
- Phase I: 3rd Avenue
- Phase II: B Street
- Phase III: 4th Avenue

STANFORD UNIVERSITY STREETSCAPES Stanford, California

Reconstruction, recycling, and/or overlay of roadways plus enhancements to bicycle and pedestrian facilities.

- Palm Drive
- Pasteur Drive
- Mayfield Avenue
- Frenchman's Road
- Santa Teresa Street
- Lomita Drive
- Laseun Street
- Laseun Mall South
- Via Ortega
- Memorial Way
- Via Palou
- Roth Way
- Campus Drive
- Quarry Road
- Arguello Street



JANINE O'FLAHERTY, PE, PLS, LEED® AP

Principal/Vice President

PORTOLA VALLEY TOWN CENTER Portola Valley, California

- New Town Administration building and Corporation Yard on an 11-acre site
- Master Planning and schematic design associated with traffic circulation
- Storm drainage analysis associated with initial study and environmental documents
- Schematic design development and construction drawings associated with civil site improvements
- Community outreach
- Site survey including all underground utilities and easements
- Community design charrette process
- Conceptual site master plan
- Campus that incorporates sustainable design

MAGUIRE CORRECTIONAL FACILITY Redwood City, California

- 177,000 s.f. addition to Maguire Correctional Facility
- Increased County's detention facility to house 998 inmates
- Surveying services including monitoring, building control, and construction staking

EDUCATION

M.B.A., University of Santa Clara, CA
B.S., Civil Engineering, Stanford University, CA

REGISTRATION

Professional Civil Engineer, CA No. 35220, 1982
Professional Civil Engineer, OR No. 14397, 1989
Professional Land Surveyor, CA No. 5325, 1983

YEARS WITH BKF

29 years

AFFILIATIONS

- ◆ LEED® Accredited Professional
US Green Building Council
- ◆ American Public Works Association
- ◆ American Society of Civil Engineers, San Jose Branch Past President, San Francisco Section, Past Director
- ◆ Bay Counties Civil Engineers & Land Surveyors Association, Past Director, Past President
- ◆ Civil Engineers & Land Surveyors of California, Past State Director, Past Scholarship Trustee, Past CELS-PAC Trustee, Peninsula Chapter Past President
- ◆ Design Professionals Risk Control Group, Past Director, Past President
- ◆ Peninsula Association of Contractors and Engineers

06 Availability

Availability

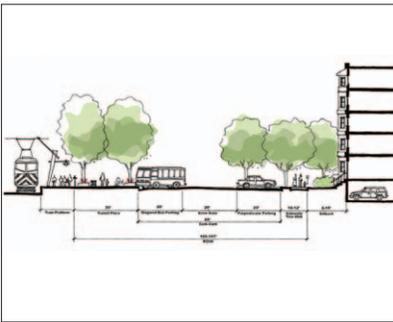
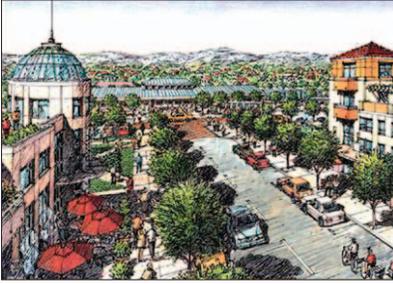
The staff selected for this project has not only been selected for their expertise on project issues, but also for their expected time availability. EDAW is committed to devote whatever resources are needed to assure each project is appropriately staffed to meet project needs.

Projects must often be performed within very challenging schedules. EDAW strives to understand the client's objectives, and how the project work products fit with other project components into the overall project schedule. EDAW has demonstrated that it has the ability to meet tight timeframes, often on simultaneous projects.

Scheduling systems at EDAW are designed to allocate resources to meet all client due dates, regardless of their timing or the number of deadlines within a given period. EDAW has successfully completed planning, design, and environmental analyses on numerous complex projects with demanding schedules that required attentive project management, coordination, and communication.



07 Project List



San Mateo Rail Corridor Transit-Oriented Development Plan and EIR

San Mateo, California

Client: City of San Mateo

EDAW prepared a Transit-Oriented Development (TOD) Plan for a large area in San Mateo centered on two Caltrain commuter rail stations and the suburban arterial, El Camino Real. The Plan Area has long suffered from a disconnected street network and automobile-scale, low-intensity uses that create barriers between existing neighborhoods. Working with a multi-disciplinary team of sub-consultants, EDAW led a five-year process to create a vision and framework to transform the area into a higher-intensity, mixed-use, walkable center for San Mateo that complements its healthy, attractive downtown.

EDAW's TOD Plan will guide development for the next 20 years, including the imminent redevelopment of the 83-acre Bay Meadows II horse racing facility into a mixed-use community; the gradual transformation of several large, underutilized parcels; and incremental infill and intensification on numerous smaller parcels. The planning process included a significant public involvement component, with a Community Advisory Committee providing guidance, feedback, and a liaison with the community.

In addition, EDAW provided an environmental impact report (EIR) and mitigation alternatives for the Corridor Specific Plan, the Bay Meadows II development, and related transportation improvements.

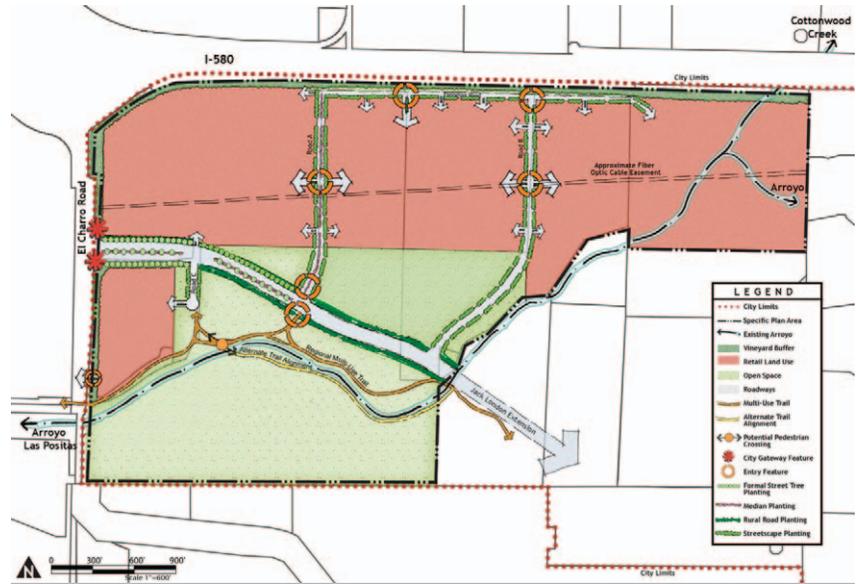
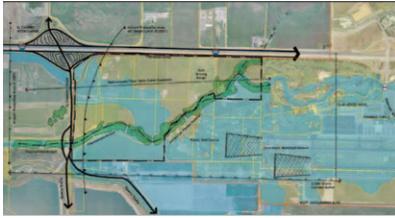


North Main Street/Ygnacio Valley Road Specific Plan and EIR
Walnut Creek, California
Client: City of Walnut Creek

The North Main Street/Ygnacio Valley Road Specific Plan presents a development framework for expanding Walnut Creek's role as a center of culture and commerce in the Bay Area. Set between the BART/Golden Triangle cluster to the north, and the thriving pedestrian-oriented downtown to the south, the Plan area occupies a strategic location within the City's urban core.

Foremost among design issues was the establishment of a new streetscape/lane configuration plan that improves the pedestrian experience and controls traffic congestion. The Plan includes short-term design guidelines that accommodate current uses and provides a long-term development strategy that allows for substantial changes of land uses, all with one zoning district, while achieving the desired urban character.

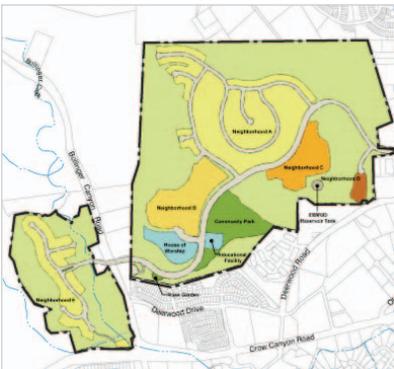
EDAW also developed the Environmental Impact Report (EIR) for the North Main Street/Ygnacio Valley Road Specific Plan. Integration of the planning and environmental clearance processes ensured an implementable final solution.



**El Charro Specific Plan
Livermore, California
Client: City of Livermore**

EDAW is preparing a Specific Plan for the City of Livermore for the El Charro area, an approximately 250-acre site on the western edge of the City, adjacent to Interstate 580. The Plan Area is envisioned as a regional retail destination, with a range of retail and commercial service uses. The El Charro Plan Area is located at a prominent location in Livermore, and the development on this site must be of the highest quality, as it will serve as the western gateway to the City.

The EDAW team worked closely with the City staff and the development team to create a land use plan and design principles that reflect the City’s historical character, including agriculture and viticulture traditions. The Plan also reflects the City’s scenic corridor policies, and will ensure protection of identified viewsheds and corridors that contribute to Livermore’s character and identity. Development envelopes in the Plan Area incorporate design and organization of land uses that will be sensitive to environmental assets and resource areas, while accommodating large-scale commercial development.



Northwest Specific Plan and EIR

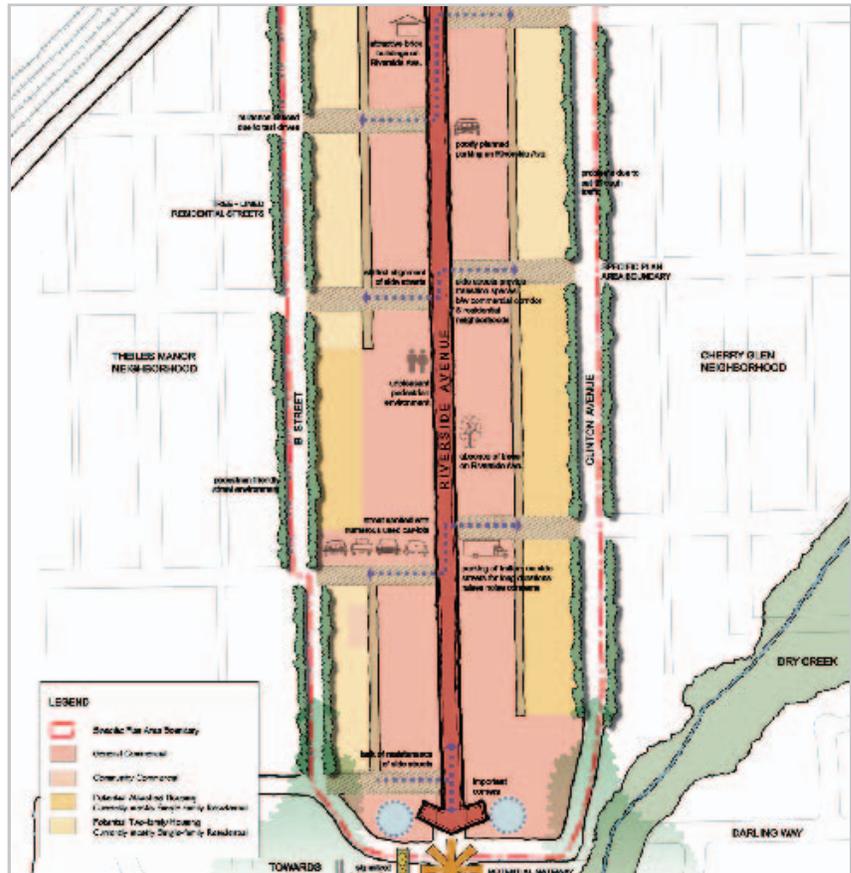
San Ramon, California
Client: City of San Ramon

The Northwest Specific Plan presents an opportunity to provide much-needed residential development in the tri-valley region, yet it also presents many challenges in terms of the site's topography, management of natural resources, and preservation of open space and viewsheds. A majority of the Northwest Specific Plan area sits high atop the hillsides of the City and has extraordinary views of all of Danville, downtown San Ramon, and Mt. Diablo.

EDAW prepared a Specific Plan for this area, adopted in November 2006, that will respond to the challenges inherent in the site, and that will also help to meet the City's General Plan policy requirements for a range of housing types and levels of affordability, public facilities, trails, and open space preservation. Due to the steep and rugged terrain, a particular challenge is designing the residential development to be compatible with the site topography. EDAW worked closely with City staff, property owners and special interest groups within the City to ensure that the preferred land use alternative is a publicly accepted, supported, and implementable plan.

In addition to a land use plan, the Specific Plan includes policies to guide the development of the site and permanent open space preservation, and an implementation strategy to ensure the long-term success of the plan.

EDAW developed an Environmental Impact Report (EIR) and Mitigation Measures for the Specific Plan. Integration of the planning and CEQA compliance process helped to produce an integrated, high quality plan for the city.

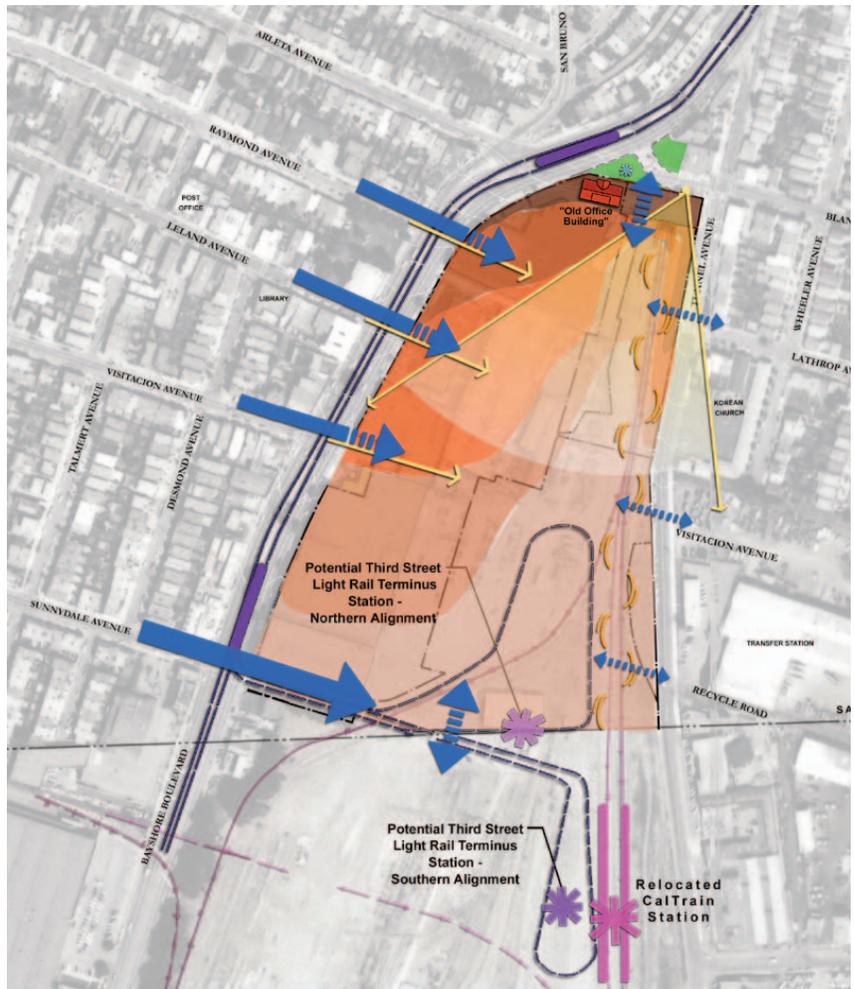


Riverside Gateway Specific Plan, Design Guidelines and EIR Roseville, CA Client: City of Roseville

The revitalization of Central Roseville is an important priority for the City of Roseville, as established by the City Council in 1999. The Riverside Avenue corridor has specifically been identified as a key priority for improvements in Roseville, as it serves as an entry to the City and a gateway to Roseville's traditional downtown.

EDAW is preparing a Specific Plan, Streetscape Design, Design Guidelines, and associated environmental documentation that will help meet the City's goals for revitalizing this corridor, and provide an attractive, vibrant entryway to downtown Roseville. EDAW's approach to preparing the Specific Plan will be to identify opportunity sites for development or redevelopment that can act as catalysts and change. The EDAW team will create alternative development prototypes for opportunity sites, to determine the highest and best use and design strategies. The preferred development scenario for the project area will be integrated with policy direction and design improvements to address the goals and objectives for the area as a whole.

The specific plan and streetscape design for the Riverside Gateway area will serve to create an attractive, pedestrian oriented area with linkages to surrounding neighborhoods and other destinations. Additionally, the EDAW approach includes working closely with neighborhood residents and community leaders to ensure that the preferred development plan for the area benefits from broad-based community support and buy-in.



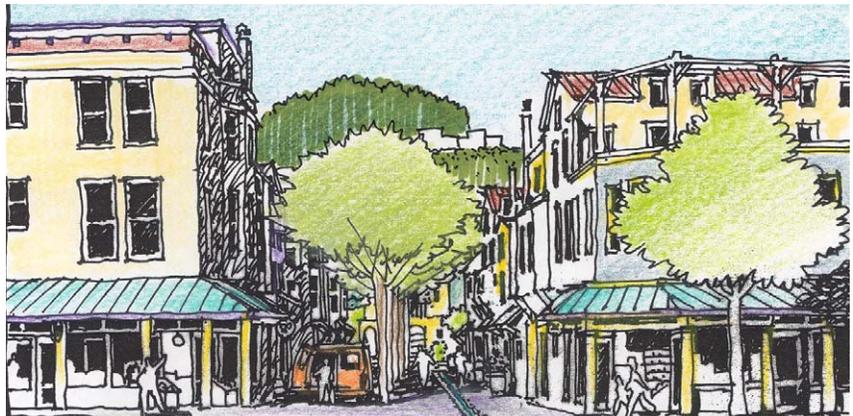
Visitacion Valley Strategic Concept Plan

San Francisco, CA

Client: City of San Francisco Planning Department

A collaborative team including EDAW, Nelson + Nygaard, and Strategic Economics worked together on the first in a series of workshops resulting from the San Francisco Planning Department's Community Planning Workshops initiative. The 20.5-acre Schlage Lock site in Visitacion Valley is essentially industrial in character, but is surrounded by well-established, ethnically and economically diverse residential neighborhoods and directly accessible via Caltrain and Muni. In 2000, community members successfully resisted a Home Depot development that had been proposed for the site. Mobilized, the community pressed for a community-based planning process to direct the future of this critical neighborhood property.

The consultant team and City staff set up a temporary office in Visitacion Valley, where all work tasks and meetings took place. Located on the neighborhood's commercial street, Leland Avenue, the small storefront office was open to the public at all times, inviting impromptu discussions, raising project awareness, and allowing for daily evening critiques. In addition, three larger community events were held over the course of the week at various neighborhood locations. When this process was complete, the team had achieved consensus to shape the future of the Schlage Lock Site.



Glen Park Community Plan

San Francisco, California

Client: City of San Francisco

Glen Park is a fine-grained and established neighborhood in San Francisco that has long been served by rail, including heavy rail in the past and BART today. The Glen Park Community Plan focused on enhancing the public realm, creating pedestrian and bicycle friendly spaces, and establishing better connections between the neighborhoods that were separated from Glen Park by San Jose Avenue and Highway 280. The Plan identified mixed-use infill development opportunities that could provide housing and target retail in this transit-accessible neighborhood. The EDAW team conducted a week-long community design charrette for the Glen Park neighborhood including three formal community workshops. A temporary field studio was established within the neighborhood, that was open to the public at all times. Neighbors were invited to drop in and check on progress and planners were able to develop a first hand understanding of the neighborhood and how it works. The design charrette concluded with the establishment of a plan with a strong vision that had substantial community investment and support. EDAW also presented site-specific design recommendations for streets and infill parcels in the plan area.

Project List: Subconsultants

ENGEO - HUNTERS POINT NAVAL SHIP YARD **San Francisco, CA**

ENGEO is providing geotechnical engineering and engineering geology consultant services for the Master Developer of the Hunters Point Shipyard Redevelopment project in San Francisco. The current development plans show more than 5,000 housing units, of which a third will be affordable for low and moderate income residents. Approximately 300,000 square feet of commercial, retail and light industrial use is also planned. Additionally, approximately 6 acres will be set aside for development of community facilities. Phase I of the project will create new roads, open spaces and utilities.

- ENGEO's geotechnical engineers and engineering geologists have prepared detailed corrective grading plans with estimated earthwork quantities along with the Earthwork Specifications and the Contract Bid documents for the mass grading of the Parcel 'A' residential development.
- The corrective grading plans included slope stabilization recommendations and extensive subdrainage details for the repair of a large landslide behind Building 813 within the Hunters Point Shipyard.
- ENGEO's field personnel are providing testing and observation services during the site grading that includes GPS tracking of the corrective grading quantities.
- ENGEO has also prepared the Storm Water Control Plan for Parcel A' and continues to provide SWPPP inspection services during the rainy season.
- In 2008, ENGEO received an Engineering Excellence Merit Award from CELSOC for innovative retaining wall design services.

Date completed: On-going

Owner: Lennar Urban Communities



Hunters Point Naval Ship Yard, San Francisco, CA

FEHR & PEERS - EL CAMINO CONTEXT SENSITIVE PLAN **Palo Alto, CA**

This project consisted of a corridor study implementing flexible design standards along a State Highway that runs through the City of Palo Alto, California. The key goal for this project was the creation of a Schematic Design Plan for El Camino Real that will allow it to function as a multi-modal corridor within the City that complements the neighborhoods and districts along it. The Plan achieved these goals while providing a context-sensitive design supported by Caltrans. The Plan also defined a set of transportation and urban design improvements for the street that could successfully receive grant funding for implementation. The Plan utilized GIS land use data and travel demand forecasts to determine the appropriate relationship between land use, and street types. The Plan ultimately included recommendations for macro-level corridor policy related to land use as well as micro-level detailed improvements for specific nodes and segments.

Date Completed: 2007

BKF - SANTANA ROW MIXED-USE DEVELOPMENT

San Jose, California

BKF is responsible for civil engineering site improvement design for this mixed-use redevelopment project. The property, consisting of 320,000 s.f. of retail space, was completely redeveloped. Phase I included 575,000 s.f. of commercial space, 500 residential units, and three parking structures and a 214-room hotel. Phase II development will include a 6-screen cinema, 125,000 s.f. of commercial space, 700 residential units, two parking structures and another hotel. A series of parks and plazas wind through all areas of the development.

Demolition of the site began in October 1999. BKF was responsible for demolition and grading plans, the infrastructure design, including utilities and road work. New roads delineate the development parcels and set future circulation patterns on the site. Off-site road work required modifications to five intersections, where Winchester crosses Stevens Creek Blvd., Olin Street, Olsen Drive, Tish Way, and Moorpark Ave.

Improvements included various right-of-way acquisitions for the addition of left-turn lanes at signalized intersections and a half-mile sewer main extension along Winchester Blvd. The project involved extensive condominium mapping and the creation of several vertical subdivisions.

Highlights

- Redevelopment project
- 575,000 s.f. of retail/ commercial space
- 1,200 residential units
- 5 parking structures
- Two 100-room hotels
- 6-screen cinema
- Caltrans coordination

Date Completed: 2002 - Phase I

Client: Federal Realty Investment Trust



08 References

References

Larry Patterson, Director of Public Works
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403
Phone: 650.522.7300
E-mail: lpatterson@cityofsanmateo.org
Project: [San Mateo Rail Corridor Transit-Oriented Development Plan and EIR, San Mateo, California](#)

Stephen Scott, Zoning Administrator, Planning Division
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403
Phone: 650.522.7207
E-Mail: sscott@cityofsanmateo.org
Project: [San Mateo Rail Corridor Transit-Oriented Development Plan and EIR, San Mateo, California](#)

David Alumbaugh, Senior Urban Designer
City of San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Phone: 415.558.6378
E-mail: David.Alumbaugh@sfgov.org
Projects: [Transit Center District Plan and 4th/King Railyards Study, Balboa Park Specific Plan and Glen Park Community Plan, San Francisco, California](#)

Ken Rich, City-wide Policy Planner
City of San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, CA 94103-2414
Phone: 415.558.6345
E-mail: Ken.Rich@sfgov.org
Project: [Visitacion Valley Strategic Concept Plan, San Francisco, California](#)

Victoria Walker, Assistant Planning Manager
City of Walnut Creek
1666 North Main Street, 2nd Floor
Walnut Creek, CA 94596
Phone: 925.943.5829
Project: [North Main Street/Ygnacio Valley Road Specific Plan and EIR, Walnut Creek, California](#)