

AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT  
BETWEEN THE CITY OF MANHATTAN BEACH AND  
RINCON CONSULTANTS, INC

This First Amendment ("Amendment No. 1") to that certain agreement by and between the City of Manhattan Beach, a California municipal corporation ("City") and Rincon Consultants, Inc, a California corporation ("Consultant") (collectively, the "Parties") is hereby entered into as of September 3, 2019 ("Effective Date").

RECITALS

A. On September 19, 2018, the City and Consultant entered into an agreement for professional services for the Consultant to provide an Environmental Impact Report (EIR) for the Sunrise Senior Living Project ("Sunrise Project") located at 250-400 North Sepulveda Boulevard ("Agreement");

B. The Parties now desire to amend the Agreement to increase the maximum compensation, update the scope of services and include a 1-year extension option subject to approval by the City Manager. The amendments are due to substantial changes to the project that will require additional scope of work, time and compensation for Consultant to complete the EIR.

NOW, THEREFORE, in consideration of the Parties' performance of the promises, covenants, and conditions stated herein, the Parties hereby agree as follows:

Section 1. Section 2 of the Agreement is hereby revised to include an option to extend the term for up to one year, through **September 19, 2021**, in the sole discretion of the City Manager. Any such extension shall be evidenced by a writing executed by the City Manager.

Section 2. Section 3.A of the Agreement is hereby revised to add an additional **\$79,440** to the original compensation of **\$120,560**, for a new maximum compensation of **\$200,000** (the "Maximum Compensation").

Section 3. The Scope of Services attached to the Agreement as Exhibit A is hereby amended to include the services in the Scope Amendment Request for EIR Update from Consultant dated June 11, 2019, attached hereto as **Exhibit A** and incorporated herein by this reference.

Section 4. Except as specifically amended by this Amendment No. 1, all other provisions of the Agreement shall remain in full force and effect.

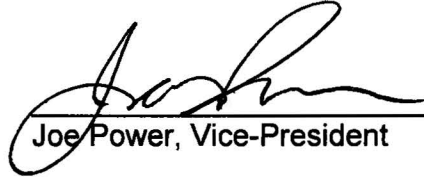
IN WITNESS THEREOF, the Parties hereto have executed this Amendment No. 1 on the day and year first shown above.

[signatures begin on next page]

CITY OF MANHATTAN BEACH:

CONSULTANT:

By: \_\_\_\_\_  
Bruce Moe, City Manager

  
\_\_\_\_\_  
Joe Power, Vice-President

ATTEST:

\_\_\_\_\_  
Liza Tamura, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Quinn M. Barrow, City Attorney

APPROVED AS TO CONTENT:

  
\_\_\_\_\_  
Steve Charelian, Finance Director



**EXHIBIT A**  
**Amendment No. 1 (dated 9/3/19)**  
**Rincon Consultants, Inc.**

**Rincon Consultants, Inc.**  
180 North Ashwood Avenue  
Ventura, California 93003  
  
805 644 4455  
FAX 644 4240  
  
info@rinconconsultants.com  
www.rinconconsultants.com

June 11, 2019  
Project No: 18-05858

Anne McIntosh  
Community Development Director  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, California 90266  
Via email: [amiclntosh@citymb.info](mailto:amiclntosh@citymb.info)

**Subject: Scope Amendment Request for EIR Update to address Sunrise Project redesign**

Dear Ms. McIntosh:

Rincon Consultants, Inc. is pleased to submit this scope amendment request for our existing agreement with the City of Manhattan Beach to support the Environmental Impact Report for the Senior Sunrise Living Project. This request responds to additional traffic analysis requested by City staff and the project's updated application set, which includes a project redesign to accommodate vehicular access on Sepulveda Boulevard (instead of 5th Street) as well as a change in the number of dwelling units and proposed number of parking spaces to be provided on-site. The following tasks are required to update the completed analyses to be consistent with updated project description and project redesign: 1) additional traffic counts and parking demand analysis, 2) traffic analysis update by LLG, 3) EIR project description and analyses update, and 4) community outreach meeting attendance to present the project redesign.

**SCOPE OF WORK**

**1. Additional Traffic Counts and Parking Demand Analysis**

LLG will conduct additional traffic count data collection and analysis of two additional locations required by the City of Manhattan Beach. This includes the conduct of weekday AM and PM and Saturday mid-day peak period turning movement counts at the existing project driveways (during two weekdays and one weekend day) as well as a second round of vehicular turning movement counts at all five study intersections. The vehicular turning movement counts at the five study intersections will be conducted during the weekday morning (7:00 AM to 9:00 AM), afternoon (4:00 PM to 6:00 PM), and Saturday mid-day (11:00 AM to 2:00 PM) time periods. LLG will also modify the scope of the transportation impact study to include a project parking demand analysis. The parking demand analysis will



include the conduct of weekday and weekend parking accumulation surveys at two other similar/Sunrise facilities. See Appendix for more details.

## **2. Traffic Analysis Update**

LLG will provide revisions to the project trip generation forecasts, trip distribution, traffic assignment, and the corresponding weekday AM peak hour, PM peak hour, and Saturday Mid-day peak hour intersection traffic impact analyses to reflect the redesigned project. In addition, the project parking analysis will be updated to reflect the revised number of dwelling units and the proposed parking supply. See Appendix for more details.

## **3. EIR Project Description and Analysis Update**

Rincon will revise the administrative draft EIR project description and environmental issue impact analyses with the updated project redesign. This task will also include an in-person meeting with the City to go over the project redesign and discuss the analysis updates.

## **4. Community Outreach Meeting**

Rincon will assist the City of Manhattan Beach in hosting a community outreach meeting to discuss the updated project redesign and CEQA process. As part of this task Rincon can create materials, including a PowerPoint presentation, meeting notices, sign-in sheet, and comment cards. We assume any other visual aids will be provided by the applicant or City.

### **SCHEDULE**

We will complete tasks 1 - 3 within 6 weeks from notice to proceed. Task 4 will be completed as scheduled by the City.

### **COST**

The additional services can be completed for \$47,510. Approval of this scope amendment request would increase our total authorized budget from \$120,560 to \$168,070.



## City of Manhattan Beach

### Sunrise Senior Living Project

Cost Estimate	
Tasks	Rincon Labor
	Cost
1. Additional Traffic Counts and Parking Demand Analysis	\$24,200
2. Traffic Analysis Update	\$7,800
3. EIR Project Description and Analysis Update	\$7,430
4. Community Outreach Meeting	\$3,280
Subtotal Labor:	\$42,710

Additional Costs	
General & Administrative	\$4,800
Total Additional Costs	\$4,800
TOTAL LABOR + ADDITIONAL COSTS	\$47,510



We appreciate the opportunity to continue to assist the City of Manhattan Beach with this project. Please let us know if you have any questions about this request or need additional information.

Sincerely,

**RINCON CONSULTANTS, INC.**

Lexi Journey  
Senior Environmental Planner

Joe Power, AICP CEP  
Principal/Vice President



## Appendix- Traffic Impact Analysis Amendments

January 15, 2019

Mr. Joe Power, AICP CEP  
Ms. Lexi Journey, MESM  
Rincon Consultants, LLC  
180 North Ashwood Avenue  
Ventura, California 93003

LLG REFERENCE: 1-18-4308-1

SUBJECT: **Attached *Updated* Contract Amendment No. 1 Request Form for the Proposed Sunrise Manhattan Beach Senior Living Project**  
City of Manhattan Beach, California

Dear Joe/Lexi:

Enclosed please find *Updated* Contract Amendment Request (No. 1) related to the proposed Sunrise Manhattan Beach Senior Living Project to be located at 250-400 N. Sepulveda Boulevard in the City of Manhattan Beach, California. The Contract Amendment is needed due to additional work tasks which have been requested that were not included as part of our original Scope of Work (i.e., Scope of Work transmitted via email on April 24, 2018). This Contract Amendment includes traffic count data collection and analysis of two additional locations required by the City of Manhattan Beach. This Contract Amendment also covers the conduct of weekday AM and PM and Saturday mid-day peak period turning movement counts at the existing project driveways (during two weekdays and one weekend day) as well as a second round of vehicular turning movement counts at all five study intersections. The vehicular turning movement counts at the five study intersections will be conducted during the weekday morning (7:00 AM to 9:00 AM), afternoon (4:00 PM to 6:00 PM), and Saturday mid-day (11:00 AM to 2:00 PM) time periods. In addition, the transportation impact study will be expanded to include a project parking demand analysis. The parking demand analysis will include the conduct of weekday and weekend parking accumulation surveys at two other similar/Sunrise facilities.

#### SUMMARY OF CURRENT AUTHORIZATION

Our original contract (Scope of Work transmitted on March 28, 2018) corresponds to a not-to-exceed fee of \$23,900.00. Our original Scope of Work included the preparation of a transportation impact study for analysis of up to three study intersections, as well as providing support to the project team during the EIR/public review process including the preparation for and attendance at up to two public hearings and/or community meetings.

**Engineers & Planners**  
Traffic  
Transportation  
Parking

**Linscott, Law &  
Greenspan, Engineers**

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Irvine  
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Philip M. Linscott, PE (1924-2000)  
William A. Law, PE (1921-2018)  
Jack M. Greenspan, PE (Ret.)  
Paul W. Wilkinson, PE (Ret.)  
John P. Keating, PE  
David S. Shender, PE  
John A. Boarman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE  
Keil D. Maberry, PE

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## **SUMMARY OF CONTRACT AMENDMENT REQUEST NO. 1**

As a recap, LLG's approved Scope of Work consists of three parts (i.e., Parts A, B, and C). The Part A Scope of Work assumes the preparation of a transportation impact study, including traffic count data collection and analyses of up to three (3) study intersections as identified on a preliminary basis by City staff. Additionally, the Part A Scope of Work also includes attendance at one meeting. The Part B Scope of Work includes EIR/public review consultation and the Part C Scope of Work includes the preparation for and attendance at up to two (2) public meetings/hearings. The following paragraphs outline the components of this formal amendment request:

### Additional Traffic Count Data Collection and Field Reviews

As noted above, LLG's original Scope of Work assumed the conduct of manual vehicle turning movement counts at a total of three (3) study intersections. Based on further consultation with the City of Manhattan Beach staff, the following two (2) additional study intersections were subsequently added for purposes of analyzing the proposed project's construction traffic impacts:

- Sepulveda Boulevard & Manhattan Beach Boulevard
- Sepulveda Boulevard & Artesia Boulevard

Therefore, LLG coordinated with the traffic count subconsultant and conducted the corresponding additional weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak period manual turning movement counts. In conjunction with the manual turning movement vehicle counts, a count of pedestrian and bicycle volumes was collected during the peak periods. Furthermore, LLG conducted additional field reviews to confirm the existing roadway striping, traffic control measures, curbside parking restrictions, adjacent intersection configurations, etc., at the added study intersections.

### Additional Construction Traffic Analysis

LLG will prepare weekday AM and PM peak hour Level of Service calculations at the two additional study intersections for existing conditions, existing with peak project construction traffic conditions (e.g., during export haul operations, peak project construction, etc.), as well as future conditions without and with the project peak construction traffic to determine the potential traffic-related construction impacts of the project.

LLG will utilize the City of Manhattan Beach approved capacity analysis methodologies (i.e., Intersection Capacity Utilization method) for the Level of Service calculations. LLG will assess the impact during peak project construction activities at the additional study intersections based on the results of the peak hour intersection analyses and application of the City of Manhattan Beach significance criteria. If necessary, LLG will identify improvements to mitigate any potential



construction traffic impacts associated with the proposed project to less than significant levels.

LLG will incorporate the additional study intersections, including the traffic count data, existing and future construction impact analyses, findings and conclusions into the draft transportation impact study. The corresponding tables, figures, and appendices will be expanded accordingly.

#### Driveway Traffic Count Data Collection

As requested, LLG will coordinate with the traffic count subconsultant to conduct vehicular turning movement counts at all existing project driveways off Sepulveda Boulevard and 5th Street so as to ascertain the trip generation characteristics associated with the existing project site. The driveway vehicle traffic counts will be conducted over two (2) typical weekdays and one (1) Saturday during the follow time periods:

- Weekday 7:00 AM to 9:00 AM – Morning Commuter Peak Period
- Weekday 4:00 PM to 6:00 PM – Afternoon Commuter Peak Period
- Weekend (Saturday) 11:00 AM to 2:00 PM – Saturday Mid-day

LLG will compile and summarize the driveway vehicle traffic counts accordingly. A determination will be made regarding the existing site-wide project trip generation. LLG will coordinate with the City of Manhattan Beach to determine if vehicle trip generation credits based on driveway traffic counts are appropriate for application to the proposed project traffic generation forecast to account for the existing uses on-site which are planned to be removed.

#### Additional Intersection Traffic Count Data Collection

Conduct a second day of weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak period turning movement counts at the following five study intersections after the New Year holiday:

- Sepulveda Boulevard & Artesia Boulevard
- Sepulveda Boulevard & 2nd Street
- Sepulveda Boulevard & 5th Street
- Sepulveda Boulevard & 8th Street
- Sepulveda Boulevard & Manhattan Beach Boulevard

In addition, conduct Saturday mid-day period (11:00 AM to 2:00 PM) turning movement counts at these five study intersections for one representative weekend day. In conjunction with the turning movement vehicle counts, a count of pedestrian and bicycle volumes will be collected during the peak periods. Please note that all traffic counts will need to be conducted during typical, non-holiday time periods

when local schools are in regular session (i.e., after January 7, 2019 with return of the Manhattan Beach Unified School District from winter recess).

Additional Saturday Mid-day Peak Hour Trip Generation Forecast and Intersection Analysis

Prepare trip generation forecasts for the proposed project for a typical weekend day (i.e., Saturday) over a 24-hour period, as well as for the Saturday peak hour. The trip generation forecasts will be derived from trip rates listed in *Trip Generation Manual*, 10<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE) in 2017. Appropriate adjustments to the project trip generation forecasts to account for existing uses to be removed will be determined in consultation with City staff.

Assign the forecast net new Saturday peak hour trips expected to be generated by the proposed project to the study intersections based on anticipated traffic patterns to and from the project site. The assumed distribution pattern will be submitted for review and approval by City staff prior to finalization.

Prepare trip generation forecasts for the related projects for a typical Saturday peak hour utilizing the ITE *Trip Generation Manual* publication. The forecast Saturday peak hour trips expected to be generated by the related projects will be distributed and assigned to the local street system. In addition to related projects, consider utilization of an ambient traffic growth factor for purposes of assessing the trips generated by related projects that are currently unknown, and/or are located outside the study area. The ambient growth factor to be utilized in the calculations will be confirmed with City staff prior to commencement of the analysis.

Prepare Saturday peak hour Level of Service calculations at the study intersections for existing conditions, existing with project conditions, as well as future conditions without and with the proposed project traffic to determine the potential traffic-related impacts of the project.

Utilize City approved capacity analysis methodologies (e.g., Intersection Capacity Utilization method for signalized intersections and Highway Capacity Manual method for unsignalized intersections) for the Level of Service calculations. The future background traffic volumes will be forecast by applying a growth factor (typically estimated at 1.0 to 2.0% per year) to the existing traffic volumes and adding traffic from cumulative developments (related projects) in the study area.

Assess the impact of the project based on the results of the Saturday peak hour intersection analyses and application of only the City of Manhattan Beach significance criteria. Based on this assessment, determine which intersections (if any) will require improvements to mitigate potential traffic impacts associated with the proposed development to less than significant levels.

LLG will incorporate the Saturday intersection peak hour evaluation including our analyses, findings and conclusions into the draft transportation impact study. The corresponding tables, figures, and appendices will be expanded accordingly.

#### Parking Demand Analysis

Obtain from the project team up to two comparable sites to be surveyed with a description of uses (e.g., number and type of residential units including a breakdown of assisted living/memory loss/senior apartment units, number of current occupied units at these facilities, on/off-site parking areas utilized, existing peak parking demand time periods, etc.). Conduct an inventory of the parking spaces provided at the identified comparable sites, as well as document any potential on-street parking along the roadways adjacent to the site (if utilized by the facility). The inventory of the parking spaces will be conducted by LLG prior to the conduct of the parking accumulation spot surveys at the comparable sites.

It is expected that two days of parking accumulation spot surveys will be conducted at each of the two comparable sites. The surveys will be conducted on one typical mid-week day (i.e., Tuesday, Wednesday, or Thursday) and one Saturday to capture the peak weekday and Saturday parking demands. On a preliminary basis, the parking accumulation surveys will be conducted from 8:00 AM to 2:00 PM and from 6:00 PM to 9:00 PM over one typical weekday and from 10:00 AM to 2:00 PM and from 6:00 PM to 9:00 PM over one typical Saturday. One subconsultant staff person is assumed to be required at each site for the parking accumulation spot surveys. In addition, this contract amendment assumes the project team will provide any coordination efforts necessary with these facilities, including obtaining clearance to allow LLG and its subconsultant to conduct the surveys as well as to provide specifications related to the type of units at each site (i.e., senior apartments, assisted living, memory loss), current unit occupancy at each site, etc.

Research, review and consider parking generation factors listed in the 4<sup>th</sup> Edition of *Parking Generation*, published by the ITE in 2010 and/or other available studies previously conducted for similar facilities.

Tabulate the existing weekday and Saturday parking accumulation survey data conducted at the two comparable sites. Determine the existing weekday and Saturday peak parking demand and parking characteristics for the sites. Derive the weekday and Saturday parking demand ratios for the surveyed sites.

Develop a parking demand forecast for the proposed project. Compare the parking demand forecast to the proposed parking supply and identify any surplus or deficiency.

LLG will incorporate the parking demand assessment including our analyses, findings and conclusions into the draft transportation impact study. The corresponding tables, figures, and appendices will be expanded accordingly.

### **Summary of Requested Authorization**

In summary, LLG Engineers requests authorization of an additional \$24,200.00 to cover consultation fees associated with the above out-of-scope consultation. Therefore, with approval of this amendment LLG Engineers' budget would increase to \$48,100.00. It should be noted that it may be necessary to amend our contract in the future related to other work items not foreseen in this contract amendment request.

To provide quality and expeditious service to our clients, we have developed the attached additional service form. Please note that the form refers back to our original subcontracting agreement with Rincon Consultants, Inc., dated September 12, 2018, such that all terms and conditions agreed to in that document will continue to apply except as amended herein. Upon review and approval of the amendment, please countersign the original form and return it to our office for our files. If you have any questions, please contact me at (626) 796-2322.

Very truly yours,

**Linscott, Law & Greenspan, Engineers**



Alfred C. Ying, P.E., PTP  
Senior Transportation Engineer

Attachment

**CONTRACT AMENDMENT NO. 1**

January 15, 2019  
LLG REFERENCE: 1-18-4308-1

Mr. Joe Power, AICP CEP  
Ms. Lexi Journey, MESM  
Rincon Consultants, LLC  
180 North Ashwood Avenue  
Ventura, California 93003

PROJECT: SUNRISE SENIOR LIVING PROJECT  
CITY OF MANHATTAN BEACH

SCOPE OF WORK FOR THIS CONTRACT AMENDMENT (NO. 1):

See attached January 15, 2019 letter.

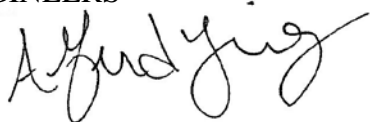
ORIGINAL CONTRACT AMOUNT (April 24, 2018): \$23,900.00

THIS CONTRACT AMENDMENT NO. 1 (January 15, 2019): \$24,200.00

ADJUSTED CONTRACT AMOUNT: \$48,100.00

Upon return of a fully executed authorization, this service fee and condition shall become a part of the Subcontracting Agreement dated September 12, 2018, except as amended herein.

APPROVED BY:  
LINSCOTT, LAW & GREENSPAN,  
ENGINEERS



By: Alfred C. Ying  
Title: Senior Transportation Engineer  
Date: January 15, 2019

APPROVED BY:  
RINCON CONSULTANTS, INC.

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

May 15, 2019

Mr. Joe Power, AICP CEP  
Ms. Lexi Journey, MESM  
Rincon Consultants, LLC  
180 North Ashwood Avenue  
Ventura, California 93003

LLG REFERENCE: 1-18-4308-1

**SUBJECT: Attached Contract Amendment No. 2 Request Form for the  
Proposed Sunrise Manhattan Beach Senior Living Project  
City of Manhattan Beach, California**

Dear Joe/Lexi:

Enclosed please find Contract Amendment Request (No. 2) related to the proposed Sunrise Manhattan Beach Senior Living Project to be located at 250-400 N. Sepulveda Boulevard in the City of Manhattan Beach, California. The Contract Amendment is needed due to additional work tasks which have been requested that were not included as part of our original Scope of Work (i.e., Scope of Work transmitted via email on April 24, 2018) or the approved Contract Amendment No. 1 (dated January 15, 2019). This Contract Amendment includes revisions to the project trip generation forecasts, trip distribution, traffic assignment, and the corresponding weekday AM peak hour, PM peak hour, and Saturday Mid-day peak hour intersection traffic impact analyses to reflect the redesigned project. In addition, the project parking analysis will be updated to reflect the revised number of dwelling units and the proposed parking supply.

#### **SUMMARY OF CURRENT AUTHORIZATION**

Our original contract (Scope of Work transmitted on April 24, 2018) corresponds to a not-to-exceed fee of \$23,900.00. Contract Amendment No. 1 (dated January 15, 2019) corresponds to \$24,200.00. Thus, our current authorization on this project totals \$48,100.00.

#### **SUMMARY OF CONTRACT AMENDMENT REQUEST NO. 2**

LLG received the updated application plan set last week. In addition to redesigning the proposed project to accommodate vehicular access on Sepulveda Boulevard (instead of 5th Street), the number of dwelling units as well as the proposed number of parking spaces to be provided on-site have also been updated. The following paragraphs outline the components of this formal amendment request:

**Engineers & Planners**  
Traffic  
Transportation  
Parking

**Linscott, Law &  
Greenspan, Engineers**

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Philip M. Linscott, PE (1924-2000)  
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Paul W. Wilkinson, PE (Ret.)  
John P. Keating, PE  
David S. Shender, PE  
John A. Boarman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE  
Keil D. Maberry, PE

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#### Revised Project Trip Generation

Prepare trip generation forecasts for the revised project for a typical weekday over a 24-hour period, as well as for the weekday commute AM and PM peak hours. In addition, prepare trip generation forecasts for the revised project for a typical weekend day (i.e., Saturday) over a 24-hour period, and for the Saturday peak hour. The trip generation forecasts will be derived from trip rates listed in *Trip Generation Manual*, 10<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). The revised project trip generation forecasts will be re-submitted for review and approval by City staff. The additional fee for the revised project trip generation forecasts for the various analysis time periods and resubmittal to the City for review and approval totals \$700.00.

#### Revised Project Trip Distribution and Assignment

Distribute and assign the forecast net new weekday AM peak hour, PM peak hour, and Saturday peak hour trips expected to be generated by the revised project to the study intersections based on anticipated traffic patterns to and from the project site. The assumed/revised distribution pattern will be submitted to City staff for review and approval. The additional fee for the revised project trip distribution and assignment to the study intersections including updating the corresponding report graphics totals \$2,400.00.

#### Project Evaluation and Mitigation Measures

Update the weekday AM peak hour, PM peak hour, and Saturday peak hour Level of Service calculations at the study intersections for the existing with project conditions and the future with project conditions to determine the potential traffic-related impacts of the project. Utilize City approved capacity analysis methodologies (e.g., Intersection Capacity Utilization method for signalized intersections and Highway Capacity Manual method for unsignalized intersections) for the Level of Service calculations.

Assess the impact of the project based on the results of the weekday AM peak hour, PM peak hour, and Saturday peak hour intersection analyses and application of only the City of Manhattan Beach significance criteria. Based on this assessment, determine which intersections (if any) will require improvements to mitigate potential traffic impacts associated with the proposed development to less than significant levels. The additional fee for the revised Level of Service calculations at the study intersections including updating the corresponding report tables totals \$2,800.00.

#### Updated Parking Analysis

Update the parking requirement as well as the parking demand forecast for the revised project. Compare the parking demand forecast to the revised project's parking supply and identify any surplus or deficiency. The additional fee for the updated parking assessment totals \$1,900.00.

Mr. Joe Power, AICP CEP  
Ms. Lexi Journey, MESM  
May 15, 2019  
Page 3

### **Summary of Requested Authorization**

In summary, LLG Engineers requests authorization of an additional \$7,800.00 to cover consultation fees associated with the above out-of-scope consultation. Therefore, with approval of this amendment LLG Engineers' budget would increase to \$55,900.00. It should be noted that it may be necessary to amend our contract in the future related to other work items not foreseen in this contract amendment request.

To provide quality and expeditious service to our clients, we have developed the attached additional service form. Please note that the form refers back to our original subcontracting agreement with Rincon Consultants, Inc., dated September 12, 2018, such that all terms and conditions agreed to in that document will continue to apply except as amended herein. Upon review and approval of the amendment, please countersign the original form and return it to our office for our files. If you have any questions, please contact me at (626) 796-2322.

Very truly yours,  
**Linscott, Law & Greenspan, Engineers**



Alfred C. Ying, P.E., PTP  
Senior Transportation Engineer

Attachment



## CONTRACT AMENDMENT NO. 2

May 15, 2019  
LLG REFERENCE: 1-18-4308-1

Mr. Joe Power, AICP CEP  
Ms. Lexi Journey, MESM  
Rincon Consultants, LLC  
180 North Ashwood Avenue  
Ventura, California 93003

PROJECT: SUNRISE SENIOR LIVING PROJECT  
CITY OF MANHATTAN BEACH

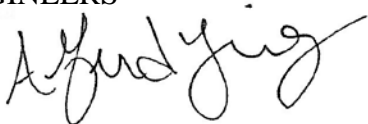
SCOPE OF WORK FOR THIS CONTRACT AMENDMENT (NO. 2):

See attached May 15, 2019 letter.

ORIGINAL CONTRACT AMOUNT (April 24, 2018):	\$23,900.00
CONTRACT AMENDMENT NO. 1 (January 15, 2019):	\$24,200.00
THIS CONTRACT AMENDMENT NO. 2 (May 15, 2019):	<u>\$ 7,800.00</u>
ADJUSTED CONTRACT AMOUNT:	\$55,900.00

Upon return of a fully executed authorization, this service fee and condition shall become a part of the Subcontracting Agreement dated September 12, 2018, except as amended herein.

APPROVED BY:  
LINSCOTT, LAW & GREENSPAN,  
ENGINEERS



By: Alfred C. Ying  
Title: Senior Transportation Engineer  
Date: May 15, 2019

APPROVED BY:  
RINCON CONSULTANTS, INC.

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_