

Amy Ow

From: Camille Leung
Sent: Wednesday, May 08, 2019 2:32 PM
To: noel@nexgenbuilders.com
Cc: spatel@graniteridgellp.com; Amy Ow
Subject: FW: Determination on Changes in Grading

From: Roland Haga [mailto:RHAGA@BKF.com]
Sent: Thursday, April 25, 2019 1:16 PM
To: Steve Monowitz <smonowitz@smcgov.org>
Cc: Melissa Andrikopoulos <mandrikopoulos@smcgov.org>; Camille Leung <cleung@smcgov.org>; Jack Chamberlain <jtuttlec@aol.com>; 'David Byers' <dbyers@landuselaw.net>; Roland Haga <RHAGA@BKF.com>; Jonathan Tang <jtang@BKF.com>
Subject: RE: Determination on Changes in Grading

Steve,

In accordance with your email follow up, I offer the following in response to Camille's email of April 19, 2019:

BKF does not agree with Camille's interpretation of the grading volumes associated with the Highland Estates Project grading for Lots 5 through 11. BKF stands by our grading volumes and Memorandum dated 3/7/19. We believe the County is incorrectly double counting earthwork volumes on the project, we I do not agree there is an additional 375 truckloads to off haul as proposed by the County Staff from the information BKF provided in our 3/7/19 memorandum. BKF analysis has estimated, 716 truck trips, resulting from the grading and off-haul operations associated with lots 5 through 11.

BKF grading evaluation *is a simple volume calculation* of proposed grading and are in accordance with Section 8600 of the County of San Mateo, Environmental Services Agency, Planning and Building Division, Regulations for Excavating, Grading, Filling and clearing on lands in Unincorporated San Mateo County. The earthwork volumes associated with the project should be based the County's Definition Section 8601.16, and is the volume of earth work between the existing natural ground and the finished elevation and is the appropriate method, and not to calculate or include earthwork for over excavated areas on the project. We believe to County Planning and Building Division should follow their own County Ordinances when evaluating the BKF project earthwork calculations.

Related to truck trip per day in our memorandum, BKF used 12 CY per truck in calculating the related truck trips for grading associated with the grading on Lots 5 through 11. Note the 5 trucks per day was an estimated in the Certified EIR. The number of trucks per day will vary based on means and method of the grading contractor operations associated with truck trip off hauling and will be dependent on the length of time of grading operations. Please note that truck trips associated with the average daily trips is anticipated to be 20% lower than of the project daily traffic for Lots 5 through 11. We have estimated that at 10-12 trucks per day it will take approximately 10-12 weeks (17% of the average daily traffic projected), and at 5 trucks per day it would take 20-24 weeks (8.5% of the average daily traffic projected). Both of these are estimate related to truck trip for the project and vary only as to the length of time.

All trucking will be compliant with Improvement Measure TRANS-1, all trucking would occur between the hours of 9 am and 4 pm daily during non-commute hours. The truck route for lots 9, 10 and 11; will be Cowpens to Cobble Hill to Ticonderoga Drive (Lots 5 thru 8) and Lots 5, 6, 7, 8 and Slope Mitigation (Lots 5-8); the truck route will be Ticonderoga Drive to Polhemus Road to Highway 92 and then, either west or east on Highway 92 depending on location were fill is

being hauled to. The largest road impact will be Ticonderoga Drive between the project site lots 5-8, to Polhemus Road to Highway 92, and not through the neighborhood.

I believe this address our position grading volumes and anticipated truck trips associated with the Highland Estates Project grading for Lots 5 through 11.

Best regards,
Roland Haga



ROLAND HAGA, PE, PLS, LEED AP

Vice President

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Delivering Inspired Infrastructure



From: Steve Monowitz <smonowitz@smcgov.org>

Sent: Wednesday, April 24, 2019 5:41 PM

To: Jack Chamberlain <jtuttlec@aol.com>; Roland Haga <RHAGA@BKF.com>

Cc: Melissa Andrikopoulos <mandrikopoulos@smcgov.org>; Camille Leung <cleung@smcgov.org>

Subject: RE: Determination on Changes in Grading

Hi Jack and Roland,

As discussed at our last meeting, I have asked for SWCA's input on the procedures that should be followed in order to maintain CEQA compliance. I want to make sure there is no dispute about the assumptions being applied to this analysis, such as those regarding cut and fill quantities, locations, and number of truck trips per day. Your response to Camille's message is therefore critical to our ability to move forward.

Please let me know if I can help resolve any outstanding questions or concerns in this regard.

Thanks,
Steve

From: Camille Leung

Sent: Friday, April 19, 2019 4:05 PM

To: Jack Chamberlain <jtuttlec@aol.com>; Roland Haga <RHAGA@bkf.com>

Cc: Steve Monowitz <smonowitz@smcgov.org>; Amy Ow <aow@smcgov.org>; Melissa Andrikopoulos <mandrikopoulos@smcgov.org>; Sherry Liu <xliu@smcgov.org>

Subject: RE: Determination on Changes in Grading

Hi Jack and Roland,

The County is in the process of looking at the difference in the proposed grading vs. approved grading and determining what kind of additional CEQA review may be required. This analysis depends on volume estimates of additional earthwork. From this volume, additional truck trips will be determined based on total off-haul volume and import volume divided by 12 cy. In order to determine actual truck trips we need actual estimates of earthwork volumes.

However, the County estimates (attached) do not match BKF's estimates provided in its 3/7/19 memo. Your calculations of earthwork are based on a definition of cut and fill from the County's Grading Regulations. What we are trying to arrive at is a simple volume calculation of proposed grading, not a measure of depth of cut or fill. Please reconsider your calculation methodology and send us revised estimates or agreement with the County's estimates.

Also, in your memo you estimated 10-12 truck trips a day. The Certified EIR estimated 5 truck trips a day. Please explain how 10-12 truck trips a day could be accomplished with no truck trips during commute times, per Improvement Measure TRANS-1.

Please respond to these comments for the County to resume its analysis of the proposed grading modification.

Thanks

From: Jack Chamberlain [<mailto:jtuttlec@aol.com>]
Sent: Thursday, March 21, 2019 10:46 AM
To: Camille Leung <cleung@smcgov.org>
Subject: Fwd: Determination on Changes in Grading

From: RHAGA@BKF.com
To: jtuttlec@aol.com
Cc: jtang@BKF.com, RHAGA@BKF.com
Sent: 3/20/2019 11:41:16 AM Pacific Standard Time
Subject: RE: Determination on Changes in Grading

Jack,

Our site has approximately 5,710 yards of off haul associated with grading for lots 5 -11, why would we need to import 4500 CY, (4500 CY<5,710) if we have the material on site it is already included in our earthwork and the number trucks is well.

I do not agree there is an additional 375 truckloads to off haul.

We might need a meeting conference call.

Roland



Roland Haga, PE, PLS, Leed AP

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Delivering Inspired Infrastructure



From: Jack Chamberlain <jtuttlec@aol.com>
Sent: Wednesday, March 20, 2019 10:53 AM
To: Roland Haga <RHAGA@BKF.com>
Subject: Fwd: Determination on Changes in Grading

-----Original Message-----

From: Camille Leung <cleung@smcgov.org>

To: Jack Chamberlain <jtuttlec@aol.com>

Cc: Sherry Liu <xliu@smcgov.org>; Steve Monowitz <smonowitz@smcgov.org>

Sent: Tue, Mar 19, 2019 4:55 pm

Subject: Determination on Changes in Grading

Hi Jack,

Staff has reviewed the BKF Memo of 3/7/19. Table 2 does not include any Imported Fill necessary for Slope Mitigation, as described as being necessary in Cornerstone's Geo letter dated 7/8/17. Therefore, no estimate for truck trips for importation of fill is included on the memo. County staff estimated 4500 cy for import, with 375 truck trips. BKF will need to explain why imported fill and associated truck trips were not included in their calculations.

In consultation with County Counsel, Steve has determined that the grading changes are a Major Modification and staff is in the process of determining the appropriate CEQA document and process. We will let you know when we have made our determination.

Thank you

Camille Leung, Senior Planner

Planning & Building Department

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