

Amy Ow

From: Camille Leung
Sent: Tuesday, April 23, 2019 6:05 PM
To: Jack Chamberlain; Roland Haga
Cc: Steve Monowitz; Amy Ow; Melissa Andrikopoulos; Sherry Liu
Subject: RE: Determination on Changes in Grading

Hi Jack and Roland,

Just checking in again on this.... Please provide status. Thanks!

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 BKFs 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

Vice President

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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

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Grading for Chamberlain Project, in cubic yards (CY)

PLN APPROVAL (Source: BOS Staff Report, Final EIR)			Truck Trips based on 12cy = 1 truck load (Source: Final EIR)
TOTAL	Cut	Fill	
Lots 1-4	500	2,300	0
Lots 5-8	4,700	700	0
Lots 9, 10	300	2,900	0
Lot 11	1,200	1,000	0
Overall - Import Only	0	900	75
	6,700	7,800	75

Note: Final EIR assumes balanced Grading for Lots and only calculates truck trip for imported materials (Rock, etc)

BLD PROPOSAL	FOUNDATION			SLOPE REPAIR ---Revised on BLD Plans				
Lots 5-8	Cut	Fill	Offhaul Trips (balance/12 cy)	Cut - Slope Repair	Balanced Fill	Imported Fill (Source: Geo letter 7/8/17)	Offhaul (Source: Geo letter 7/8/17)	Truck Trips for Fill + Offhaul
5	1,740	0	-	520	-	-	-	-
6	2,030	0	-	580	-	-	-	-
7	2,170	40	-	660	-	-	-	-
8	2,080	90	-	1120	-	-	-	-
	8,020	130	658	2,880	0	4500	2500	583.3
Lots 9-11	Cut	Fill	Onhaul Trips (balance/12 cy)	Cut - Overexcavation	Balanced Fill	Imported Fill	Offhaul	Truck Trips for Fill + Offhaul
9	140	1,800	-	200	0	260	200	38.3
10	770	310	-	81	0	105	81	15.5
11	470	70	-	519	382	178.1	137	26.25833333
	1,380	2,180	67	800	382	543	418	80

Notes: 1) Cut for Slope Repair: Geo letter of 7/8/17 estimates total earthwork for geo mitigation as up to 25,000 cy (2800 cy estimated by Project Civil Eng.); 2) Fill for Slope Repair: Slope Repair will involve off-haul of organic/unsuitable material, shrinkage, and re-placement back of suitable material, as well as fill to compensate for unusable earth. Truck Trips: (4500 cy + 2500)/12 cy = 583 trips

Note for Cut for Overexcavation: Overexcavation volumes for Lot 11 provided by Cornerstone in letter dated 9/21/18. No formal estimates provided for Lots 9-10, but volumes estimates based on total estimated overexcavation of 800 cy from BKF letter of 8/7/18

Note for Balanced and Imported Fill: No formal numbers provided for Lots 9-10. Staff used conservative estimates for balanced fill (zero assumed) and imported fill (based on cut amount plus 30% shrinkage).

Grading Quantities	Approved	Proposed	Difference
Cut (5-8)	4,700	10,900	6,200
Fill (5-8)	700	4,630	3,930
Cut (9-11)	1,500	2,180	680
Fill (9-11)	3,900	3,105	-795

TRUCK TRIPS	Approved Trips	Proposed Trips
On & Off Haul Trips		
Lots 5-8	37.5	1240.8
Lots 9-11	37.5	147
	75	1387.6