



City of Emeryville
CALIFORNIA

PROFESSIONAL SERVICES CONTRACT

SECOND AMENDMENT

THIS SECOND AMENDMENT TO THE PROFESSIONAL SERVICES CONTRACT ("Amendment") is effective as of _____ (the "Effective Date"), by and between **THE CITY OF EMERYVILLE**, a municipal corporation, ("City") and **URBAN PLANNING PARTNERS, INC.** ("Contractor"), individually referred to as a "Party" and collectively as the "Parties".

WITNESSETH THAT

WHEREAS, the City and Contractor entered into a Professional Services Contract dated October 27, 2022 ("Contract") for the purpose of retaining the services of Contractor to provide UD22-1 5801 Christie Ave, Mixed-Use Project & EIR; and

WHEREAS, the City and Contractor entered into a first amendment of the Contract on 6/20/23 for the purpose of extending the termination date of the contract, and

WHEREAS, the City and Contractor desire to amend the Contract; and

WHEREAS, the public interest will be served by this Amendment.

NOW, THEREFORE, the Parties hereto do mutually agree as follows:

1. AMENDMENT

The Parties agree to amend the Contract as checked below:

1.1 Exhibit A

- ☐ Exhibit A of the Contract is hereby amended in its entirety and replaced with **Exhibit A-Revision Number**;

OR

- ☒ Exhibit A of the Contract is hereby amended to include the provisions of **Exhibit A-1**, attached hereto and incorporated herein by this reference.

1.2 Termination Date

- ☐ The Parties desire to extend the termination date. Section 1.3 of the Contract is hereby amended to extend the termination date to **NEW END DATE**.

FOR CITY USE ONLY			
Contract No.		CIP No.	
Resolution No.		Project No.	

REV 06/2020

Exhibit A

City of Emeryville | Professional Services Contract Amendment
REV 06/2020

1.3 Total Compensation Amount

- ☒ The Parties desire to increase the Total Compensation Amount as set forth in Section 3.2 of the Contract by **ONE HUNDRED AND FORTY-NINE THOUSAND EIGHT DOLLARS AND NO CENTS (\$149,008.00)**. The total amount paid under the Contract as compensation for Services performed and reimbursement for costs incurred shall not, in any case, exceed **FOUR HUNDRED AND SIXTY-FOUR THOUSAND, TWO HUNDRED AND FORTY-TWO DOLLARS AND NO CENTS (\$464,242.00)**.

2. CONTINUING EFFECT OF CONTRACT

Except as amended by this Amendment, all other provisions of the Contract remain in full force and effect and shall govern the actions of the Parties under this Amendment. From and after the date of this Amendment, whenever the term "Contract" appears in the Contract, it shall mean the Contract as amended by this Amendment.

3. ADEQUATE CONSIDERATION

The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

4. SEVERABILITY

If any portion of this Amendment is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

5. WAIVER

The City's failure to enforce any provision of this Amendment or the waiver in a particular instance shall not be construed as a general waiver of any future breach or default.

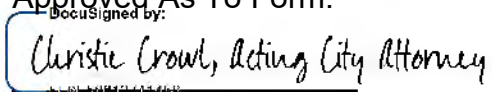
SIGNATURES ON FOLLOWING PAGE

City of Emeryville | Professional Services Contract Amendment
REV 06/2020

**6. SIGNATURE PAGE TO PROFESSESIONAL SERVICES CONTRACT
SECOND AMENDMENT**

IN WITNESS WHEREOF the City and the Contractor have executed this Contract,
which shall become effective as of the date first written above.

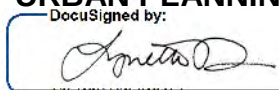
Approved As To Form:

DocuSigned by:

6-26-2023 10:11:48
City Attorney

Dated: **CITY OF EMERYVILLE**

City Manager

Dated: **URBAN PLANNING PARTNERS, INC.**

DocuSigned by:

06/23/2023 12:27:58
LYNETTE DIAS, PRINCIPAL (Signature)

06/23/2023

Attach: W-9 Form 	Attach: Business License Certificate 	Attach: Insurance Certificate and Endorsements 
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388 17TH STREET
 SUITE 230
 OAKLAND, CA 94612
 510.251.8210
 WWW.UP-PARTNERS.COM

Memorandum

DATE	June 19, 2023		
TO	Miroo Desai, Principal Planner mdesai@emeryville.org	FROM	Carla Violet, Associate Principal cviolet@up-partners.com

**RE: UD22-1 5801 Christie Ave Mixed-Use Project Environmental Review Services
 Contract Modification #1**

Urban Planning Partners (UPP) is requesting a contract modification to our current contract dated August 22, 2022. Approval of this modification will cover costs for incorporating the Emeryville Loop project into the 5801 Christie Ave Mixed-Use environmental analysis. The Emeryville Loop project would modify the roadway in the vicinity of the project through construction of new two-way Class IV separated bikeway facilities, one new midblock crossing, and dedicated transit lanes. As a part of the active transportation and transit improvements, operations for vehicles in the loop would be converted to one-way.

ENVIRONMENTAL ANALYSIS

The associated fees for Fehr & Peers, UPP, and Baseline are summarized below for additional costs associated with analyzing the Emeryville Loop project. More detailed scopes and budget augments are included in Attachments 1 and 2.

FEHR & PEERS (\$109,621)

- Fehr & Peers will collect new multimodal traffic counts that account for mode shift resulting from the Emeryville Loop improvements and update the Vissim microsimulation network to reflect the new existing conditions and project description. The requested amount reflects the replacement of Task 3a Operations Analysis (Intersection Operations) from their original scope of work and includes a 10% contingency (\$9,966).

BASLINE (\$17,565)

- Baseline will evaluate potential impacts associated with air quality, greenhouse gases, energy, noise and vibration, hydrology and water quality, geology, and hazardous materials.

Miroo Desai, Principal Planner

June 19, 2023

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URBAN PLANNING PARTNERS (\$10,100)

- UPP will update the Project Description and figures as well as evaluate potential impacts associated with Land Use and Planning, Biological Resources, Parks and Recreation, and Public Services and Utilities.

FEE ESTIMATE

Urban Planning Partners requests a modification to increase the current not-to exceed fee by an additional **\$149,008**, as shown in Table 1, to complete the additional scope of work.

Table 1: Requested Fee Increase

Consultant	Fee
<i>Fehr & Peers</i>	<i>\$109,621</i>
<i>Baseline Environmental Consulting</i>	<i>\$17,565</i>
<i>Urban Planning Partners</i>	<i>\$10,100</i>
<i>Urban Planning Partners (10% Subconsultant Mark-up)</i>	<i>\$11,722</i>
Total	\$149,008

Original Contract Date: August 22, 2022

Original Contract Amount: \$315,234

Contract Mod #1: \$149,008

Contract Amount with Contract Mod #1: \$464,242

AUTHORIZATION

Please sign below and return to UPP if the terms of this contract modification are agreeable. All terms of our original contract would remain in effect. Feel free to contact Carla at (510) 251-8210 with any questions. We look forward to completing this project for the City of Emeryville.

Sincerely,

URBAN PLANNING PARTNERS, INC.



Carla Violet

ASSOCIATE PRINCIPAL/PLANNING MANAGER

O: 510.251.8210 x1005

Attachment 1: Fehr & Peers Budget Amendment

Attachment 2: Baseline Budget Amendment

Miroo Desai, Principal Planner

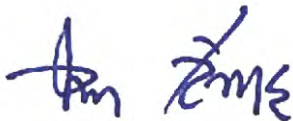
June 19, 2023

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CONTRACT MODIFICATION #1

TO \$464,242 TOTAL CONTRACT AMOUNT

ACCEPTED AND AUTHORIZED BY:



Miroo Desai

City of Emeryville

6/20/23

Date



April 27, 2023

Shauna Wright
Urban Planning Partners
388 17th Street, Suite 230
Oakland, CA 94612

Subject: 5801 Christie Avenue Transportation Operations Assessment Amendment

Dear Shauna,

Thank you for inviting Fehr & Peers to perform additional analysis for the 5801 Christie Avenue project in the City of Emeryville. We understand that the City would like to include the Emeryville Loop project identified in its draft Active Transportation Plan update as part of the 5801 Christie Avenue project. The Emeryville Loop project would modify the roadway in the vicinity of the project through construction of new two-way Class IV separated bikeway facilities, one new midblock crossing, and dedicated transit lanes. As a part of the active transportation and transit improvements, operations for vehicles in the loop would be converted to one-way. Shellmound Street would become one-way northbound between Christie Avenue and Shellmound Way, Shellmound Way would become one-way westbound, and Christie Avenue would become one-way southbound between Shellmound Way and Shellmound Street. The dedicated transit lane within the loop would connect to new transit only-lanes on Powell Street and at the Interstate 80 interchange.

Original scoping of operational analysis for the 5801 Christie Avenue project in 2022 assumed the use of multimodal traffic counts and Vissim microsimulation networks developed in 2019 as part of the Onni Christie Mixed-Use project. However, the inclusion of the major infrastructure improvements represented by the Emeryville Loop and stabilization of a “new normal” in traffic patterns following the Covid-19 pandemic necessitates the collection of new multimodal traffic counts to represent existing conditions, intersection volume forecasts that account for mode shift resulting from the Emeryville Loop improvements, and updates to the microsimulation networks to reflect the new existing conditions and project definition.

The following scope of work has been prepared based on conversations with City of Emeryville staff and builds upon the scope of work contained within our contract dated December 15, 2022.

SCOPE OF WORK

We will complete the following tasks as part of this scope of work.

Shauna Wright
April 27, 2023
Page 2 of 4

Task 1 – Data Collection

Fehr & Peers will obtain weekday morning (7:00 AM to 9:00 PM), weekday evening (4:00 PM to 6:00 PM), and Saturday afternoon (2:00 PM to 4:00 PM) peak period intersection turning movement counts, including a separate count of vehicles, pedestrians, bicycles, and trucks, at the 22 study intersections identified in the *5801 Christie – Transportation Analysis Assumptions (February 23, 2023)* memorandum, as well as the Shellmound Street/Ohlone Way intersection. Additionally, we will conduct field observations during the peak periods for the purposes of validating the microsimulation model, including lane utilization, vehicle queue spillback, and saturation flow rates.

Task 2 – Trip Generation and Distribution

Fehr & Peers will estimate the net new automobile trip generation for the project for the Saturday peak hour consistent with the trip generation approach presented in the *5801 Christie – Transportation Analysis Assumptions (February 23, 2023)* memorandum, as well as trip estimates for walking, bicycling, and transit. In addition, separate multimodal trip generation estimates for the project that consider the effect of the Emeryville Loop and other planned multimodal improvements in the vicinity on project mode share will be developed for the daily, AM, PM, and Saturday peak periods.

Vehicle trip distribution and assignment for the Saturday peak period will be estimated based on the relative location of complementary land uses, existing traffic patterns in the vicinity of the site, area traffic congestion, and the relative locations of freeway on- and off-ramps.

Task 3 – Intersection Volume Forecasts

Development of multimodal turning movement volume forecasts during the AM and PM peak hours at the study intersections was included in the original scope for the following scenarios:

- Existing Conditions – Based on traffic data collected for Onni Christie Mixed-Use project
- Existing Plus Project Conditions (No Loop) – Existing Conditions plus traffic expected to be generated by the project
- Near-Term Conditions – Existing Conditions plus traffic generated by other pending projects expected to be developed in the next 5 to 10 years and changes to traffic patterns and intersection signalization resulting from implementation of the Emeryville Quiet Zone Study
- Near-Term Plus Project Conditions (No Loop) – Near-Term Conditions plus traffic expected to be generated by the project

For this amended scope of work, Fehr & Peers will update Existing Conditions to reflect data collected in Task 1, develop Saturday peak hour multimodal volume forecasts for the above four scenarios, and develop AM, PM, and Saturday peak hour forecasts for the following scenarios:

Shauna Wright
April 27, 2023
Page 3 of 4

FEHR & PEERS

- Existing Plus Project Conditions (With Loop) - Existing Conditions plus traffic expected to be generated by the project and changes to automobile, bicycle, and pedestrian traffic patterns resulting from implementation of the Emeryville Loop
- Near-Term Plus Project Conditions (With Loop) – Near-Term Conditions plus traffic expected to be generated by the project and changes to automobile, bicycle, and pedestrian traffic patterns resulting from implementation of the Emeryville Loop

Assumptions for potential mode shifts that could be expected from construction of the loop will be discussed with City staff and based on a variety of data inputs, including the regional travel model, national research, and existing multi-modal counts. The resulting forecasts for all modes will consider the potential for some people who currently drive through the area to shift to transit, walk or bike modes, and for the potential of latent walking and biking demand as the loop project would provide a regional benefit and help to better connect people to the Bay Bridge Bike Trail and other destinations.

Task 4 – Operations Analysis

Fehr & Peers will evaluate intersection operations, including level of service (LOS) and vehicle queues, for the study intersections during the AM, PM, and Saturday peak hours under the scenarios described in Task 3 using a Vissim microsimulation network to analyze intersection operations of the 20 study intersections included in the Vissim network developed for the Onni Christie project in addition to the Shellmound Street/Ohlone Way intersection and the Synchro software to apply Highway Capacity Manual Sixth Edition methodologies for the other two study intersections. The analysis results can be used to help inform design features of the Loop, including potential signal operations for transit vehicles and bikes, as well as storage requirements for all travel modes. The analysis results and recommendations will be included in a memorandum summarizing all non-CEQA analysis conducted for the project.

LEVEL OF EFFORT AND SCHEDULE

With the inclusion of new data collection, incorporation of a Saturday analysis, and addition of the Loop Scenarios, a budget amendment of \$99,655 is requested, which reflects replacement of Task 3a from the original scope of work. This would bring our total fee to \$202,055, and increase our contingency to \$25,256, including the \$5,050 EIR contingency. The contingency would only be used upon receiving authorization from City staff for tasks outside this scope of work.

Shauna Wright
 April 27, 2023
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FEHR & PEERS

Budget Estimate for 5801 Christie Additional Operations Analysis

		Principal-In-Charge	Project Manager	Senior Engineer	Planner/Engineer	Graphics	Admin	Staff Hours	Other Direct Expenses	Task Budget
	Fehr & Peers Tasks/Billing Rate	\$300	\$200	\$200	\$160	\$160	\$150			
1	Data Collection	1	2	8	16		3	30	\$11,685	\$16,995
2	Trip Generation and Distribution (Saturday and Loop)	1	2		4		1	8	\$100	\$1,590
3	Intersection Volume Forecasts (Saturday and Loop)	2	6		20		4	32	\$300	\$5,900
4	Operations Analysis (EX)	6	8	48	80	4	18	164	\$1,500	\$30,640
	Operations Analysis (EXPP, no loop)	2	4	8	40	2	7	63	\$500	\$11,270
	Operations Analysis (EXPP, loop)	4	6	12	40	2	8	72	\$600	\$13,320
	Operations Analysis (NT)	2	4	16	48	2	9	81	\$700	\$14,650
	Operations Analysis (NTPP, no loop)	2	4	8	40	2	7	63	\$500	\$11,270
	Operations Analysis (NTPP, loop)	4	6	12	40	2	8	72	\$600	\$13,320
	Total	24	42	112	328	14	65	585	\$16,485	\$118,955
	Original Task 3a - Operations Analysis (Intersection Operations)									-\$19,300
	Net Additional Fee									\$99,655
	Contingency - 10%									\$9,966
	Total Including Contingencies									\$109,621

We can submit the non-CEQA memorandum that includes a summary of the analysis performed in this scope within 16 weeks of collecting multimodal traffic count data.

Please contact Jordan (j.brooks@fehrandpeers.com or 510-587-9429) with questions or if you need any additional information. We look forward to continuing working with you on this project.

Sincerely,

FEHR & PEERS



Kathrin Tellez, AICP, PTP, RSP1
 Principal



Jordan Brooks, AICP
 Senior Transportation Planner

P22-1161-OK



Scope of Work Modification for 5801 Christie Avenue Project Emeryville, California

Prepared for Urban Planning Partners – 6 June 2023

Project Understanding

Baseline Environmental Consulting (Baseline) has prepared the scope of work modification below based on the addition of the Christie-Shellmound Loop (the Loop) to the 5801 Christie Avenue Project in Emeryville, California (project). Baseline will assist Urban Planning Partners (UPP) in the preparation of an Initial Study/15183 Exemption for the proposed project. We understand that the proposed project would include the construction of a multi-story research and development building, a multi-story parking garage, and multi-story residential buildings, and the Loop which would include intersection upgrades and bike, pedestrian, and transit improvements.

Baseline will evaluate potential impacts associated with air quality, greenhouse gases, energy, noise and vibration, hydrology and water quality, geology, and hazardous materials. Baseline assisted in preparation of the 2019 EIR for the previous project proposed at this location by the Onni Group. It is Baseline's intention to rely on the setting and impact analyses included in those draft EIR sections to the extent feasible, modifying and updating them, as needed, to be applicable and appropriate for the new project proposal. Baseline assumes there would be up to two rounds of administrative review and up to two phone calls with UPP, the City, and/or the applicant.

Air Quality

Baseline will prepare an Initial Study section to evaluate potential impacts related to air quality. Based on the preliminary review of the project, the primary air quality concerns will be related to the net increase in emissions of criteria air pollutants and the exposure of existing nearby receptors (e.g., residences) to toxic air contaminants (TACs) during project construction and operation. The project would emit diesel particulate matter (DPM), a type of TAC, from diesel-powered construction equipment and operation of emergency diesel generators during operation.

Potential air quality impacts will be assessed in accordance with the Bay Area Air Quality Management District's (BAAQMD's) CEQA Air Quality Guidelines. Because the proposed project exceeds the BAAQMDS's screening criteria, the net emissions of criteria air pollutants during project construction and operation will be estimated using the most current version of the California Emissions Estimator Model (CalEEMod). It is assumed that the project applicant will provide a detailed construction equipment list for the Loop improvements, including the type,



quantity, and duration of construction equipment use.

Health risks associated with DPM emissions during project construction and operation will be discussed qualitatively based on the assumption that the project will implement conditions of approval that require the use of best available technology to reduce health risks to the maximum extent feasible and comply with the City's Genal Plan policies to reduce air quality impacts to a less-than-significant level.

Greenhouse Gas Emissions

Baseline will prepare an Initial Study section to evaluate potential impacts related to greenhouse gas (GHG) emissions. In accordance with BAAQMD's CEQA Air Quality Guidelines, Baseline will analyze the project's consistency with the California Air Resources Board's 2022 Scoping Plan and the City's Climate Action Plan. The project design will also be compared to the BAAQMD's thresholds of significance, which includes the exclusion of natural gas appliances and plumbing, reductions in project-generated vehicle miles travelled below the regional average, and electric vehicle charging infrastructure. Conditions of approval will be identified (if any) to reduce any potentially significant impacts to less-than-significant levels. It is assumed that a detailed traffic analysis that evaluates the project's vehicle miles travelled relative to the regional average will be provided to Baseline. It is also assumed that a written description of any proposed energy-saving features that are proposed to be included in the project design will be provided to Baseline.

Energy

Baseline will prepare an Initial Study section to evaluate potential impacts related to energy resources. Baseline will summarize the project's proposed energy-saving features, projected energy consumption, consistency with applicable energy efficiency policies and standards, and the potential need for new energy supplies or facilities to serve the project. It is assumed that the applicant will provide written descriptions of any proposed energy-saving features.

Noise and Vibration

Baseline will prepare an Initial Study section to evaluate potential impacts related to noise and vibration. Noise and vibration generated during project construction could expose nearby sensitive receptors to levels that exceed the standards specified in the City of Emeryville General Plan and Municipal Code. Noise impacts could also occur during operation of the proposed project because of the potential increase in vehicular traffic and stationary equipment.

The primary sources of existing ambient noise levels in the project vicinity are from I-80 and Union Pacific Railroad and Amtrak train activity. Baseline will provide a quantitative analysis of the noise levels that would be generated by the project's off-road construction equipment. Noise and vibration levels from other sources (e.g., vehicles and HVAC units) will be discussed qualitatively and Baseline will identify conditions of approval to comply with the City's General



Plan policies to reduce noise and vibration impacts to a less-than-significant level.

Hydrology and Water Quality

Baseline will prepare an Initial Study section to evaluate potential impacts related to hydrology and water quality. According to the Federal Emergency Management Agency, the project site is not located in a flood hazard zone. Construction of the proposed project (including the Loop) would disturb potentially contaminated soils, resulting in the potential for erosion and mobilization of contaminated sediments in stormwater runoff. Dewatering of excavations may be required during construction. If not properly managed, discharge of contaminated dewatering effluent could adversely affect receiving water quality. Creation of new impervious surfaces could alter drainage patterns and increase the rate and volume of stormwater runoff from the project site to existing stormwater drainage systems. Baseline will analyze potential impacts related to hydrology and water quality that may result under development of the proposed project.

Construction activities would be required to comply with the State Water Board's Construction General Permit for stormwater discharges. The proposed project would also be required to comply with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit, which includes the incorporation of post-construction stormwater management measures to manage and treat stormwater prior to discharge. Baseline will describe the construction-period and post-construction stormwater controls that are applicable to the proposed project. Conditions of approval will be identified, as needed, to reduce any potentially significant impacts to less-than-significant levels, if feasible.

Geology and Soils

Baseline will prepare an Initial Study section to evaluate potential impacts related to geology, soils, and paleontological resources. The analysis will include an overview of the environmental setting and regulatory framework. The project site is located in a seismically active region. Although the project site is not mapped within an Alquist-Priolo Fault Zone by the California Geologic Survey, a significant earthquake on one of the regional faults near the project site will likely produce strong ground shaking during the life of the project. The project site would not be subject to landslides or substantial soil erosion because the site and surrounding areas are generally flat. The project site is mapped in a liquefaction hazard area by the California Geologic Survey.

Construction of the Loop would occur in areas with different geologic conditions from the 5801 Christie Avenue site, therefore Baseline will need to describe additional geologic setting information, and potential impacts related to geologic conditions and paleontological resources could vary between the Loop and 5801 Christie Avenue site. It is assumed that a new geotechnical report (specific to the new proposed project) will be completed by the applicant and made available to Baseline for review. Based on review of the geotechnical study and other available reports and maps, Baseline will evaluate potential impacts related to geology, soils,



and paleontological resources. Conditions of approval will be identified, as needed, to reduce any potentially significant impacts to less-than-significant levels.

Hazardous Materials

Baseline will prepare an Initial Study section to evaluate potential impacts related to hazards and hazardous materials. The project site (including the Loop) is located in a historically industrial area where the shallow subsurface consists of potentially contaminated fill that was historically placed in the San Francisco Bay. Previous soil and groundwater investigations conducted on the 5801 Christie Avenue site in 2005 and 2015 detected petroleum hydrocarbons and heavy metals in the soil and groundwater. In addition to the soil and groundwater impacts, methane has been documented in the soil gas in the Emeryville area. Baseline will review and summarize the findings of previous environmental investigations performed at the project site. Baseline will also identify potential concerns associated with demolition of the existing buildings (e.g., lead paint, asbestos, and polychlorinated biphenyls) and the routine transport and use of hazardous materials during construction and operation. Conditions of approval will be identified, as needed, to reduce any potentially significant impacts to less-than-significant levels.

We understand that additional environmental investigation and remediation of the 5801 Christie Avenue site would be performed under the oversight of the Department of Toxic Substances Control. Our scope and budget assumes that any environmental investigation related documents (e.g., investigation workplans or reports) for the project site that would be discussed in the Initial Study would be made available to Baseline prior to performing the Initial Study analysis. If additional environmental investigation related documents are provided to Baseline after preparation of the Initial Study has commenced, then revisions to the Initial Study would be required, and a budget modification may be required to address such revisions. Our scope of work and budget assumes that a Remedial Action Workplan (RAW) or similar remediation plans for the project site would not be available prior to preparation of the Initial Study, and therefore the Initial Study would not include the review of a RAW or similar remediation related documents. It is also assumed that a new Phase I Environmental Site Assessment (specific to the Loop) will be completed by the applicant and made available to Baseline for review.

Baseline Environmental Consulting
Budget Modification Cost Estimate for 5801 Christie Avenue, Emeryville
Prepared for UPP – 6 June 2023

	Patrick Sutton Principal Environmental Engineer \$225		Cem Atabek Senior Environmental Engineer \$190		Yilin Tian Environmental Engineer \$175		Total Augment
<i>Hourly rate</i>	hrs	cost	hrs	cost	hrs	cost	cost
Task							
Scope Augment for Initial Study/15183 Exemption							
Air Quality	1	\$225			12	\$2,100	\$2,325
Greenhouse Gas Emissions	1	\$225			6	\$1,050	\$1,275
Energy	1	\$225			6	\$1,050	\$1,275
Noise	1	\$225			12	\$2,100	\$2,325
Hydrology	1	\$225	10	\$1,900			\$2,125
Hazards	1	\$225	16	\$3,040			\$3,265
Geology	1	\$225	8	\$1,520			\$1,745
Meetings*	1	\$225	1	\$190	1	\$175	\$590
Reponse to Admin. Comments**	2	\$450	6	\$1,140	6	\$1,050	\$2,640
Total Augment							\$17,565
Original Budget							\$29,265
TOTAL MODIFIED BUDGET							\$46,830

Notes:

* Assumes up to 2 phone calls with UPP, City, and/or applicant.

** Assumes up to 2 rounds of review.